

B E D M I N S T E R   G R E E N



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A G R O W I N G   C O M M U N I T Y

**STATEMENT OF STAKEHOLDER & COMMUNITY INVOLVEMENT**

FEBRUARY 2019

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## 1. Introduction

- 1.1 This Statement of Stakeholder and Community Involvement relates to the Bedminster Green Placemaking Framework:
- 1.2 The purpose of this Statement is to provide an overview of stakeholder and public consultation undertaken to inform the Placemaking Framework.

## 2. The Placemaking Framework

- 2.1 The Placemaking Framework has been prepared by Nash Partnership on behalf of four landowners/developers involved in Bedminster Green – A2 Dominion, Firmstone Consortia One, Deeley Freed and Dandara. Formulation of the Framework has been undertaken at the request of Bristol City Council.

## 3. Consultees

- 3.1 The following key stakeholders were identified:
  - Bristol City Council Councillors & Officers
  - Bedminster Business Improvement District (BID)
  - Action Greater Bedminster
  - Windmill Hill & Malago Community Planning Group (WHaM)
  - BS3 Planning Group
  - Bristol Civic Society
  - Bristol Walking Alliance
  - Bristol Cycling Campaign
  - Windmill Hill City Farm
  - Police Crime Prevention Design Advisers
  - Bristol Neighbourhood Planning Network
  - General Public (including local residents and businesses)

## 4. Key Stakeholder Involvement

### **Bristol City Council**

- 4.1 The Framework has been developed through a series of regular discussions with Bristol City Council officers, involving representative of the landowners/developers and Nash Partnership. There has also been Cabinet Member input to some of these discussions.
- 4.2 A briefing presentation on the draft Framework was made to Members of the Development Control Committees and Cabinet Members for Strategic Planning and City Design and Housing. A number of key points emerged from this briefing:
  - The need to carefully consider any proposal for tall buildings.
  - Consideration of community infrastructure such as school places, doctors' surgeries and nursery provision.
  - Provision of a broad density figure.
  - Ensuring the public realm is truly public.
  - Inclusion of a high-level principle to ensure development is inclusive for all, including people with disabilities.

- Using alternative, more familiar terms for ‘legibility’ and ‘anchor use’.

4.3 These points resulted in changes to the draft prior to wider consultation.

### Local Organisations

4.4 A briefing presentation was made to local organisations on 3 December. Those who attended were:

- Action for Greater Bedminster
- Avon and Somerset Police
- Bristol Civic Society
- Bristol Cycling Campaign
- BS3 Planning Group
- Bristol Walking Alliance
- Windmill Hill City Farm
- Windmill Hill & Malago Community Planning Group (WHaM)
- Bedminster Bid
- Bristol City Council officers
- Bristol City Council Cabinet Member for Strategic Planning and City Design
- Developer/landowner representatives

4.5 A question and answer session followed the presentation, and this generated discussion, particularly in respect of building heights. Comments were subsequently received from local organisations in response to a consultation exercise that ran from 10 December 2018 to 13 January 2019.

4.6 We received formal comments from:

- Action for Greater Bedminster
- Bristol Civic Society
- Bristol Cycling Campaign
- BS3 Planning Group
- Bristol Walking Alliance
- Windmill Hill & Malago Community Planning Group (WHaM)

4.7 These are tabulated in Appendix 1 and key points with the Framework response are set out below.

COMMENT	RESPONSE
<b>General Framework</b>	
Support development of the area.	Noted.
Support for the Framework principles.	Noted.
Agree with many of the ideas but need firm rules and commitment.	Noted. The Framework sits alongside Local Plan policies and the SPD and is intended to be a further material consideration, subject to consideration by the Council.
Framework should conform to Bristol’s Urban Living SPD.	The purpose of the Urban Living SPD is to add further guidance to the policies of the Local Plan as a material consideration in the determination of planning applications. The Framework sits alongside Local Plan policies and the SPD and is intended to be a further material consideration, subject to consideration by the Council.
The Framework makes inaccurate statements about vacant buildings/empty offices.	This has been amended and corrected.

Part of the Framework area is within the conservation area.	Amended to reflect this (p25).
Reference is made to ongoing consultation.	This was the case at the draft stage. Now updated (p9).
Framework should be accompanied by an Environmental Impact Assessment.	The Regulations relate to the granting of planning permission or subsequent consent for EIA development unless an EIA has been carried out in respect of that development. The Framework is not a planning application but a document setting out placemaking principles and parameters.
Establish a development consortium; a public-private partnership.	The Framework reflects the joint working arrangement that has been developer group has been established to bring the landowners/developers together with Council services. This includes joint working on the Framework and the related Strategic Transport Assessment and the Framework Flood Risk Assessment. Further opportunities may present themselves in detailed design and ongoing conversations such as applying CIL funding to infrastructure improvements and other funding sources such as the Environment Agency and Homes England as set out in the Framework on p82.
Principles and aims are positive but are vague and do not offer firm commitments.	The purpose of the Framework is set out on p9 of the document. The principles and aims are carried through to the parameters to be addressed individual proposals for the component sites through a detailed design process.
Unclear what weight, adoption or rigidity it has in forming proposals.	The intention is that the Framework will be a material planning consideration, subject to consideration of it by the Council's Cabinet (p9).
Needs to provide an inclusive environment (such as disabilities and across ages).	Creating inclusive streets, spaces and homes within a balanced community is one of the leading aims for the area. The Framework refers to a wide definition of inclusivity, ranging from different generations to different sensory and mobility abilities. This is an important strand throughout the consideration of different aspects as identified in the aims, found on p34 of the document.
Exercise should have been undertaken earlier; taken place at an unfair time; how will it be fed back?	The production of the Framework has been a collaborative exercise between the landowners and the Council and was acted upon by the landowners when requested by the Council. The published Framework was in draft for comment. The two public drop in events, availability of the Framework in Bedminster Library and online and consultation period of five weeks are considered to have offered an appropriate opportunity for comment. The ideas and concerns raised through consultation have are responded to here, including indicating where changes have been made to the Framework.
A range of comments on the submitted planning applications and also on an image in the application material showing a suggested concept for the land adjacent to Dalby Avenue.	The Framework will be a material consideration in determining planning applications, subject to consideration by Bristol City Council's Cabinet. It is not appropriate to comment on planning

	applications here. It should be noted that there is no formal proposal at present for the land adjacent to Dalby Avenue.
The Framework could provide the basis for a full masterplan.	The intention is that the Framework will provide a basis for detailed proposals for each site and subsequent delivery of development.
What about access during the build period?	Planning permissions for individual sites will need to be accompanied by a construction management plan.
<b>Building Heights</b>	
Too high around the edges and near existing neighbours.	The height parameter on the edges adjacent to Little Paradise, East Street and the City Farm has been reduced to low rise in the Framework. There is also a reduction on the southern side of the Green. All detailed planning applications will be subject to consideration of access, privacy, microclimate overshadowing and views. Besides the height parameter there are also aims set out on p38 and principles on p58 of the document. Detailed planning applications will respond to the aims, principles and parameters in the whole.
Needs a height limit.	This is a matter for the detailed design process and assessment and determination through the planning application process, taking account of the provisions of the Framework and adopted planning policy and guidance. The Framework identifies opportunities for tall buildings, of 10 or more storeys at a high level. These are indicated with the heights parameter informed by the 'An Identifiable & Understandable Place' principle, on p58. The location on the parameter, p79, is indicative and does not identify a specific height, extent, mass or form(s).
Requires justification; suggests daylight / shadow analysis.	Bedminster Green is appropriate for a significant number of new homes at higher densities as identified in the Urban Living SPD. The Framework identifies locations where taller elements, of 10 storeys or more, are considered appropriate. Reasoning for this is set out on p69 of the document. The Framework sets out, at a high level, the components, aspects and approach to a high-quality urban quarter. Detailed proposals will need to determine the height of each element of development through a detail design process to support planning applications, responding to the Framework and adopted policy and guidance.
Grouping tall buildings; too close to each other, too high, too close around green.	It is considered that the taller elements shown in the Height Parameter Plan are appropriately spaced and it is made clear that footprints, form and massing are to be determined through a detailed design process. The height around the southern extent of the Green has been reduced in the Height Parameter Plan.
The intense scheme proposed could not deliver the good quality accommodation and attractive public realm required by planning policy.	It is considered that the Framework establishes the basis for achieving a high quality new urban environment, subject to a detailed design and planning process.

Need to consider all views.	Views to and from within Bedminster Green are relatively limited (pp 27 and 69) but this is nonetheless an important consideration to be assessed through the detailed design process in the support of planning applications for each of the sites.
<b>Economy &amp; Community Infrastructure</b>	
Provide business space and SME support.	The Framework sets out opportunities for workspaces and shops within aims for the local economy on p41. The indicative Land Use Parameter Plan (p78) provides for flexible space that can accommodate a variety of uses, including business use/space for small and emergent businesses.
Not enough school places and services within the vicinity (what can be provided onsite; doctor surgery?)	Discussion with Bristol City Council has confirmed that adequate capacity exists within existing schools. The Framework requires the provision of flexible ground floor space that can be used for a range of purposes, including community infrastructure uses and where appropriate the Community Infrastructure Levy and S106 obligations are available to address needs.
<b>Design, Amenity &amp; Nature</b>	
Could do more to improve the river. Needs stronger commitment to ecology, making the most of the Malago.	It is a key principal and benefit of the Framework to a strong 'Green Network & River Malago', on p50. This is indicated on the 'Green Infrastructure & Hydrology' parameter as 'River Naturalisation Potential', on p77. A Framework Flood Risk Assessment (FRA) is being undertaken and this will help to inform detailed proposals, alongside site specific Flood Risk Assessments (p82).
Only a limited stretch of the Malago is proposed to be opened up.	The parameter plans propose enhancing the River Malago along its full length.
Framework should set out tree retention / planting.	The Framework has clarified approach to tree removal and planting with the summary of key considerations on p27. It is also recognised in the Framework that trees make an invaluable contribution to the quality of spaces and streets, and this is reflected in the Green Infrastructure & Hydrology Parameter Plan (p77).
Need to understand the local character and bring that forward.	A new section on the character of the surrounding area has been added (p23). The Framework sets out high level aims and principles to inform development coming forward. The 'Vitality & Identity - Architecture & Character' aim states that "...high quality architecture be informed by the character and identify of the surrounding streets and spaces, defining a new quarter that understands and transitions into the established Bedminster and Windmill Hill neighbourhoods" (p40). Detailed planning applications will set out their inspirations and approach to architecture and contribution to the character of the area.
Protect setting of St John's Churchyard.	St John's Churchyard is an important open space in the area and its recognition in the Framework has been strengthened with addition on p24 and highlighted within 'Green Network' and

	'Public Space' principles (pp50 and 62). To further acknowledge its importance the Framework has identified it within its overview description of the area. There is a significant degree of separation between the Framework area and the Churchyard but consideration of any impacts upon its setting will be a matter for the detailed design process.
Unclear how this will be funded and delivered.	Public realm enhancements will be delivered directly through implementation of developments on each site and through CIL and potentially S106 obligations. Other funding opportunities including the Environment Agency and Homes England are to be explored. This is summarised at p83.
Mixture of comments on the size of the green.	One of the main benefits of the Framework is to expand the area of the green by 15%. This is subject to the detail of other emerging proposals such as the improvement of Whitehouse Lane, the Station and Dalby Avenue. The Framework sets out the aspirations for the Green, ranging from cycle facilities to river naturalisation where there is a need for a clever balance and design to most effectively enhance the natural environment and amenity for enjoyment by all the neighbourhood. This will be part of the detailed design and planning application for Site 5 'Land adjacent to Dalby Avenue'.
The proposals will conceal existing character.	The Urban Living SPD identified Bedminster Green as a location where there is an opportunity to create new character. The Framework seeks to establish a basis for this and for transition between this new area and existing areas adjoining. Height parameters adjoining East Street, Little Paradise and the City Farm have been reduced (p79).
What of improvement East Street?	East Street, with Bristol City Council, has secured a funding grant from the West of England Combined Authority (WECA), 'Love our High Street' pilot project, to undertake a study and improvements to East Street. The Access Parameter Plan (p75) shows the proposed connections to East Street. The proposed transformation of St Catherine's Place will greatly enhance the attractiveness of this end of Est Street and footfall will be significantly boosted by the new community introduced through development.
Further detail is needed on street design.	The Framework sets out principles and parameters with detail to be determined through the detailed design process.
Guidance should be set out on safeguarding the amenity of existing developments.	This is to be assessed through the detailed design stage. The parameter plans within the Framework note that detailed proposals are to be assessed against adopted planning policies and guidance.
Minimum floor levels n relation to flood risk should be specified.	Minimum flor levels will be determined by sites specific flood risk assessments which the Framework requires to have regard to the Framework Flood Risk Assessment 9p82).

Some guidance should be provided on promoting sustainable drainage.	This is broadly shown in the Green Infrastructure and Hydrology Parameter Plan (p77) with sustainable drainage proposals to be developed through the detailed design stage, informed by the Framework Flood Risk Assessment and site-specific flood risk assessments (p82).
Private control of open space?	The Framework state that public spaces should be truly public (p39).
<b>Housing</b>	
Too high a density giving rise to concern on low quality of living.	Changing trends in lifestyle, travel, technology and home solutions mean that high density / high rise living is significantly different to the challenges presented in the 20th century where often functionality was poorly balanced with health and wellbeing. Well designed development that optimises density can contribute to good quality of life opportunities, through access to a range of services and amenities, a high quality public realm, walking and cycling routes, good public transport, opportunities for social interaction etc. The liveability dimension of development proposals will need to be assessed through the detailed design and planning process as proposals come forward for each site.
Firmer commitments to a full housing mix and not just 1-2bd apartments.	This is based in the context of the wider Bedminster Area where, as observed in the housing stock assessment on p21, there is a prevalence of 2-3bed houses. One of the leading aims in the Framework is to contribute to a 'Balanced Community', on p34. The aim for a 'Mixed Housing Offer is set out on p39. The aim is for a mix of home choices and tenures. This should amount to a variety of house types and tenures balanced with other considerations. The specific mix will be set out in each individual proposal and detailed planning application, based upon understanding of the location; prevailing housing stock, market needs and deliverability.
Emphasis on affordable housing.	Affordable housing is required by the Framework in accordance with planning policy and related viability considerations (p66).
Objections to student housing.	Student accommodation provision has significantly changed over the last decade. There is an increasing trend towards, and desire for, Purpose Built Student Accommodation (PBSA) whereas historically a greater portion has been met by converted homes and houses of multiple occupation (HMOs) which has had adverse impact on communities. There is a low-level provision of student homes in the area and as an accessible inner-city location the area is appropriate for some student provision as part of the overall mix.
<b>Transport</b>	
Whitehouse Lane should be primarily for cycling and Clarke Street for Pedestrians.	Amended to indicate options for Whitehouse Lane (p75) and need for transport assessment (p82).

<p>New segregated cycle route on Malago Road / Dalby Avenue route.</p>	<p>Malago Road / Dalby Avenue A38 is a strategic road. 'Humanising the Avenue' set out on p52 set out the idea for a city boulevard. This includes safe crossing points, a better pedestrian and cyclist environment, street trees and bus facilities. As a future metrobus route it is set to be widened in places to include bus lanes. Key cycle routes are shown on the Access Parameter Plan (p74). Malago Greenway and Whitehouse Lane offer a parallel route where cyclists are segregated from traffic.</p>
<p>Framework should clearly specify key pedestrian and key cycle routes to East Street.</p>	<p>The Access Parameter Plan has been amended, in response to comments received, to clearly show the key routes.</p>
<p>What is the basis of the cycle and walking routes – are they in the right place?</p>	<p>The proposed key routes have been determined through discussion with the Council officers and informed by comments from local cycle and walking groups.</p>
<p>How will improved connection to East Street be achieved if outside the Framework area?</p>	<p>The Framework seeks to ensure that the streets connecting to East Street within the area it covers are improved and become pleasant and active streets that are overlooked and feel safe (pp48 and 54).</p>
<p>Who will take responsibility for designing, laying out and maintaining cycle and pedestrian routes?</p>	<p>These are detailed matters beyond the scope of the Framework. Design and laying out will be undertaken by the developers and the Council for different elements - for example the Council will take the lead in respect of the A38.</p>
<p>Need good bike parking; visitors, station and residents.</p>	<p>The approach proposals will take to cycle parking is set out in a new section on 'Parking &amp; Servicing' on p70. Bristol's Site Allocation &amp; Development Management Plan Adopted July 2014 includes standards for cycle parking and a further guide to cycle parking provision dated June 2005. Detail will emerge within individual detailed planning applications.</p>
<p>No detail is provided for the station.</p>	<p>The Framework sets out the intention of providing a new station entrance fronting the Green. The specifics of this are to be determined through a detailed design process, involving discussion with Network Rail and will be informed by assessment of options for the future of Whitehouse Lane.</p>
<p>Concern that the timing of the train and rail improvements will be late on in the development; it should be earlier.</p>	<p>There are several network improvements around Bristol that are set to improve rail capacity for local and regional services, as well as strategies for increasing frequency and stops for local services. These are identified in the West of England Joint Transport Plan. Improvement to services to Bedminster Station will be determined by the outcome of assessment of options for Whitehouse Lane and discussions with Network Rail.</p>
<p>There is a need for more trains.</p>	<p>Strategic transport proposals envisage improved services. The Framework seeks to support this and make the station more attractive by providing a new and more visible entrance facing onto the Green</p>

Parking is already difficult; development will make it worse; suggested parking provision is too low.	The location is a very sustainable one and the emphasis is on active travel and public transport. The Framework requires measures of effective off-site mitigation to avoid negative impacts on surrounding streets. The approach proposals will take to new and existing parking is set out in a new section on 'Parking & Servicing' on p70 and in requirements for off-site arrangements to ensure that limited parking within developments does not cause overspill to surrounding streets (p82).
How will traffic be dealt with for student drop off and pick up each term.	This will require management arrangements to be put in place and secured in connection with any planning permission (p71).
Whitehouse Lane closure will negatively affect Windmill Hill; "Traffic Chaos."	Amended to indicate options for Whitehouse Lane (p75) and need for transport assessment (p82).
Needs to ensure businesses can still operate.	Whilst Whitehouse Lane is identified as an area of change within the Urban Living SPD, it is important business and employment area and the continued operation is important to the neighbourhood whilst development is underway is important. Where individual proposals may significantly affect this, they will put in place a strategy to overcome this that will be determined through the detailed planning application process.
There needs to be resident parking control in Windmill Hill.	
<b>Sustainability and Air Quality</b>	The Framework requires measures to ensure against overspill parking onto surrounding streets (p82).
There should be a commitment to a heat network, subject to no harmful emissions.	The Framework requires connection to a network if available or enabling of connection to a future network if feasible (p64).
Sustainability is also about a healthy environment with green infrastructure, revitalising the Malago and non-car based travel.	Agreed – these elements are all incorporated throughout the Framework.
There are air quality issues.	The Framework seeks to encourage and enable active travel and use of public transport to take advantage of the sustainable location and minimise car use. This will support measures to address air quality that need to be undertaken at a more strategic scale and which Bristol City Council is progressing through work on its Clean Air Plan.

4.8 In addition we received comments on behalf of a third party landowner and these are included in Appendix 1 and key points with the Framework response are set out below.

COMMENT	RESPONSE
<b>General Framework</b>	
Correct an error in Figure 2 which shows some commercial land within the City Farm.	Corrected.

Make clear reference to the emerging Bristol Local Plan Review's removal of the PIWA designation.	Framework amended to make this clear.
Support the vision.	Noted.
<b>Building Heights</b>	
There is no merit to stepping down on Whitehouse Lane / to industry.	The Framework Height Parameter plan has been adjusted to show less stepping down on Whitehouse Lane.
Open space may be appropriate at the front of a block, adjacent to Clarke Street and the River Malago and not necessarily in the centre of a block.	The Public Realm and Landscape Parameter Plan (p76) has been amended to show an enhanced public realm and river feature along Clarke Street. 'Green Infrastructure & Hydrology' indicative parameter plan on p77 identifies zones across the entire block where amenity space could be found providing flexibility for block layout to come forward in different configurations. This detail is for individual planning applications.
Clustering of tall buildings is supported in principle.	Noted.
Grouping tall building does not consider impacts on one another and the public realm and may detract from the Green.	The Framework indicates opportunities for tall buildings, over 10 floors. These do not describe a footprint, form, massing or specific height which is to be determined through technical assessments, detailed design and consideration through the planning process as described on p79. As set out in the Urban Living SPD the quality of the public realm is a key aspect to high quality development. The Heights Parameter Plan has been amended to reduce the height parameter at the southern side of the Green. Detail will be determined through individual planning applications.
The area between Clarke Street and Whitehouse Lane should be considered for a local landmark.	The Framework provides for a clustered composition of taller elements at the heart of Bedminster Green. Variation in relation to the parameters may be permissible if justified by overall design and planning benefit.
Prescriptive locations for possible tall buildings be reconsidered for flexible provision across the whole Framework area.	The Framework provides for a clustered composition of taller elements at the heart of Bedminster Green. Variation in relation to the parameters may be permissible if justified by overall design and planning benefit.
<b>Economy &amp; Community Infrastructure</b>	
Greater prominence of active frontages on Clarke Street and Whitehouse Lane.	The Land Use Parameter Plan (p78) shows non-residential frontages on Dalby Avenue/Malago Road, around the Green and on Whitehouse Lane. Elsewhere residential uses should contribute to achievement of active frontages.
<b>Design, Amenity &amp; Nature</b>	
River should meaningfully be incorporated into the public realm.	The Framework sets this out in the 'Green Network & River Malago' principle on p50. The Public Realm and Landscape Parameter Plan (p76) has been amended to show an enhanced public realm and river feature.
The inclusion of a block to the east of the Green separates the Gren from the opened-up River Malago.	The Framework provides for opening up the River Malago across the Green.

The Framework diagram (p67) implies no frontages etc 'key frontage' and 'framing avenue frontages'. Active frontages should be shown on Clarke Street and Whitehouse Lane.	The diagram on p54 makes it clear that other frontages will be residential in character with elements of flexible ground floor space for non-residential uses. The notation to the Framework diagram (p67) has been amended to recognise other urban block frontages. Active frontages include those with a predominantly residential character with activity provided by entrances and balconies etc.
<b>Transport</b>	
A clear line of sight between the train station and Clarke Street should be provided to enhance legibility.	The Green has been enlarged to enable a clear line of sight, as indicated on the Access Parameter Plan (p75).
Support opening up of Bedminster Railway Station.	
The proposals for the station will need agreement from Network Rail or Great Western Railways.	Discussion is underway with Network Rail and this is referenced on p82.
Connectivity should be emphasised beyond the Framework area to the NE to recognise possible future development.	Changes have been made to the access priorities of Whitehouse Lane and Clarke Street, for cycling and walking respectively, as set out in the 'Connecting the Neighbourhood' principle on p60. These offer several benefits, such as focusing cycle improvements in connection to the Filwood Quietway. The Access Parameter Plan (p75) indicates continuation of pedestrian and cycle routes eastward.

## 5. Public Consultation

- 5.1 A public consultation exercise, involving two drop-in events and the availability of the draft Framework for comment in Bedminster Library and online from 10 December to 13 January. The consultation event was publicised through distribution of around 3,500 leaflets, via local organisations and networks and through a press release. A copy of the leaflet is included at Appendix 2. Local Group WHaM also distributed a leaflet encouraging people to comment and this too is included at Appendix 2.



- 5.2 The public drop events were held on Monday 3 December at Windmill Hill City Farm 2.00 – 4.30 p.m.) and at Bedminster Library on Saturday 8 December (11.00 a.m. – 2.00 p.m.). At both events there was display material summarising the draft Framework and this is included at Appendix 3. A comment

form was also provided, included at Appendix 4. The first event was attended by 31 people and the second one by 36.

- 5.3 During the consultation period 136 sets of comments were received from individuals on the comment form and by email and these are tabulated in Appendix 5. The comment form asked if people supported the Framework principles and the level of priority, they consider should be accorded to each. In total 84 people submitted comment forms and the results are set out below.

**Do you support:**

**The principle of a high quality mixed-use urban environment at Bedminster Green?**

Of the respondents 66 (78%) indicated yes. The vast majority (86%) rated this as a high or medium priority.

**The vision for Bedminster Green?**

The majority 55 (65%) did not respond to this question with 22 (26%) indicating no. The reasons given for not supporting the vision were related largely to height of buildings. In this respect it is noted that the vision doesn't refer to building heights.

**Improved connections to East Street?**

65% of respondents supported this principle and the majority (80%) accorded it medium/high priority. Of those who answered no 22 (26%) the majority stated that the connections are adequate as they are.

**Improved and more green spaces and opening up the River Malago?**

86% of respondents supported this principle with the majority (81%) according it medium/high priority.

**Making Malago Road/Dalby Avenue more pleasant for people?**

81% of respondents supported this principle with the majority (82%) according it medium/high priority.

**Using new buildings to create well defined and active street frontages?**

62% of respondents supported this principle and 24% answered no. Of those who answered no the most common reasons related to building heights.

**Creating a new contemporary urban environment linked to the older areas of Windmill Hill and East Street.**

57% of respondents supported this principle with 25% answering no. Many of those who answered yes did so on the proviso that development is appropriate and sympathetic to its context. For those who answered no the main reason given was objection to developments proposed. Of those who answered yes, 80% accorded the principle medium/high priority.

**Using new buildings and spaces to create a place that is easy to understand and navigate?**

60% of respondents supported this principle and of these the majority (80%) accorded it a medium/high priority. 21% did not support the principle with the main reasons given being that the area is already easy to navigate and concern over the height of building proposed.

**Improving connections for pedestrians and cyclists?**

75% of respondents supported this principle with 63% according it a high priority and 23% a medium priority.

**Improving the Green and creating smaller spaces linked by green streets?**

79% of respondents supported this principle and of these 60% accorded it a high priority.

**Creating a variety of private amenity spaces for new residents through balconies, terraces and roof gardens?**

62% of respondents supported this principle with 66% according it medium/high priority.

**Supporting the aim of sustainable energy and cleaner air by placing a focus on walking and cycling, planting, natural air circulation and the potential for connecting to a district heat and power network.**

67% Of respondents supported this principle with 74% according it a high priority.

**A mix of owner occupied, rented, affordable and student housing?**

60% of respondents supported this principle and of these 78% accorded it medium/high priority.

**Café/restaurant, retail, community/cultural/leisure and business space on the ground floor of some buildings.**

66% of respondents supported this principle and of these 84% accorded it medium/high priority.

**Local infrastructure in the form of flexible ground floor premises for community, health etc uses and improved drainage and transport facilities?**

72% of respondents supported this principle and of these 54% accorded it a high priority and 28% medium priority.

**The proposed variety of building heights?**

Most respondents (74%) did not support this principle and the key points made are addressed below.

**A new station entrance from the Green?**

48% of respondents supported this principle and of these 53% accorded it medium/high priority. Amongst those who said no, the main reason was a view that the existing station is fine.

5.4 The comment form provided space for comments against each principle and a space for general comments. The key points made in the comments are summarised below, together with the Framework response.

COMMENT	RESPONSE
<b>Building Heights</b>	
Tall buildings are inappropriate in this location.	Tall buildings are defined as 10 or more floors. There is an existing permission for 16 floors at St Catherine’s Place and in urban design terms there is a case for a cluster of taller elements, placed at corners and subject to detailed design and testing in respect of views, sunlight and daylight.
The Green will be enclosed by tower blocks.	The Framework requires blocks to include variation in height within the parameters. The framing notation has been reduced on the southern side of the Green.

High buildings will crowd the City Farm.	The Heights Parameter Plan (p79) has been amended to show low rise along most of the area adjacent to the City Farm.
Height limits should be set – suggestions vary from 5 to 15 storeys.	This is a matter for the detailed design process and assessment and determination through the planning application process, taking account of the provisions of the Framework and adopted planning policy and guidance.
The response to the Urban Living SPD demonstrates that local people don't want high rise buildings extensively promoted.	The Framework isn't extensively promoting high-rise buildings. It identifies four locations within Bedminster Green where taller elements could be appropriate, subject to detailed design.
Tall buildings create poor living conditions and impact negatively on wellbeing.	Tall buildings can provide good urban living conditions if well designed and supported by access to services and amenities, public transport, a good quality public realm etc.
There is a need to avoid overshadowing of existing buildings.	This is required by the Framework at the detailed design stage (pp69, 79 and 82).
Concern at wording allowing stepping up above 9 storeys.	This wording has been removed.
Concern at wording on framing buildings stepping up towards taller elements.	This relates to variation within blocks rather than stepping above the parameter.
High buildings are proposed, including 22 storeys.	The Framework doesn't put forward specific proposals beyond the parameters.
Tall buildings will overshadow surroundings.	The height parameters have been amended to introduce more low-rise elements where Bedminster Green meets surrounding buildings. There is a requirement in the Framework for detailed assessment of site-specific proposals (pp 69, 79 and 82)).
Proposals are unsafe – tall buildings with only one set of stairs.	The Framework doesn't put forward building designs.
Concern over impact on views and sunlight.	There is a requirement in the Framework for detailed assessment of site-specific proposals (pp 69 and 79).
Variety of height is important – the disposition and height of taller buildings requires careful consideration. Taller elements should be set back.	The Framework proposes taller elements where there is an existing permission for a 16-storey building and related to this on corners to create a clustered composition (pp 69 and 79). The Framework also requires the creating of strong street frontages above which the taller elements sit (p69) – setbacks are one way of achieving this.
<b>Transport and Parking</b>	
Closure of Whitehouse Lane will cause congestion and inconvenience for residents and be detrimental to local businesses.	Amended to indicate options for Whitehouse Lane (p75) and need for transport assessment (p82).
Reduced parking levels won't be adequate and will have negative impacts on surrounding streets	The location is a very sustainable one and the emphasis is on active travel and public transport. The Framework requires measures of effective off-site mitigation to avoid negative impacts on surrounding streets.
Existing car parks should be retained.	The car park at Little Paradise is retained within the Framework. Elsewhere, replacement parking is to be provided as appropriate within the context of transport policy.
Development will generate more traffic.	This is urban land in a very sustainable location and therefore an appropriate place for

	development. The emphasis is on active travel and public transport.
Electric charging points should be provided.	This is included for (p82).
Cycle and walking routes are important and should meet peoples' needs.	The access parameter has been amended to incorporate the most appropriate routes for walking and cycling.
Pedestrian routes should be step free.	The Framework requires creation of an inclusive environment - this needs to be addressed through the detailed design stage.
Pedestrian routes and spaces currently don't feel safe at night.	The Framework seeks to create safe routes by introducing active uses and overlooking as well as greatly increasing footfall.
Provide bus stops on Dalby Avenue and pedestrianise East Street.	Bus stops will form part of the priority bus route on Dalby Avenue (p75). Pedestrianisation of East Street is outside the scope of the Framework.
Include bus lanes.	Bus lanes are part of the priority bus route shown in the Access Parameter Plan (p75).
A more regular stopping service at Bedminster Station is needed.	Strategic transport proposals envisage improved services. The Framework seeks to support this and make the station more attractive by providing a new and more visible entrance facing onto the Green
<b>Housing</b>	
A housing mix should be set out. Concern that development will provide only 1 and 2-bedroom homes and student accommodation – a broader mix is needed.	The Framework requires a mix of homes. The predominant type in the area currently is 2 and 3 bedrooms. The constrained urban nature of Bedminster Green and its location make it particularly suited to smaller homes for a range of households, including younger and also older people wishing to downsize. This will add to the mix across the wider area. There is a need for student accommodation and Bedminster Green is considered a suitable location for provision as part of a wider mix. A specific mix is beyond the scope of this high-level Framework.
The proposals for flats, rented accommodation and student accommodation are likely to create a transient community.	The Framework requires a mix of tenures. Some rented accommodation and student housing are part of a diverse and flexible housing stock.
There is no need for student housing.	There remains an unmet need for student housing and Bedminster Green is considered a suitable location for an element of student housing as part of the overall mix.
Affordable housing should be required, including social rented.	Affordable housing is required by the Framework in accordance with planning policy and related viability considerations (p66).
Consider live-work homes.	The Framework requires a mix of housing and the provision of flexible space suited to small and emergent businesses. Inclusion of live-work provision would comply with the Framework.
<b>Air Quality, Noise and Sustainable Development</b>	
Air quality limits are exceeded and development will exacerbate this.	There is a pressing need for new homes and supporting uses and the land at Bedminster Green is in need of development. It is in an area identified as having significant potential for intensification in the Urban Living SPD and the Local Plan Review document. The Framework

	seeks to encourage and enable active travel and use of public transport to take advantage of the sustainable location and minimise car use. This will support measures to address air quality that need to be undertaken at a more strategic scale and which Bristol City Council is progressing through work on its Clean Air Plan.
Construction will cause pollution.	Potential impacts from the construction stage of developments is controlled by appropriate conditions attached to planning permissions.
Buildings should follow sustainable principles.	The Framework sets out these principles on p64.
Need a more positive commitment to district heat and power.	This is dependent of a system being available for connection and is included at p64.
There should be no district heat and power network if it increases pollution.	District heat and power is part of the city's policy on moving to a zero-carbon future. Proposals for district heat and power will need to demonstrate how they are appropriate in terms of air quality.
Support emphasis on walking and cycling.	Noted.
<b>Design, Amenity and Nature</b>	
High quality is important.	The Framework seeks to set the basis for creation of a new high-quality urban environment.
Promote health and wellbeing.	Wellbeing is identified as a key opportunity and aim of the Framework pp 33 and 34.
Development should reflect the character of the area.	The Bedminster Green area has little character at present. It is identified in the Urban Living SPD as an area with potential for new character with existing context constraints. The Framework seeks to respond to this – following consultation some areas on the edges of Bedminster Green, where they adjoin existing buildings and uses, have, for example, been reduced in height as shown in the Height Parameter Plan.
St Catherine's Place is in need of improvement urgently.	The Framework includes for a transformation of St Catherine's Place.
More focus on ecology is needed.	Within the Framework the aims include a section on Nature and the Malago p42, the principle of a network of green spaces and streets (p62) and a Green Infrastructure and Hydrology Parameter Plan.
Dispersing trees will fragment ecology corridors.	The Framework seeks to establish trees more widely in the area rather than just concentrated in certain areas, with strengthened habitat corridors such as along the opened up River Malago.
The Green should be expanded/more open and green space should be provided.	The Framework parameter plans include expansion of the Green and a Green Infrastructure and Hydrology Parameter Plan.
More trees and flowers should be provided and play equipment and picnic facilities.	More trees are proposed by the Framework and the principle on biodiversity supports planting of pollinating flowers (pp 42, 50 and 77). The other facilities are detailed design matters but accord with the Framework principles and parameters.
Maintenance of public spaces is crucial.	Agreed but this is not a matter for the Framework. There may be opportunities for community involvement.

Safety is a vital issue for public spaces – need lighting.	The Framework seeks to create safe spaces through introducing activity, footfall and overlooking. Lighting is important and is a matter to be considered at the detailed design stage.
Support green roofs and walls and balconies.	Noted.
Include spaces where people can meet and mix.	The Public Realm and Landscape Parameter Plan includes two principle spaces – an increased and enhanced Green and an enhanced space within St Catherine’s Place.
Balconies, terraces and roof gardens do not provide freedom to roam and play.	Well designed terraces and roof gardens can provide very good facilities for play. These complement spaces such as the Green.
Street widths need to be specified/more space is needed for a Boulevard.	Because of the urban nature of the location the streets are already largely defined. Some widening of Dalby Avenue/Malago Road is to take place to accommodate bus lanes.
Active street frontages are essential.	Well defined and active frontages is a requirement of the Framework
Impact on heritage assets isn’t considered.	Heritage assets are considered on p27 and building heights are shown as low adjacent to the conservation area in the Heights Parameter Plan.
It isn’t true that Bedminster lack character.	In respect of a lack of character the Framework is referring specifically to the Bedminster Green area (pp25-29). A section on neighbouring character has now been added (p23).
Key local and city views haven’t been considered.	View are considered on pp27 and 69. Detailed assessment of potential impacts on views is to be undertaken in relation to detailed site proposals as part of the planning process.
The proposals include buildings with only one staircase/account isn’t taken of Building Regulations post the Hackett Report.	This is a matter for detailed site proposals rather than the Framework.
Concern over flood risk.	The role of the Framework is to set out broad parameters and this respect it is informed by work on a Strategic Flood Risk Assessment. This and site-specific Flood Risk Assessments will inform detailed site development proposals.
Concern over maintenance of the Malago.	Whilst this level of detail is not appropriate for a Framework it is a legitimate issue and should be addressed at the detailed stage. There may be opportunities for community involvement in looking after the river environment.
Plenty of public seating is needed.	The Framework sets out the creating of an inclusive urban environment and this would include public seating. The design and location of seating is something to be addressed at the detailed design stage.
<b>Community Infrastructure</b>	
Existing facilities and services such as doctors and schools are not able to cope with demand from new residents.	Discussion with Bristol City Council has confirmed that adequate capacity exists within existing schools. The Framework requires the provision of flexible ground floor space that can be used for a range of purposes, including community infrastructure uses and where appropriate the Community Infrastructure Levy and S106 obligations are available to address needs.
<b>Other Key Points</b>	

Support the principle of the Framework and its aspirations.	Noted.
The Council as a landowner should take control and require high standards.	The Framework applies irrespective of landownership. Its requirements are to be applied through the planning process, balanced with policy requirements and other material considerations.
Concern that developers will not comply with the Framework/will use other aspirations to justify building heights.	It is recommended that the Council give consideration to the Framework and its establishment as a material planning consideration.
The Framework lacks detail and is too flexible.	The Framework is by its nature high-level and sets out broad principles and parameters to help integrate and shape development to create a high quality new urban environment.
The feedback form is inaccessible and leading.	The form set out the draft Framework vision and principles and asked if consultees supported these and if so whether they accorded them high, medium or low priority. Where consultees did not support the draft vision and principles space was provided to give reasons and to add any other comments. There was also space for any other general comments. Feedback was clearly set out on submitted forms received.
No consultation prior to publication, the period from 10 Dec to 13 Jan was unsuitable/too short. Ongoing consultation is needed.	The published Framework was in draft for comment. The two public drop in events, availability of the Framework in Bedminster Library and online and consultation period of five weeks are considered to have offered an appropriate opportunity for comment.
How is feedback taken into account?	The feedback is set out and responded to in this report and changes made to the Framework are highlighted.
Support to suggestion of a development consortium.	The Framework doesn't preclude a consortium but recognises the current situation involving a number of land ownerships and interests intending to take forward development proposals.
Work/retail/leisure space should follow the Wapping Wharf model and give priority to independents.	The Framework seeks provision of flexible ground floor space that can response to need and ideas. Letting arrangements is not a matter for the Framework.
Any retail uses should support East Street.	Retail and related uses are proposed only at St Catherine's Place and around the Green as part of a link to East Street from Windmill Hill and the station.
There is a need for space for community activities.	This is included within the Framework (pp 66 and 78).
Support comments by Wham	Noted – comments submitted by WHaM are included under those made by organisations above.

## 6. Conclusions

- 6.1 We are grateful for the time taken by all who attended the consultation events and submitted comments. There is support for redevelopment and regeneration of the area around the principles set out in the Framework. People wish to see a high quality new urban environment delivered and this is

the central intention of the Framework. However, a range of issues and concerns have been raised, principle amongst which are those summarised below.

### **Building Heights**

- 6.2 There is concern that the development will be overbearing and dominated by 'tower blocks. However, high density urban environments with some taller elements can provide the basis for creating good urban environments which are sustainable and contribute to good levels of wellbeing. The Framework principles and parameters seek to provide the basis for delivering this.
- 6.3 As set out above, tall buildings are defined as 10 or more floors. There is an existing permission for 16 floors at St Catherine's Place and in urban design terms there is a case for a cluster of taller elements, placed at corners and subject to detailed design and testing in respect of views, sunlight and daylight. The Heights Parameter Plan has been amended to show low rise adjacent to Little Paradise, East Street and Windmill Hill City Farm. The height parameter has also been reduced on the southern side of the Green. Wording relating to stepping up within the mid-rise parameter has been removed.

### **Transport**

- 6.4 The Access Parameter Plan has been amended in response to comments and suggestions to provide greater clarity on key pedestrian and cycle routes. This parameter plan also makes it clear that there are options for Whitehouse Lane that are to be considered on the basis of a transport assessment. A section on parking and servicing has been added.

### **Housing**

- 6.5 Comments have asked for a mix of homes, including affordable housing and this is required by the Framework. The predominant type in the area currently is 2 and 3 bedrooms. The constrained urban nature of Bedminster Green and its location make it particularly suited to smaller homes for a range of households, including younger and also older people wishing to downsize. This will add to the mix across the wider area. There is a need for student accommodation and Bedminster Green is considered a suitable location for provision as part of a wider mix. A specific mix is beyond the scope of this high-level Framework.

### **Air Pollution**

- 6.6 The focus of the Framework is on minimising energy needs and providing good routes for walking and cycling plus facilities for public transport to cater for lifestyles that are predominantly non-car based. This approach is intended to complement the more strategic measures that are necessary through the Clean Air Plan being developed by the Council.

### **Public and Green Space**

- 6.7 The Public Realm and Landscape Parameter Plan has been strengthened and the responses above signpost Framework provisions in respect of green and public space, the River Malago, habitat, trees and overall wellbeing.

### **Community Infrastructure**

- 6.8 Discussion with Bristol City Council has confirmed that capacity exists within existing schools. The Framework requires the provision of flexible ground floor space that can be used for a range of purposes, including community infrastructure uses and where appropriate the Community Infrastructure Levy and S106 obligations are available to address needs.

- 6.9 The Framework sets the principles and parameters for a high quality new urban environment that enables sustainable lifestyles. Proposals for this new part of the city are to be worked up through the detailed design process for each of the sites, taking account of the Framework alongside adopted planning policy and guidance.

# APPENDICES

## Appendix 1: Summary of Responses from Organisations

## Action Greater Bedminster Summary

COMMENT
<b>General Framework</b>
<ul style="list-style-type: none"> <li>▪ A fait accompli causing anger and frustration</li> <li>▪ Should be used to sanction: important that it addresses the height issues</li> <li>▪ Build on what's here already: add to community and its assets, there's a great mixture</li> <li>▪ Can this development add to the community, e.g. parks group, local newsletter?</li> <li>▪ Future social isolation to be addressed</li> <li>▪ Building a community - not gated: age friendly</li> <li>▪ 'Concierge' role?</li> <li>▪ Appropriate development to remove derelict land</li> <li>▪ Some nice ideas, but mostly aspirational rather than likely</li> <li>▪ 'Pleased that area is to be developed, but disappointed in the proposal'</li> <li>▪ Access during the build period</li> <li>▪ Does 'student' contribute anything to national target for Bristol homes build?</li> <li>▪ More isolation; locals shouldn't fear the don't belong</li> <li>▪ Transient student population problematic</li> <li>▪ Ongoing engagement with the wider community: keep a mix of activity</li> <li>▪ Could there be a 'community pot' for local projects?</li> <li>▪ Stop carpet-bag developers that tick boxes and sell up</li> <li>▪ Should be community led</li> </ul>
<b>Building Heights</b>
<ul style="list-style-type: none"> <li>▪ Fundamental: The 'framing' buildings: max 10 storeys that are 2 core</li> <li>▪ To use existing tall buildings nearby as justification disguises the fact that the development does not fit in with local architecture</li> <li>▪ Overcrowding</li> </ul>
<b>Economy &amp; Community Infrastructure</b>
<ul style="list-style-type: none"> <li>▪ Impact on GP surgeries, schools, nursery places needs to be understood</li> <li>▪ Impact on health &amp; social care services</li> <li>▪ Impact on schools capacity</li> <li>▪ Community space/room within the accommodation</li> <li>▪ 'Bumping space' affordable with coffee</li> <li>▪ Strengthen relationship to East Street</li> <li>▪ Support for new and current SMEs: look at and learn from successful business models</li> <li>▪ Need take up of proposed ground floor spaces</li> <li>▪ Ground floor mix of business and residential</li> <li>▪ Needs full economic impact assessment</li> <li>▪ Positive for East St, but loss of affordable retailers?</li> <li>▪ Small business units</li> <li>▪ Ensure businesses on Whitehouse Lane are supported</li> </ul>
<b>Design, Amenity &amp; Nature</b>
<ul style="list-style-type: none"> <li>▪ Emphasise trees and green spaces, wildlife</li> <li>▪ Strong concerns about Bedminster Green</li> <li>▪ Barren, less human, fearful, a space that feels unsafe, forbidding</li> <li>▪ Building on a flood plain: specific problems for lifts</li> <li>▪ Not clear who pays for the green spaces or cares for them</li> <li>▪ Very limited green space</li> <li>▪ Too many footpaths, not enough green usable space</li> <li>▪ Green too small with too many paths and too many tall overshadowing buildings</li> </ul>

- Private control of open space bad
- Open Malago supported with 'dragonfly'
- Poor design
- Absence of placemaking: needs to be a distinct quarter
- Bleak frontages
- Take a lead from the Wapping Wharf development: a 'harbourside feel'
- Need good, innovative design: encourage city design team to make this a priority

### **Housing**

- Addition of social housing/family housing
- Lack of mix in housing types: monoculture of units
- Too expensive for single locals - not the gentrification
- More 3 bed housing
- Student accommodation could ease pressures from concentration in other communities / HMO's?

### **Transport**

- Improve accessibility, navigation, transport
- Need Malago Rd cycle lane
- Would like cycle route to the Park
- Link with Temple Meads
- Require car parking solutions
- Tackle commuter parking and cycle dumping
- Need RPZ in Windmill Hill
- Too much traffic (now and generated)
- Malago Rd a Night-time racetrack
- Too many desires for A38: bus lane, cycle lane and cars: how much space for residents and trees?
- Creation of 'lobster pots' through road closures e.g. Whitehouse Lane no escape once in undesirable
- Windmill Hill cut off by reduced road options, losing current accessibility
- Would like nice tree-lined roads
- Resolve paradox of through traffic and enhance local traffic
- Fear metrobus may take 'customers' elsewhere
- Good to have station developed, but need more trains

### **Sustainability & Construction**

- Air quality issues

## Bristol Cycling Campaign Summary

COMMENT
<b>General Framework</b>
<ul style="list-style-type: none"> <li>▪ "...response relates to the Framework insofar as it concerns cycling and transport infrastructure, and should not be considered an endorsement of other elements of the scheme, some of which have been controversial"</li> </ul>
<b>Transport</b>
<ul style="list-style-type: none"> <li>▪ Greater attention on connecting the improved infrastructure within the area to a city-wide network of routes</li> <li>▪ Existing signed cycle routes through the area are inadequate and are not currently at an acceptable standard</li> <li>▪ Investment in new cycling infrastructure is strongly justified</li> <li>▪ Endorse Dutch cycling guidance - Coherence, Directness, Attractiveness, Safety and Comfort.</li> <li>▪ Volume of cyclists in the area will increase</li> <li>▪ Cycle routes should be identified with reference to key trip generators and connections</li> <li>▪ Provision of segregated cycle route along the A38 corridor / alternate all ages and abilities (AAA)</li> <li>▪ High quality route via Bedminster Bridge for trips into the city centre</li> <li>▪ Identify East Street as a location for future cycle improvements</li> <li>▪ improvements to the Malago Greenway and the Filwood Quietway, and also connections to the nearby shopping area on North Street</li> <li>▪ Malago Greenway suffers from a number of problems; mix of on road / off road, shared paths, narrow width, deteriorating surface(s), unsafe crossing points and signage</li> <li>▪ Filwood Quietway has some sections improved to a good standard, other sections are inadequate.</li> <li>▪ High quality segregated cycle tracks linking to city wide routes</li> <li>▪ Support routes on Hereford Street/Church Lane in principle but connection at the edge of St John's churchyard would need to be widened</li> <li>▪ recommend the provision of a fully segregated AAA route along Whitehouse Lane connecting to the existing track on Whitehouse Street</li> <li>▪ Bedminster Bridge is a significant barrier to cycling in the area; need substantial improvements to Bedminster Bridge gyratory system to provide safe cycling routes to the city centre and north Bristol</li> <li>▪ existing cycle river crossing at Gaol Ferry Bridge is inadequate, inconvenient for many journeys from this direction</li> <li>▪ Clarke Street would require improvements to cycle provision on Bedminster Parade to provide a safe, continuous cycle route</li> <li>▪ developers should make provision for a high standard of off-road cycle storage and additional on road cycle racks</li> <li>▪ Not enough space around the proposed buildings for different users</li> <li>▪ Needs to be clear where the cycles can be stored and that the storage must be conveniently accessible</li> <li>▪ Secure cycle storage at the station needs to be provided</li> <li>▪ Delivery bays and routes to the buildings must be identified to not obstruct cycle routes</li> <li>▪ motor traffic should be filtered on Whitehouse Lane so that through traffic is restricted to the A38/Malago Road, creating a network of low traffic streets safe for cycling and pedestrians</li> <li>▪ high quality cycle and pedestrian crossings to connect across the A38</li> </ul>

## Bristol Walking Alliance Summary

COMMENT
<b>General Framework</b>
<ul style="list-style-type: none"> <li>▪ Support many of the principles in the Framework</li> <li>▪ Framework is insufficient to be confident that the provision of pedestrian infrastructure will be good enough</li> <li>▪ Too light on transport detail</li> <li>▪ Transport assessment and Framework should be taken together and be consistent</li> </ul>
<b>Building Heights</b>
<ul style="list-style-type: none"> <li>▪ Fundamental: The 'framing' buildings: max 10 storeys that are 2 core</li> <li>▪ To use existing tall buildings nearby as justification disguises the fact that the development does not fit in with local architecture</li> <li>▪ Overcrowding</li> </ul>
<b>Economy &amp; Community Infrastructure</b>
<ul style="list-style-type: none"> <li>▪ Pedestrian environment should be made better in order to encourage East Street's use as a local centre</li> <li>▪ Pedestrian-only environment can attract more business, reference Transport for London Economic Benefits study</li> <li>▪ Attract some night-time leisure uses, such as restaurants, to improve night-time activity, safety and security</li> </ul>
<b>Design, Amenity &amp; Nature</b>
<ul style="list-style-type: none"> <li>▪ Strongly support the need for open spaces/trees/seating/greenery in the public domain</li> <li>▪ We support the enlargement of the Green</li> <li>▪ Would like to see about the facilities in the Green</li> <li>▪ Design for possible performance or other events</li> </ul>
<b>Transport</b>
<ul style="list-style-type: none"> <li>▪ Cycling routes and pedestrian routes with significant usage should be physically segregated where possible</li> <li>▪ Clarke street and Stillhouse Lane will become an important walking route</li> <li>▪ Main cycle route should be on Whitehouse Road/Lane</li> <li>▪ Provision of several alternative pedestrian routes to East Street is good</li> <li>▪ More detailed work needs doing to determine which routes should be primary for people on foot and which should be primary for people on bikes</li> <li>▪ Build-outs should be considered at signalised crossing points, minimising crossing time, feel safer and allowing frequent pedestrian green phases</li> <li>▪ Signalised crossing to St Catherine's Court across the bend of Dalby Avenue should follow the diagonal pedestrian desire line</li> <li>▪ Expect developments will provide some s106 money for public realm on East Street</li> <li>▪ East Street should be a truly pedestrian only street; need to explore options for reducing / controlling / barring vehicles</li> <li>▪ Pedestrian route(s) should link directly to station entrance</li> <li>▪ Streets through and near the area need to be designed to show clearly where cars can be parked and where not</li> <li>▪ Adequate capacity for bike parking needs to be provided in a place that is safe and convenient</li> <li>▪ Enough bike racks for visitors to the developments need to be provided</li> </ul>

- Delivery and waste collection vehicles can obstruct pedestrian routes, need careful design, system of management and enforcement
- Should be no need for waste bins left on streets, even on collection days
- Pavement width informed by anticipated volumes of pedestrians
- St Catherine's Court route should have space for street stalls
- Buses should come out of East Street to improve pedestrian experience
- A38 bus route is more convenient for those transferring to the train service at Bedminster station

### **Sustainability & Construction**

- Air quality issues

## BS3 Planning Group Summary

COMMENT
<b>General Framework</b>
<ul style="list-style-type: none"><li>▪ "...we largely align with The Civic Society's response"</li></ul>
<b>Building Heights</b>
<ul style="list-style-type: none"><li>▪ Document refers to new towers being able to guide people to the development, but the 2 towers on Windmill Hill already do that</li></ul>
<b>Housing</b>
<ul style="list-style-type: none"><li>▪ We do not welcome student accommodation (students spending little and having only a transient interest in the area). If this plot supports students (absent part of the year) then it seems odd it would not support social/affordable</li></ul>
<b>Transport</b>
<ul style="list-style-type: none"><li>▪ Station improvements will need extra rail capacity to have full effect</li></ul>

## Bristol Civic Society Summary

COMMENT
<p><b>General Framework</b></p>
<ul style="list-style-type: none"> <li>▪ We support all the planning principles that the Framework describes</li> <li>▪ We were disappointed at the lack of specific guidance for this 6-Hectare town centre development project</li> <li>▪ Hoped to see that the Framework would follow on from Urban Living SPD and drill down to the detail necessary to produce proposals that would integrate the five development plots into a new urban quarter</li> <li>▪ Framework should promote the establishment of a development consortium</li> <li>▪ There must be co-operation between the developers and the Council to deliver the necessary infrastructure which should include Bristol's first district heating and power system</li> <li>▪ Establish a development consortium; a public-private partnership to bring forward integrated development</li> </ul>
<p><b>Building Heights</b></p>
<ul style="list-style-type: none"> <li>▪ Proposed concentration of tall and mid-rise buildings conflicts with planning policy in several important respects</li> <li>▪ Intense local public concern about the height and massing of the development which involves the local councillors</li> <li>▪ Single mass of tall blocks, without terraces, houses and dual aspect homes</li> <li>▪ Lacks perimeter blocks and internal courtyard spaces</li> <li>▪ Mass of tall buildings would have a detrimental effect on the surrounding modest townscape</li> <li>▪ Lacks transition in scale to surrounding areas</li> <li>▪ Out of proportion, unwelcoming and unfriendly</li> <li>▪ Private amenity space shouldn't just be balconies</li> <li>▪ High rise would form an uncomfortable microclimate for occupiers, neighbours and visitors</li> <li>▪ Development intensity always brings into question the quality of life offered to the occupants (e.g. single aspect units)</li> <li>▪ Framing buildings, up to 10-floors to the north, east and west with opportunity to include a taller building in each range and with a mid-height building is too great for the size of the green</li> <li>▪ Suggests comparison this proposal to the success of Queen Square; its building ratio and size</li> <li>▪ Commentary on submitted planning application.</li> </ul>
<p><b>Design, Amenity &amp; Nature</b></p>
<ul style="list-style-type: none"> <li>▪ Is the green big enough as a communal space relative to size of the new community?</li> <li>▪ Reality is that the Green is a relatively small area</li> <li>▪ The effect of transport improvement in and around the green and opening up the Malago would severely affect the quality of the green's amenity value for adults but particularly for children.</li> </ul>
<p><b>Housing</b></p>
<ul style="list-style-type: none"> <li>▪ Very concerned about the preponderance of 1/2 bedroom flats</li> <li>▪ The development area is a large area in total and it should have a broader variety of accommodation types</li> <li>▪ Bedminster green is well suited to smaller households but considers a more varied and vibrant community would be achieved with the inclusion of a proportion of larger family units in the mix</li> <li>▪ Flatted development would diversify the neighbourhood housing stock and introduce a new city-living apartment offer</li> <li>▪ Student accommodation will disperse some of the concentration that has occurred elsewhere in the city</li> </ul>

## Transport

- Refer to the need for the Council to consider the location of cycle routes.
- Developers collectively provide section 106 money to improve the East Street public realm
- There will be an AAA-quality cycle route along Whitehouse Lane that links with the newly completed route on Whitehouse Road, but where does an AAA-quality route go further south? The existing Malago route is unsatisfactory
- Segregated cycle route up Whitehouse Lane will require space that will erode Bedminster Green
- It needs to be clear where the cycles can be stored and that the storage must be conveniently accessible
- There is not much space for deliveries to the buildings
- There is a risk that delivery and waste collection vehicles obstruct pedestrian and cycle routes
- Improvement of local bus services is vital to this massive development
- The Framework could offer a view of future desired bus routes/bus stops
- Probable that buses will be taken out of East Street when footfall increases following development
- Regeneration of Bedminster train station must include secure cycle storage

## Other

- Three of the developers' unintegrated proposals are at an advanced stage
- Framework should give advice about the future use of Little Paradise(s) Car Park
- Disagree that cost – value requires tall buildings as tall buildings are more expensive themselves; in addition to Post Hackitt report Building Regulation changes.
- unclear how the viability assessment applies to the various accommodation mixes
- St Catherine's Place illustration would be regarded as a lost opportunity, a repetition of past planning mistakes (part of detailed planning application).
- So far, no developer has offered town houses, duplexes or maisonettes, which surely, in a development of this size, is a shortcoming and contrary to planning policy?

## Windmill Hill & Malago Community Planning Group Summary

COMMENT
<b>General Framework</b>
<ul style="list-style-type: none"> <li>▪ Supports the idea of redeveloping the area</li> <li>▪ Agree with many of the ideas set out in the document but are concerned that there is a lack of firm rules or commitment for development</li> <li>▪ Inaccurate statements made about vacant buildings and empty offices</li> <li>▪ The document would be improved by having clear enforceable rules</li> <li>▪ No definite commitment to abiding by any of these aspirations within the document</li> <li>▪ Framework is a potential leaping off point for the city to create a full masterplan</li> <li>▪ Not always clear whose responsibility the design of the urban realm</li> <li>▪ Collaboration between developers and the council is needed to ensure the delivered set of sites and infrastructure suits the needs of the existing and future communities</li> <li>▪ Who will take responsibility for designing, laying and maintaining the new cycle paths and pedestrian routes?</li> <li>▪ Need overarching enforceable Framework that sets out a realistic scale of development and ensures benefits</li> <li>▪ Vital that the developers and city council work together</li> <li>▪ Note a number of missing accompanying documents / studies such as transport, flooding and day/sunlight assessments</li> <li>▪ Falls short of setting out appropriate parameters to support the Frameworks own aspirations</li> <li>▪ Planning applications already contradict the Framework</li> <li>▪ The map on p15 should show uses for the warehouses between Stafford Street and Little Paradise</li> <li>▪ References are made to ongoing consultation when it is time limited</li> <li>▪ Part of St Catherine's Place is in the conservation area</li> </ul>
<b>Building Heights</b>
<ul style="list-style-type: none"> <li>▪ Cluster of tall buildings is out of character for the area</li> <li>▪ Fails to understand ridge lines of neighbouring buildings</li> <li>▪ East street interface more sympathetic</li> <li>▪ West end is ignoring the local ridgelines and placing 6-9 stories adjacent to 3 storey</li> <li>▪ Southern interface against windmill hill will conceal its topography and terracing on the hill; a distinctive local character</li> <li>▪ Cluster of tall buildings overbearing; hemmed in Green</li> <li>▪ Taller elements should only be applied to discrete elements, not an entire block or frontage</li> <li>▪ Proposed strategy concealing and dominating existing character areas</li> <li>▪ Buildings above 5-6 storeys are out of character</li> <li>▪ Existing street widths lend themselves to 3-4 storey buildings typically; these will be overshadowed</li> <li>▪ Should insist on lower surrounding blocks to the Green</li> <li>▪ Large parts of the green would be overshadowed making the space unattractive and unusable</li> <li>▪ Needs shadow analysis; focusing on public space and neighbors</li> <li>▪ Protect viewing corridors</li> </ul>
<b>Economy &amp; Community Infrastructure</b>
<ul style="list-style-type: none"> <li>▪ Current provision of doctor surgeries, schools, and the like, are already stretched</li> <li>▪ Need to consider and coordinate cumulative need including Broadwalk Centre on Wells Road and factory no1 on Bedminster Parade</li> <li>▪ Commitment to at least replacing the workspace intending to be taken up by residential development</li> <li>▪ Opportunity for local workspace with a limited travel distance</li> </ul>

<p><b>Design, Amenity &amp; Nature</b></p>
<ul style="list-style-type: none"> <li>▪ Solid commitment to green infrastructure and revitalising the Malago is important</li> <li>▪ Need to be regular, green breathing spaces</li> <li>▪ Guidance on how the development will promote sustainable drainage would also be welcome</li> <li>▪ Taking into account climate change and expected rainfall together with a strategy on how to deal with water over the whole area</li> <li>▪ Set out guidance on amenity and microclimate</li> <li>▪ Proposed green does not amount improved habitat</li> <li>▪ Proposed green lacks sunlight</li> <li>▪ Malago River also has an industrial heritage and could be inspiration (for example community art)</li> <li>▪ Development adjacent to St John’s Churchyard should not damage or harm its setting</li> <li>▪ There are heritage assets in the area; portion of St Catherine’s Place is in the Conservation Area</li> <li>▪ Need to recognize visual impact assessments should consider views of prominent local landmarks from multiple locations (not just Victoria Park)</li> <li>▪ Should set out viewing corridors to local landmarks</li> </ul>
<p><b>Housing</b></p>
<ul style="list-style-type: none"> <li>▪ Define housing mix and range of tenures</li> <li>▪ Confirm the level of affordable housing that developers are expected to provide</li> <li>▪ Include a number of wheelchair accessible units from the start.</li> <li>▪ Finished floor level in relation to flood risk should be specified.</li> <li>▪ Guidance should be provided on protecting the amenity of existing developments.</li> </ul>
<p><b>Transport</b></p>
<ul style="list-style-type: none"> <li>▪ The station should be improved at an early stage.</li> <li>▪ Detail on the station is insufficient.</li> <li>▪ Difficult to see justification for all aspects of the cycle and pedestrian routes.</li> <li>▪ Existing cycle routes may not be sufficient for additional traffic</li> <li>▪ How will connections to both sides of East Street be improved when outside the Framework area?</li> <li>▪ How will student drop-off and pick up traffic be dealt with?</li> <li>▪ Need detail on parking – how many spaces?</li> <li>▪ Closure of Whitehouse Lane would cut off a link for businesses and cause difficulties for residents, adding traffic to existing roads and on-air pollution problems.</li> <li>▪ Concentration of traffic on Malago Road, Dalby Road and Bedminster Parade is contrary to the aim to revitalise streets</li> <li>▪ There should be proposals to limit the effects of increased traffic on residents who live adjacent.</li> <li>▪ The route along Clarke Street is a concern – much of it is outside the Framework area.</li> <li>▪ Confirm suitable street widths to accommodate proposed traffic</li> <li>▪ Need to increase in train services</li> <li>▪ Station and services should be improved early in the development</li> </ul>
<p><b>Community Infrastructure</b></p>
<ul style="list-style-type: none"> <li>▪ Existing facilities such as surgeries and schools are already stretched.</li> <li>▪ Need to take account of other developments in the area.</li> </ul>
<p><b>Sustainability &amp; Construction</b></p>
<ul style="list-style-type: none"> <li>▪ Minimise energy demand whilst maximising renewable generation to 100% of demand is commendable</li> <li>▪ Contain a commitment to a sustainable heat network</li> </ul>

- Harmful emissions should be minimized / eliminated
- Avoid channeling and retaining car emissions on the streets (closing Whitehouse Lane concentrate emissions on A38)

**Other**

- Concerned, given the proposed detailed applications we have seen, that the aspirations of the Framework have already been contradicted
- Detail of the applications and drawings shown at public exhibitions show far more development than the Framework document
- To date in detailed applications we have seen only flats - no duplexes, marionettes, townhouses or any other options.
- If flood alleviation is a high priority and Flood Risk Assessment should inform the framework; such as identify minimum floor levels
- Further guidance on promoting sustainable drainage looking at the whole area needed
- Current applications show a lot of single sided apartments which feel unattractive and undesirable for future residents
- Detailed proposals presented to the local community so far include a 22 storey tower, a 17 storey tower and 13 storey buildings. WHaM members do not want to see buildings of these heights in Bedminster Green

### Third Party Landowner

COMMENT
<b>General Framework</b>
<ul style="list-style-type: none"><li>▪ Make clear reference to emerging Bristol Local Plan Review's removal of the PIWA designation and resulting likelihood of future development to the NE as part of 'around 2,200 homes' within Bedminster.</li><li>▪ The objectives to include flexibility for the emerging Local Plan Review and facilitating compatibility with possible development to the NE during the future plan period.</li><li>▪ "Wholeheartedly supports the vision for the Framework" and provides significant opportunities to improve the city through redevelopment.</li></ul>
<b>Building Heights</b>
<ul style="list-style-type: none"><li>▪ Open space may be appropriate at the front of a block, adjacent to Clarke Street and the River Malago and not necessarily in the centre of a block.</li><li>▪ Transition principle does not acknowledge Urban Living approach to the NE that may include taller elements.</li><li>▪ There is no 'architectural merit' in steeping down on Whitehouse Lane; low rise industrial units that are an area for change. Height should be continued to afford greater opportunity.</li><li>▪ Grouping of tall building does not consider impacts on another and the public realm; the green risks being overcrowded.</li><li>▪ The junction between Clarke Street and Whitehouse Lane should be considered for a local landmark</li><li>▪ Prescriptive locations for possible tall buildings be reconsidering for flexible provision across the Framework area; to be justified in accordance to the Urban Living SPD</li></ul>
<b>Economy &amp; Community Infrastructure</b>
<ul style="list-style-type: none"><li>▪ Depiction of station uses within the land use parameter could be split to show a more practical arrangement</li><li>▪ Greater prominence of active frontages on Clarke Street and Whitehouse Lane</li></ul>
<b>Design, Amenity &amp; Nature</b>
<ul style="list-style-type: none"><li>▪ Supports opening up the culverted River Malago</li><li>▪ River should be meaningfully incorporated into the public realm</li><li>▪ Pedestrian routes should accompany the Malago</li></ul>
<b>Transport</b>
<ul style="list-style-type: none"><li>▪ Strongly support opening up Bedminster Railway Station</li><li>▪ The role of Whitehouse Lane will change with development to the NE; with active frontages, overlooking and surrounding built form crucial to instrument change from a rat-run to neighbourhood street; encouraging walking and cycling.</li><li>▪ Risk without securing new access to the railway station vibrancy to Bedminster Green is lessened.</li><li>▪ A clear line of sight between the train station and Clarke Street should be provided to enhance legibility</li><li>▪ Connectivity should be emphasised beyond the Framework area to the NE to recognise possible future development</li></ul>

## **Sustainability & Construction**

- Development to the NE is likely to make a future heat and power network more feasible

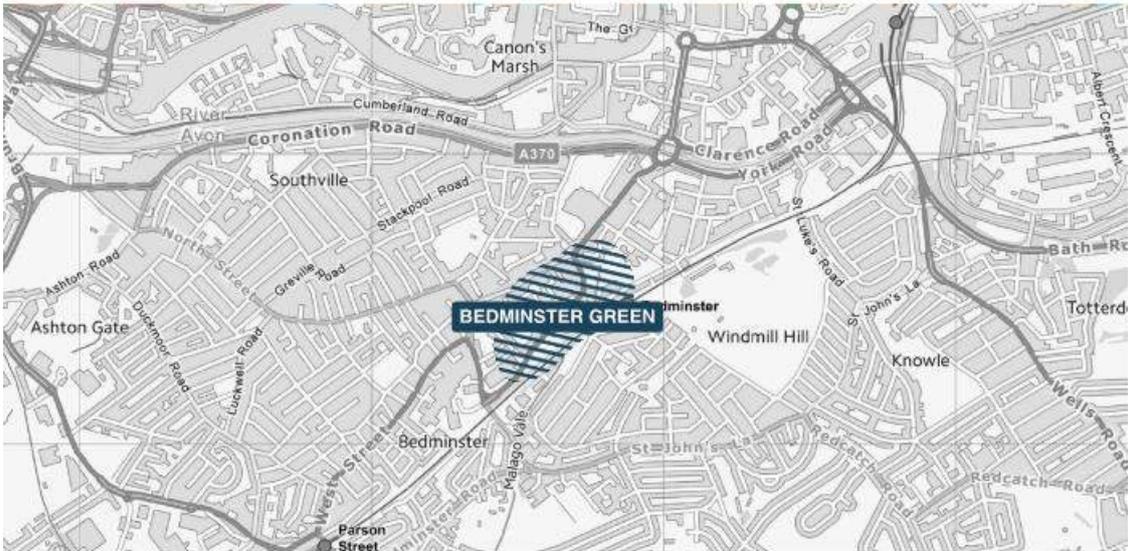
## Windmill Hill City Farm

COMMENT
<b>General Framework</b>
<ul style="list-style-type: none"><li>▪ Framework should conform to Bristol's Urban Living SPD</li><li>▪ Framework should be accompanied by an Environmental Impact Assessment (EIA)</li><li>▪ Queries the weight the Framework has on planning applications / if it should be an SPD</li><li>▪ Keen to ensure that community involvement is maintained</li><li>▪ Part of the development should be put under community management. For example, a Malago Green corridor could extend from the Farm surrounded by a village of community business units</li><li>▪ City Farm is keen to manage a community element of the development's indoor and outdoor space and would like to explore this option with the group</li><li>▪ What status will the Framework have?</li><li>▪ Keen to ensure that influence and involvement of the community is maintained into the future – keen to manage the community element of indoor and outdoor space – potential for community management.</li></ul>
<b>Building Heights</b>
<ul style="list-style-type: none"><li>▪ Buildings adjacent to the farm around 9 storeys is a major concern as they would cause significant overshadowing and undermine the Farms purpose</li><li>▪ Request daylight/sunlight assessment to accompany proposals around the Farm</li><li>▪ Buildings around the green are too high; overshadowing</li><li>▪ Recognise need for new housing and some justification for high density / taller elements but going over 18 storeys inappropriate.</li><li>▪ The Green will be compromised by 10-18 storey (or more) buildings on all sides.</li><li>▪ Height must be balanced with well designed, high quality developments in keeping with local character.</li></ul>
<b>Economy &amp; Community Infrastructure</b>
<ul style="list-style-type: none"><li>▪ Spaces should include a mix of community facilities and businesses</li></ul>
<b>Design, Amenity &amp; Nature</b>
<ul style="list-style-type: none"><li>▪ Proposal for the Green should be more ambitious; increased size and range of amenities</li><li>▪ The Framework proposes opening up only a small stretch of the Malago.</li><li>▪ Would like to see the River Malago revealed along the plots which adjoin the Farm to make the most of the opportunity for genuine environmental enhancement</li><li>▪ Spaces should include a mix of outdoor environments and opportunity for a 'green gym'</li></ul>
<b>Transport</b>
<ul style="list-style-type: none"><li>▪ Support opening Bedminster Station and new Metrobus Route.</li><li>▪ Framework does not address parking</li><li>▪ Traffic congestion already a problem and could get worse</li><li>▪ Request clarification on increased traffic and car ownership</li><li>▪ Query if the cycle routes within the Framework connect with the wider ambitions for a Bristol-wide cycle network.</li></ul>

Appendix 2: Consultation Leaflets

# A NEW COMMUNITY AT BEDMINSTER GREEN

Proposed Development Principles and Guidance



**COME ALONG TO VIEW AND DISCUSS  
THE DRAFT BEDMINSTER GREEN  
PLACEMAKING FRAMEWORK**

**Monday 3rd December 2:00pm - 4:30pm**  
John James Room, Windmill Hill City Farm

**Saturday 8th December 11:00am - 2:00pm**  
Bedminster Library, Bedminster Parade

**PLEASE SEE MAP BELOW FOR THE LOCATION OF THE PUBLIC DROP-IN EVENTS**



**THE FRAMEWORK DOCUMENT WILL  
SUBSEQUENTLY BE AVAILABLE FROM**

**10th-21st December at  
[www.nashpartnership.com](http://www.nashpartnership.com)**

**COMMENT BOXES AVAILABLE AT THE  
VENUES, OR SEND A LETTER OR EMAIL TO:**

**[bedminstergreen@nashpartnership.com](mailto:bedminstergreen@nashpartnership.com) or  
25 King Street, Bristol, BS1 4PB**

## The Bedminster Framework – a disaster for the local community?



The five Bedminster Green developers have produced a framework showing how the whole scheme fits together. It meets the needs of the developers, but doesn't meet the needs of the local community.

WHaM believes this is a once in a lifetime opportunity to build a great place to live, where people will choose to make their home.

### WHaM's main concerns are:

- There has been no consultation prior to publication
- Closing Whitehouse Lane to Windmill Hill will cause chaos
- The Green will be surrounded by tower blocks on all four sides
- The Framework is vague with no constraints controlling development, so there are no defined heights or housing mix
- Developers are already breaking their own framework, showing a complete lack of respect for the community

The framework is available online at:

[www.nashpartnership.com](http://www.nashpartnership.com)

The framework shows the Green at the bottom of Windmill Hill entirely encased in tower blocks.



**URGENT! Please make your comments on the framework by 13 January 2019 to: [bedminstergreen@nashpartnership.com](mailto:bedminstergreen@nashpartnership.com)**

For more information see: [www.whambristol.org.uk](http://www.whambristol.org.uk)

Find us on [Facebook](#):

WINDMILL HILL AND MALAGO COMMUNITY PLANNING GROUP

Jan 2019

Appendix 3: Public Consultation Exhibition Boards

# Welcome

Bedminster Green is a prime opportunity for regeneration that will benefit the existing community and provide opportunities for future residents. This is supported by planning policy:

**"Significant potential for intensification subject to the preparation of area-wide spatial framework."**

Bristol's Urban Living SPD Adopted Nov 2018

Currently the Bedminster Green area is relatively underused and lacks quality and character. It has been identified as a strategic location for significant new development and as an important public transport hub for the future.

## Framework Purpose

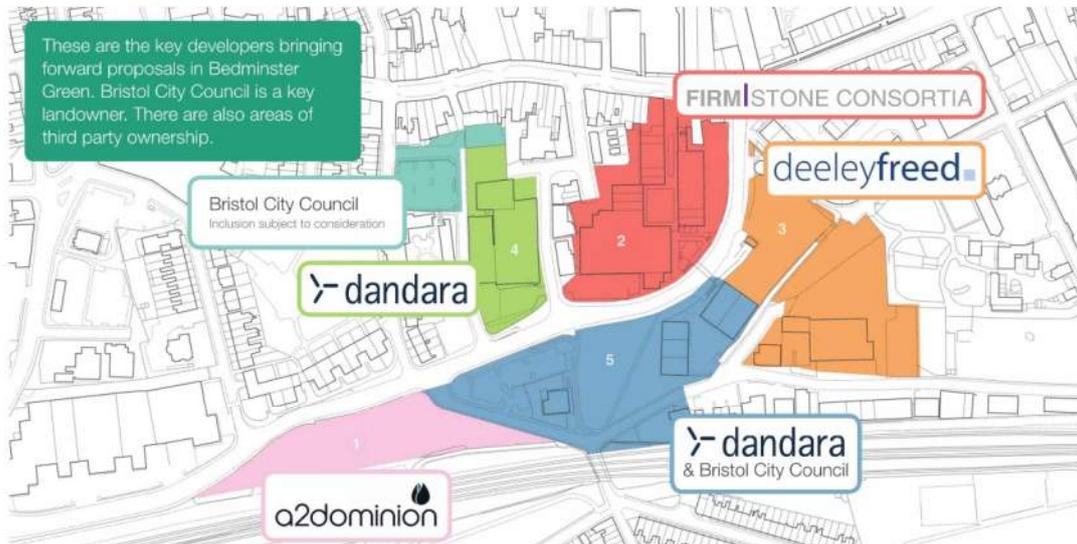
The Framework is not a development proposal or detailed masterplan. Its purpose is to set out broad principles and parameters (guidance) to help shape and integrate individual development proposals for each site within the area. These more detailed proposals will emerge through the planning and design process. By responding to the Framework the aim is that the proposals for each site will, in combination, create a high quality new urban environment for people to live in, work in, enjoy and pass through.



Bedminster Green, though underutilised, has many positive features that contribute to the opportunity for a new urban quarter. It is within 1km of the Harbourside, City Centre, Temple Quarter & Bristol Temple Meads station. It is also close to:

- Bedminster Town Centre
- Malago Green Way
- Bedminster Station
- A38 Transit Corridor & Metrobus
- Cycle Network
- Neighbourhood cultural and social facilities

# Key Considerations



- |   |   |                                     |
|---|---|-------------------------------------|
| <input type="checkbox"/> Need for New Homes             | Existing Planning Permission (up to 16 storeys) | Poor Quality Pedestrian Connections |
| <input type="checkbox"/> Town Centre & Local Economy    | Railway Station & Embankment                    | Important Open Space & The Green    |
| <input type="checkbox"/> Community, Health & Wellbeing  | Malago Road & Dalby Avenue                      | Established Trees                   |
| <input type="checkbox"/> Sustainability & Biodiversity  | East Street, Vitality & Shopping                | Flood Risk Zone                     |
| <input type="checkbox"/> Viability & Delivery           | Car Park  | River Malago & Culvert              |
| <input type="checkbox"/> Strategic Transport & Movement | Safeguarded Transport Route                     | Conservation Area                   |



The Framework needs to consider a range of existing features and conditions. In addition to the above, a key consideration is its current lack of environmental quality as a place for people to use, enjoy and move through.

# Opportunities & Aims



## High Accessibility

- Improve choices for cycling and walking
- Enhance bus facilities, for a range of services including Metrobus
- A new station entrance; better connected to the town centre



## Liveability

- Mixed housing offer and affordable homes for a balanced community
- Safe and sociable community spaces
- Inclusive homes and spaces; suitable for all ages, abilities and interests



## Local Economy

- Improve connections and footfall onto East Street
- New flexible spaces supporting new enterprise and new ways of working
- Inclusive community and services for all



## Sustainable Growth

- Optimise use of land; safeguarding open space
- Improve urban resilience with better transport, drainage and habitats
- Zero carbon city; energy efficient buildings with potential to link to energy network



## Vitality & Identity

- Create activity with a mix of uses and sense of place
- High quality architecture and buildings that frame public spaces
- Spaces and streets that prioritise people and safety; offering variety



## Nature & the Malago

- Reveal the Malago, improve amenity and habitats
- Improve drainage and flood attenuation; reduce flood risk
- Contribute to good air quality, habitats, trees, planting and urban pollination



## Support Local Amenities

- Enhance links, public realm and activity on East Street
- Support existing schools, provide flexible spaces for the community with health facilities if needed
- Enhance parks and open spaces; existing community and cultural venues benefit from new residents



## Urban Composition

- A roofline to enhance neighbourhood identity
- Improved way-finding and ability to navigate streets
- Strong frontages creating active and safe streets and spaces



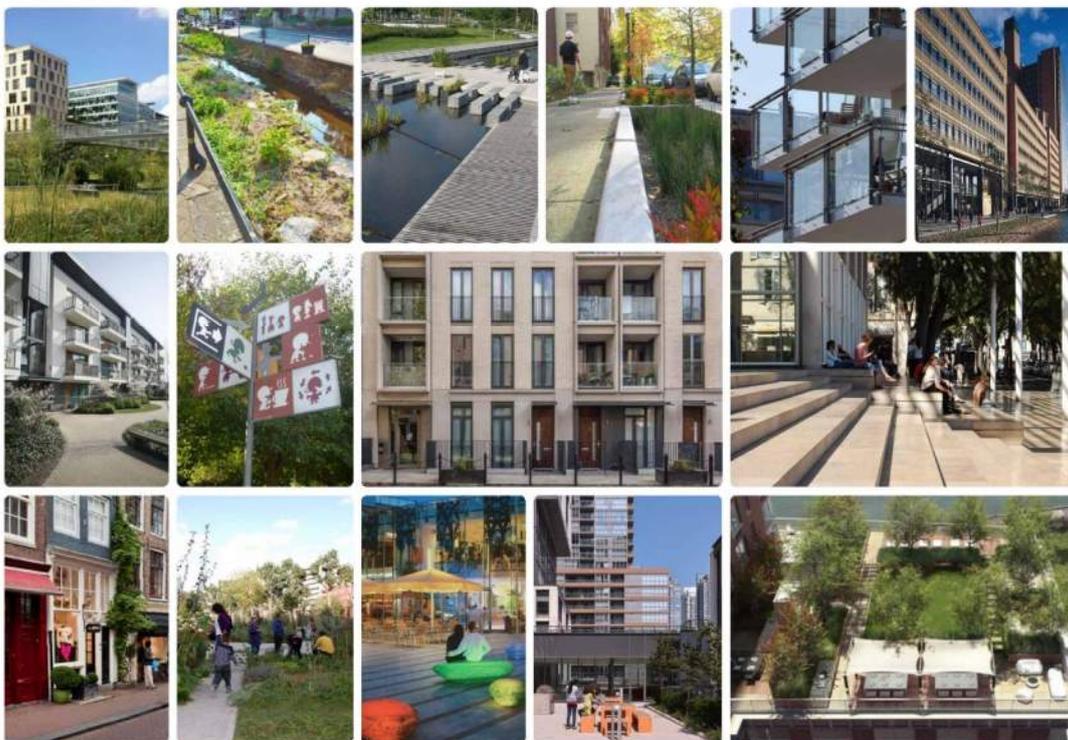
## Wellbeing

- High quality homes, streets and spaces for a healthy future
- Sociable spaces and priority for walking and cycling
- Comfortable microclimate; heat, sun, wind and rain

# Vision

"A sustainable urban quarter, making better use of under developed land between the town centre and Windmill Hill; a catalyst for regeneration in Bedminster by:

- New homes and working community to increase vitality and support East Street;
- Growing a mixed, balanced and sustainable local community;
- Delivering buildings focused on public spaces and street level enjoyment;
- Developing a range of new homes including affordable housing, private rented/sale and student housing to help meet Bristol's acute needs;
- Creating an enhanced network of connected public and private amenity spaces, planting and habitats;
- Creation of a public transport node with a sense of identity and status at this gateway point to central Bristol;
- Better pedestrian and cycle links; and
- Achieving a sense of place, that is easy to understand and find your way around in this part of the city."



Images show a snapshot of ideas and precedents. These show possible approaches among many that could be used. They provide pointers for guiding new public spaces and streets in the area, alongside new homes and places for all to enjoy.

# The Framework

The new Bedminster Green offers:



Improved and enlarged Green; around 75m x 75m - 15% larger



Improved Bedminster Station with direct line of sight to East Street



A new urban environment; good quality streets and spaces with character



Around 700m of Malago Road & Dalby Avenue enhanced for public transport including Metrobus, streets with trees, improved footways, cycle paths and crossings



Mixed housing offer and affordable homes for a balanced community



Potential to improve 400m of River Malago for enjoyment, habitats and sustainable drainage



St Catherine's Place revamped



Towards a sustainable future, good microclimate and air quality with potential to be part of an energy network



East Street used and supported by a new residential community

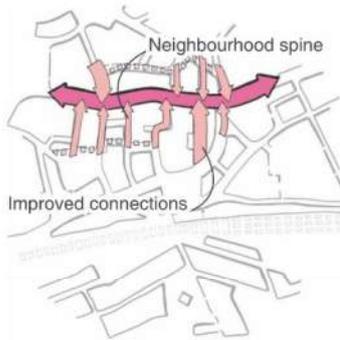


- |                                      |                                   |  |
|--------------------------------------|-----------------------------------|--|
| Focal Point - The Green              | Key Frontage; East Street - Green | Malago Greenway                          |
| Ancillary Spaces                     | Framing Avenue Frontage           | Public Transport Priority with Bus Lanes |
| Revealed River Malago                | East Street                       | Key Improved Pedestrian Route            |
| Humanised Avenue                     | Residential Streets               | Enhanced Strategic Cycle Routes          |
| Urban Block & Private Amenity Spaces | New Station Frontage & Other Uses | Avenue Crossing Points                   |

All proposals shown are indicative and subject to ongoing discussion, technical studies (including transport and the Malago), feasibility and detailed assessment.

# Design Principles

- Spaces for all; inclusive across generations, abilities and the whole community



**Reinforcing East Street**

- Improving sustainability from transport and planting to clean air and energy

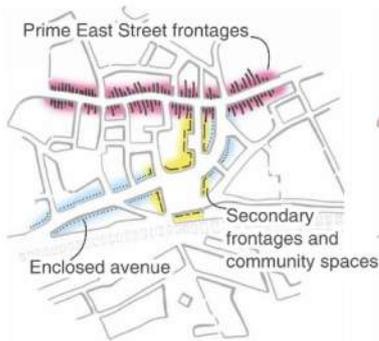


**Green Connections & River Malago**

- A balanced community, affordable housing, different tenures, households and needs



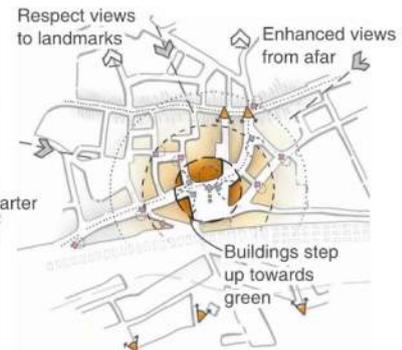
**Humanise the Avenue**



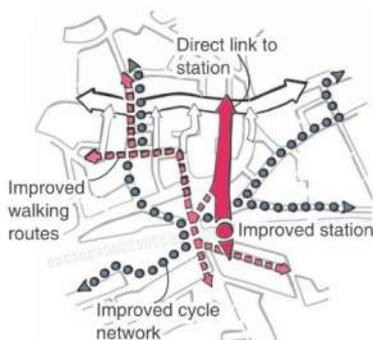
**Fronting & Enclosing Streets**



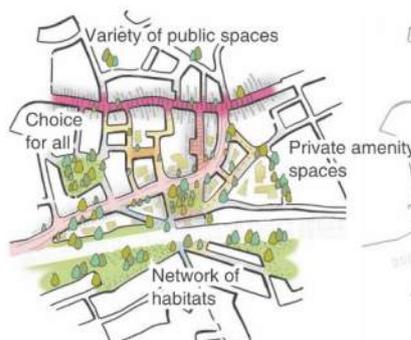
**Transitioning New & Old Neighbourhoods**



**A Legible Place Easy to Navigate**



**Connecting the Neighbourhood**



**A Network of Spaces**



**Sustainable Energy & Cleaner Air**

These series of diagrams show the key layers of design principles fundamental to new proposals and changes in the area. These are not drawn to scale or proportion, with aspects exaggerated to illustrate key points.

# Guiding Parameters

- Provide a mix of homes including for sale, market rent, social rent, shared ownership and accommodation for students to meet a diversity of needs.
- Shops, café/restaurant and related uses should be focused at St Catherine's Place, with some around The Green; part of a strong neighbourhood link.
- Flexible ground floor space should be provided to enable needs for business, community, cultural, health and other uses to emerge and be met.



## Ground Floor Land Uses

- Shops / Restaurants / Café
- Attraction (eg Leisure / Culture)
- Workspace / Community / Homes
- Shops / Café / Restaurants / Homes
- Homes / Student Accommodation
- Workspace
- Station / Shops / Café / Homes
- Existing & Retained Uses

## Access

- Arterial Road
- Priority Bus Route
- East Street
- Windmill Hill Access
- Public Open Space
- Side Street
- Station
- Malago Bridge
- Crossings
- Key Pedestrian Route
- Cycle Route



In the framework document there are five guiding parameters underpinning forthcoming proposals. In addition to the four shown there is also a parameter for the creation of public realm. These inform the broad form of development. Each is subject to ongoing technical study, feasibility and detailed design.

# Guiding Parameters

## Green Infrastructure

- Key Green Streets
- Important Open Spaces
- Bedminster Green
- Ancillary Spaces
- Block Amenity Spaces
- River Naturalisation Potential
- Revealed River Malago
- Surface Water Drainage to Malago



## Heights

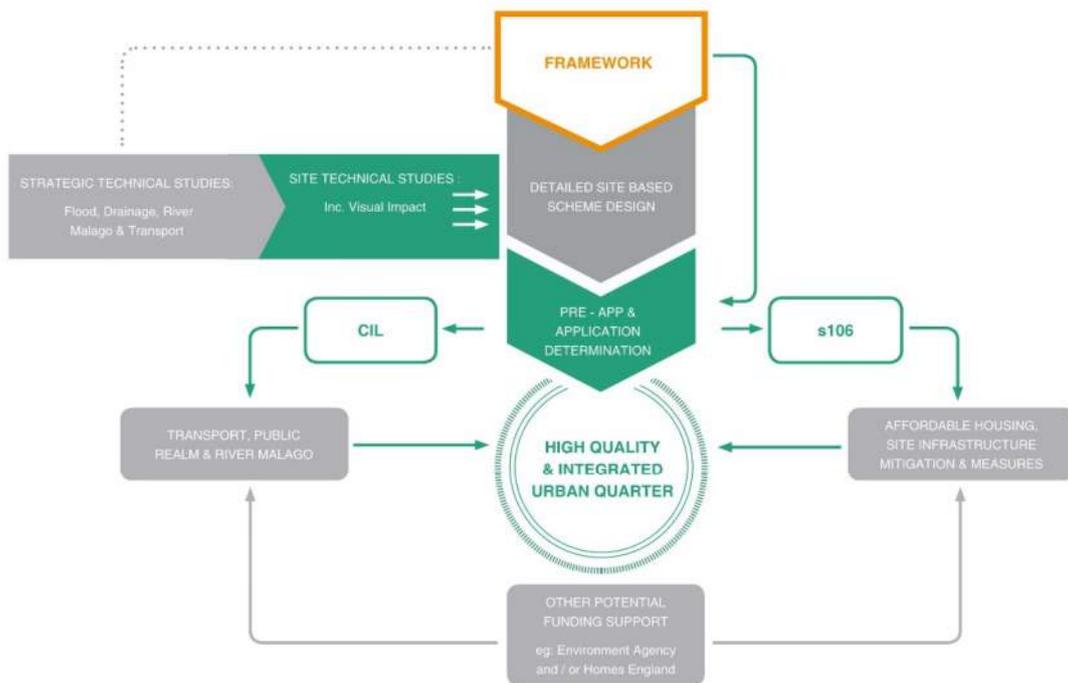
- Low Rise**  
Between 2-5 floors; appropriately responding to neighbours
- Mid-High**  
Between 6-9 floors; with opportunities for additional floors where set back from streets, for elements above to create a varied roofline and / or step up to towards framing the green
- Framing Buildings**  
Up to 10 floors; including opportunities to step up towards tall buildings
- Tall Building Opportunity**  
10 or more floors; applied to discreet elements, such as corners, and not the entire block or frontage

Blocks will not be single masses and include elements of open space and varied forms. All details, massing and exact heights to be subject to detailed, design quality and visual impact assessment; established through the planning application process.

In the framework document there are five guiding parameters underpinning forthcoming proposals. In addition to the four shown there is also a parameter for the creation of public realm. These inform the broad form of development. Each is subject to ongoing technical study, feasibility and detailed design.

# Next Steps

1. Consider responses to consultation & review framework
2. Framework considered by Bristol City Council Cabinet alongside proposal to apply 20% affordable housing threshold and use Community Infrastructure Levy (CIL) to fund infrastructure at Bedminster Green
3. Detailed Site Proposals progressed and assessed through the planning application process with reference to the framework:
  - 3a. Transport study underway to inform detailed highway design; including Malago Road & Dalby Avenue
  - 3b. Flood risk and drainage assessment underway to inform proposals for the River Malago
  - 3c. Details of massing and taller elements to be determined through detailed design assessment at planning application stage
4. Aim to begin creation of Bedminster Green urban quarter in 2020



We are keen to hear your thoughts on the framework. You can pass on your comments to our team today, return a form or email using the following details:  
 bedminstergreen@nashpartnership.com  
 25 King Street, Bristol BS1 4PB

The full document will be available online at:  
[www.nashpartnership.com](http://www.nashpartnership.com)  
 from 10 December 2018  
 to 13 January 2019

Appendix 4: Consultation Comment Form



## Comment Form

### Bedminster Placemaking Framework

We would be grateful if you could take a few minutes to provide us with your comments below.

Name		
Address		
<b>OPPORTUNITIES AND VISION</b>		
	If 'YES' please indicate priority – High/Medium/Low	If 'NO' please outline your reasons here. Also add any other comments here.
1.	Do you support the principle of a high quality new mixed-use urban environment at Bedminster Green?	Y/N H/M/L
2.	Do you support the vision for Bedminster Green?	Y/N H/M/L
<b>PRINCIPLES AND PARAMETERS</b>		
3.	Do you support the following?	
3a	Improved connections to East Street.	Y/N H/M/L
3b	Improved and more green spaces and opening up the River Malago.	Y/N H/M/L

3c	Making Malago Road/Dalby Avenue more pleasant for people.	Y/N	H/M/L	
3d	Using new buildings to create well defined and active street frontages.	Y/N	H/M/L	
3e	Creating a new contemporary urban environment linked to the older areas of Windmill Hill and East Street.	Y/N	H/M/L	
3f	Using new buildings and spaces to create a place that is easy to understand and navigate.	Y/N	H/M/L	
3g	Improving connections for pedestrians and cyclists.	Y/N	H/M/L	

3h	Improving the Green and creating other smaller spaces linked by green streets.	Y/N	H/M/L	
3i	Creating a variety of private amenity spaces for new residents through balconies, terraces and roof gardens.	Y/N	H/M/L	
3j	Supporting the aim of sustainable energy and cleaner air by placing a focus on walking and cycling, planting, natural air circulation and the potential for connecting to a district heat and power network.	Y/N	H/M/L	
3k	A mix of owner occupied, rented, affordable and student housing.	Y/N	H/M/L	
3l	Café/restaurant, retail, community/ cultural/leisure and business space on the ground floors of some buildings.	Y/N	H/M/L	

3m	Local infrastructure in the form of flexible ground floor premises for community, health etc uses and improved drainage and transport facilities.	Y/N	H/M/L	
3n	The proposed variety of building heights.	Y/N	H/M/L	
3o	A new station entrance fronting the Green	Y/N	H/M/L	

Please add any other comments here:

Please put completed forms in the comment box or send to:  
[bedminstergreen@nashpartnership.com](mailto:bedminstergreen@nashpartnership.com)  
 Nash Partnership  
 25 King Street  
 Bristol  
 BS1 4PB

For details of how we will use your personal data, please see our consultation privacy document.

Appendix 5: Individual Public Comments

NI: Not indicated

H: High priority

M: Medium priority

L: low priority

1. Do you support the principle of a high quality new mixed-use urban environment at Bedminster Green?								
		Yes 66 (78%)				No 18 (21%)	Not indicated 1 (1%)	Total 85 (100%)
		NI	H	M	L			
		7 (11%)	30 (45%)	27 (41%)	2 (3%)			
Comment	<ul style="list-style-type: none"> <li>▪ This concept needs to be unpacked if you want high quality feedback</li> <li>▪ Could be done really well but these plans are completely unacceptable due to size and density</li> <li>▪ Needs to be done in line with the current existing buildings, 10 storeys and above is not! Too high</li> <li>▪ Has to be high quality design</li> <li>▪ We need more housing - especially affordable housing – and the proposed area is in need of updating</li> <li>▪ Need regeneration but at appropriate density</li> <li>▪ High quality is not the same as high density! This area does not support high rise development. The area is characterised by low 2-6 storey residential, shopping and industrial developments</li> <li>▪ The area need regeneration but should focus on affordable housing which meets the needs of the local people and doesn't remove the open green spaces.</li> <li>▪ Only if developed as low to medium rise – maximum 5 storeys but ideally as 2-3 storeys</li> <li>▪ The area needs developing</li> <li>▪ I do; however it doesn't really seem like there's anything in the framework that will enforce high quality, e.g. the improved green and the planting and the improved air quality might not happen because of "budget constraints", which I suspect means they are exceptionally unlikely to happen</li> <li>▪ Yes – with proper consultation and approval of existing residents</li> <li>▪ I support a tasteful well thought-out low-density development that fits in with the existing community.</li> <li>▪ The BID represents 350 businesses in Bedminster. This part of the area is most depressed in shopping terms with high vacancies and a very poor public realm. St Catherine's Place in particular has been a blight for more than a decade. Urgent change is needed.</li> <li>▪ I support the plan with some modifications for its attempt to redevelop this land. I am concerned about what is deemed to be an appropriate height of buildings in proximity to other neighbouring buildings however, and how the 'Avenue frontage' will be arranged on Malago road to overbear surrounding buildings.</li> <li>▪ Worried about the ongoing maintenance of the public spaces - will they end up strewn with abandoned shopping trolleys?</li> <li>▪ I like the concept of an enlarged green and opening up of the river,</li> <li>▪ In principle, yea, however I do have concerns about the infrastructure of the area i.e. school/nursery place, doctors' surgeries, traffic, pollution etc</li> <li>▪ It's vital that this area is developed for the benefit of local residents and people who need affordable homes. This site offers a unique opportunity to develop a cohesive low-rise community with good infrastructure</li> <li>▪ Insufficient research and effects and consultation have NOT been carried out the surrounding occupants</li> </ul>							
Yes								

- To be in keeping with local environment. Loss of light overshadowing, lead to underutilised spaces. Good example of a nice development is off Cumberland Rd 'Goal Ferry Steps'
- I support the general principle of additional homes, an improved public realm, more work and leisure space etc. However this must be done sensitively and with appropriate consideration given to existing residents and neighbourhoods. Windmill Hill is already a dense neighbourhood, and for example has significant problems with parking and rat-running. I know this framework document does not go into details on individual developments, but for example the proposal (not clear but inferred from drawings) to close Whitehouse Lane risks pushing more traffic into Windmill Hill. We already suffer cars travelling way above the 20mph limit using our road as a rat run at all times of day, despite there officially being no entry for vehicles apart from for access. It is already difficult to leave Windmill Hill via Hereford St on to Malago Rd/ Dalby Avenue in the morning, as traffic back up along East St and Dalby Avenue from Bedminster Bridge Roundabout. Removing access to Whitehouse Lane would only exacerbate this and cause far more traffic jams. The enormous new volume of residents in the potential new developments, coupled with the loss of significant amounts of public carparking space, risk overwhelming Windmill Hill with additional cars. However much developers like to say they encourage public transport, walking and cycling, people will have cars and there will be nowhere to park them. The framework document does not stipulate any limits on the height of buildings - whilst Bedminster is close to the city centre, it is still a residential neighbourhood, and is not suitable for a massive enormous blocks. Professional and public opinion has turned away from huge tower blocks being the answer to all problems, and low to mid-rise can still be excellent uses of space e.g. Wapping Wharf. If Bedminster Green is to be truly a neighbourhood, it needs housing suitable for all household types, and huge tower blocks are not suitable for families. The framework should stipulate a minimum % of affordable and social housing to be included in new developments - the Firmstone application in late 2018 had no affordable housing included at all, which is not acceptable. The work/ retail/ leisure spaces should follow the model used in Wapping Wharf, where priority is given to local, independent businesses. New development should contribute to inclusive economic growth, not just provide spaces for existing national firms. The changing nature of high streets and the retail sector means that a locally-based, flexible and varied offer is more likely to be successful. Whilst the framework sets out many useful principles, it is not a masterplan for the Bedminster Green area, and as such will not, for example, ensure that individual developments relate spatially, architecturally or aesthetically to each other. We could easily end up with an incoherent, ugly mess which doesn't achieve any of the ambitions set out in the framework, because it cannot be properly enforced. The development of Bedminster Green is a fantastic opportunity, but it needs to be done carefully, with thought and properly involving the existing community.
- There is a lot of potential to improve the area being called Bedminster Green through regeneration of the brownfield sites and this could provide a real improvement to the area. However, the framework document presented seems to focus solely on the new potential residents of the area and does not highlight the need to be sympathetic to the existing residents and community, this could include limiting the height and scale of buildings so that they don't negatively affect neighbouring ones. I feel that this risks causing alienation between the new potential residents and existing residents of the area.
- I am concerned about the use of tall buildings which may upset the existing character of the area. I feel we need to include as many affordable homes as possible. Bedminster is a traditionally working-class area and we do not need to gentrify the working-class population out of existence here. I worry that developers see this area which is close to the city centre as an opportunity to make excessive amounts of money. We do not need a "rich ghetto" where ordinary people are not welcome. We need a good, mixed use development for different types of people where we can all feel included and safe. Too often people move into an area, fence themselves off from the local existing community and then start holding workshops about "building community" by

	<p>which they mean their "sort" of people, not those who are already there. It feels like a kind of modern colonisation. If the developers cannot produce affordable housing and still make a profit perhaps they should pass the land on to people who can. My second point is that transport links and the urban environment are very important. I am a disabled person with no transport. It is essential that there is plenty of seating available, East Street is a very good example of this but it would be nice to have some sheltered seating too as open seats are not much use in the rain. Please also remember that not every disabled person is in a wheelchair. In general I look forward to development in the area as long as the human aspect is taken into account. At the moment I would not cross Bedminster green or the park at the old St. Johns Church site on my own at night which means I am cut off from Windmill Hill. My final point is the local wildlife and yes there is plenty of it. Where I live just off the top of East Street, we have numerous bird species including some now considered endangered such as sparrows. We also have various tit and finch species, wrens, goldcrests, starlings, blackbirds, robins, ravens, occasional raptors and hawks and of course the more usual, pigeons, magpies and seagulls. There are foxes, frogs, hedgehogs (please give them opportunities to roam under fences and suchlike) and there are bats here too, I've seen them this year. In the past I have even seen a badger, although not for 3 or 4 years. All these species enhance our quality of life so please make space for them too.</p> <ul style="list-style-type: none"> <li>▪ The principle is not disputed; the debate is whether the proposed framework is able to achieve the principle in a way that is practical and meets needs for community wellbeing and wellbeing needs is the</li> <li>▪ The proposal in the outline you have given is far too tall and claustrophobic. It does not show any green space and the access to Windmill Hill appears to be non-accessible</li> <li>▪ This needs to be done in a way that works with the community and environment.</li> <li>▪ I would prefer a mix of heights. Mainly low and mid.</li> <li>▪ It is more important and therefore higher priority to get the right scheme rather than be rushed into an unsuitable development, for example by developers needing to realise their profits quickly</li> <li>▪ In favour of development but in response to the local scale and architecture ...what is medium? if 10 is medium than that would be the absolute maximum</li> <li>▪ It is good to see developers building on brown field sites, however, given that there is already a local community it is important that those brown field sites are developed to fit and be part of the current area. Not designed without any consideration of what is already there.</li> <li>▪ My fear is that you will have a selective population, basically the best cash cows or the current bunch of developers including a ridiculous number of very lucrative students. You will not however satisfy the city housing targets or include any meaningful social housing.</li> <li>▪ A 'high quality' urban environment is one that offers good space for community at street level. The development proposed plans to use existing open spaces for another 3000 residents.</li> <li>▪ Experience has demonstrated that architecture / planning encouraging the building of strong community is vital to the social success of developments. High rise above 10 stories is very high risk and can lead to the development of "slums for the future".</li> <li>▪ Mixed use would imply a more developed live and work development. So far aside from some ground floor units it appears to be only residential. There would be a lot more sympathy to the proposals if there were a mixture of uses instead of a series of high rises.</li> </ul>
<p>Comment  No</p>	<ul style="list-style-type: none"> <li>▪ Ambivalent but would basically support provided the emphasis is on high quality and mixed use</li> <li>▪ The ward areas referred to as "Bedminster Green" in the Framework are already amongst the highest population density in Bristol. The existing infrastructure to support this are of South Bristol is already critically challenged, particularly in relation to functioning healthcare and adequate primary and secondary provision.</li> </ul>

One of the ways the space would be better put to use is by provision of a secular secondary school to serve the increasing population for school age children living in these wards.

- Given the lower density in other wards of Bristol we believe that finding suitable land to build homes should be considered as a priority in these areas rather than trying to squeeze thousands more people into an already densely populated area.
- There is nothing in this framework which will benefit existing residents of Windmill Hill which is not outweighed by the scale and extent of the disruption that building all the multi storey tower blocks planned will necessitate. This framework sets the tone for developments which during their creation would have a significant and negative impact on all aspects of the health and wellbeing of people already living and working close by. Once completed their overbearing presence on the skyline and on the ground will change the level of light received in the surrounding area for most of the day and create an ominous atmosphere in the local environment.
- The plan to close vehicular access to Windmill Hill from Whitehouse Lane is an absolute red line for us as residents of Windmill Hill as it means for example that emergency vehicles would take much longer to access dwellings particularly on the north side of the hill. Access onto Windmill Hill is already severely restricted.
- The area should not become a landmark high-rise building area, with high density housing in the form of small flats and limited/loss of public outdoor space
- These are not high quality. These are high rise structures, with basic cladding. They have as many flats as can be squeezed in. The Victorian terraces nearby have better quality design. What will these towers look like in thirty years' time? Even worse than they would on completion.
- What you currently propose and what various developers have so far been proposing, I object to. I don't object to anything that makes sense, I don't object to anything that does not encroach upon the skyline but, sadly, you don't seem able to propose anything like this, despite overwhelming opposition. I notice that your Framework document states that Bedminster lacks character. What a way to kick your Framework off, by insulting Bedminster and all those who live in. Bedminster has plenty of character thank you. And we don't need a bland commodified, identikit 'urban living quarter' thank you. Developers take the colourful and make it characterless. Be mindful of that. No high rise. It's very, very simple. In a recent poll, over 80 per cent of Bristol residents were opposed to high-rise building. No one likes them and no one wants them. High density does not necessarily mean high-rise. It's high time to think outside the box. Given that almost no one wants high-rise, what can you do differently, how can you create high density without going high-rise? Other places do it, look to them for inspiration. By all means improve the green, but don't ruin its current character (yes, it has one) don't overly landscape, do not sanitise, don't chop down the trees, the trees are beloved, the space is beloved, both are used and used both regularly and often. No student tower blocks please. Bristol has enough student accommodation already, more is already being built elsewhere, tons if it in fact; just how many students do you expect to flock to Bristol anyhow? A great big student tower block will not benefit the area. And, it will change its character. Bedminster is quiet and scruffy and people like it that way. Emphasis on the quiet. Peace and quiet equal peace of mind. None of what has been proposed by any developer so far pays any attention to traffic. Dalby Avenue and Bedminster Parade are congested enough at peak times, pollution is already above danger levels. High rise buildings mean more people, means more traffic; student blocks mean more parents dropping their children off and picking them up at the beginning and end of each and every term. Bedminster cannot cope with more traffic, it has enough traffic already and has a hard time coping with that. Oh, and if you think that by creating less parking spaces you'll be helping ease congestion, then you really don't know people at all. Do not get rid of the car parks, you want to regenerate East Street for shopping but, you want to get rid of the car parks and build on them. That makes no sense at all. Little Paradise, Malago Road, Dalby Avenue . . . keep the car parks. Finally, no high-rise. I know I've said it already but, it's worth repeating as no one ever seems to

listen. Setting a couple of the top floors back a little does not count, as it's still high-rise. Stop trying to wing it. You can use all the flowery language you like, such as "framing" or "step up" but, we know it for what it is. High. Rise. The thing that more than 80 per cent of Bristol residents are opposed to. Keep it low rise, mid-range if it's not going to encroach on anyone or anything but . . . no . . . high . . . rise. Despite what your Framework claims, there is absolutely no discreet tall building opportunity. None at all. St Catherine's, when it was originally built, was supposed to be a one off. "This high and nothing else higher," was promised at the time. Now it's being used as a benchmark, an excuse to go higher and you've already added two extra floors to it. Huge towers and spires will not announce a sense of arrival into Bedminster. Honestly, someone earned money writing that copy? Tower blocks don't announce anything; they're just eyesores that increase mental and behavioural health problems. You know it; we know it and science has proved it. Bedminster is a little rough around the edges, it needs a tidy up, plots could do with some very thoughtful, low rise, mixed use development

- Firstly, there has been no consultation prior to publication of the framework which is a complete lack of respect for the community we live in. With the framework is vague with no constraints controlling development, so there are no defined heights or housing mix. Where is the mixed housing?!
- The plans outlined have taken no consideration of the already struggling and oversubscribed schools and local infrastructure, not to mention the sweeping views of our city from Windmill Hill, which is the main reason most people I know chose to buy their house here! Lower density and a higher percentage of affordable housing is key to these developments, regardless of profit.
- I understand you are closing the entrance to Windmill Hill. I live right at the top and come under the bridge to get to Town easily.
- High rise living has been proven to be detrimental to health and wellbeing. The experiment in the 1950s and 1960s should not be revisited. The idea that high rises in a small village like environment would enhance quality of life for existing or new tenants is wrong and cannot be supported. Closing a main artery road into the centre of Bristol shows utter disregard for people living here. The whole scheme is shambolic.
- As far as I can see from the proposals this isn't a joined-up framework but each developer plotting their schemes. There doesn't appear to be any joined up thinking, just lots of very tall buildings, which are completely inappropriate for the area. And which contradicts the Urban living plan and council's own guidelines against buildings taller than 10 storeys. Bedminster is NOT in the city centre, where it was agreed taller buildings could be located. Bristol does not need any more student accommodation. In no way does student flats address the housing problems of this city but are rather easy way of making money for the property owners. This week a cross party commission recommended that the UK build 3million new council homes in the next 20 years to address the housing crisis in this country. This plan is a complete waste of a golden opportunity to address some of the housing issues we currently and will continue to face. People on low and middle incomes are struggling to find anywhere to live as rents are expensive and tenancies insecure. What are 'affordable' homes? A realistic rent must be agreed so our public sector workers and lower paid can actually live in this city. Students by their nature are transitory communities, and I believe housing them in tiny self-contained rooms exacerbates the mental health issues students are increasingly facing. Student communities on campuses, or nearby, in shared halls of residence provide a better environment. Bedminster is not traditionally a student community as it's not closely situated to either UWE (Bower Ashton) or Bristol Uni. Plus we need to think about the density of these projects in this plan. anything more than 6-9 floors is too high, and with no car parking provided. Where are the spaces to charge electric cars -which we are told are the future of transport? Where will the children in these blocks go to school? The local schools are already oversubscribed. And doctors' surgeries and other amenities? It's easy for developers to think in terms of meeting demand with supply, but the resultant community needs services. Whilst public transport is available it's still expensive and shows no immediate signs of

	<p>encouraging people not to have cars. Even if people don't use cars for commuting people still have them for leisure travel. Can the Malago Road cope with extra traffic, it is already congested at times with very poor air quality. And to that end I also completely disagree with the removal of the mature trees on Bedminster green, which can in part act absorb some Co2 emissions. I totally disagree with the removal of access onto Windmill Hill from Whitehouse Lane. Windmill Hill effectively has only two entry &amp; exits points; St John's Lane at Paultow Road, and Windmill Hill under the railway bridge. Reducing one with a no right turn into Whitehouse Lane is ridiculous nonsense. Clearly whoever came up with that doesn't live on the hill!</p> <ul style="list-style-type: none"> <li>▪ I disagree with the urbanisation of the Bedminster Green area. Yes, there is much scope for the area to be developed and improved but it is by definition a green space which is a haven for wildlife and a place where people can escape the surrounding tarmac &amp; concrete! Surrounding the green with huge tower blocks on all 4 sides will result in the area being in constant shadow, therefore ruining this precious green space environment!</li> <li>▪ Added air pollution, removing green spaces</li> <li>▪ None of the proposals offered or outlined meet the real needs of ordinary people. Better not build than build wrong</li> <li>▪ As a local in Windmill Hill over 38 years, I have followed the plans for upgrading the Bedminster area with hopefulness. Latterly opening up the Malago Greenway for ecology to prosper as a trade-off for high density and lower affordable rent has been dropped. A pleasant area on the Green by the ex-National Confederation of City Farms building with green roofing. to be demolished and wrecked. Bristol City Council should be ashamed selling this area off to concrete high density projects with little or no mandatory lowered cost accommodation. I have regularly walked to local facilities across this area which had tall Poplar trees and wildlife. I don't see any thoughts being given to ecology, vis a vis Bristol's appalling air quality pollution for this prospective population. Bedminster Green lies in a bowl where pollutants from traffic passing on either side will concentrate. I will continue to protest about being surrounded by concrete at heights way over other Bristol builds with poor prospects for those people joining our community,</li> <li>▪ Bedminster Green is a green area an should not be urbanised</li> <li>▪ Buildings Too high, too densely populated (more cars particularly) &amp; don't support closed access between Whitehouse Lane a&amp; Hereford St</li> <li>▪ I am concerned about the height of the build around Bedminster green. The high rises will dominate the area. I would support a lower build around Bedminster Green as long as the quality of the build really excellent and it was no higher than 10 floors.</li> </ul>
<p>Comment</p> <p>Not Indicated</p>	<ul style="list-style-type: none"> <li>▪ In very broad terms yes but with the emphasis firmly on high quality and subject to other comments below (noting that the questions are framed in such a way that my opportunity to comment is circumscribed).</li> </ul>

2.		Do you support the vision for Bedminster Green?					
		Yes 8 (9%)			No 22 (26%)	Not indicated 55 (65%)	Total 85 (100%)
		NI	H	M	L		
		2 (25%)	3 (38%)	1 (12%)	2 (25%)		
Comment Yes		<ul style="list-style-type: none"> <li>I particularly agree with desire for a diverse and inclusive neighbourhood</li> </ul>					
Comment No		<ul style="list-style-type: none"> <li>Impossible to say as to “vision” is so vague as to be meaningless</li> <li>Too high! Does not suit the height character of the area, or Bristol</li> <li>It is horrendous – the ridiculous height and density of the development is an assault on the local community</li> <li>Buildings too high, which residents have said over and over again. Please start listening to us!</li> <li>I remain concerned about the proposed height of the buildings. Support vision</li> <li>Buildings higher than 4 storeys are not appropriate and will adversely affect existing houses and be overbearing</li> <li>I feel the height of the buildings envisaged is excessive</li> <li>Limited commitment to increased green space or open space</li> <li>The development proposals are too high density. There needs to be an outline environmental masterplan to incorporate meaningful public realm/ environment and ecological enhancements. The framework will not be supported by the local community.</li> <li>Not enough emphasis on affordable housing and high-density housing will create shade in the open areas left. The scheme will remove 3 parking areas with no emphasis on new buildings having underground parking. It is unrealistic to imagine that bringing in a large number of people will not increase demand for parking. Existing parking areas provide access to East Street, businesses and Windmill Hill City Farm – removing this parking will impact on visitors and shopper as well as residents.</li> <li>I object to the height of the buildings proposed, which are quite out of keeping with the existing architecture of the area. I do not think any of the buildings on the site should be more than 8 storeys high</li> <li>I support developing the area, I appreciate the work put into this, and this vision has much promise. However, I <b>do not support it</b> because of the proposed dramatically uncharacteristic-for-the-area <b>heights</b>. Please read the WHaM response. I agree with them</li> <li>The plans are all for high rise buildings which are inappropriate to the area and not good for residential living</li> <li>I think more high-rise buildings are inappropriate for this area</li> <li>I feel the document doesn’t carry any weight and isn’t going to enforce anything. I also fundamentally disagree that buildings of 6-9 and 10 storeys should dominate this are. This is an area of 2 storey Victorian houses, and to swamp it with 10 storeys is going to trash that character. As a result I think this document really lacks vision. I notice that one of the boards said the area lacks quality and character, but as someone who lives here I think that’s a gross generalisation – there are some plots that need improving but there are some lovely parts too. Large blocks of flats will just totally decimate those nice bits and I think that would be a massive shame</li> <li>Buildings are far too tall, no concrete planning for extra healthcare services, not sure where all the extra cars will go??</li> </ul>					

	<ul style="list-style-type: none"> <li>▪ I support parts of the vision contained in the Framework documentation but not other parts</li> <li>▪ We support the principle of mixed-use development to improve the area but do not support the vision, with the main focus being 4 high-rise buildings that will have a detrimental effect on those habitants already living in the area</li> <li>▪ This vision is produced by developers who will gain from it. To date the “consultation” on this framework document with local people had been woeful in scale poorly timed and therefore meaningless. For an scheme to be a success it needs “buy in” from people who live here next to the proposed development sites – not just retailers in North St who will gain from this venture at the expense of those in East St or from those who live in Southville who have managed to ensure that their area is designated as “conservation area”</li> <li>▪ The practicalities of undertaking these developments in terms of temporary road closure and diversions whilst buildings work takes place would significantly impact on retailers in East St. The impact on Windmill Hill City Farm, the green environment jewel in Bedminster’s crown will also be significantly impacted.</li> </ul>
<p>Comment</p> <p>Not Indicated</p>	<ul style="list-style-type: none"> <li>▪ Not sure what vision is being referred to?</li> <li>▪ I support an <u>Integrated</u> Vision. Need evidence that this exists.</li> <li>▪ Like some elements, concerned about others</li> <li>▪ In part. I assume this is reference to the vague “vision” at p32 of the Framework. However this is not well drafted: the various aspects appear in a random order rather than perceived order of importance and it is difficult to see how they are intended to be ranked. Equally not all the principles below (which also appear in a seemingly random order) are clearly articulated in the framework</li> </ul>

3	Do you support the following?						
3a.	Improved connections to East Street						
	Yes 55 (65%)				No 22 (26%)	Not indicated 8 (9%)	Total 85 (100%)
	NI	H	M	L			
	3 (5%)	16 (29%)	28 (51%)	8 (15%)			
<p>Comment</p> <p>Yes</p>	<ul style="list-style-type: none"> <li>▪ Connections to East Street are currently no problem as they are</li> <li>▪ This is important as will provide footfall for existing business in East St</li> <li>▪ I have concerns about the indicative routes. Of particular importance to pedestrians is the ability to choose to walk on their desire lines, which will usually be the shortest routes to their destination. It is important to have a clear pedestrian route and sight line between East St and the revamped Bedminster Station frontage. However, this needs to be one of the several routes between the station and East St/ Bedminster Parade, so that pedestrians have direct, convenient and pleasant routes in whichever direction they need to go. This is critical between the station and the new Metrobus stop on East St</li> <li>▪ Yes, but only in the context of low-rise development</li> <li>▪ Noting that the “improved connections” only relate to those from Windmill Hill, not from the other sides of East Street. Noting that Dalby Ave will remain the main route for incoming/ outgoing traffic from S Bristol this improvement will be challenging for pedestrians and cyclists</li> <li>▪ Opportunity to create more attractive, safe routes. Needs careful design – green landscaping, wild flowers/ nectar and trees etc and seating desirable</li> <li>▪ East Street needs improving.</li> <li>▪ The connection through SCP is good. A second clearer more direct route connecting The Green and middle/upper East Street is needed that will have some ground floor active uses and a sense of being watched over and safe at night in order the perception of being a crime ridden area changes and people are attracted to being out.</li> <li>▪ Encourage footfall to East St. Improve access from Malago Rd with better lighting for safer night-time access and encourage a night economy along there, wide and flat enough access for pushchairs and scooters</li> <li>▪ Better links to East St are vital for local traders and residents - a low-rise street focused design with plenty of development at street level will make connections better and make the area feel safer and more welcoming.</li> <li>▪ There will be a high negative impact on wildlife. Traffic noise and pollution will increase</li> <li>▪ These connections should be safe for everyone to use. Please provide plenty of seating, some sheltered. This will make life easier for the old, the very young, parents with buggies and the disabled.</li> <li>▪ Not sure exactly what is meant by 'connections'. East street could certainly do with a boost of investment and having a bit of life breathed back into it but it is already well connected in terms of public transport links e.g. no 75, 76 &amp; 90 buses, Bedminster train station (5 mins walk), not to mention within easy walking/cycling distance from Southville, Windmill Hill, Victoria Park and the city centre.</li> <li>▪ Air quality questionable in a highly polluted city. Trade off untenable in an easy access area anyway for pedestrian/cyclists</li> <li>▪ Improved connections from where to where?</li> </ul>						

	<ul style="list-style-type: none"> <li>▪ East street is generally well connected and within walking distance of the centre. Improved rail connections around the city would be good though.</li> <li>▪ The risk is however is that you will compromise Bedminster Green itself with too many transit routes leaving little to actually enjoy in the shade of the large surrounding buildings</li> <li>▪ Of course I do. Who wouldn't?</li> </ul>
<p>Comment</p> <p>No</p>	<ul style="list-style-type: none"> <li>▪ Meaning what? How will connections be improved?</li> <li>▪ Not clear on what you mean by "connections"??</li> <li>▪ I don't have trouble accessing East St so can't see the problem</li> <li>▪ I don't really know what this means? It's very easy to get to East Street</li> <li>▪ I think they're fine</li> <li>▪ No problem with this as it is</li> <li>▪ We regularly walk to East St using the routes on the plan – they are adequate in our view</li> <li>▪ They are basically the same routes as now.</li> <li>▪ It entirely depends on what you mean by improved connections, doesn't it?</li> <li>▪ East Street is a failed high street. Will always be a failure till you re-route the A38 and make it a pedestrian high street. Who wants to shop next to queuing cars? Visit the area and that what is there ALL the time. With this new development it will be gridlock.</li> <li>▪ Taking away an entry point in to Windmill Hill does not improve connections to East St.</li> <li>▪ If it means closing access via Whitehorse Road this will mean a much longer and more polluting car trip into town.</li> <li>▪ What does this statement actually mean? East street is already served by buses and vehicular access. It only has a certain capacity. If more trains were run to places you want to go from Bedminster station that would help ease some traffic.</li> <li>▪ Where would this access be?</li> <li>▪ I do not know what connections you imply</li> <li>▪ A different affordable, sustainable development - with plenty of amenity space - could be linked well to East St, to the benefit of all</li> <li>▪ Bedminster Green and its surrounds are already well connected to East St via several side streets and via Dalby Ave/ East St junction</li> <li>▪ Not sure what needs improving?</li> <li>▪ There are already several access routes through to East Street</li> <li>▪ Existing connections to East Street are already adequate (if left open by the development).</li> </ul>
<p>Comment</p> <p>Not Indicated</p>	<ul style="list-style-type: none"> <li>▪ From where?</li> </ul>

3	Do you support the following?						
3b.	Improved and more green spaces and opening up the River Malago						
	Yes 73 (86%)				No 7 (8%)	Not indicated 5 (6%)	Total 85 (100%)
	NI	H	M	L			
	9 (12%)	39 (53%)	20 (28%)	5 (7%)			
<p>Comment</p> <p>Yes</p>	<ul style="list-style-type: none"> <li>▪ Some attempt has already been made good to continue this</li> <li>▪ It is ridiculous for BG to pretend they are improving the green environment when their plans are the opposite</li> <li>▪ This must be a hidden gem which I hardly know about!</li> <li>▪ But not enough in current proposed framework – please can we open up the Malago further and create off road pedestrian cycle route?</li> <li>▪ The framework needs FAR more green space for the level of development proposed. As present this will be a hark back to 60s style (low grade) development</li> <li>▪ Yes, but not at expense of existing green or farm</li> <li>▪ Yes, but only in the context of low-rise development</li> <li>▪ But this needs to be enforced – like it's part of the constructor's contract that they have to improve green spaces, otherwise they won't bother. Also developers go on about opening up the Malago like it would be this massive gift to the area and make up for all the crazy tall buildings, but I don't know anyone who particularly cares about opening up the Malago. Just don't build a bunch of massive buildings here!</li> <li>▪ Yes, but how are you going to enforce it</li> <li>▪ Not at the expense of a high-density developer profit lead project!</li> <li>▪ The scheme does not improve the local green environment. The high rises will overshadow the area</li> <li>▪ Concerned about the ongoing maintenance of the environment to keep it litter and rubbish free</li> <li>▪ The river needs day lighting and enhancing. Many of the previous plans have included losing the green space, this is important as it is refreshing to leave windmill hill and have a green area before the next urban area. We don't need an area for a market which was in a previous plan, this would be better on East Street to get the foot fall for the trader's</li> <li>▪ Utilise this space to improve outdoor access. Keep it open and not overshadowed by high-rise-negating the benefits by overshadowing and making it feel unviewed and unsafe. Do not sacrifice the right turn out of Windmill Hill-thanks to cycle lane 'improvements 'on Whitehouse St we know have an increase from 5-10 mins to 30 mins to leave onto York Rd in morning rush hour. Push all these people onto an already heavily congested Malago Rd/Bedminster Parade and face total gridlock there too. Anyone in Windmill Hill who can get away without driving does-it can currently take 40 mins from Cotswold Rd to Bedminster bridge. If we drive it's for good reason e.g. lots of community NHS staff live locally needing cars to visit patients in homes; public transport cannot work for all. People do not drive from where we are to the city centre yet most bus routes only serve the centre so are no substitute for these people</li> <li>▪ I think it is important that we maintain as much green space as possible within the area as it becomes more and more built up</li> <li>▪ Opening up the River Malago would really add value to any scheme so long as it was safe and accessible for all.</li> </ul>						

	<ul style="list-style-type: none"> <li>▪ Don't landscape the hell out of it, do not sanitise it</li> <li>▪ This plan does NOT include ADDITIONAL areas of green much needed for an environment to encourage young people to be close to the ground without having to even consider living in a high-rise apartment</li> <li>▪ I like the idea of supporting the rail station. But in reality it only goes to Temple Mead.... So is not a viable commute resource. I work in Gloucester and cannot use Bedminster station to commute.</li> <li>▪ Please take into account the abundance of local wildlife as detailed in my previous comments and do everything possible to enhance the environment for them too.</li> <li>▪ The disruption to the local community by building such a massive project does not seem to have been taken into consideration and the wishes and concerns of the community seem to have been ignored</li> <li>▪ Improving the already existing green space by expanding it and opening it up, rather than ruining it by surrounding it by huge concrete tower blocks on all 4 sides, would be of great value to the local community. Bedminster Green already has a great many beautiful old trees and is covered by a carpet of crocuses, snowdrops and daffodils every springtime. It would be lovely to add some benches and other features to make it a space that the community could use, enjoy and benefit from.</li> <li>▪ A pleasant area on the Green by the ex-National Confederation of City Farms building with green roofing. to be demolished and wrecked. Bristol City Council should be ashamed selling this area off to concrete high density projects with little or no mandatory lowered cost accommodation. I have regularly walked to local facilities across this area which had tall Poplar trees and wildlife.</li> <li>▪ I am disappointed that the proposed new Bedminster green is only slightly larger than the existing one (and remains smaller than the existing St Johns churchyard). The new Bedminster green should be much larger to provide necessary green space for the number of new residents envisaged.</li> <li>▪ It can only enhance the environment to do so, but is not high priority compared with other matters</li> <li>▪ Green spaces in cities are essential for wildlife and for an increased sense of well-being amongst residents.</li> <li>▪ Making the Malago something valued (as in Salisbury?) rather than a rubbish tip would be good</li> <li>▪ The existing green spaces are in need of redesigning to be more inviting places to rest and play in. Disagree with opening up the Malago, low priority for leisure.</li> <li>▪ Really important that whilst opening up the Malago is good there needs to be a plan to keep it clear from rubbish. A friends of group or a fee applied to new housing to maintain the area around the stream to make it sustainable</li> <li>▪ Again, who would oppose this?</li> </ul>
<p>Comment</p> <p>No</p>	<ul style="list-style-type: none"> <li>▪ But does not appear to offer more green spaces. River is culverted at this point so impossible to see how it could be “opened up”</li> <li>▪ The entire area is already served with many lovely green spaces. We are not in favour of opening up the Malago – our understanding is that much of the river route shown is currently the route of the sewerage system, so one has to question how this would be achieved as it would also require the sewers to be replaced and re-routed? Opening the river up would also increase the risk of flooding the land along the new route.</li> <li>▪ More access to the river means more items will be dumped there. The river is well shielded and a great place for inner city wildlife to thrive, opening up of access and views to the river has the potential to increase tipping and rubbish levels and destroy urban wildlife habitats</li> <li>▪ Taking away the Bedminster Green does not improve and allow more green spaces.</li> <li>▪ Again, what does that actually mean and look like? There's already a green space at Bedminster Green. It needs a tidy up for sure, and the river behind it in the Industrial units needs some work, but how is it fitting in the plan as the plans look a bit vague on this.</li> <li>▪ In terms of the Malago, if this can benefit humans without threatening wildlife then it is worth considering. Built development needs to keep a clear margin away.</li> </ul>

	<p>Crucially the green space between the Malago Rd Hereford St and Whitehouse Lane including the trees and the architecturally important green-roofed building housing Social Farms &amp; Gardens, need to be preserved.</p> <ul style="list-style-type: none"> <li>▪ I link this to the worrying plans to close off Whitehouse Lane to traffic leaving Windmill Hill and turning right. I'm concerned that a) the thriving businesses in Whitehouse Lane will be adversely affected by placing them in a cul-de-sac and b) that those residents of Windmill Hill who drive to their work will find traffic queues to join main routes becoming even worse and the area will decline in prosperity.</li> </ul>
<p>Comment</p> <p>Not Indicated</p>	<ul style="list-style-type: none"> <li>▪ H for more/ improved public green spaces but it is unclear where these will be located other the BG itself (which will be ringed by very tall buildings which will not improve its green status). Where exactly will this grandiose “tapestry of public spaces” be located? Does “green spaces” mean anything more than few new roadside trees? There is a real need for more public green space in this very densely populated urban part of central Bristol but not indication in the framework that BG will supply this. Nothing the reference to private new gardens/ roof gardens – these are completely different to public green spaces and may not be visible from the outside. M on opening up the River Malago noting the high potential for flood risk (unclear how doing so will contribute to “management” of flood risk)</li> <li>▪ I support these principles but am not convinced that the Framework delivers improved or more green spaces</li> </ul>

3	Do you support the following?						
3c.	Making Malago Road/ Dalby Avenue more pleasant for people						
	Yes 69 (81%)				No 6 (7%)	Not indicated 10 (12%)	Total 85 (100%)
	NI	H	M	L			
	6 (9%)	29 (42%)	27 (40%)	6 (9%)			
<p>Comment</p> <p>Yes</p>	<ul style="list-style-type: none"> <li>▪ Fifteen storey blocks will not improve the experience of Malago Road</li> <li>▪ But proposed 22 storey tower blocks will have massively detrimental effect so no hope of making Dalby Avenue pleasant if that goes ahead – it will be a dark, dangerous wind tunnel</li> <li>▪ Who could disagree!</li> <li>▪ Street trees, traffic calming</li> <li>▪ Yes, but not at expense of existing green or farm</li> <li>▪ Yes, but only in the context of low-rise development</li> <li>▪ Noting that both will remain key road vehicle corridors. More trees would be good. Both are already well served by new bus shelters so no need for “better bus facilities”. “Framing buildings” are likely to increase the existing canyon effect and have detrimental effect on air quality (cf Bedminster Parade which is already an air pollution blackspot)</li> <li>▪ But how will you do this with 10 storey buildings creating a canyon and sending already illegal air pollution levels skyrocketing (particularly because of all the new people and their cars and buses)?</li> <li>▪ Judicious planting of trees would suffice – personally we do not find this unpleasant currently – form needs to follow function, and this is one of the only two major vehicular routes between the centre of the city and the suburb of Hartcliffe, Somerset and the SW.</li> <li>▪ I feel I am being asked somewhat divisive and leading questions here.</li> <li>▪ Many trees. And in 2-3 locations some genuinely wide pedestrian crossings prioritising the walker over the cars (i.e. not sheep pens).</li> <li>▪ This must utilise appropriate building heights that allow sunlight to penetrate open spaces and neighbouring residential properties</li> <li>▪ My main concern is that the buildings are designed well and maintained</li> <li>▪ Trees and safe space back from road</li> <li>▪ This will not be achieved by groups of high-rise buildings. We need street development, buildings that are no more than 5 or 6 storeys high with priority given to ground floor spaces that encourage community activity (such as shops and libraries) and some of which are open late (such as pubs and entertainment venues).</li> <li>▪ No high rise. High rise is not pleasant for anyone</li> <li>▪ Currently is an industrial area, unless you remove the industrial units it will remain so...</li> <li>▪ As previously detailed, this area does not feel safe after dark for me as a disabled person. It would be wonderful if it could be made a more accessible and safer space for lone users, whatever their age and ability.</li> <li>▪ Yes, I absolutely support the idea of making Malago Road/Dalby Avenue more pleasant for people but building lots of huge high-rise concrete tower blocks which are completely out of keeping with the other buildings in the local area will have the opposite effect! Planting more trees along the roadside and improving the existing green space at Bedminster Green would however make the area more</li> </ul>						

	<p>pleasant. Any new buildings should be designed to be in keeping with those already in existence in the local area.</p> <ul style="list-style-type: none"> <li>▪ Air pollution is a big issue in this area so if it could be reduced that would be good result.</li> <li>▪ This means that new development on the east side needs to leave a clear margin, and to include amenity space connected to the road at ground level - communal gardens for example - and have live or pedestrian-friendly uses at ground floor level - NOT car parks. Cycle parking, meeting rooms, communal laundries, welcoming entrance halls. The roadside should have a wide pavement with trees and open spaces for sitting. Crucially the green space between the Malago Rd Hereford St and Whitehouse Lane including the trees and the architecturally important green-roofed building housing Social Farms &amp; Gardens, need to be preserved.</li> <li>▪ won't happen in over 6 storey acc. which has been known for decades wrecks mental health. Rats in cages research</li> <li>▪ green space and planting must be maximised</li> <li>▪ This area suffers from bad air quality (below government guidelines for health); measures to control traffic pollution are much needed to improve air quality</li> <li>▪ It would be nice if it felt safer to walk along in the evening.</li> <li>▪ Trouble is if you also want more bus lanes and new cycle lanes you will lose the space for new trees and people as well as the existing trees on the A38 boundary</li> <li>▪ As main through routes for traffic into and out of the city they cannot be pleasant places to walk but trees may mitigate some of the pollution to the new developments.</li> <li>▪ Some humanisation of this road, which is daunting to walk along, would be most welcome. Trees?</li> </ul>
<p>Comment No</p>	<ul style="list-style-type: none"> <li>▪ It won't be though with awful massive buildings, causing poorer air quality and all the extra care from all the people living in the new buildings</li> <li>▪ Its fine as it is. There's already enough long-term road works in Bristol without making journeys more congested and difficult. The road works for its purpose and I doubt it could be improved further.</li> <li>▪ This is another loaded question in your survey. I do not think it will make Dalby Avenue more pleasant.</li> <li>▪ These plots will overshadow existing properties from light and will harm the natural habitat</li> <li>▪ Building absurdly high high-rise housing does not make the area more pleasant for people.</li> </ul>
<p>Comment Not Indicated</p>	<ul style="list-style-type: none"> <li>▪ How to do this? What is proposed?</li> <li>▪ Not clearly defined what you are doing to make it more "pleasant"?</li> <li>▪ I support this principle but am not convinced that the Framework can deliver this with the density of development and the amount of traffic</li> <li>▪ A good aim but main reason it is unpleasant is traffic</li> </ul>

3	Do you support the following?						
3d.	Using new buildings to create well defined and active street frontages						
	Yes 53 (62%)				No 20 (24%)	Not indicated 12 (14%)	Total 85 (100%)
	NI	H	M	L			
	5 (10%)	17 (32%)	24 (45%)	7 (13%)			
<p>Comment</p> <p>Yes</p>	<ul style="list-style-type: none"> <li>▪ Active street level involvement and communication is to be encouraged</li> <li>▪ These are the bits that people will see. It is essential that they are friendly and welcoming. No grills to car parks</li> <li>▪ It depends how one defines an active street frontage – I would not include a street of tall buildings</li> <li>▪ I don't feel the proposal for large amounts of high rise do this</li> <li>▪ This is important but towers of 10+ storeys rising straight up from ground level as implied in the Framework would not be suitable</li> <li>▪ We say yes to this with the caveat that all aspects of the buildings and their purposes need to be co- designed with the local people who live near them – as per Government Urban Living Partnership guidance</li> <li>▪ The need to be low density and high quality.</li> <li>▪ The area alongside a major train route is not one I feel is suitable for such a large amount of people to be living next to, the trains that run along this line are noisy and frequent.</li> <li>▪ This is on the condition that the street frontages are of comparative heights to buildings around them and do not overshadow neighbouring buildings</li> <li>▪ Use of low-medium heights-do not overshadow, trap pollution, block iconic views, change areas character with high rise for capacity's sake</li> <li>▪ Street frontages are vital, as I've indicated in other comments. These should be a mix of daytime and evening uses. Not parking, utility and rubbish areas!</li> <li>▪ No high-rise buildings</li> <li>▪ But these need to be in keeping with the surrounds. Not 11 floors plus</li> <li>▪ I don't think it would be a good idea to line the streets with tall buildings, this would just create a vehicle exhaust corridor with a closed in feeling.</li> <li>▪ The proposal does not safeguard achievement of this as its focus on high buildings detracts from light levels, feeling of crowding, variety of frontages and uniqueness of environment distinct from other proposed quarters. Current proposals across the city look very much the same.</li> <li>▪ Low rise. Below 6storeys as shown on your website for other S, West areas to promote best chance mental health</li> <li>▪ street frontages should be sympathetic and in keeping with the historical area. They should showcase the beautiful older buildings that remain, not eclipse them.</li> <li>▪ Active street frontages are important to create safe streets, encourage community and reinvigorate the area</li> <li>▪ I would rather see a mix of new building and green spaces.</li> <li>▪ But not Tesco-style vinyl-wrap-over windows to shops and gyms</li> <li>▪ Active street frontages sound good - well defined suggests closure, rigidity and lack of welcome or interest. What on earth is the proposal???</li> <li>▪ This is very important. The street level stuff has to be good so commercial units and front doors for ground level flats are a must.</li> </ul>						

<p>Comment t No</p>	<ul style="list-style-type: none"> <li>▪ Again, no objection in principle but it's completely unclear from the framework how the scheme will deliver this</li> <li>▪ There are enough frontage/ shops on East Street. We need sensible (lower) housing</li> <li>▪ What does this mean? Often street level frontages are empty because the developers can't let them</li> <li>▪ Because it seems like your document suggests this is achieved by sticking 10 storey buildings next to the road, which seems unimaginative and totally out of place for the area. And again this is going to make the already terrible air pollution levels unbearable by creating a canyon – an effect which is evidenced in this recent paper: <a href="https://www.sciencedirect.com/science/article/pii/S0269749117319322">https://www.sciencedirect.com/science/article/pii/S0269749117319322</a> Malago Road already exceed legal levels of NO<sub>2</sub>, which has recently been shown to increase the change of miscarriage in this recent paper: <a href="https://www.sciencedirect.com/science/article/pii/S001502821832154X">https://www.sciencedirect.com/science/article/pii/S001502821832154X</a> so i think having tall buildings lining the road is actually incredibly inappropriate</li> <li>▪ No because from your pictures that's just a way of saying let's just put massive buildings next to the road. We don't want massive buildings full stop.</li> <li>▪ It is another high rise issue the scale of the scheme is huge. The street frontages look ugly, for example the flats to face onto Little Paradise. Using brickwork would help or even fake brickwork cladding as on the St Catherine's tower.</li> <li>▪ There is no consideration in the plans for ANY infrastructure no local services. Doctors, dentists. Only extra traffic, noise and pollution</li> <li>▪ These proposals do not enhance or include the nature and the dwellings around it</li> <li>▪ This does not enhance the community</li> <li>▪ It doesn't enhance</li> <li>▪ Not if there are 14, 16 and 22 story buildings are looming above surrounding/confining us.</li> <li>▪ Not if the buildings are more than ten storeys high</li> <li>▪ what is 'active street frontages'? Do you mean they look good, rather than graffitied walls, then, yes!</li> <li>▪ There are other better ways to create well defined and active street frontages other than using new buildings. If new buildings are used in this way then they should be designed to be in keeping with those already existing in the local vicinity, not ridiculously huge tower blocks which overshadow everything around them!</li> <li>▪ None of the proposals offered or outlined meet the real needs of ordinary people. Better not build than build wrong</li> <li>▪ Well defined and active?? Are you suggesting gated communities and more shops? Softening the impact of the blocks with plantings, sitting spaces, interlinked walkways and breaking up the wind tunnel effects of high buildings</li> <li>▪ I am not sure what you mean. If you are saying using the new buildings to lead you in to area then yes only if the high rises had 10 to 12 floors</li> </ul>
<p>Comment t Not Indicated</p>	<ul style="list-style-type: none"> <li>▪ This is so vague as to be meaningless</li> <li>▪ Ambivalent on this one. "Framing buildings" are likely to increase the existing canyon effect and have detrimental effect on air quality (cf Bedminster Parade which is already an air pollution blackspot)</li> </ul>

3	Do you support the following?						
3e.	Creating a new contemporary urban environment linked to the older areas of Windmill Hill and East Street						
	Yes 49 (57%)				No 21 (25%)	Not indicated 15 (18%)	Total 85 (100%)
	NI	H	M	L			
	4 (8%)	13 (27%)	26 (53%)	6 (12%)			
<p>Comment</p> <p>Yes</p>	<ul style="list-style-type: none"> <li>▪ This is a great opportunity but mega high-rise high-density developments is a big mistake and will ruin the environment</li> <li>▪ So long as “contemporary” isn’t a euphemism for “high”</li> <li>▪ Yes to an integrated community</li> <li>▪ With the proviso that it needs to be on a human scale</li> <li>▪ The quality of these links is important</li> <li>▪ Few if any locals want the high-density tower ("slums of the future") blocks you are proposing.</li> <li>▪ Attention to design and ongoing maintenance imperative</li> <li>▪ But with green space and buildings limited in height to enable the continuity of views.</li> <li>▪ The environment should be truly linked to older areas - no high-rise buildings except at St Catherine's Place.</li> <li>▪ As long as it makes sense and does not increase traffic or ruin traffic flow</li> <li>▪ The proposed development does nothing to link Windmill Hill to Bedminster. It actually creates more separation</li> <li>▪ Needs to be done sensitively and with proper engagement with existing community</li> <li>▪ Whilst the development has the potential to really improve the area, there is a risk that the height of the buildings being proposed dwarfs all of the surrounding areas. Therefore, the framework should stress the need for new buildings to be sympathetic to the existing neighbouring buildings and communities.</li> <li>▪ If this is done well, in consultation, and with respect to current communities.</li> <li>▪ Windmill Hill and East Street seem very separated now, linking the two would be very good as long as it is done sympathetically.</li> <li>▪ This needs to be done in a way that does not create two (or more) closed communities. The framework implies several courtyard areas which, from example elsewhere, soon take on the feel of being private areas. The physical thoroughfare does not get used as non-residents "feel" unwelcome from the courtyard spaces.</li> <li>▪ The height and density need to be appropriate. there should be a mix of housing and the development designed to maximise the creation of a genuine community.</li> <li>▪ Obviously because building Victorian poorly insulated housing unethical. Not that new materials necessarily sustain life e.g. combustibles</li> <li>▪ The risk is however you cut off communications to old windmill hill, making it less resilient to emergency service calls in peak hours and at the same time overshadow east street and oppress its existing residential hinterland</li> <li>▪ The development at Gaol Ferry Steps is an exemplar of linking old and new, the architecture reinterpreting historic references in a contemporary form.</li> <li>▪ If the accommodation is too high it will create a lonely transient environment. Need community infrastructure such as free welcoming space so people can meet each other built in and funded in the design. The schools and doctors are over</li> </ul>						

	<p>whelmed I see nothing being built in this plan to help with the increase population if these developments go ahead.</p> <ul style="list-style-type: none"> <li>▪ I like the idea but feel cautious about how this sentiment might be interpreted. The (comparatively low rise) development around Gaol Ferry Steps is an example of this working but this is a relatively rare success, achieved by supporting local independents. Replicating this success so nearby seems unlikely.</li> </ul>
<p>Comment No</p>	<ul style="list-style-type: none"> <li>▪ Should be in keeping with the beautiful old buildings like Wapping Wharf. This is an example of what can be done well.</li> <li>▪ I would prefer mixed residential/ light industry in line with the nature of the surrounding area – not small intense area of high rise urban residential</li> <li>▪ This is not characteristic of the area. This is not a new urban quarter. It is part of Bedminster and Windmill Hill. It shouldn't be changing the area (and it will as it will tower above the existing communities).</li> <li>▪ I don't like the urban environment being presented. It is far too tall for the area</li> <li>▪ This just looks like it means huge buildings. I can't emphasise enough that this is not something want to see. It will be terrible for the area.</li> <li>▪ We don't agree with the designs of the new urban environment as it is at odds to the surrounding areas and unsympathetic</li> <li>▪ The existence of the railway running along the edge of Windmill Hill is a significant physical barrier which no amount of urban development will resolve – unless the railway is removed. Windmill Hill is already linked well to East St if you are a pedestrian or cyclist. Access would be made much more difficult by prolonged building of numerous multi storey buildings around the green space by Dalby Ave and Hereford St should planning permission be granted for this.</li> <li>▪ The sustainable Federal City Farms building is unique in Bristol. We're not in favour of any development which causes this to be demolished. In fact, to do so would be contrary to the principle of creating sustainable buildings and landscapes.</li> <li>▪ To rephrase, do I support creating ugly, badly designed high-rise blocks linked to the older human scale areas of Windmill Hill and East St? No</li> <li>▪ This is neither contemporary or considerate nor does it even embrace the local history. THERE HAS BEEN LITTLE THOUGHT GIVEN TO THESE PROPSALS AND NO CONSULTATION</li> <li>▪ Not if there are 14, 16 and 22 story buildings are looming above surrounding/confining us.</li> <li>▪ I don't know what you mean by that!</li> <li>▪ The whole proposal does not give a clear picture of what you wish to do</li> <li>▪ Any new developments linking into the Windmill Hill and East Street areas should be designed to be in keeping style wise with the existing older buildings in these areas. They should also be designed with the existing local communities in mind. The huge high rise blocks currently proposed for the Bedminster Green area are not only massively out of keeping with the Victorian low-rise buildings already in existence, but they actively discourage community cohesion. There have been many studies carried out all over the world which repeatedly demonstrate that huge blocks of flats are detrimental to building cohesive local communities. Furthermore, the huge influx of new residents will have a massive impact on the existing local community by putting an almighty strain on public services and facilities such as local schools, GP surgeries &amp; dentists which are already under provisioned and buckling. I see nothing in the plans about building a new GP surgery or primary school which would be required to support such an increase in the local population.</li> <li>▪ None of the proposals offered or outlined meet the real needs of ordinary people. Better not build than build wrong</li> <li>▪ This question is meaningless without a follow-up qualitative question. I support a new environment if it is appropriate, aesthetic and supports community. I don't support new schemes which are the opposite. It's impossible to give an overall 'yes' or 'no' answer and I fear that the response could be misused</li> <li>▪ Any new development needs to be in keeping with the existing buildings and surrounding areas</li> </ul>

	<ul style="list-style-type: none"> <li>▪ I like Bedminster green, so don't really mind it as it is, and I think east street has character. It would be a shame if it became gentrified and lost some of its diversity.</li> <li>▪ This is another unfair question. Do I support development of the area - yes I do. Do I support a series of towers of flats that have no reference to the surrounding areas, no I do not. If this means I do not support a contemporary urban environment then so be it.</li> </ul>
<p>Comment</p> <p>Not Indicated</p>	<ul style="list-style-type: none"> <li>▪ Area needs to blend in together- enlarge rather than dominate</li> <li>▪ Don't understand the questions as too nebulous and very subjective</li> <li>▪ Only if the contemporary development is low rise and fits with existing areas</li> </ul>

3	Do you support the following?							
3f.	Using new buildings and spaces to create a place that is easy to understand and navigate							
	Yes 51 (60%)				No 18 (21%)	Not indicated 16 (19%)	Total 85 (100%)	
	NI	H	M	L				
	4 (8%)	18 (35%)	23 (45%)	6 (12%)				
<p>Comment</p> <p>Yes</p>	<ul style="list-style-type: none"> <li>▪ Sight lines. Signage</li> <li>▪ I agree in principle but how?</li> <li>▪ Should be the basis of universal design anyway</li> <li>▪ With the expectation that people will be walking, cycling or using public transport, rather than assuming that they will drive</li> <li>▪ Good design please</li> <li>▪ See comments on nigh rise-too high and you overshadow, intimidate, block views for navigation</li> <li>▪ Safety and links to public transport should be a priority. Lots of well-lit pedestrian and bike routes.</li> <li>▪ I do support this but have not been consulted. The buildings are too high</li> <li>▪ I support this but not with high rise</li> <li>▪ Development that take into consideration the local views</li> <li>▪ The framework seems to suggest that tall buildings are key to this - tall buildings are not the answer to everything! They can create as many problems as they seem to solve.</li> <li>▪ When you say 'navigate', who do you mean? pedestrians? Cars? cyclists? wheelchair users? Shared spaces are a nightmare for wheelchair users. Pavements for people, cycle lanes for cyclists - otherwise there are accidents!</li> <li>▪ As previously, I worry about the impact of very tall buildings.</li> <li>▪ East / West and North Street remain easy to navigate now. Don't complicate things unnecessarily to meet other intentions</li> <li>▪ Little idea what you mean by this, most of the proposals lack amenity etc</li> <li>▪ Why would it not be easy to navigate?</li> </ul>							
<p>Comment</p> <p>No</p>	<ul style="list-style-type: none"> <li>▪ Because your design has too many tall buildings crowding in the green</li> <li>▪ People are not idiots – it is patronising in the extreme to assume that a place needs to be designed to be “easy to understand and navigate”.</li> <li>▪ I can navigate my way perfectly now. Some good quality housing in the area would be welcomed.</li> <li>▪ Oh FFS. Who writes this? Easy to understand? Sweet Jesus. And Bedminster is already easy to navigate.</li> <li>▪ Not if there are 14, 16 and 22 story buildings are looming above surrounding/confining us. I do not think that removing a lovely green and confining Windmill Hill by closing off Hereford St assists in understanding and navigating the area.</li> <li>▪ The above question makes no sense</li> <li>▪ What do you mean by this question?</li> <li>▪ This seems a very odd question! There is no doubt that by building a cluster of 20+ storey tower blocks around Bedminster Green people would be able to easily navigate their way to the area, as the buildings would stick out like a sore thumb and be visible from all over the city! However I don't think this is a desirable or</li> </ul>							

	<p>good idea. I don't see that Bedminster is particularly hard to find/understand or navigate at the moment!</p> <ul style="list-style-type: none"><li>▪ None of the proposals offered or outlined meet the real needs of ordinary people. Better not build than build wrong</li><li>▪ I have no idea what this means in relation to new buildings. Sounds like 'planner-speak'</li><li>▪ I like wiggly streets with character. I really don't like blocks, as you get in the states / Australia/ Asian nations.</li><li>▪ Blocks and straight lines suggest eastern European mass housing for the proletariat -lazy planning. Patronising and simplistic</li><li>▪ Not if this is done at the expense of aesthetics and human interest. Hide your rulers and straight edges!</li></ul>
<p>Comment</p> <p>Not Indicated</p>	<ul style="list-style-type: none"><li>▪ What do you mean – signage?</li><li>▪ Again, so vague as to be meaningless</li><li>▪ Navigation yes, but easy to understand??? What purpose would this serve?</li><li>▪ This doesn't really mean anything to me</li><li>▪ I don't understand the question</li></ul>

3	Do you support the following?						
3g.	Improving connections for pedestrians and cyclists						
	Yes 64 (75%)				No 8 (9%)	Not indicated 13 (16%)	Total 85 (100%)
	NI	H	M	L			
	6 (9%)	40 (63%)	15 (23%)	3 (5%)			
<p>Comment</p> <p>Yes</p>	<ul style="list-style-type: none"> <li>▪ Improve connection for all transport users</li> <li>▪ If the plans go ahead current levels of pollution will worsen and parking on local streets become more scarce</li> <li>▪ Well lit</li> <li>▪ Yes, but remember cars and drivers too. <u>Parking</u></li> <li>▪ Connections already exist within the area</li> <li>▪ We would like a continuous off-road cycle/ pedestrian route along the de-culverted River Malago</li> <li>▪ Yes – but needs to accept that some people will need access to cars for longer journeys or mobility so should include large parking spaces</li> <li>▪ I have concerns about the indicative routes. Of particular importance to pedestrians is the ability to choose to walk on their desire lines, which will usually be the shortest routes to their destination. It is important to have a clear pedestrian route and sight line between East St and the revamped Bedminster Station frontage. However, this needs to be one of the several routes between the station and East St/ Bedminster Parade, so that pedestrians have direct, convenient and pleasant routes in whichever direction they need to go. This is critical between the station and the new Metrobus stop on East St. Both cycle and pedestrian routes need to connect to the wider network and so it is important that improvements do not stop at the development boundaries. Enhancement of walking routes all the way to the New Cut for example is needed. All routes should be 24-hour access</li> <li>▪ With the proviso that the “connections” make sense for everyday users and do not intrude on existing vehicle free spaces as in the cycle path across Victoria Park</li> <li>▪ Important but improved connections seem limited to those to/ from Windmill Hill</li> <li>▪ Better cycling would be good, but it’s not bad here anyway. For cycling to be taken up it needs to be better all over the city, not just in this one spot that isn’t a challenge cycle wise</li> <li>▪ This can is all achievable with a low to possibly medium density (6 stories max) development</li> <li>▪ However, although in theory reducing the availability of parking spaces seems a good idea - in practice residents will just park their cars on already car-clogged streets</li> <li>▪ Remember step free, wide access-safe for pushchairs/wheelchairs etc and lighting/width for night safety</li> <li>▪ The area is used by a high number of pedestrians and cyclists, with increased traffic it is essential that connections are safe and user friendly</li> <li>▪ Bus stops are sorely needed on Dalby Avenue going into the centre and should be removed from East St which should be pedestrianised.</li> <li>▪ Not at the expense of traffic flow. Cycling and walking opportunities are already pretty good</li> <li>▪ The height of these structures and the percentage of social housing AND mixed use need to considered</li> </ul>						

	<ul style="list-style-type: none"> <li>▪ Problem is it's not joined up. We currently have GOOD pedestrian access to ALL. The new development will overshadow the area, create lots of living space but provide No added parking. Just look at Windmill Hill to see how an area has changed with homes being converted into flats. Then look to see what additional parking is provided. Non. Its already grid locked. Your new development will cripple it. I'll be selling up or renting out and fucking off. Not really what your development wants ... or is it.</li> <li>▪ Connections should be improved, but beyond that these methods of transport should actually be given full priority over private vehicles. A strong priority and focus on making cycling and walking as quick and easy as possible, both around the green area and into other key surrounding areas is essential to make this a future-proof sustainable development. Likewise with public transport links.</li> <li>▪ again, what does that mean?</li> <li>▪ As a disabled person without private transport I would greatly appreciate this type of improvement. Please include lots of seating, some sheltered, so that people can rest even in inclement weather. This would benefit the whole community.</li> <li>▪ Current policy includes such ideas; speaking as both cyclist and pedestrian, current policy does not give adequate safety to pedestrians.</li> <li>▪ nt. Of course improving connections for pedestrians and cyclists is desirable but it is very short-sighted and naive to believe that none of the residents in the new high-rise blocks will own cars and that provision of additional parking in the area is therefore unnecessary!</li> <li>▪ It is important to ensure the flow of traffic for all road users as well as pedestrians.</li> <li>▪ Already stated that pollution levels unsustainable in Bristol if we want to live without respiratory heart and loss of cognitive function</li> <li>▪ Absolutely VITAL to also include bus lanes in the development to ensure that South Bristol residents have reliable connections to north Bristol employment opportunities via the newly opened M1 metrobus route. The new development must enhance bus reliability so that people use the buses rather than cars.</li> <li>▪ Anything which reduces car use and improves safety will benefit the overall environment</li> <li>▪ I would to see much better cycle paths around the city and this seems to be happening.</li> <li>▪ The risk is however you destroy existing motor trade activity and other local employment and deliver a very low percentage of "the green" as useful leisure space by sterilising everything with under-utilised cycle routes for folk who don't live in the vicinity and are just honing their transient commute through the area in one minute of the day. Do not let this dominate.</li> <li>▪ There is already good cycling and walking routes through Victoria park and on the Windmill hill side of the railway. I do not support the proposal to close off the road/driving route up Whitehouse Lane to the north for the sake of cyclists, as this will adversely affect the existing businesses there and cause Windmill hill residents' huge problems in car access to and from the hill</li> <li>▪ There is already excellent pedestrian and cycling access to many local routes through Victoria Park.</li> <li>▪ This essential to my constituents in Windmill Hill as many of the use this area to access the shops and transport links at East Street</li> </ul>
<p>Comment</p> <p>No</p>	<ul style="list-style-type: none"> <li>▪ This would be good but it is completely unclear from the framework how this will be delivered</li> <li>▪ They're pretty much fine as they are</li> <li>▪ No – these connections are currently good</li> <li>▪ These are already more than adequate. Our sad observation is that the new cycleway which has recently been constructed along Whitehouse Lane is a “white elephant” – we travel along this road frequently and rarely see a cyclist on this (as with other cycle routes). More often than not we see cyclists using the road rather than the designated and newly path. Therefore these of not demonstrate the return on pubic financial investment to justify them.</li> <li>▪ Where are the improved connections?</li> <li>▪ Connections are fine as they are built cycle</li> </ul>

	<ul style="list-style-type: none"><li>▪ They are okay at the moment to be honest. They could be improved a little on the west side without the need for the proposed development</li></ul>
<b>Comment</b>  <b>Not Indicated</b>	<ul style="list-style-type: none"><li>▪ Pretty good as current is ...</li></ul>

3	Do you support the following?						
3h.	Improving the Green and creating other smaller spaces linked by green streets						
	Yes 67 (79%)				No 6 (7%)	Not indicated 12 (14%)	Total 85 (100%)
	NI	H	M	L			
	5 (7%)	40 (60%)	16 (24%)	6 (9%)			
<p>Comment</p> <p>Yes</p>	<ul style="list-style-type: none"> <li>▪ You will not improve the Green by burying it in high rise blocks</li> <li>▪ It is unclear how the Green will be improved (apart from slightly bigger). What about seating, native planting, natural play for all the kids who will line in the new apartments?</li> <li>▪ The framework needs more green space for ecology and landscape screening. Other green spaces are not represented/ shown in the framework document - this needs an outline environmental masterplan to present these more clearly and to provide confidence that these will be delivered.</li> <li>▪ As on the few spaces where a larger open green space could be that could be used for community growing and recreation, I would like to see less housing and more space left</li> <li>▪ Yes, this would be great but again only if it is totally enforced because otherwise the developers won't do it</li> <li>▪ This is extremely important but the height and density of development and the routes through the Green indicated in the Framework suggest that this will not be achieved</li> <li>▪ Need to maintain and enhance existing value of the Green – keep as soft landscape/ grass etc. Support enlargement and new spaces</li> <li>▪ We would like to see better care, improvement and use of the green – more flowers and trees planted and an improvement of the path which crosses the green. Picnic tables and some robust play equipment. Proportionate addition of “greening” to surrounding streets.</li> <li>▪ So, what you are trying to say in a somewhat manipulative manner is that all these improvements are achievable only if the developers are given permission for the high-density monstrous project they want?</li> <li>▪ Ongoing maintenance is crucial</li> <li>▪ Green spaces should be an integral feature of any new development and night-time street level venues and maintenance plans need to be agreed with developers to avoid these becoming used as toilets or for rough sleepers.</li> <li>▪ As long as you don't sanitise and over landscape the current green</li> <li>▪ We need to EXPAND the green areas around not shrink it</li> <li>▪ Safety has to be a priority here, the green and St John's church park do not feel very safe at the moment, especially at night. Excessive lighting should be avoided though, perhaps lights that come on while people are there and then go off again so wildlife can thrive?</li> <li>▪ Yes absolutely - more green space NOT LESS would be desirable and these green spaces should be open to natural sunlight rather than being in permanent shadow from surrounding high rise buildings!!</li> <li>▪ This area has one of the lowest concentrations of green in the city.</li> <li>▪ It will not be improved by having tall buildings surrounding it.</li> <li>▪ I'm not entirely sure what you mean by this, if by green you mean grass and trees, yes.</li> </ul>						

	<ul style="list-style-type: none"> <li>▪ I have very low confidence you will yield a good green of anything like the useful area promised in the framework doc 75m by 75m as there are too many competing overlays for other use, too much shadow and the Green is not that big now.</li> <li>▪ Green spaces have been shown to have a positive health impact on residents</li> <li>▪ Green spaces are a must for a new development. However, I do not see much evidence of green space in the proposals.</li> </ul>
<p>Comment</p> <p>No</p>	<ul style="list-style-type: none"> <li>▪ Leave the Green as it is</li> <li>▪ This needs to be articulated much more clearly</li> <li>▪ Green is good as it is. Do not remove old trees</li> <li>▪ Because the small spaces are confined by imposing high-rise buildings</li> <li>▪ The proposals offered or outlined threaten the green spaces. An appropriate development would have a fraction of the units and preserve the trees and green space and green-roofed building, which could be repurposed as a community cafe employing people who find it hard to get jobs elsewhere e.g. ex-offenders or people with learning difficulties</li> <li>▪ Again question is too vague. Sure I'm all for improving the green but what kind of smaller spaces?</li> </ul>
<p>Comment</p> <p>Not Indicated</p>	<ul style="list-style-type: none"> <li>▪ Depends what you mean by “improving”. There should be no loss of existing mature trees or installation of useless “park furniture”</li> <li>▪ H for more/ improved public green spaces but it is unclear where these will be located other the BG itself (which will be ringed by very tall buildings which will not improve its green status). Where exactly will this grandiose “tapestry of public spaces” be located? Does “green spaces” mean anything more than few new roadside trees? There is a real need for more public green space in this very densely populated urban part of central Bristol but not indication in the framework that BG will supply this. Nothing the reference to private new gardens/ roof gardens – these are completely different to public green spaces and may not be visible from the outside. M on opening up the River Malago noting the high potential for flood risk (unclear how doing so will contribute to “management” of flood risk)</li> <li>▪ Yeah but can you make the developers do this? I've seen developers go “oh we didn't have enough money” at the end and just leave the surrounding area in a state while they take a 40% profit</li> </ul>

3	Do you support the following?							
3i.	Creating a variety of private amenity spaces for new residents through balconies, terraces and roof gardens							
	Yes 53 (62%)				No 16 (19%)	Not indicated 16 (19%)	Total 85 (100%)	
	NI	H	M	L				
	6 (11%)	21 (40%)	14 (26%)	12 (23%)				
<p>Comment</p> <p>Yes</p>	<ul style="list-style-type: none"> <li>▪ Having your own green space improves commitment to the area</li> <li>▪ Keep it as green as possible!</li> <li>▪ I would rather that commercial spaces are prioritised</li> <li>▪ Essential</li> <li>▪ In all developments and accessible for all including the affordable homes</li> <li>▪ Very important to create high quality development</li> <li>▪ All people should have access to this but not at expense of affordable housing or larger green space</li> <li>▪ Yes absolutely, the more the better</li> <li>▪ Buildings are pretty depressing with no outside space. It won't be nice on Malago Road though with all the extra cars</li> <li>▪ As many of the roofs and terraces should include a large proportion of planted area</li> <li>▪ Also opportunity for green walls. Air quality enhanced and attractive for residents and others</li> <li>▪ We say yes with the caveat that the number and type of homes to be built needs to be co-designed with local people – as per Government guidance on Urban Living Partnerships</li> <li>▪ Essential to mental wellbeing</li> <li>▪ Green roofs and walls, as well as balconies, would greatly improve the amenities for residents and the look and feel of any development</li> <li>▪ People should have places where they can enjoy the open air and greenery is good for mental health and wellbeing, especially where homes are small and density is higher.</li> <li>▪ The framework makes no provision for community facility; this is a serious failing. It speaks only of community space and does not require the inclusion of community buildings for functions, entertainment, community activity. The framework appears to rely upon provision of existing, old spaces in areas that are outside of the Bedminster Green area.</li> <li>▪ Only if this is not at the expense of existing residents; as there is great potential for overlooking / loss of privacy with these</li> <li>▪ They will also need communal green spaces.</li> <li>▪ I think community spaces are just as important as private spaces, they reduce isolation and loneliness. I also think shared green spaces enable people from different backgrounds to mix, this reduces hostility amongst class/races/generations etc</li> <li>▪ Balconies are all very well but NOT a substitute for Zero amenity at ground level. Particularly not for children</li> <li>▪ planting spaces at all levels are an important contributor to the amenity value, and 'high quality' urban life this development should aspire to.</li> </ul>							

<p>Comment</p> <p>No</p>	<ul style="list-style-type: none"> <li>▪ “Amenity spaces” needs to be outdoors at ground level and directly accessible and supervisable from the residential units. There <b>MUST</b> be protected play space for children outside. Balconies terraces and roof gardens do not give either adults or (even more) children freedom to roam and play</li> <li>▪ I would like houses that could be used for families, or at least some. The chocolate factory site in Greenbank is a good example</li> <li>▪ This may be used as an opportunity to grab amenable light and views from existing neighbouring properties</li> <li>▪ Not really. All sounds suspiciously high-rise to me</li> <li>▪ I don't support because if you maintained the level of green spaces already available the this is not necessary</li> <li>▪ Urban housing sensitively designed should create a space nearer to the ground not above it</li> <li>▪ Expand and enhance the existing green areas</li> <li>▪ It's not necessary if the green is expanded and more trees are planted</li> <li>▪ Prefer improved communal social spaces to integrate all of the community not just new residents.</li> <li>▪ None of the proposals offered or outlined meet the real needs of ordinary people. A sustainable &amp; affordable development would have a much smaller number of lower rise flats and maisonettes or houses, and these could then have decent gardens, or generous balconies combined with pleasant communal gardens including space to grow food and habitats and paths for wildlife. Our society provided gardens and decent amenity spaces for both the council housing and older terraced housing built in the neighbourhood and built when the country was much poorer.</li> <li>▪ What happened to keeping one's feet on the ground</li> <li>▪ Obviously these are nice but I would want to see more public space and more accessible communal areas. Where for example, are residents going to be expected to exercise children, walk dogs or dry washing?</li> </ul>
<p>Comment</p> <p>Not Indicated</p>	<ul style="list-style-type: none"> <li>▪ One for the new residents</li> <li>▪ No if this means that new dwellings lack an adequate amount of green space around them</li> <li>▪</li> </ul>

3	Do you support the following?						
3j.	Supporting the aim of sustainable energy and cleaner air by placing a focus on walking and cycling, planting, natural air circulation and the potential for connecting to a district heat and power network						
	Yes 57 (67%)				No 10 (12%)	Not indicated 18 (21%)	Total 85 (100%)
	NI	H	M	L			
	3 (5%)	42 (74%)	11 (19%)	1 (2%)			
<p>Comment</p> <p>Yes</p>	<ul style="list-style-type: none"> <li>▪ What we see of these plans will not improve air quality</li> <li>▪ Subject to concerns regarding pollution output from a district power station</li> <li>▪ But need some car parking to support East St shops – not everyone can walk or cycle and loss of all car parks will be an issue</li> <li>▪ But some people will still need parking spaces. It is already very difficult for existing residents to park. People on Windmill Hill should have residents parking if this scheme goes ahead</li> <li>▪ But no if that means less parking than at present. It is inevitable that a proportion of new residents will rely on cars to get to work etc</li> <li>▪ This should be standard for new developments not a desire or aim. The technology and opportunity are readily available. Bristol aims to be carbon neutral by 2030. All new development needs to have the highest level of building standards to meet this!</li> <li>▪ All new buildings should be built on sustainable principles</li> <li>▪ Not sure if the community gas fired power station is still on the cards. I oppose this as it will be a net contributor to local pollution compared with now. All new developments should go for a higher than building regs spec and aim for passivhaus construction similar to the local new development at Picture House Court, BS3. This can eliminate the need for space heating in all premises in the development and the need to supply gas to properties, all of which would help the air quality in the area while adding significant numbers of new residents. While placing a focus on walking and cycling is good, unless it is accompanied by discouragements to drive to/ from and through the area it will have little impact on cleaner air.</li> <li>▪ This is important. Again, lack of key detail in the framework</li> <li>▪ The Framework needs to include more positive steps towards achieving a district heat and power supply rather than simply suggesting that it should be possible to connect to one if someone else makes facilities available</li> <li>▪ I fully support the limited amount of parking included in the plans and the idea of linking to a district heat and power network. Only electric buses should be allowed to run on Dalby Avenue.</li> <li>▪ It is absolutely vital</li> <li>▪ Please see previous answer re Whitehouse Lane and potential for causing major traffic issues - I am fully supportive of walking and cycling but changes need to avoid making existing traffic problems worse</li> <li>▪ The commitment to connecting to a district heat and power network needs to be stronger as is otherwise at risk of being ignored at a later date</li> <li>▪ The more green and sustainable the better if we are to future-proof our community.</li> <li>▪ Yes absolutely but it is very short-sighted and naive to believe that none of the residents in the new high-rise blocks will own cars &amp; therefore not require parking facilities!</li> </ul>						

	<ul style="list-style-type: none"> <li>▪ To do this truly means also limiting the density of the development. Even if dwellings are intended to have "no cars" there will be more traffic with more people, and more energy using appliances.</li> <li>▪ the HOW is what matters, including thinking about construction materials and pollution. Longevity and denigration</li> <li>▪ This framework does little to achieve this.</li> <li>▪ I think it is disingenuous to include the district heat and power network here; it is an entirely different type of initiative and needs further information</li> <li>▪ Of course, but it has to work and Bristol has consistently failed to reduce car use and increase use of public transport. There are no guarantees that future residents won't have cars.</li> <li>▪ You are not going to eliminate the A38 elephant in this room however. And you may increase congestion for existing windmill hill residents needs as well. I'm not in favour of closing Whitehouse Lane.</li> <li>▪ No district heating and power network if it entails potential atmospheric pollution.</li> </ul>
<p>Comment</p> <p>No</p>	<ul style="list-style-type: none"> <li>▪ The issue of clean air is distinctly different and requires different solution to that of sustainable energy. It is unhelpful and misleading to conflate the two issues. Who would not want cleaner air? – this will not simply be achieved by making it more difficult to travel around the area in a car. There is nothing which would convince us that the development of a power station in the middle of a city within proximity of a major rail route is a good idea. We'd like to know the view of the HSE on such a development in this specific situation.</li> <li>▪ No district heat and power network</li> <li>▪ No power station thank you</li> <li>▪ High-rises will increase pollution by increasing population. People will still own cars and high-rises with limited parking spaces will push new residents to park their cars in the local (already stretched) areas</li> <li>▪ I support the first parts: the aim of sustainable energy and cleaner air by placing a focus on walking and cycling, planting, natural air circulation. I do not support an energy or power centre with chimneys emitting fumes in an already over-polluted area of Bristol</li> <li>▪ You are failing to take older people into account who may have to use the car to get down the hill and can't ride a bike or walk far because of mobility problems.</li> <li>▪ I totally disagree with a district heat power network. But trees for absorbing CO2. Cycling and walking spaces but see my previous comments. What about solar panels on rooves? electric car charging spaces?</li> <li>▪ What has been proposed is laudable but does not take into account people who need to use a car and are disabled</li> </ul>
<p>Comment</p> <p>Not Indicated</p>	<ul style="list-style-type: none"> <li>▪ There are two issues here than might conflict. 1. Yes to clean air and focus on walking and cycling. 2. A district heat and power network MUST be free of local pollution both at Bedminster level and at the level of Windmill Hill</li> <li>▪ Yes and no. A big yes to sustainable energy. Cleaner air, as I've already said is going to be near impossible with all the extra cars and buses, the already terrible air quality on Malago Road, and giant buildings creating a canyon and trapping the pollution on Malago Road for longer. How are you going to make that air cleaner? A giant Dyson?</li> <li>▪ I support the aim but what you propose is going to make the air quality worse because there will be way more cars and the buildings will make a canyon for all the air pollution</li> <li>▪ No – a power station would contribute to the degradation of already poor environmental conditions re: pollution. Sustainable transport via cycling and walking area obviously supported but with so many new residents the removal of road access will cause chaos. People do and will continue to own cars</li> </ul>

3	Do you support the following?							
3k.	A mix of owner occupied, rented, affordable and student housing							
	Yes 51 (60%)				No 15 (18%)	Not indicated 19 (22%)	Total 85 (100%)	
	NI	H	M	L				
	5 (10%)	29 (57%)	11 (21%)	6 (12%)				
<p>Comment</p> <p>Yes</p>	<ul style="list-style-type: none"> <li>▪ Rather than a mass of buy-to-rent and buy-to-leave, transitory blocks of flats!</li> <li>▪ There is no significant affordable accommodation in any of these plans - not surprising when it is purely aimed at financial gain</li> <li>▪ There needs to be a good mix</li> <li>▪ Affordable housing and a mix of property sizes is important for us. Having homes suitable for families as well as students is important</li> <li>▪ No to student housing – there is already too much in Bristol</li> <li>▪ Concerned about the amount of student housing already built. Need more housing for local people</li> <li>▪ As little student accommodation as possible as they do not contribute to an inclusive community</li> <li>▪ Integrate different types to avoid ghettos</li> <li>▪ As long as this does not also mean a mixture of build quality. For the sake of the inhabitant and wider community all of the development should aim for passivhaus standards so that no space heating or gas supply is required, helping the air quality of the wider area</li> <li>▪ All wards surrounding the area termed as “Bedminster Green” in the framework document are densely populated already. We’re acutely aware of our national housing crisis and would support the co-design of a proportionate amount of additional housing in the area – providing most of it is affordable, that there is an emphasis on providing homes for families and it is not in tower blocks</li> <li>▪ Avoid dense blocks of student-not currently in area, change character-too dense associated with issues around noise, parking, waste etc as in Clifton</li> <li>▪ It's a fundamental necessity</li> <li>▪ Needs to be guaranteed minimum amounts of affordable AND social housing</li> <li>▪ A mix of housing is essential however student provision should be lowest priority as students do not contribute to the local area in the same way as other residents (only there for part of the year &amp; no council tax contribution). Developers also use student developments as a way to avoid providing affordable housing</li> <li>▪ It is vital that there is a high proportion of affordable housing for young people to access.</li> <li>▪ See my previous comments about student accommodation. Definitely no. Mixed of ownership styles with no 'poor doors' (i.e., different entrances for owner occupied, rented or social. And you need to agree what 'affordable' means! Who can afford them? Lower paid?</li> <li>▪ The area should be a mix of housing types, people do not do well when they are ghettoised. It is important that there is a mix of social groups to encourage cohesion and prevent division. Having said that, it seems to me that vast areas of central Bristol are now student flats so perhaps priority should be given to the other types of housing. I've nothing against students, I used to be one! I've also nothing against people moving into the area, I wasn't born in this part of Bristol, but it is important not to "cleanse" the local population, otherwise new people will miss out on the wonderful community in which I made my home several decades ago.</li> </ul>							

	<ul style="list-style-type: none"> <li>▪ Student housing is not important to this project if it is seeking to create community. Student populations do not integrate with or contribute to the localities in which they live as: 1) they very much form their own community 2) high proportions of the student accommodation is not fully occupied for at least 10 weeks of the year, 3) many students are only resident for 3 years.</li> <li>▪ Yes, plenty of affordable housing and owner-occupied units and as few landlord investment properties as possible!</li> <li>▪ A good mixture of residents will help make this development successful.</li> <li>▪ no segregation by age occupation or ability to contribute with like-minded people</li> <li>▪ vital to include affordable and rented housing, but students? What students?! There is no requirement for student housing in this part of Bedminster, it's a long way from any of the University campuses so I can't see any demand / requirement for student housing here. The requirement is primarily for affordable housing of a nice standard for existing Bristol residents, not wealthy newcomers.</li> <li>▪ I see no evidence of this in the applications made or proposed.</li> <li>▪ Diversity is a good thing, but you have to have homes /areas that promote diversity and this doesn't happen if every residential unit is the same, e.g. blocks of flats.</li> <li>▪ 30% affordable housing is especially important (BCS17) and a diversity of types (BCS18)</li> <li>▪ I support mixture of tenure, but I also support mixture of accommodation. the proposals seen so far are all for one- and two-bedroom flats. Ideally there would be provision for other types of accommodation such as high-density terraced housing, maisonettes, live work spaces and so on, like they have in the Paintworks development on bath Road</li> </ul>
<p>Comment</p> <p>No</p>	<ul style="list-style-type: none"> <li>▪ I don't feel the areas needs a large amount of student accommodation as it isn't near any campus – more affordable housing options should be the priority. There has been considerable development in Redcliffe already of owner/ occupier high spec homes</li> <li>▪ The area should be developed so as to create a sustainable community similar to Windmill Hill that overlooks the development. Student accommodation will not do this, it is dubious whether the planned mix of one- and two-bedroom flats will encourage long to medium stay families. There should be at least some social housing rented by Bristol City Council with truly affordable rents – not those likely to be charged by private developers. the reality is that so called “affordable” housing is not actually affordable by large section of the population. There is no reference here to making at least some residential units suitable for elderly or disabled people.</li> <li>▪ I am very concerned about the level of homelessness in this city. Flats for sale could easily be bought by people not living here as an investment. This should be prevented.</li> <li>▪ Student housing (to the extent proposed) is inappropriate in this important location – the overwhelming need is for permanent and affordable accommodation not for temporary student housing</li> <li>▪ That mix doesn't work socially speaking. Affordable housing for key workers in the medical field and emergency services might be better</li> <li>▪ I support a mix of affordable, social and rental properties, without student lettings</li> <li>▪ I would prefer all the housing to be affordable for rent or purchase.</li> <li>▪ There is enough student accommodation elsewhere, some already built, some still being built and some soon to be built. Bedminster does not need or want a student population. It is a small, quiet little town. Keep it that way</li> <li>▪ Insufficient affordable housing - minimum 40% as per BCC.</li> <li>▪ What we need is social housing, democratically managed by the council. We have too much unaffordable antisocial housing, and student housing too. The universities need to limit their capacity, and other universities in other parts of the country be given the resources to expand.</li> <li>▪ I don't consider students improve the chances of housing families, they are just cash cows in very small rooms. The A2dominion proposal is far worse than Rollo. And where is any proper social housing in any of this?</li> </ul>

	<ul style="list-style-type: none"> <li>▪ I would also like to see some attempt here at also providing social housing</li> </ul>
<p>Comment</p> <p>Not Indicated</p>	<ul style="list-style-type: none"> <li>▪ A mixture of houses, apartments to provide accommodation for a wide range of social groups</li> <li>▪ Depends upon the numbers of each. I hope there will be a significant number of “affordable” homes</li> <li>▪ The mix has to extend to property types not just 1- and 2-bed flats</li> <li>▪ Yes and no again. We don’t need student housing because they will be an unstable population and come Brexit there won’t be enough students to live there anyway. We do need a mix of owned, rented and affordable housing BUT we also need social housing</li> <li>▪ Where is the social housing?</li> <li>▪ A mix is very important, but I’m not convinced that the mix proposed in the Framework is the correct one. The mix of unit sizes isn’t varied enough and is unlikely to produce a stable community. Is a large component of student accommodation appropriate?</li> <li>▪ No need for student housing. Concerned about % of affordable housing that will be delivered</li> </ul>

3	Do you support the following?							
3l.	Café/ restaurant, retail, community/ cultural/ leisure and business space on the ground floors of some buildings							
	Yes 56 (66%)				No 12 (14%)	Not indicated 17 (20%)	Total 85 (100%)	
	NI	H	M	L				
	5 (9%)	22 (39%)	25 (45%)	4 (7%)				
<p>Comment</p> <p>Yes</p>	<ul style="list-style-type: none"> <li>▪ Places for people to meet are good cultural/ leisure (Grant Bradley was closed?) Business starter units to be encouraged</li> <li>▪ Regeneration of shops is good</li> <li>▪ Yes, so it becomes a community not just a dormitory</li> <li>▪ There needs to be a sense of community and facilities such as doctors, dentists, nursery and school places included with such a large increase in resident numbers. I would like to see these spaces in the form of a large community facility.</li> <li>▪ Rents of these spaces must be low enough to attract independent local businesses rather than large multi-national corporations</li> <li>▪ Would support this</li> <li>▪ That sounds good</li> <li>▪ NO blank frontages. NO dead zones for pedestrians to face as they walk and cycle particularly at night</li> <li>▪ Regeneration of “Bedminster Green” should have at its heart the development of infrastructure and businesses – health, social care, education and manufacturing. We are a creative lot in South Bristol, developments which also encourage creativity and enable the community to come together on creative project would be good. The area is not short of places to eat and drink - we do not wish to see the further gentrification of the areas with posh eateries etc</li> <li>▪ Wapping wharf seems to have got it right with its 6 story buildings and eclectic mix of shops?</li> <li>▪ Control on the number of takeaway food and drinks businesses will be essential</li> <li>▪ Essential-supporting local business wherever able as per Wapping Wharf, create mix low skilled and skilled jobs; creating open and accessible environment</li> <li>▪ I would like this be included on the ground floors of all the buildings, not just some of them.</li> <li>▪ Can't just make residential it will overburden the infrastructure. But, don't use this as an excuse to go high.</li> <li>▪ Please see previous comments - local / independent businesses should be prioritised</li> <li>▪ This type of use will make the area a community rather than a dormitory. However, it should support rather than replace East Street and other local shops and facilities.</li> <li>▪ The framework gives no commitment to community space. It implies commercial provision only.</li> <li>▪ Yes, as long as these are exclusively let to local independent businesses not huge chains &amp; fast food outlets! Some not for profit community spaces would be good too!</li> <li>▪ It would be good to support small local businesses.</li> <li>▪ However, there is no requirement for a cinema as included in the current Firmstone application!</li> <li>▪ It would be nice to see more life around in the evening time.</li> </ul>							

	<ul style="list-style-type: none"> <li>▪ you don't want to be in active competition with East street however</li> <li>▪ This seems essential to foster community and provide meeting points for residents.</li> <li>▪ East Street is nearby so this is not the selling point it might be in other areas.</li> </ul>
<p>Comment</p> <p>No</p>	<ul style="list-style-type: none"> <li>▪ Very little needed. Better to spend money revitalising East Street which is very close and struggling</li> <li>▪ Where are the GPs, dentists, schools?</li> <li>▪ East St. Can be used for all of these things.</li> <li>▪ If East street is to regenerate then there are plenty of cafes and empty shops ideally suited for these uses already.</li> <li>▪ We could use the green-roofed building for a community centre which could also host exhibitions. There is enough spare capacity in East Street to provide the rest.</li> <li>▪ Doubtful whether they could be accessible to all or most residents. I don't understand purpose</li> <li>▪ It could take the business away from East St</li> </ul>
<p>Comment</p> <p>Not Indicated</p>	<ul style="list-style-type: none"> <li>▪ Including retail within the development is not going to help the regeneration of East Street as a shopping street</li> </ul>

3	Do you support the following?						
3m.	Local infrastructure in the form of flexible ground floor premises for community, health etc uses and improved drainage and transport facilities						
	Yes 61 (72%)				No 3 (3%)	Not indicated 21 (25%)	Total 85 (100%)
	NI	H	M	L			
	7 (11%)	33 (54%)	17 (28%)	4 (7%)			
<p>Comment</p> <p>Yes</p>	<ul style="list-style-type: none"> <li>▪ Yes. Is there any provision made for extra school places?</li> <li>▪ Playgroup? Community rooms like Southville Centre</li> <li>▪ These could be sited in East Street also. Yes to transport facilities</li> <li>▪ There needs to be a sense of community and facilities such as doctors, dentists, nursery and school places included with such a large increase in resident numbers. I would like to see these spaces in the form of a large community facility.</li> <li>▪ Another very important issue on which the framework appears to be silent</li> <li>▪ But the extra healthcare needs to be enforced, because the health services in this area are going to collapse with that many new people</li> <li>▪ This is extremely important – too many developments locally impose further pressures on already stretched infrastructure without contributing any practical solution (handing over cash for others to provide the infrastructure while building on all land that could possibly be used to provide it is not a viable alternative).</li> <li>▪ We would also include improvements in transport which accepts car use rather than trying to pretend that we will all stop using cars and get on a bicycle – this is not going to happen now or in the future. It is a fact that 67% of cyclist also own a car.</li> <li>▪ High priority space for health and dental needs and childcare-local services at breaking point and very little childcare provision given population size already, without influx of increased housing and subsequent population</li> <li>▪ Makes sense.</li> <li>▪ Existing Infrastructure will strain on further developments with these proposals</li> <li>▪ Should include amenities like doctors, dentist child friendly places</li> <li>▪ Of course improved drainage - all those flats need send their dirt water into the sewage system. (can the current system cope with the new density?) And ground water run off needs to go somewhere too.</li> <li>▪ It is essential that potential flooding is taken into account given our changing climate and the proximity to the Malago.</li> <li>▪ The framework does not meet this requirement at all. It states that education and health provision will be met by existing facilities. None of these are actually in the area covered by the framework; all of them are full already.</li> <li>▪ Only public health and community uses please not more private gyms and private GP units. Bookable rooms for things like yoga would be fine.</li> <li>▪ Why only ground floor for these entities</li> <li>▪ Currently doctors' surgeries in the area are overwhelmed with demand and a new health centre to serve all these new residents is essential</li> <li>▪ I see no evidence of this in the applications made or proposed.</li> <li>▪ More community spaces are good, but it is really important that these aren't just in buildings.</li> <li>▪ Too many topics in one question however. Health and Drains? we are not talking Cholera here I hope</li> </ul>						

	<ul style="list-style-type: none"> <li>Older residential areas have church halls and other spaces. Going forward we need the provision of spaces for community social events, playgroups, day centres, yoga classes, sports, scouts etc is vital.</li> </ul>
<p>Comment</p> <p>No</p>	<ul style="list-style-type: none"> <li>This is so unclear as to be meaningless.</li> <li>Where are the GPs, dentists, schools?</li> </ul>
<p>Comment</p> <p>Not Indicated</p>	<ul style="list-style-type: none"> <li>Why conflate two issues in one question (again)? 1. This repeats the question above. 2. Yes to improvements to infrastructure but this must also include schools, medical and care facilities etc</li> <li>Can you make them put healthcare in though? Our doctors closed its list already and it'll be a nightmare living here if there isn't a solid plan for more healthcare that you're actually going to enforce</li> </ul>

3		Do you support the following?					
3n.		The proposed variety of building heights					
		Yes 12 (14%)			No 63 (74%)	Not indicated 10 (12%)	Total 85 (100%)
		NI	H	M	L		
		0 (0%)	6 (50%)	6 (50%)	0 (0%)		
Comment	Yes	<ul style="list-style-type: none"> <li>Variety of heights essential, but not too high. 15 storeys max</li> <li>Good design will be essential</li> <li>With a limit on height re. views, safety, air flow, local character etc....</li> <li>In principle yes but there is a danger of it becoming too built up with too many high buildings</li> <li>There should be a limit on very tall buildings (over 10 storeys) - certainly do not support the idea of 4 very tall buildings enclosing the new Green - this would create dark and windy spaces and a feeling of being closed off from the green. also the impact on existing views would be detrimental.</li> <li>Yes, but not taller than 10 storeys at any point.</li> <li>Variety of building heights is important however the number of storeys needs to be 10 or less. 14+ storey-towers damage community (communities do not develop vertically), hinder sight-lines and views, and become intimidating for pedestrians. Examples of poor development in South Bristol include Polden House which is mentioned in the draft.</li> <li>The height needs to be limited to less than 10 storeys.</li> <li>With a maximum of 9 storeys</li> </ul>					
Comment	No	<ul style="list-style-type: none"> <li>Too high! Too dense</li> <li>Too high. Variation is good, but this proposal jumps straight from 2 storeys to "mid" (6-9) immediately quite often</li> <li>Some proposals i.e. over 10 floors is too high</li> <li>The plans for 20+ floor blocks densely packed in are a disaster for the area</li> <li>Too high! Too many tall buildings. To stay in keeping with the other buildings it needs to be low to medium as a maximum</li> <li>I would much prefer to see the heights capped at 8 storeys</li> <li>Should impose a 10-15 storey max height as an essential condition of plans</li> <li>9 storeys plus is far too high. Max 4 floors or 5</li> <li>Provided 6 floors or less</li> <li>I think a maximum of 8 storeys is appropriate</li> <li>Buildings heights should be not higher than the recently refurbished St Catz block – a maximum of 6-8 storeys</li> <li>We can't support 18-20 storey buildings which are completely out of character and will overshadow other homes, cafes and land uses</li> <li>The proposed heights are uncharacteristic of the local are and will be a big mistake if allowed to go ahead. It is very short-term thinking! We need high quality low-medium level developments such as Wapping Wharf. High density, high vertical housing will be an eyesore and will be a mistake like the 60s tower blocks – see various across Bristol!</li> <li>I am all for high urban density, but not convinced that high rise is the best way to achieve it. Where taller buildings are included, I accept that the "stepped" approach is appropriate. The development needs to be sensitive in keeping or making vistas</li> </ul>					

- I feel the proposed buildings are too high and will take away any real sense of this being “green” and a public space
- Absolutely NO. The proposed heights are totally inappropriate both to the existing area and to any residential use
- Too high!!!
- Not opposed to a variety of buildings heights but 9 and “up to 10 floors! For “framing buildings” and “10 or more floors” for “tall buildings opportunity” (all ringing BG) is far too high and out of keeping with the locality and Bristol in general. Noting that planning applications have already been submitted which do not conform with the framework (incl St Cats)
- Strongly disagree. I don’t think any of them should be over 6 storeys, and I think they should be between 3 and 6. Over 6 is ridiculous for this area.
- This is a joke. Between 3-6 storeys fits in with the area. Why are there 3-6 storeys at Wapping Wharf just down the road and we get stuck with 6-10? Unbelievable
- We totally oppose Dandara’s proposal for a 16 storey and two 8 storey buildings for Plot 4 (Stafford St/ Little Paradise St). This would block the natural light coming into our living room, which currently enjoys views of Windmill Hill and a full skyline and sunset as the building opposite is 2 storeys. The proposed development would ruin the pleasant aspect and natural light of the flat, which was our main consideration when buying it. We also oppose the 4 high-rises surrounding the Green. These proposed high-rise developments can never “understand and transition into the established Bedminster and Windmill Hill neighbourhoods” (p40 of the framework).
- NO – this proposal shows a misunderstanding of this community. It is a suburban residential area based on low-rise houses and I would like to see the mixed-use development consider a range of heights that are human in scale – see Wapping Wharf and many of the new developments off of North Street. These are good examples of manageable and sociable developments on a human, positive living scale – medium-to-low-rise within a space including social, environmental and recreational areas
- The Framework has been drawn up by developers who wish to maximise the profit that they can make per square foot of land. To that end the proposed height of most of the buildings, the density of people to occupy and the type of accommodation are unacceptable and have not been co-designed as per Government guidance on Urban Living Partnerships.
- I support 6 stories as the absolute maximum. All reputable studies show that high rise result in social isolation for many.
- Do not support building over 10 storeys.
- Low rise please
- Buildings in the St Catherine’s area should be restricted to 12 stories max. Buildings on the Pring site should be restricted to 5/6 stories max, so as not to overbear, overshadow, and remove privacy from neighbouring spaces
- They need to be more limited
- Other than at St Catherine's Place there should be no buildings of more than 5 or 6 storeys.
- No high rise. None at all. High density does not need to mean high rise. That is lazy, reductionist thinking. Over 80 per cent of Bristol residents are opposed, listen to them
- These proposals are too high
- Too high!
- I feel some higher buildings are justified however over 10 stories seems excessive and I believe will negatively impact the new development and surrounding area. The nearest very tall building - Northfield House - very negatively impacts upon surrounding properties
- I do not support anything higher than ten storeys.
- All buildings should be no more than 8 storeys to benefit the local community for a number of reasons.
- The height of the building being proposed risks casting the whole area and neighbouring houses into shadow. The framework should stress the need to

	<p>prevent the new buildings from negatively affecting neighbouring buildings and houses in this way</p> <ul style="list-style-type: none"> <li>▪ I worry about the areas identified for very tall buildings. I do not think they are necessary or that they will in any way enhance the area. We should not lose the character of the area, the tower blocks put up in previous decades are not an excuse for more.</li> <li>▪ The height of some of the proposed buildings is far too high</li> <li>▪ The heights should be kept to a minimum</li> <li>▪ The proposed high-rise tower blocks are completely out of keeping with the existing buildings in the local area, most of which are low or mid-rise and utterly unsuitable for Bedminster Green. Not only will they look monstrously out of place, but they will cast a huge shadow on the surrounding area and drastically reduce the light for many residents &amp; businesses nearby, not to mention the green space itself.</li> <li>▪ Some of these buildings are too high.</li> <li>▪ All too high. Max 5 storeys to keep a sustainable relationship with the ground - the maximum height you can call down to someone on the ground, and easily pop out to a neighbour or the shops. Flats which do go up to 4 or 5 storeys should also have communal gardens through which residents can pass on their way in and out to encourage mixing.</li> <li>▪ the highest is too high. Nash propose up to seven storeys in their promotional video/ website</li> <li>▪ I am utterly opposed to the tall buildings proposed (over 10 storeys). These will dominate and overshadow the small green space provided, making it dark and forbidding. The similarly tall post-war tower blocks in other parts of Bedminster are unloved, unwanted and a miserable precedent; completely unsuitable for the very young, very old and disabled; those blocks are mistakes that should not be repeated. Who wants to live in a building that tall, post-Grenfell, anyway?</li> <li>▪ There are too many areas of medium and high structures. The majority of any new build should be low (below 4 storeys) to be in keeping with the surrounding residential areas. The 'opportunity for tall building' category is grossly inadequate as it includes no capping of maximum permissible height. The indicated areas for the different heights are vague and unenforceable - developers are already ignoring them. The building heights around Bedminster Green itself will dwarf the green and shut it in: the amenity value of the green come from it providing space and light - there will be none of this it is walled in by tall buildings.</li> <li>▪ As I understand it the proposed building heights are far outside being considered in keeping with the existing buildings and are far too high.</li> <li>▪ A significant number of high rises are proposed, there is no other kind of housing being planned. It completely lacks diversity, will make streets cold, windy and dark, particularly in the wintertime. I fail to see how any of the above can be achieved by building lots of high rises of 1/2/3bed flats.</li> <li>▪ It's all too big really, and all the developers are going to want to exceed it. But after Rollo's departure how many more are just looking for permissions to sell-on.</li> <li>▪ The Towers are too high and will dominate this part of Bedminster 10-12 floors high is enough</li> <li>▪ I'm very strongly opposed to the high rises proposed by</li> <li>▪ I am supportive of mid-rise developments. I mentioned the Paintworks in an earlier answer. this is a mixture of low and mid-rise, with a high density, minimal car layout. there are flats. there are houses. all of different sizes. But mainly it does not dwarf the neighbouring community. I appreciate the situation we are in with the developers, but they need to be aware that anything other than about 10-12 storeys as a peak height is simply inappropriate for this area of small terraced houses.</li> </ul>
<p>Comment</p>	<ul style="list-style-type: none"> <li>▪ This is not a question. If the question is, do I agree with proposed height of buildings, then no. They will shade the only small amount of open areas. They will also crowd the Farm which is a valued local green space and could compromise it to the extent it wouldn't be possible to provide the local food growing and animal opportunities it currently does.</li> </ul>

<p>Not Indicated</p>	<ul style="list-style-type: none"><li>▪ Variety is important. The range of heights described might be suitable but only if the higher end of each range is used sparingly and by exception. The disposition and height of the taller buildings needs to be carefully considered to ensure that the Green is viable; no upper limit is given for the “Tall Building Opportunity” blocks which is concerning. Urban Living SPD tends to favour setting taller buildings back behind lower frontages which the “Tall Building Opportunity” blocks do not comply with.</li></ul>
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3	Do you support the following?						
30.	A new station entrance from the Green						
	Yes 41 (48%)				No 20 (24%)	Not indicated 24 (28%)	Total 85 (100%)
	NI	H	M	L			
	6 (15%)	8 (19%)	14 (34%)	13 (32%)			
<p>Comment</p> <p>Yes</p>	<ul style="list-style-type: none"> <li>▪ Greater use could be made of Bedminster Stn. Need to liaise with train services so more trains stop</li> <li>▪ I was concerned from the indicative plans that any new walking route under the railway is open to all and not just rail passengers</li> <li>▪ As long as the existing access from Windmill Hill is retained</li> <li>▪ The station is already pedestrian accessible (from Windmill Hill side) as a daily commuter from the station, more/ some facilities would be good, but the real need is for more frequent trains</li> <li>▪ Again, on cannot help but feel you are trying to use a somewhat veiled threat that if the high-density developments are not granted such improvements will not go ahead?</li> <li>▪ I support the development and promotion of suburban railways</li> <li>▪ Frontage won't change usage-increased frequency of trains will. Sacrificing the right turn out of Windmill Hill will only increase congestion for local residents who are car dependent e.g. the elderly, community health and social care staff</li> <li>▪ Anything that can encourage the use of public transport is good.</li> <li>▪ Needs to be done with consideration to impact of changes to Whitehouse Lane and impact on traffic flow</li> <li>▪ Bringing the station into higher usage is essential</li> <li>▪ The most beneficial improvement for the station would be for more trains to stop at the station (although I presume this is outside of the scope of this survey)</li> <li>▪ You've got to have trains that people want to use as well. Otherwise a nice station entrance is just cosmetic.</li> <li>▪ The present station entrance is dingy, uninviting and unsafe. I would use a local train if it ran regularly and I could afford it. I used to work in Redfield and I looked into it then but the timetable was rubbish. When I was a student in Southampton the local train service was great and actually cheaper than the bus into town, although that was a long time ago.</li> <li>▪ The existing station makes good provision, it needs improvement - a brand new station is not so vital.</li> <li>▪ I don't see that there is much need to change the existing entrance to the station. It's definitely a 'nice to have' rather than a 'need to have' and the money could definitely be better spent elsewhere.</li> <li>▪ If the station is to be developed, the train operators should be involved in discussions.</li> <li>▪ Doesn't need to be much. Certainly not anything that involves widening the road or reducing the green</li> <li>▪ Nebulous proposals make this a threat to Whitehouse Lane, its existing business mix and to the space and viability of the actual green ... We really don't know what you are on about here and there's no consistency throughout the document...Nor do we know what Network Rail will LET you build here with what constraints and associated costs.</li> <li>▪ It is a nice to have but the drawbacks of the proposed framework are not mitigated by a new station entrance.</li> </ul>						

<p>Comment</p> <p>No</p>	<ul style="list-style-type: none"> <li>▪ Why? It's fine as it is and would be really expensive. It would save people like 15 seconds. Just build smaller buildings!</li> <li>▪ We don't agree with the proposal to restrict vehicle access from Whitehouse Lane to Windmill Hill. Improvements could be made to the station entrance and its pedestrian access without pedestrianising this area</li> <li>▪ Bedminster Station does not need a new entrance on the Green side of the railway – there is a large unused space within the grounds of the station on the Windmill Hill side which could easily accommodate a building for the purposes of buying a ticket or waiting out of the weather for a train. Given the size of space a building could be built which would easily accommodate a much greater footfall than currently.</li> <li>▪ Closing Whitehouse Lane to accommodate a station building on the Green side is completely unacceptable as this will cut off one of the few ways to access Windmill Hill. This is red line for us. Too dangerous as would cause delays in emergency vehicles accessing dwellings and potentially result in unnecessary fatalities</li> <li>▪ The money could be better spent on other improvements, potentially the play areas in Victoria park, it's not that hard to walk under the bridge and into the station</li> <li>▪ Current station entrance is fine. Could be with some sprucing it up but we don't want everything encroaching on the green</li> <li>▪ It is unnecessary</li> <li>▪ The station is fine as it is.</li> <li>▪ It's fine and discreet where it is without being difficult to access. I doubt whether there would be as much space at the front</li> <li>▪ This is not needed and is merely an excuse for a 9-storey block facing the green.</li> <li>▪ Current arrangement works well, discouraging car drop-offs at the station. A new frontage will encourage traffic to the station and worsen air quality</li> <li>▪ I don't mind it where it is.</li> <li>▪ It seems entirely unnecessary as the possibility of more trains stopping there is limited by timetabling issues.</li> </ul>
<p>Comment</p> <p>Not Indicated</p>	<ul style="list-style-type: none"> <li>▪ I have no opinion on this – depends on cost</li> <li>▪ Who cares? There are hardly any trains that stop there anyway so hardly anyone uses it.</li> </ul>

## COMMENTS FROM INDIVIDUALS SUBMITTED BY EMAIL

### Building Heights

- Proposed heights are inappropriate and unnecessary - appear to be the result of profit motive. Should be low rise
- Too much emphasis on high rise which will lead to negative impacts on wellbeing and bad architecture.
- No support for a new roofline – density should be similar to 206 storey buildings in the area.
- If a new roofline is created it must include green roofs.
- There will be minimal contact with nature due to development density – propose mid density buildings and more green space.
- Concern at impact on views – suggest a low storey solution.
- Don't exceed 9 storeys
- Buildings will be oppressively high
- Concerned about upkeep of tall buildings.
- No development constraints on height.
- Concerned at number of tower blocks.
- No restrictions on height
- Big standard high rises are not needed
- The area is not suitable for skyscrapers of 20+ storeys – 10 storeys should be the maximum
- Buildings on the south and south west sides of the Green should not block sunlight.
- Object to proposed heights – concerned at proposals for 17, 22 etc storeys
- Some dense development is appropriate in this location, but it must be good
- Very tall buildings are inappropriate
- There is no shadow analysis
- If tall buildings overshadow the Green there will be no habitat or green infrastructure
- The Urban Living SPD found strong disagreement that Bristol should extensively promote high rise tower blocks
- Conflict with Urban Living SPD on not masking the topography, overshadowing and detrimental impacts on the skyline
- Object to heights way over other Bristol developments
- Surrounding the Green with tower blocks will make it feel imposing – reduces likelihood of people walking and cycling
- Heights are not defined – reduce the height of the tower blocks
- No definition of height and size
- Object to the Green being surrounded by tower blocks – 5 storeys should be the limit
- Concerned at wording allowing mid-rise to step up above 9 storeys and for framing buildings to step up towards taller buildings
- Should require at least two staircases in tall buildings
- The Green will be enclosed and deprived of daylight – it will not be safe for women at night
- The Green will become a surrounded patch of land
- Enclosing the Green with tower blocks is inappropriate
- There are enough high-rise buildings in BS3 – does not want buildings of 13, 17 and 22 storeys
- Current proposals contradict the Framework
- Large parts of the Green and adjoining buildings might be overshadowed – shadow analysis should be undertaken
- Should propose low to medium high structures
- The Green will be hemmed in by tall buildings to create shadow and darkness
- Four tall towers around the Green do not fit the context of Victorian terraces and will overshadow the Green
- People walking through the railway arch will be confronted by a wall of concrete and glass
- No upper heights are set
- Concerned about reference to “additional floors”

- Surrounding the Green with blocks up to 22 storeys will not encourage people to use the Green – little sunlight and a log of wind
- Heights can be changed to suit whims of developers
- Victorian houses will be overshadowed by large, tall blocks of poor design quality
- Object to surround the Green with tall buildings and allowing even taller buildings on corners
- Surround streets would be dominated and overshadowed by tall buildings
- Tall buildings would make the Green a canyon
- Height restrictions should be included
- No restriction on building heights
- Green would be surrounded by tower blocks
- Urban Living SPD 83% do not want tower blocks
- Buildings are too tall
  - High rise is not a healthy or socially inclusive way to live
- Alternative design approaches can create clarity and quality
- Tall buildings around the Green not supported
- One taller building may be OK but not 15 – need to see an overview
- The submitted proposals are too high and lack design quality
- Buildings proposed on all sites are too high – existing 9 storeys at St Catherine’s should be feature block with others 5/6
- Towers will create poor lifestyles
- The high-rise concrete blocks dwarf existing homes and the Green and will minimise sunlight
- Clustering tall buildings around the Green will make it unusable – it will be shaded and windy
- Concern that tall buildings may shade parts of Victoria Park on summer evenings (by the Narnia lamppost)
- Views from Victoria park shouldn’t be compromised
- The Green will be overshadowed
- Proposals for height and massing are inappropriate – likely to blight skyline and block views
- High rise towers will create alienating, overshadowed and unusable streets
- Tall buildings are not needed as landmarks
- Tall buildings around the Green are not appropriate – will block sunlight and daylight
- Parameter heights are too open ended
- Object to the scale and appearance of tall blocks on Pring and Bedminster Green sites – they would block light from the Green
- Size and height are too large and out of keeping
- The Green will be surrounded by tower blocks
- Surrounding the Green with tower blocks will destroy the suburban family feel – 6 storeys should be the maximum
- Support development but not high rise
- Support development but not the proposal because it isn’t clear how high buildings will be
- High rise will create a wind tunnel and prevent light reaching vulnerable residents
- Surrounding the Green with buildings of 10 storeys or more will reduce natural light
- Concerned about overshadowing and impact on views
- Evidence from elsewhere shows that a mixed environment of 3-6 storeys can achieve the same density
- No defined heights
- A cluster of tall buildings is out of keeping
- Important to retain views of terraces
- The Green would be surrounded by high rise blocks
- There is an opportunity for low rise development
  - The proposed buildings are too tall, and no upper limits are given
- The Green will be surrounded by concrete and glass with shade and wind
- A nine-storey block over the station will overshadow the Green
- Need clearer guidelines on limiting height

- 80% of respondents to Urban Living consultation dislike tower blocks
- Tall buildings will overshadow the neighbourhood and present a wall of glass
- The Green will be overshadowed by tower blocks
- Negative impacts of high rise living cited: The Consequences of Life in High Rise Buildings – Robert Gifford, 2007
- Nine storeys around the Green would not benefit the public realm
- Mid-high buildings will create a new and distinct neighbourhood, rather than an integrated one – it risks becoming a concrete forest
- Surrounding the Green with buildings of 10+ storeys are a concern
- Very tall buildings are not the only solution to increasing the housing stock and inappropriate for Bedminster
- There is no shadow analysis – if the Green is overshadowed there will be no habitat or green infrastructure
- The Urban Living SPD consultation found strong disagreement that Bristol should promote high rise tower blocks
- Tall buildings are likely to mask the topography and be detrimental to the skyline, contrary to the Urban Living SPD
- Support the principle of a high quality new mixed-use development
- The area offers a good opportunity for an exciting regeneration – particularly the opportunity for high quality sustainable good design with flexible community spaces, workspace, artists' studios and mixed residential including family homes
- Framework plot density figures should be capped at 200 dph, which would enable the building heights to be restricted to 6 storeys maximum, as per Wapping Wharf
- Phrases like “opportunities for additional floors” and “opportunities to step up towards tall buildings” allow the developers to flout the height guidelines
- Lower densities would allow more sensitive design of the individual blocks, a better public realm and have far less impact on the social and physical environments
- Framing buildings – these should be restricted to a mix of low to medium heights up to a maximum of 4-6 storeys high to retain the open nature of the existing green and take account of the need to prevent shading etc
- Mid to high states height but also enables step ups to additional floors for a varied skyline. This is inappropriate and should just state that maximum height should be 6 storeys with opportunities to step up from 6 to 9
- Does not take account of existing tall buildings on the Firmstone site. This is enough for the area

### **Transport and Parking**

- No consideration of increased traffic
- Little provision for the large number of cars the development will attract - will compete for spaces on Windmill Hill
- Improved walking and cycling routes are very important – need to follow desire lines. Provide a clear pedestrian sight line and route between the improved station and East Street – one of several routes
- Discourage driving
- Provide plenty of secure bike storage
- Follow “Healthy Streets” approach
- Provide electric charging points in all parking spaces
- Lack of infrastructure – already congested
- Closure of Whitehouse Lane would be disruptive for Windmill Hill residents
- Proposed road closures will cause chaos
- Object to closing Whitehouse Lane – it will have a huge impact on car travel
- Closing Whitehouse Lane will cause congestion and disrupt businesses
- Support improvements to the station

- Closing Whitehouse will have negative impacts on congestion, access for taxis, buses and businesses
- Traffic jams are appalling
- Closure of Whitehouse Lane would cause traffic chaos (x2)
- Assumption that future residents will have no cars is wrong
- Closing Whitehouse Lane will result in traffic disruption
- Closing Whitehouse Lane will increase rat running
- Closing Whitehouse Lane will cause traffic chaos
- Concerned about parking
- Closing Whitehouse Lane would cause congestion and chaos
- Airport expansion will increase traffic, parking and greenhouse gas emissions
- Closing Whitehouse Lane will reduce access for residents, taxis and emergency vehicles
- The land could provide a park and ride scheme
- Closure of Whitehouse Lane would cause congestion
- Closing Whitehouse Lane could cause gridlock
- No discussion about how to get more trains running from Bedminster
- Closing Whitehouse Lane would cause chaos and delays and isolate Windmill Hill
- Closing Whitehouse Lane would cause chaos and add to rat runs
- Minimal parking is unrealistic – an RPZ will be needed
- Closing Whitehouse Lane will increase journey to work time, Drop this proposal
- Do not agree with minimal parking spaces
- Closing Whitehouse Lane will cause problems for Windmill Hill residents and jams along Bedminster Parade – what is the point of closure?
- Closing Whitehouse Lane would dramatically increase traffic on other roads and cause problems for residents of Windmill Hill
- Opportunities to improve links to East Street are missed
- Improving the station is positive but improving walking and cycling routes is more important in terms of access to the city centre
- Closing Whitehouse Lane would cause congestion and have a detrimental effect on local businesses
- There is not a realistic proposal for addressing parking requirements and impacts on neighbouring streets
- Closing Whitehouse Lane will put more traffic onto congested roads
- Closing Whitehouse Lane will cause traffic problems and inconvenience residents
- Closing Whitehouse Lane will restrict access to Windmill Hill and put more traffic on overloaded and polluted roads
- Closing Whitehouse Lane is a concern and could be dangerous due to reduced access for emergency vehicles
- Closing Whitehouse Lane needs a thorough traffic survey – it would add to congestion on existing roads
- Development will bring more cars
- Closing Whitehouse Lane will force traffic onto Malago Road, increasing congestion
- Disagree with proposal to cut of Whitehouse Lane
- It will lead to access issues for businesses and local residents, increase traffic jams and consequent air pollution in the area
- Little Paradise car park – proposed double storey not supported
- Need to include some parking within the new developments – charging points for electric vehicles could be included in developments
- Good to see a commitment in the document to enhancing. Delivering additional high-quality green spaces
- The existing Green should be maintained and enhanced
- Should be stronger commitment to opportunities for green walls/ roof gardens

- No mention of use of alternative energy sources such as solar energy. CPH network not answer if energy generated from fossil fuels with high emissions
- A smaller building with adjacent workspaces, some retail would meet the need. Cafes etc could be provided nearby accessing on to the Green. In terms of height, a maximum of 2-3 storeys

## **Housing**

- Need to set out type of housing mix
- No emphasis on affordable housing
- No constraints on mix
- Concerned that development will just provide 1 & 2 bed flats
- There is no housing mix
- A smaller mix of houses for families is needed
- No definitive mix
- Need a broader mix of accommodation
- Flats will create a transient community
- Little provision for affordable housing
- Concerned that housing is for students or for rent and mainly 1 and 2 bed – likely to create a transient community
- Could propose townhouses and maisonettes as well as flats – include affordable housing
- Only proposes one- and two-bedroom flats and student housing – no family housing
- A low percentage of affordable housing is an issue
- Not clear why 550 students' units are needed
- No mention of affordable or variety of sizes – for families
- No constraints on developers in terms of affordable housing
- Developers try to avoid affordable housing
- More detail is needed on different sizes of homes
- Applications are proposing only 1- and 2-bedroom homes
- Stating that the area is suited to smaller homes contradicts the mixed, balanced community approach
- A mix of family and smaller units would help balance and integrate development
- Live-work opportunities should be considered
- Proposals coming forward for one- and two-bedroom apartments will not create a community for all ages, abilities and interests
- There is no defined mix
- Closing Whitehouse Lane would cause traffic chaos
- Housing mix is too narrow – needs to include family homes
- A range of homes is needed – not just one- and two-bedroom
- A mix of homes is needed
- A greater mix of housing types and tenures would create a more varied community
- Missing opportunity for affordable family homes in the mix – land near City Farm especially could be developed for families – town houses mix of properties not just apartments
- Affordable housing should be maximised in the development – this should be higher on City owned land
- Access for all, wheelchair access should be included from the beginning
- Students many also need specialist facilities

## **Design, Amenity and Nature**

- Wonder about roof gardens on buildings 10 or 15 storeys high
- Development will last 100 years - creating a high-quality urban environment is important
- The new environment needs to promote health and wellbeing
- Provide plenty of seating

- Framework doesn't reflect the character of the location – Victorian terraced streets
- Environmental considerations and open spaces with trees must be incorporated
- Support amenities/ parks – the Green cannot be the only space
- An attractive public realm is vital
- Design should be informed by the character of the area
- Green wall should be incorporated
- There should be more focus on the environment and ecological enhancements
- Support improving the Green and opening up the Malago
- Parks and natural spaces should be shown under “uses”
- The proposal to increase the Green will be negligible compared to the number of new residents. More outdoor space is needed
- An ecological framework is needed
- Spreading trees throughout the area will fragment ecological and environmental receptors
- Proposals for opening up the Malago have been dropped
- No thought given to ecology
- Consult with the City Farm
- How will residents have access if lifts are flooded
- Is it acceptable to design so many new homes which may not be accessible for disabled people?
- 60s Brutalism is proposed
- The Green should be expanded
- Does not take account of Building Regulations reform post Hackett Report
- Opening up the Malago, street planting and improving the station all dependent on CIL funding
- Little protection for trees and wildlife
- There is nothing about street widths – need to be wider if buildings are as tall as the Framework allows
- Proposals include blocks with only one staircase
- The Council needs to take a more active role in safeguarding the Malago green areas and wildlife
- Some of the ideas for the public realm are good but should not be paid for by the Council
- Require developers to provide windows of generous size
- The boulevard approach requires more space than shown
- The topography is at risk of being masked by tall buildings – key local and city-wide views haven't been considered
- The Framework gives no consideration to impact on heritage assets
- Object to high density proposed – would mean a poor quality of life
- The probability that public amenity improvements will be synchronised with population increase is exaggerated
- Too few green spaces are proposed
- No green infrastructure and nothing for wildlife
- More small greens and open spaces are needed in response to climate change
- Bedminster's heritage isn't recognised

### **Community Infrastructure**

- Lack of amenities – shops and schools
- There is a need for school places. People in flats have children. One of the plots (Plot 3?) should be education use with residential above
- New residents will have children, with impact on schools
- Development will place further pressure on services and amenities
- Detailed plans for local services not provided
- No concrete plans for more amenities or who might fund them
- No mention of new schools and doctors – essential
- Need to consider play areas, health facilities and schools
- Existing community, health and education facilities are not adequate

- No evidence that health and education needs can be met by existing facilities
- Extra pressure on services which are already stretched
- No provision of schools and doctors' surgeries
- Local facilities are oversubscribed but no land allocated for more amenities
- It shouldn't be assumed that existing GP and dental services and schools have the capacity to serve the new population

### **Air Quality, Noise and Sustainable Development**

- Air quality levels are exceeded on East Street/ West Street, in part due to high buildings. Set buildings back and use good design to avoid exacerbating poor air quality.
- Proposals will increase air and noise pollution
- Closure of Whitehouse Lane will add to air pollution
- Air pollution limit are exceeded – development could add to this
- Bedminster Green is in a bowl where pollutants will concentrate
- Construction will cause pollution
- Concerned about air quality
- Pollution levels are already exceeded – Framework does not protect against further pollution
- Air quality on Dalby Avenue is poor – the proposals will make this worse
- Closing Whitehouse Lane is likely to have a detrimental impact on air quality
- Go beyond Buildings Regulations – aim for passivhaus
- Opportunity for low cost green buildings such as BedZED
- No attempt to create sustainable structures
- Not clear how development will contribute to a carbon neutral city
- There are no firm commitments on minimising energy demand and renewable energy – a large gas-powered CHP would add to existing pollution

### **Other Key Points**

- Promises about improvement but no commitment
- Support production of framework – but concerned developers could use it to justify height of buildings they propose in return for meeting other aspirations
- Dividing spaces into small development areas is passing planning requirements that would create exceptional development - to maximise profit
- Survey is inaccessible and leading
- Area is in need of development
- Support principle of development
- No confidence in developers – already breaking the framework
- No consultation prior to publication
- Support principle of urban intensification at this location
- 10 Dec – 13 Jan is an unsuitable period for consultation
- Construction will cause disruption
- Too vague – no constraints or certainty on what the area will look like
- Lack of public consultation
- Object to the developers' disregard for the community
- The community are being excluded from consultation and involvement
- Welcome the Framework and its aspirations
- Does not offer specific guidance
- Support suggestion of a development consortium to ensure necessary infrastructure and integration
- No thought given to integrating new builds into the any sort of community
- Concerned about developers' lack of accountability

- Work with the community and meet their needs – plans should be drawn up between WHaM and developers
- Development will have a disproportionate environmental effect
- Bcc cabinet should take more time to get it right
- There is a lack of detail and too much flexibility
- Concern that the opportunity for an exciting urban environment is led by developers – the Council should take control
- Ongoing consultation needed
- Lacks detail
- Much good aspiration but little concrete meaning
- Lack of consultation
- Feel document is not fit for purpose
- Support comments by WHaM
- Welcome consultation
- Many consultations from developers and Council but no clear process and evidence for how feedback is taken into account
- The community cares about its neighbourhood and people – this is either not recognised or is criticised. Developers and profits are favoured
- The idea and aspiration of the framework is good – why don't developers follow it?
- The Framework contains positive points but these aren't turned into requirements for developers
- The Framework is a positive step but developers are jumping the gun
- Suggestion of establishing a steering group or consortium to oversee design, consultation, approval etc
- Echo WHaM's comments – their proposals are a more accurate view of how the area should be developed
- Support comments made by WHaM (x2)
- Welcome the Framework and some of the ideas are good but there seems little prospect the developers will take notice of it
- As the Council owns some of the land they should insist on affordable homes, quality and investment in schools etc
- Developers should comply with the Framework
- Dialogue and arbitration are needed – does the Framework achieve this/ how have residents' interest been represented?
- Support more housing and rejuvenation of East Street provided it is done right
- The principle of a Framework is welcomed
- The principles in the Framework are positive
- The lack of engagement is disappointing
- Lack of consultation before publication (x3)
- There has been a lack of consultation
- Will developers adhere to the framework?
- Developers are already breaking the framework
- Support development if it relates to existing character and needs
- How the Framework principles are reflected in development will be crucial
- Some developers are coming forward with proposals that don't seem to reflect the Framework
- Support comments made by WHaM
- The developers are breaking the Framework
- No proper consultation
- The Council is a landowner and should demand high standards and what the community needs
- No consultation before publication and a meagre amount over Christmas
- Developers are ignoring the Framework
- Frustrating that the Framework is only happening now and much needed housing is no nearer
- The consultation period was too short
- Support WHaM's response

- The consultation period was inadequate

## OTHER COMMENTS

### Traffic

- I strongly object to the closing of Whitehouse Lane to cars leading to a bottleneck for all of the residents of Windmill Hill onto Dalby Ave and then East Street
- If you want to genuinely improve traffic congestion and public transport use around here ask why we are not using buses and trains, don't just tart up the station and put in a bus lane. There are lots of young families around here-I know I do not use a bus as I cannot get a double pushchair onto it either with the space on board or the width of the doors. When we move from the area we will either need to drive our children to their city centre nursery and drive into town (something we obviously do not want to do) (there is no childcare capacity in the Bedminster area hence the city centre nursery) or pull them out and stop working. Buses cannot get us there with 2 non-walking children on a full rush hour bus
- Please do not close off windmill hill from Whitehorse Road! It will prevent people on the hill from getting into Bedminster or town except by St. Johns lane increasing traffic outside two schools. St. Johns lane is polluted enough already.
- Furthermore, there appears to be very little parking provision for the new residents, which means that many will be trying to park on the already overcrowded streets of Windmill Hill. Parking for residents of Windmill Hill is already very limited. We regularly have to park several streets away from our house as there are no spaces available on our road (Gwilliam Street).

### Housing

- We would be happy to see the area offer mixed types of affordable accommodation (including 3-bedroom properties) for several hundred people (possibly up to 500) and a good mix of age ranges, including a significant number of families - who have been stuck in B&B accommodation for lengthy periods.

### Design

- Sensible development is needed but this is too high! Something like Wapping Wharf instead please
- Building heights are ridiculous
- The Framework suggests that the new roofline and curated skyline should be a positive identifier for the neighbourhood – why?
- Please, please, no high rises on Bedminster Green. They are ugly, isolating and rob light from the green spaces. Polden House was a disaster and should not set the precedent. Wapping wharf is a decent development. Something more like that is likely to be supported. It seems the high rises and the excessive number of stories proposed are almost solely about developer profit. Profit is not a bad word but excessive greed perhaps is? I think the level of consultations and the opportunities for local people to view the plans have been very poor.
- Good design, good design, good design!! Let's use this once and for all opportunity to do something truly innovative and inspiring.
- Emphasis should be placed on creating unique, attractive, future-proof buildings through quality architecture, regardless of the ultimate height and layout of the buildings. Generic and bland buildings dominate new developments and ultimately result in lifeless, bland neighbourhoods. Developers are likely to find existing residents/business much more sympathetic to their plans if they demonstrate creativity and originality in their building designs. The area of canon's marsh to the west of Millennium Square is a prime example of how to create a dull, characterless development which looks dated despite not being very old. Wapping Wharf is a much better example of a quality development, although the higher buildings themselves could still have benefited from some more creative architecture.
- The proposed high-rise tower blocks are completely out of keeping with the existing buildings in the local area, most of which are low or mid-rise, and they are utterly unsuitable for Bedminster Green.

Not only will they look monstrously out of place, but they will cast a huge shadow on the surrounding area and drastically reduce the light for many residents & businesses nearby, not to mention the green space itself.

- The impact of such a high-density development in this area would be catastrophic for the existing local community! The area cannot support an even greater population density when public services and facilities such as local schools, doctors' surgeries, NHS dentists and public transport are already so under provisioned and buckling.
- While development of the area is essential, I am extremely concerned that the proposed tall buildings represent over-development as there will be far more people than can be supported by the small green space provided for. Tall buildings will reduce the amenity for everyone, overlooking and overshadowing other residents (existing and future) and the small green space. The vast numbers in each block will make it difficult to create a viable community in each, making them impersonal and isolating residences.
- I'm especially concerned by the prospect of very high-rise blocks dominating views from the Windmill Hill area and blighting a hitherto attractive community.
- How does this take account of the provisions of the NPPF para 58 that developments: - should respond to local character and history; - should be visually attractive as a result of good architecture and landscaping

### **Parking**

- We would also like to question whether adequate parking facility will be provided for all these new homes. There is currently very limited street parking in the area, plus the roads are very congested during peak travel hours. Can the infrastructure support an influx of approximately 2000 plus habitants?
- Please please consider 'enough' residents parking. Even if you do not use a car regularly people often own one per home for long journeys etc. Students often have cars, as seen in areas with Bristol Uni students and the burden this causes. My UWE home of 5 had 3 cars for example. If they do have cars and they do not have spots these will be dumped on Windmill Hill in the meantime and left for days on end (we already have this from caravans and motorhomes). This is the nearest parking to Malago Rd. We already have a parking problem and need a RPZ already. Add overflow from flats, possibly people driving to the new amenities and it will be unbearable. It is for this reason I have decided to leave Windmill Hill-I cannot park close enough already to get my 2 babies and dog safely to my home, I have no chance with excess cars from hundreds of flats whilst being the nearest road with free parking to them

### **Environment**

- I am also concerned about the impact of separate natural sustainable heating systems on the environment

### **Community Infrastructure**

- The Framework suggests that education and health provision will be accommodated within existing facilities. This seems to be over optimistic (if not delusional)
- The local nurseries, primary and secondary schools are already heavily oversubscribed. Both St Mary Redcliffe & Victoria Park primary schools already receive between 200-300 applications each year for 60 reception places!

### **Other**

- Local GP surgeries and NHS dentists are also already massively over-stretched with patients finding it impossible to get appointments for themselves or their children. There appears to be no plan within this development for a new school or GP surgery to cater for the new residents.
- Really concerned the existing connectivity of the district will be severely compromised by construction and use and that the green will end up as a late delivered fig-leaf of little practical use to building residents
- whilst this area needs developing and we clearly need more homes in Bristol. I am unhappy at the suggestion of student accommodation. Students do not pay any community charge but create a lot of work for public services, rubbish and recycling, anti-social behaviour. It creates a temporary community not invested in the area. negatively The High rises are going too high need to be restricted 10-12 floors. Whilst I welcome a remake of area, concerned that doctors, schools will not cope with the extra people. I would welcome more mixed housing not just one or two beds and include some social housing in to the mix. the frame work is not detailed enough and looks pretty but needs to be much more detailed. Really important to have free bumping space for people to chat and get to know their neighbours, as isolation could become a problem. The idea is people will not have cars they will bring them and I cannot see any thought given to this. I already have commuters parking in my street and this does create issues.
- Provide a tree house

### General Comments

- Difficult to comment on some issues without clarity on what is proposed. Using terms like “improvement” or making areas “more pleasant” are hard to argue against, but not clear what is proposed.
- The consultation strikes me as an exercise in spin rather than a serious presentation of what developers want to do with this area. It is hard to swallow when everyone knows this is a money-making scheme. The council has a duty to protect the area from the excesses of these schemes. I oppose it as far as it goes
- I can’t disagree with any of the statements but in the end it comes down to design, height and density of the housing. The only thing I really want to see is a commitment from the Council that Bedminster get the same quality as Clifton and City Centre (i.e. Wapping Wharf).
- Good to get a framework – pity this has taken so long to produce!
- Our fear is that “development” will mean enormous housing blocks dumped down without regard for anything except the developers’ profits. Most people understand the need for more housing and regeneration. But we need reassurance and evidence that the different developers are prepared to work together - and with the community and the Council – to produce an integrate vision to provide a quality development where people will be proud to live for many years to come.
- Outstanding concerns about Framework:
  - The height of buildings and out of character design
  - The fact that the framework will not be an adopted plan but just a material consideration
  - The lack of commitment to genuinely improve the environment why isn’t the River Malago being de-culverted. It is unclear whether and how many trees will be planted. New cycle/ pedestrian routes should be green and traffic free.
- Framework needs to be more specific – e.g. mixed stock – in what way, how many units – max no? how are green spaces to be managed? How does the overall vision get enforced to each scheme? The questions on this form are “motherhood and Apple Pie”. It would be wrong to interpret a positive answer here to all out support of the scheme. It’s unclear how useful this framework will be given its so vague and has no clear means of enforcement.
- There are some nice things in here but it feels fairly unenforceable (underlined by the fact that there are plans we have been shown by some of these developers that don’t conform to this document anyway). The buildings are FAR too tall for this area. Also my comment about air

pollution canyoning is super important – please take a look at the paper – because it is so important to the health of the area.

- My biggest concern relates to the delivery of the Framework. The Next Steps flowchart is logical in that detailed schemes are developed after the adoption of the Framework (presumably entirely in line with the details of the framework) and then pre-app discussions take place and applications are submitted. As some of the schemes have already progressed to the application stage and have not been developed in line with the principles of the Framework what is the point of the Framework? Or will the developers be withdrawing the application and starting all scheme designs again?
- We strongly oppose the Framework's key principles regarding height of buildings and rooflines, and take exception to the following statements:
  - “a roofline to enhance neighbourhood activity” (p3 of the Exhibition Board). Such a proposed roofline of mid- high-rise buildings is too great a shock to the surrounding areas and hugely detrimental to existing residents.
  - “height is secondary to the street scene” (p55 of the Framework). This statement treats existing residents and neighbourhoods with contempt. Height of surrounding and neighbourhood buildings is of primary importance to residents' enjoyment of their own home.
  - “the character of the area is at odds with East Street and Windmill Hill that have recognisable Victorian character” (p40 of the Framework). The proposed developments are entirely at odds with these Victorian and Edwardian characters and have no architectural or stylistic sympathy alongside historic buildings, either at street level or skyline.
  
- I am pleased that some of the concerns regarding green space and building frontages, mixed use and arrange of affordabilities are being noted. However, I strongly object to the vague and obsessive focus on extremely high buildings in a very small area, which is not an open and natural area (albeit rather run down). The Green will be surrounded by extremely tall buildings on all four sides – what quality of green space will that bring? It will be enclosed in shadow throughout the day. The plan is vague as to the building heights and open to abuse of these parameters. There has been no consultation prior to his publication.
- Our recommendation would be that the process of developing a Framework needs to start again and all future efforts to produce a document or manifesto of this type must be undertaken using established best practices in co-design with a large number of people who live in close proximity to the areas marked for regeneration and wide cross section of groups within those communities.
- Expanding housing and population is a whole city issue and the brunt of the need should not be “dumped” on one or two areas. More even development across the city is more manageable and sustainable for the local areas given that in many areas the infrastructure including primary care, social care and education are extremely challenged at present.
- There are lots of good things in the Framework - however they are already being ignored by developers. There should be no high-rise buildings in this development other than the 'landmark' building that has already been agreed for St Catherine's Place. Streets, not concrete canyons, need to be created in this location and the priority must be for affordable housing rather than private ownership.
- What you currently propose and what various developers have so far been proposing, I object to. I don't object to anything that makes sense, I don't object to anything that does not encroach upon the skyline but, sadly, you don't seem able to propose anything like this, despite overwhelming opposition.
- I notice that your Framework document states that Bedminster lacks character. What a way to kick your Framework off, by insulting Bedminster and all those who live in. Bedminster has plenty of character thank you. And we don't need a bland commodified, identikit 'urban living quarter' thank you. Developers take the colourful and make it characterless. Be mindful of that.
- No high rise. It's very, very simple. In a recent poll, over 80 per cent of Bristol residents were opposed to high-rise building. No one likes them and no one wants them. High density does not necessarily mean high-rise. It's high time to think outside the box. Given that almost no one wants

high-rise, what can you do differently, how can you create high density without going high-rise? Other places do it, look to them for inspiration.

- By all means improve the green, but don't ruin its current character (yes, it has one) don't overly landscape, do not sanitise, don't chop down the trees, the trees are beloved, the space is beloved, both are used and used both regularly and often.
- No student tower blocks please. Bristol has enough student accommodation already, more is already being built elsewhere, tons if it in fact; just how many students do you expect to flock to Bristol anyhow? A great big student tower block will not benefit the area. And, it will change its character. Bedminster is quiet and scruffy and people like it that way. Emphasis on the quiet. Peace and quiet equal peace of mind.
- None of what has been proposed by any developer so far pays any attention to traffic. Dalby Avenue and Bedminster Parade are congested enough at peak times, pollution is already above danger levels. High rise buildings mean more people, means more traffic; student blocks mean more parents dropping their children off and picking them up at the beginning and end of each and every term. Bedminster cannot cope with more traffic, it has enough traffic already and has a hard time coping with that. Oh, and if you think that by creating less parking spaces you'll be helping ease congestion, then you really don't know people at all.
- Do not get rid of the car parks, you want to regenerate East Street for shopping but, you want to get rid of the car parks and build on them. That makes no sense at all. Little Paradise, Malago Road, Dalby Avenue . . . keep the car parks.
- Finally, no high-rise. I know I've said it already but, it's worth repeating as no one ever seems to listen. Setting a couple of the top floors back a little does not count, as it's still high-rise. Stop trying to wing it. You can use all the flowery language you like, such as "framing" or "step up" but, we know it for what it is. High. Rise. The thing that more than 80 per cent of Bristol residents are opposed to. Keep it low rise, mid-range if it's not going to encroach on anyone or anything but . . . no . . . high . . . rise. Despite what your Framework claims, there is absolutely no discreet tall building opportunity. None at all. St Catherine's, when it was originally built, was supposed to be a one off. "This high and nothing else higher," was promised at the time. Now it's being used as a benchmark, an excuse to go higher and you've already added two extra floors to it. Huge towers and spires will not announce a sense of arrival into Bedminster. Honestly, someone earned money writing that copy? Tower blocks don't announce anything; they're just eyesores that increase mental and behavioural health problems. You know it; we know it and science has proved it.
- Bedminster is a little rough around the edges, it needs a tidy up, plots could do with some very thoughtful, low rise, mixed use development
- These proposals have not been consulted with the local community sufficiently.

- Impact on wildlife
- Impact on the conservation
- Impact on historic buildings
- Lack of affordable housing
- Lack of amenities
- Increase of traffic, pollution and noise
- Parking

- This proposal does not embrace or even consider the following

- Loss of light and privacy
- Impact on the already stretched amenities
- Noise pollution
- Traffic and parking
- Local services
- Impact on wildlife

- Design does not provide enough use of affordable housing
- Lack of consultation
- I am alarmed at the lack of consultation to me and my neighbour. Proposals are insensitive to:
  - Highway safety
  - Traffic and pollution
  - Parking
  - Effects on wildlife
  - Impact on local services
- What percentage of affordable housing considering you're evicting homeless people also.
- I am young and care for my community
- The proposals have not been consulted with properly. They do not take into consideration
  - Impact on the wildlife
  - Traffic and parking
  - Pollution and noise
  - No services doctors, dentists etc
  - These structures are too high
- While I support the principle of a high quality, new mixed-use urban environment for Bedminster Green, I have concerns with the framework leading to a negative impact on the local community.
- Creating a more pleasant and green environment sounds appealing but surrounding the green with tower blocks doesn't sound appealing at all. And how high these towers will be is not clear in the framework. High rises over 8 storeys will only have a huge negative impact locally. The traffic it will bring is bound to cause chaos, especially if you plan to close off Whitehouse Lane. It's guaranteed the residents of these new blocks will bring lots of more cars to the area, and where will they all park? And the higher the tower block the bigger the strain that will be put on local services such as transport, doctors' surgeries, school places etc.
- Improving connections with East St, adding more green spaces, safe cycling routes, opening up the river again all sound appealing and beneficial plans but how these are achieved is what concerns me. The closing of Whitehouse Lane at the junction with Windmill Hill - or anywhere along the road for that matter - will not have a positive effect on the community. Traffic from the hill will be forced to join traffic on Dalby Ave. and it will be chaos at peak time, generally create more traffic in the area throughout the day and weekends. This will inevitably lead to more pollution and a not so desirable environment for pedestrians. The local businesses along Whitehouse Lane will also suffer a loss of customers due to access being cut off from one side of Bedminster.
- The use of housing needs to be a healthy mix. Too much of one or the other can ruin the local community and again this isn't specified in the framework.
- The development of Bedminster Green could be a wonderful enhancement to this area if it is done properly. Things like giving the Council a bung (sorry, a fine) so you can get out of affordable housing or putting up tower blocks won't win you any friends and we're a vocal lot in Bemmy. Get it right and we'll sing
- Overall, I am for the regeneration of the area, but I am against how you wish to achieve it. There has been no consultation prior to publication and you seem to be breaking your own framework, showing a complete lack of respect for the community.
- The aim that the framework seeks to meet is good. The framework as a means of meeting it is not. Particular concerns are: 1) the style of development per the document is sterile and antiseptic, 2) it risks cutting off areas within the development by use of small courtyards, 3) cuts the Bedminster Green area off from Windmill Hill and the greater part of Bedminster, 4) does nothing to address the poor environmental quality of access to the city centre via Bedminster Parade 5) relies on

infrastructure provision of health and education located outside the area, such facilities are already full, 6) does not address issues of poor wellbeing and community formation that arise from high-rise development and lack of provision of community buildings. Indeed the one community building in the area covered is to be moved out of the Framework area.

- This is precious land in a deprived area, it should be reserved for council housing and public amenity. The council should compulsorily purchase it, and the large funds which developers are accessing should be taxed to pay for this. Until that is possible, we should protect it and stop the disastrous building of high-density unaffordable housing which will add to inequality and damage actual and potential communities.
- I'll start with the declaration in your PR about a development in Bristol. "Effective engagement at the heart of good planning" "Extensive discussions with key stakeholders and the local community have helped to shape and evolve detailed planning and design work, to ensure that the tone of the development compliments and enhances the local environment. The dialogue with different stakeholders has allowed us to uncover opportunities, build support for the proposed development and add value overall" (McArthur's Yard- 6 storeys)
- Where and when did this occur for the Bedminster/Malago/Station plan? I see nothing over seven storeys in your promotional material for the South West. Presumably being the better design and affording comfortable living. Why should people coming to live in Bedminster be denied an environment for the best chance mental health for residents.
- As a local in Windmill Hill over 38 years, I have followed the plans for upgrading the Bedminster area with hopefulness. Latterly opening up the Malago Greenway for ecology to prosper as a trade-off for high density and lower affordable rent has been dropped. A pleasant area on the Green by the ex-National Confederation of City Farms building with green roofing. to be demolished and wrecked. Bristol City Council should be ashamed selling this area off to concrete high density projects with little or no mandatory lowered cost accommodation. I have regularly walked to local facilities across this area which had tall Poplar trees and wildlife. I don't see any thoughts being given to ecology, vis a vis Bristol's appalling air quality pollution for this prospective population. Bedminster Green lies in a bowl where pollutants from traffic passing on either side will concentrate. I will continue to protest about being surrounded by concrete at heights way over other Bristol builds with poor prospects for those people joining our community,
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- This questionnaire is skewed to give a pro developer response. It is not a fair representation of the wishes of the community or respondents and is already ignored by developers who have put in applications before the framework has been agreed. Building heights in the framework are already ignored. There is not enough detail about public realm and it is full of vague ideals without specific goals. The framework has been prepared by a third-party publicity agent to support the developers wishes and without adequate consultation with the community, local planning groups and the local authority. It is invalid and should be rejected.
- Overall, the framework plan is vague and aspirational but provides little or no enforceability; what power will BCC have to oppose inappropriate proposals? The building heights are too high for a residential area and are already being abused by developers. There needs to be more specific limits to curb developers
- I would love to see this area being developed well. I find it utterly depressing that the likelihood is it is going to be turned in to a series of tower blocks, which serve the needs of a few property developers and enable to council to meet a quota. Rather than something with thought and imagination that has really attempted to respond to some of the challenges we as a society face, such as homelessness / the environment and increased loneliness and isolation.
- I am the ward Councillor for the neighbouring ward of Windmill Hill. where most of the objections to this have come from. The local planning group have very patiently and methodically worked with developers and the council over the last 3 years. they have always contributed to consultations, invited developers to their meetings and generally played by the book. On each occasion they have been ignored. While it is true that there are elements that oppose all development on the site, this is not true of most people in the area. instead, they simply want a development that does not

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