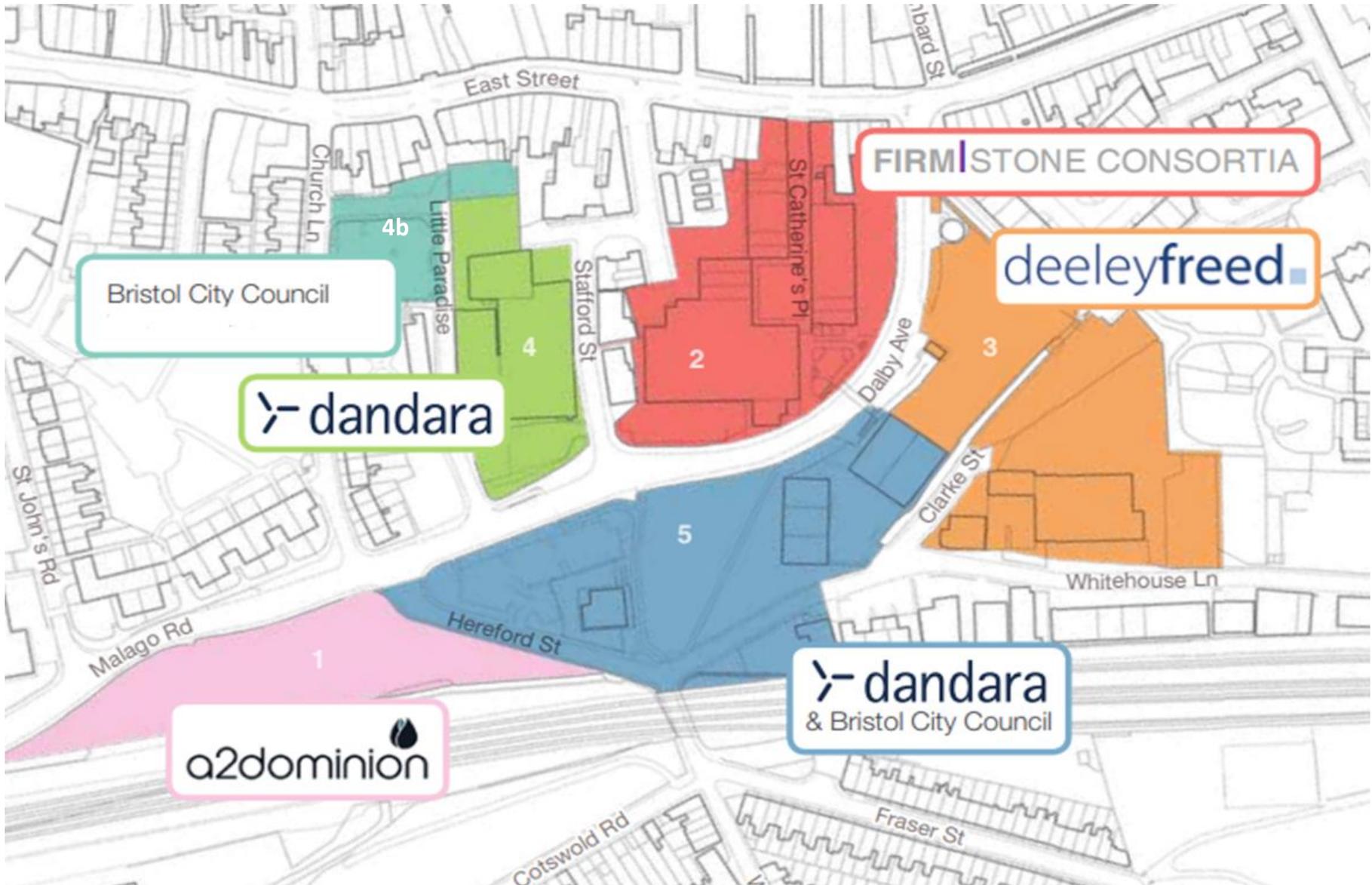


Appendix A - Further essential background / detail on the proposal

Further information is provided on the following:

1. Plan of plots in Bedminster Green Framework Area
2. Overview of proposals for each plot
3. Further detail on proposed strategic transport and public realm improvements, and implications associated with partial delivery of the project
4. Further detail on proposed river restoration and flood alleviation works, and implications associated with partial delivery of the project
5. Co-ordination of BCC projects (river restoration, transport and public realm improvements, and district heat network) and redevelopment of the five plots, including community liaison and maximising benefits of growth for the wider area

1.0 Plot plan and associated land ownership



2.0 Overview of proposals for each plot

Plot 1

- Appeals on two schemes proposed by developer dismissed by Planning Inspectorate April 2021
- Main reasons for dismissal were related to design – character and appearance
- Re-engaging on next steps and revised proposals for the site.

Plot 2

- Planning permission granted for detailed Phases 1-4, comprising up to 180 new homes and 815sqm commercial space
- Outline proposed for Phases 5-7, with details subject to reserved matters



Courtyard space



Pocket park at entrance to St Catherine's



View from A38

Plot 3

- Application for 82 cluster units for 819 bed spaces received a resolution to grant at June 2021 Development Committee
- Proposals include 628sqm commercial space



View along Dalby Avenue



View along Whitehouse Lane

Plot 4

- Planning permission granted for 295 new homes, including 21 affordable homes
- Construction due to start 2021



*New connection
between Little Paradise
and Leicester St*



View from Little Paradise

Plot 4b (Little Paradise St Car Park)

- As required to satisfy the Parking Strategy condition within the Plot 5 Development Agreement, Dandara are required to build a new decked car park on this site to re-provide spaces lost as part of the redevelopment of Hereford Street car park on Plot 5 and Little Paradise Blue Badge car park which is being developed as part of Plot 4.
- Planning permission has been granted to develop the new car park which will provide 91 parking bays (including 18 Blue Badge spaces, 20 electric charging spaces and 6 Car Club bays).

- The car park will remain in BCC's ownership and managed by BCC once complete. It is intended that BCC enter into a build contract with Dandara to allow them to develop the new car park at their cost and to BCC's specification. Legal colleagues advise that because the contract is under £4.7m the contract can be awarded directly to Dandara without breaching Public Contract Regulations 2015. To comply with BCC procurement policy, procurement colleagues advise a Procurement Request Form will need to be approved to enable BCC to directly award this contract, and delegated authority is sought to facilitate this.
- Construction due to start 2021/22.



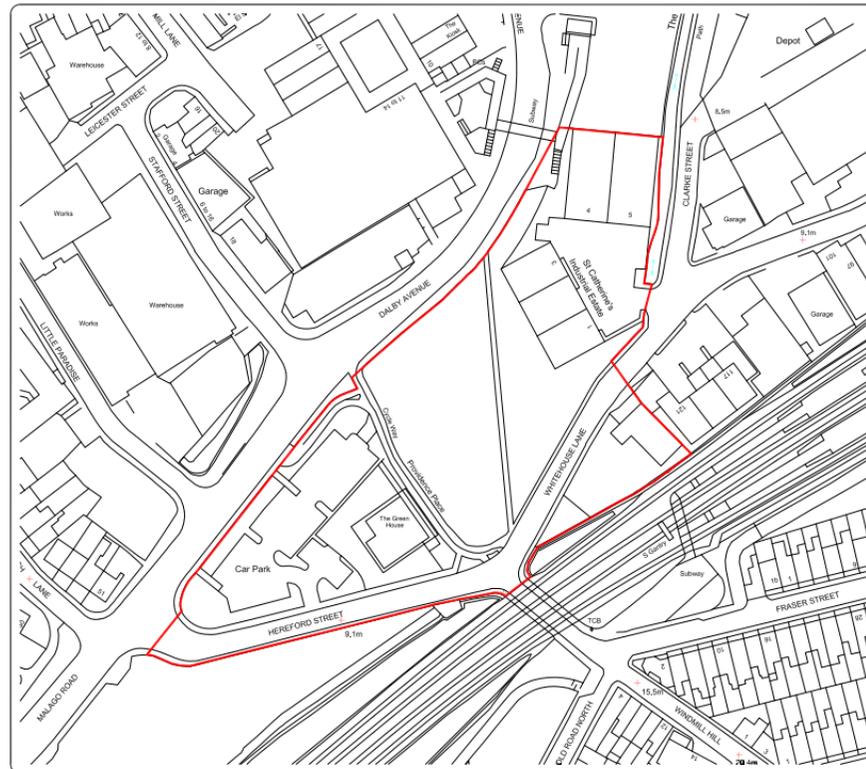
View of new car park from Little Paradise



View of new car park from East St

Plot 5

- Proposals for mixed-use scheme have been submitted, including 339 homes with 30% affordable housing
- Dandara are also paying for the refurbishment of Victoria Park Lodge to enable relocation of Social Farms and Garden (currently located on Plot 5) and giving a financial contribution towards a new café in Victoria Park (subject to consultation, design and planning).



Plan showing red line boundary of Plot 5

Bedminster Green: Plot 5

SITE PLAN : To ensure boundary accuracy, please refer to deeds.
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PROPERTY

Plan No	: N7132g
Prop ID Ref	: N/A
Polygon Ref	: N/A
Scale	: 1:1,250 @A4
Date	: 09/09/2019


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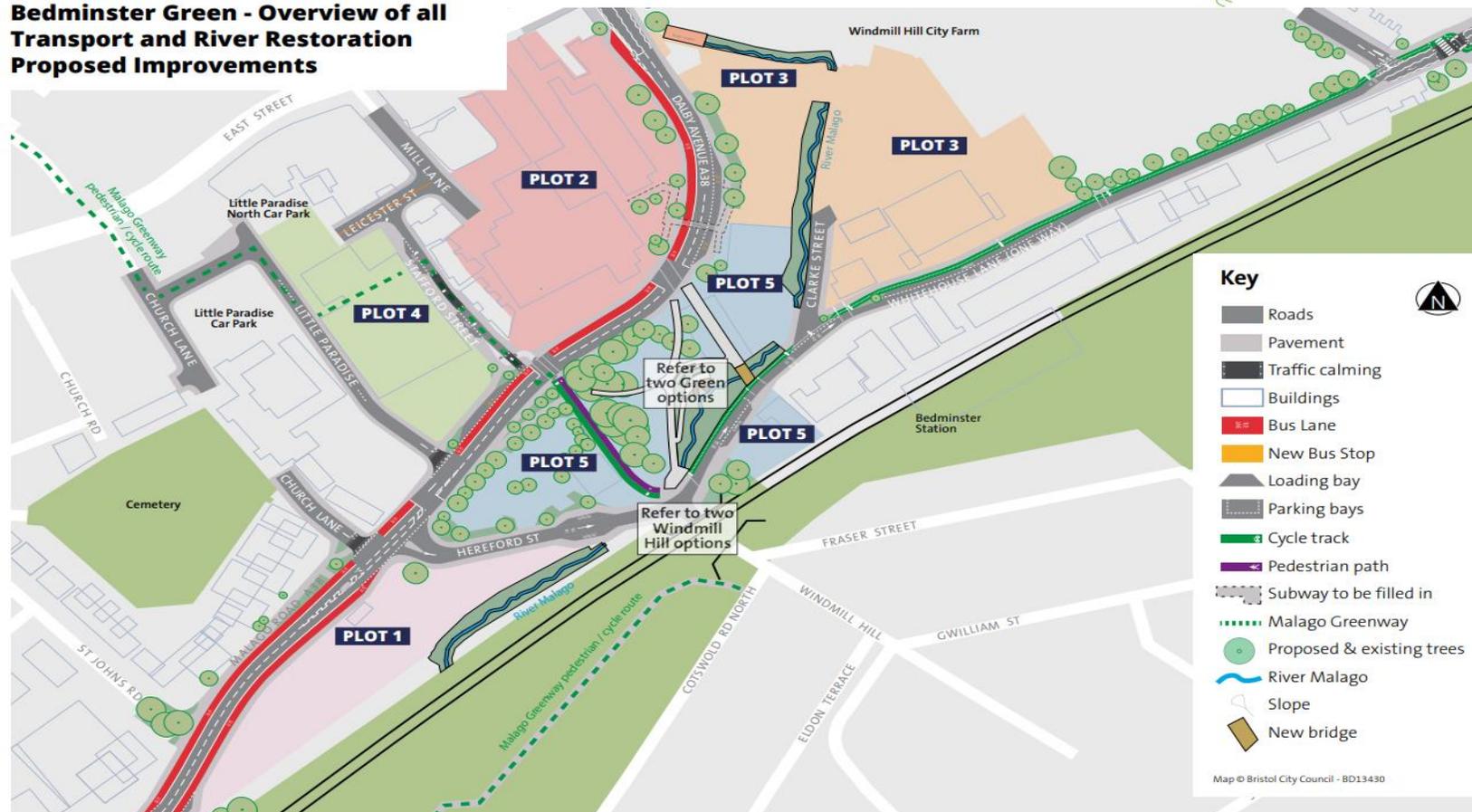
3.0 Further detail on proposed strategic transport and public realm improvements, and implications associated with partial delivery of the project

3.1 Detailed designs

The Bedminster Green Framework set out the principles and aspirations for the highway and public realm, and the current transport design is largely compliant with this document. Previous steers to include additional sustainability measures and increase greening of the proposals have increased costs.

The plan below was used in the public consultation January – March 2021 and shows both the transport and river restoration proposals. The subsequent sections provide a detailed update on proposals.

Bedminster Green - Overview of all Transport and River Restoration Proposed Improvements



Malago Rd / Dalby Avenue

Proposals along this stretch include:

- Introduction of a northbound continuous bus lane
- 20 mph speed limit and continuous footways at side roads
- Upgrade segregated walking and cycle crossing connecting Stafford St to the existing Malago Greenway route

- New pedestrian crossing near Church Lane
- Upgraded 3m wide footways



Upgraded bus stop, new northbound bus lane, new trees and low-level plants



New repositioned pedestrian and cycle crossing, to link the Malago Greenway directly to East St by way of Stafford St

Whitehouse Lane and Hereford St

Proposals along this stretch include:

- Making Whitehouse Lane northbound for vehicle traffic between Windmill Hill and Philip Street
- Providing a two-way protected cycle lane to provide missing link between existing cycle routes
- Upgraded walking and cycling access to Bedminster Station by way of Windmill Hill/Hereford Street
- Provision of new loading only bays to facilitate loading and unloading to nearby businesses and properties (equivalent to 14 car loading spaces)
- Provision of a Car Club parking bay, and removal of 14 parking spaces on Whitehouse Lane and Hereford Street



Windmill Hill

Two options were presented through the January – March 2021 consultation. 76% of respondents supported measures to reduce or remove through traffic from Windmill Hill, and options to deliver on this are currently being reviewed.

3.2 Implications of partial delivery

If additional funding cannot be secured, the following items would not be deliverable:

- Rain gardens, sustainable drainage, and additional street trees
 - This would save money as planting areas require integration into the drainage system, and moving of underground services to create space for plant roots
 - Removal would reduce the ability to improve air quality and opportunities to increase resilience to climate change could not be maximised
 - A payment would need to be made to Wessex Water for drainage of additional hard standing areas
 - May impact the ability of Plots 1 and 5 to mitigate impacts of proposed development and be complaint with planning policy.
- Approximately 35% of the proposed bus lanes
 - Saves money due to the requirement to widen the road to create the new bus lane, and the need to move underground services
 - Removal would present a risk to the future of the A38 strategic transport corridor between the City Centre, south Bristol, and Bristol Airport (and growth in the wider region) if enhanced passenger transport to serve this and adjoining areas was not delivered
 - The Bedminster Green developments are substantially car free, so this would have a disproportionate impact on new residents to the development by reducing accessibility to available public transport options.
- Works to some, or all of Whitehouse Lane
 - Reduces the project area, saving money
 - The existing highway layout and usage is currently unsafe for walking and cycling; improvements to access and safety for pedestrians and cyclists could not be delivered, and the additional number of people walking and cycling would further decrease safety
 - The planning permission for Plot 3 is dependent on Whitehouse Lane works, including footway connection into the site, tree planting to mitigate the development, and the required refuse vehicle and car club bays.
- Plots 1 and 5
 - Connections between the highway and the developments coming forward on Plots 1 and 5 would be lost. If developers are required to deliver these connections, they may look at BCC to cover costs in any case, as this would be a deviation from designs that the developers have been working to.

4.0 Further detail on proposed river restoration and flood alleviation works, and implications associated with partial delivery of the project

4.1 Outline designs

Through working with the developers on Plots 1, 3 and 5, and other key stakeholders including the Environment Agency, proposals aim to create a more natural and better river environment which helps improve resilience to flooding and benefits local residents, businesses and wildlife, and those that visit the Bedminster area.

Match-funding of £95,500 from Local Levy Funding was secured in July 2021, which will go towards funding the construction of the trash screen on Plot 3 to reduce blockage of the pipes and reduce flooding on East St. Flood Defence Grant in Aid of £17,548 has also been applied for, and a decision on this is due winter 2021/22. An additional £300,000 is being sought from the landowner of the riverbank to the north of the river section flowing east to west in Plot 3, to cover the costs of repairs they were required to undertake to the river channel wall and allow BCC to acquire and undertake river restoration along this river stretch instead. Further information is included in exempt Appendix I.

The Green

Proposals for the Green include:

- Opening up the river through the Green (it currently flows through a pipe underground), so that it follows a winding path from the southern corner of the Green, towards the north eastern corner of the Green
- A stepped seating amphitheatre area overlooking the river environment, which will provide a dual-purpose space to store water in times of flood, but also a space for the community to enjoy nature and community events the rest of the time
- A gently sloping accessible path from the top of the amphitheatre down towards the river, ensuring access for all
- Vegetated banks with predominantly native species on either side of the river with shallow slopes down to the river's edge. Vegetation will prevent physical access into the river in a natural and subtle manner whilst improving habitat for wildlife
- In order to achieve the wider ecological benefits of the scheme some trees will need to be lost, but replacement trees will be planted within a 1 mile radius of the site, given on site replanting is constrained by space and a requirement from the Environment Agency for no trees to be replanted on the river banks on flood risk grounds
- A boardwalk platform overlooking the river to allow the community to reconnect with the River Malago and the surrounding nature. Below the boardwalk there will be wetland vegetation as it will be submerged during higher water levels.

Plots 1 and 3

Proposals for these plots include:

- Returning the riverbed throughout these stretches back to that of a more natural river by introducing alternating sections of faster, shallower, and slower, deeper water

- Removing the current vertical wall on the north-western side of the river in Plot 1 and Plot 3 and north-eastern side of the river in Plot 3 (subject to land acquisition and financial contribution from landowner to complete repairs to the wall); to be replaced with more natural shallow sloping banks planted with predominantly native species
- Restoring the penstock on the north-eastern corner of Plot 3 and the remaining stone walls, to retain the area’s heritage.

The images below were drawn up for the 2021 consultation and provide an overview of the proposals. More detailed designs are currently being worked up, responding to consultation feedback and survey findings.



The Green with the river in low flow



The Green with the river in high flow



Boardwalk platform overlooking the river



Current Plot 1 (upstream view) - vegetation clearance exposing dilapidated north western channel wall



Plot 3 - proposed design



Plot 1 - proposed design



Plot 3 - proposed restoration of penstock

4.2 Implications of partial delivery

If the Plot 1 section of the project was omitted from the project scope, the opportunity to improve the ecology and biodiversity within this section of the river channel would be lost, and the poor visual amenity would remain.

If the river restoration works (in channel works and replacing both the eastern and northern channel walls with sloped vegetated banks) and the restoration of the penstock within Plot 3 were removed from the scope, the project would not be maximising its opportunity to reconnect the local community with the river and its history, given the penstock is a key heritage feature in the project area, that provides a prime opportunity to engage the community on the area's heritage past. Should river restoration works not be undertaken in Plot 3 then BCC would not acquire the land to the north of Plot 3 due to the associated liability that BCC would have to incur in repairing the existing wall.

Furthermore, should river restoration works in Plot 3 not be delivered, amendments would need to be made to the trash screen design to ensure it could still be delivered, as current designs assume access via the northern bank, to be acquired by BCC. The trash screen is sought to be retained within the project as it is beneficial for reducing flood risk to commercial properties along East Street and is largely paid for via match funding.

It is not recommended to remove Plot 5 from the project scope, as most of the additional flood storage capacity is gained in the Green (Plot 5), particularly in the amphitheatre/wetland area.

Should river restoration not be delivered on some of the development plots, then the current developers drainage strategies and modelling would have to be amended, as developers are currently proposing to discharge surface water into the river at a given runoff rate. They would have to amend their runoff rates as they would have a lower volume available to them. Most noticeably, the biggest impacts will be the loss of opportunity to improve the ecology and biodiversity within the channel, and visual amenity of the improved river environment proposed by the scheme.

5.0 Co-ordination of BCC projects (river restoration, transport and public realm improvements, and district heat network) and redevelopment of the five plots, including community liaison and maximising benefits of growth for the wider area

The regeneration of Bedminster Green will deliver in excess of 2,000 new homes, including affordable homes and student accommodation, new commercial space and a new multi-story car park. Three of the plots and the delivery of the multi-storey car park are estimated to all start on site by Q1 2022/23, construction of the district heat network is scheduled to start Q4 2021/22, the transport works are scheduled to start July 2022 and the river restoration works are scheduled to start at the same time (subject to planning approval).

A budget request is being made to increase capacity to manage and monitor the developments, which will all be on site at similar times. Construction co-ordination is required to undertake a comprehensive programming exercise and manage the logistics of complex project delivery and minimise disruption as much as possible to residents and businesses in the surrounding area. A community liaison officer will be required to be a single point of contact for enquiries from residents and businesses, addressing the day-to-day concerns of the community and update on progress across all projects. Additional capacity is sought to maximise inclusive growth benefits for the surrounding area, including strengthening opportunities to link with East St and support the delivery of the East St Masterplan, maximising employment and training opportunities, both through construction and in the end uses of the commercial spaces, co-ordinate the delivery of a Public Art Strategy, work with partners to explore and secure long-term space for community use, and ongoing work to support the integration of existing and new communities.