

# Mead Street Development Brief Consultation report

Consultation on the Mead Street Development Brief 20 May to 4 July 2022

## Contents

Mead Street Development Brief Consultation report .....	1
Executive Summary.....	2
Background .....	2
Summary of results .....	2
Consultation Report.....	4
Survey structure.....	4
Survey results.....	4
<b>Principle 1:</b> Deliver new homes and workspaces that people are proud of and that represent the local community. ....	5
<b>Principle 2:</b> Provide better sustainable travel routes.....	7
<b>Principle 3:</b> Create high-quality public places and support a low-carbon neighbourhood.....	9
<b>Principle 4:</b> Create high-quality green space.....	12
Overall Concept Masterplan .....	13
Other comments.....	14
Submissions made via email .....	15
Demographics .....	18
.....	21

## Executive Summary

### Background

The consultation on the Mead Street Development Brief ran for six weeks from Friday 20 May to Monday 4 July 2022. The consultation asked for views on the draft development brief which sets out principles and concepts for taking development forward in the Mead Street area. Mead Street is located within the wider Temple Quarter and St Philip's Marsh regeneration area.

The draft brief was informed by previous engagement with businesses and the local community which took place from 22 November 2021 until 7 January 2022.

This report shows the main results of the survey including the quantitative data, and an analysis of the free text responses received. In addition, it includes details of other submissions received as part of the consultation.

### Summary of results

Overall, there are more people in support of the principles set out in the development brief than against. Many of the individual objectives received high levels of agreement. Further detail on the level of agreement with each objective can be found later in the report.

**Principle 1: Deliver new homes and workspaces that people are proud of and that represent the local community.**

There was 50% or over agreement for each of the objectives

**Principle 2: Provide better sustainable travel routes**

There was 70% or over agreement for each of the objectives

**Principle 3: Create high-quality public places and support a low-carbon neighbourhood**

There was 50% or over agreement for each of the objectives

In addition, respondents were asked what level of agreement they had with the proposal for three defined character areas within the Mead Street area. 47% of respondents agreed with this.

**Principle 4: Create high-quality green space**

There was 60% or over agreement for each of the objectives

**Overall concept masterplan:**

52% of respondents agreed with the overall concept masterplan with 27% disagreeing. The level of agreement for the concept masterplan is lower than agreement for most of the individual objectives. The likely reason for this are the concerns around height, density and number of homes as indicated by the free text responses.

## Consultation Report

The consultation on the Mead Street Development Brief ran for six weeks from Friday 20 May to Monday 4 July 2022. The consultation asked for views on the draft development brief which sets out principles and concepts for taking development forward in the Mead Street area. Mead Street is located within the wider Temple Quarter and St Philip's Marsh regeneration area.

The draft brief was informed by previous engagement with businesses in the Mead Street and the local community which took place from Monday 22 November 2021 until Friday 7 January 2022.

The consultation was available online on Bristol City Council's consultation hub which could be accessed directly or through the Temple Quarter website ([www.bristoltemplequarter.com](http://www.bristoltemplequarter.com)). Paper copies were available at the Wellspring Settlement in Barton Hill, Windmill Hill City Farm in Southville, all BCC libraries in the city, as well as on request. Requests could also be made for alternative formats.

An online briefing was given to local organisations prior to the start of the consultation on Tuesday 5 April 2022. Two in-person drop-in events took place on at LPW House, Princess Street on Wednesday 22 June and Thursday 23 June 2022 from 3.30pm to 7.30pm.

The consultation was promoted through the following:

- A postcard sent directly to local residents and businesses
- An email to community/stakeholder organisations asking them to participate and to also share information in their networks
- A press release with articles in Bristol 24/7 and Bristol Post
- A news story on the Temple Quarter website:  
<https://www.bristoltemplequarter.com/help-to-shape-future-development-at-mead-street/>
- Social media posts through the main Bristol City Council and Temple Quarter platforms
- The events were promoted by a local community champion on Radio Bristol on Wednesday 22<sup>nd</sup> June 2022

## Survey structure

The draft Mead Street Development Brief sets out four draft key principles for development and a number of objectives under each principle. The consultation included a survey which asked respondents the extent to which they agreed or disagreed with each objective. It also asked respondents the extent to which they agreed or disagreed to the overall concept plan, and to three defined character areas under principle three. All respondents were able to add comments to the survey on each principle and on the proposed brief overall.

## Survey results

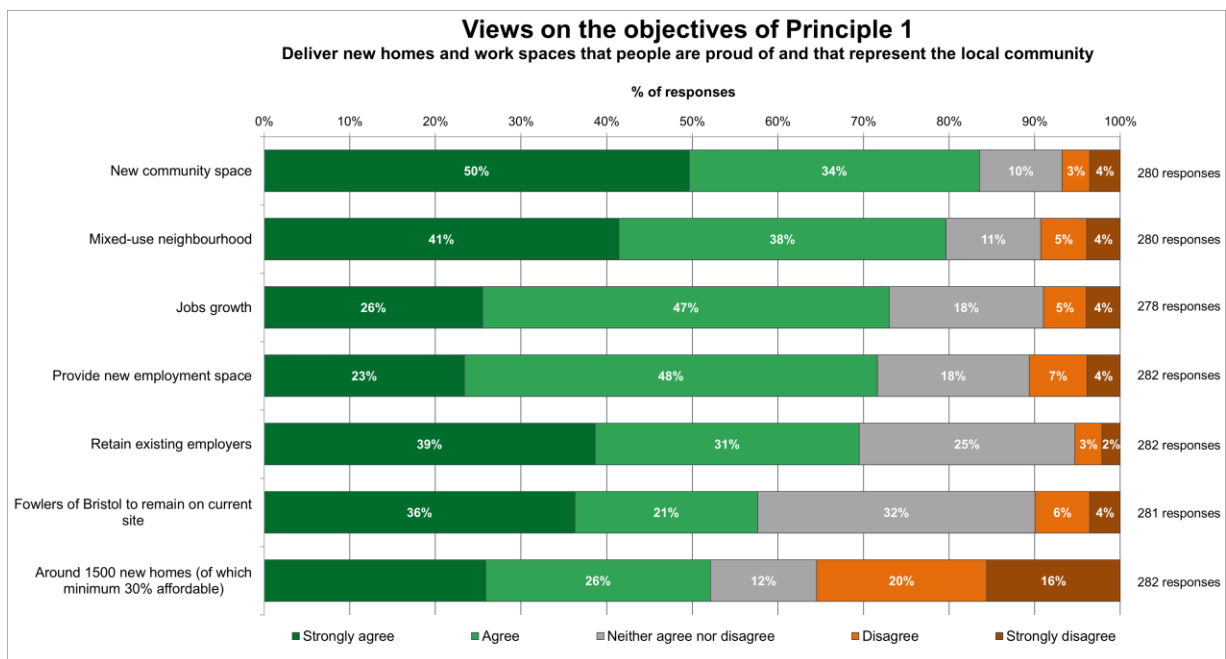
The analysis of the quantitative questions and the comments for each principle are set out below. There were 290 responses in total – not every respondent answered every question.

In relation to the summary of comments, the sum of responses to each principle/objective is more than the sum of comments received, as some respondents covered multiple topics in their replies. It should also be noted that some respondents made similar comments in their response to each question so there is some repetition in the results.

**Principle 1:** Deliver new homes and workspaces that people are proud of and that represent the local community.

### Objectives

There was 50% or over agreement for each of the objectives listed below.



The objective with the most agreement was for 'new community space' (84%) and the least agreement (52%) was for 'around 1500 new homes (of which minimum 30% affordable)'.

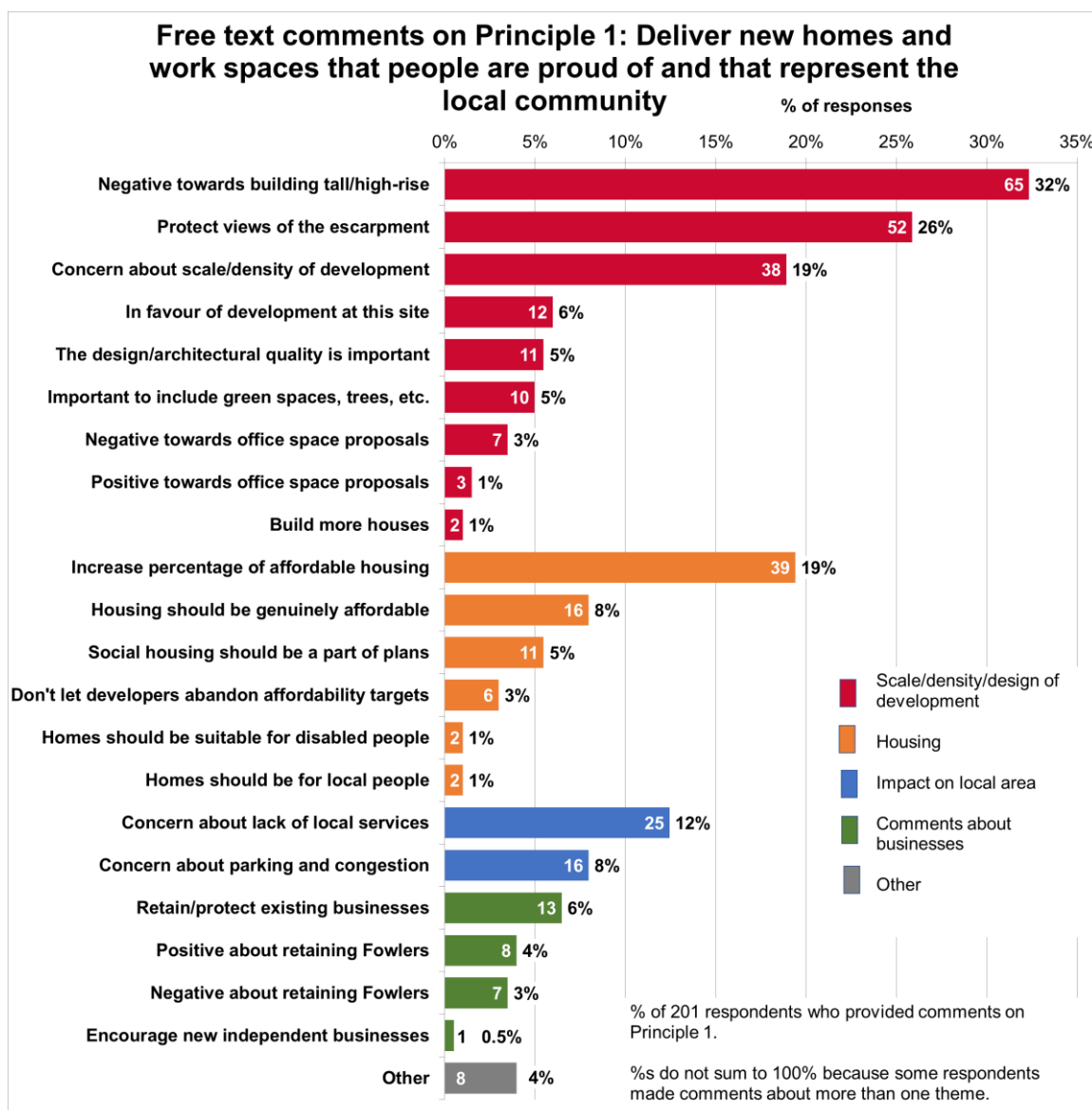
- New community space:
  - 84% strongly agree/agree with 7% disagreeing/strongly disagreeing
- Provides jobs and homes together to provide genuinely mixed-use neighbourhood:
  - 80% strongly agree/agree with 9% disagreeing/strongly disagreeing
- Jobs growth: regeneration of the Mead Street area should provide employment space to accommodate a growth in jobs in the area:
  - 73% strongly agree/agree with 9% disagreeing/strongly disagreeing
- Provide 9000m2 new employment space for a range of different businesses:
  - 72% strongly agree/agree with 11% disagreeing/strongly disagreeing

- Existing employers: existing tenants should be retained and re-provided for where possible and are compatible with the mixed-use regeneration of the area:
  - 70% strongly agree/agree with 5% disagreeing/strongly disagreeing
- Fowlers of Bristol to remain on site:
  - 58% strongly agree/agree with 10% disagreeing/strongly disagreeing
- Around 1500 new homes (of which minimum 30% affordable):
  - 52% strongly agree/agree with 36% disagreeing/strongly disagreeing

### Comments

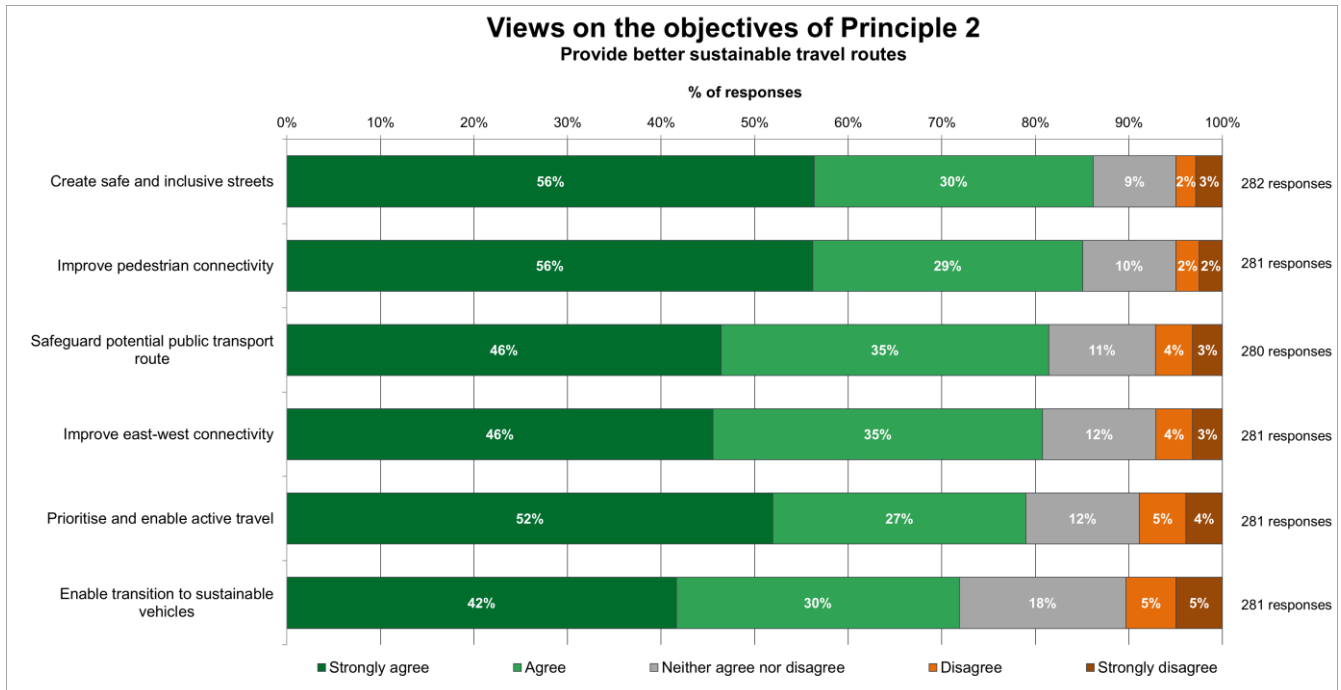
The information below details the topics on which comments were received in relation to Principle 1. An accessible version of the free text analysis table below is contained in Appendix 1.

Comments were most frequently made on the following topics: ‘negative towards height’ (65 comments), ‘protecting views of the escarpment’ (52), ‘scale/density concerns’ (38), and ‘increase percentage of affordable housing’ (39).



## Principle 2: Provide better sustainable travel routes

### Objectives:



There was 70% or over agreement for each of the objectives listed below.

The objective with the most agreement was for 'safe and inclusive streets' (86%) and the least supported objective (72%) was for 'enable transition to electric vehicles, improve access to mobility on demand and reduce dependence on private motor vehicles.'

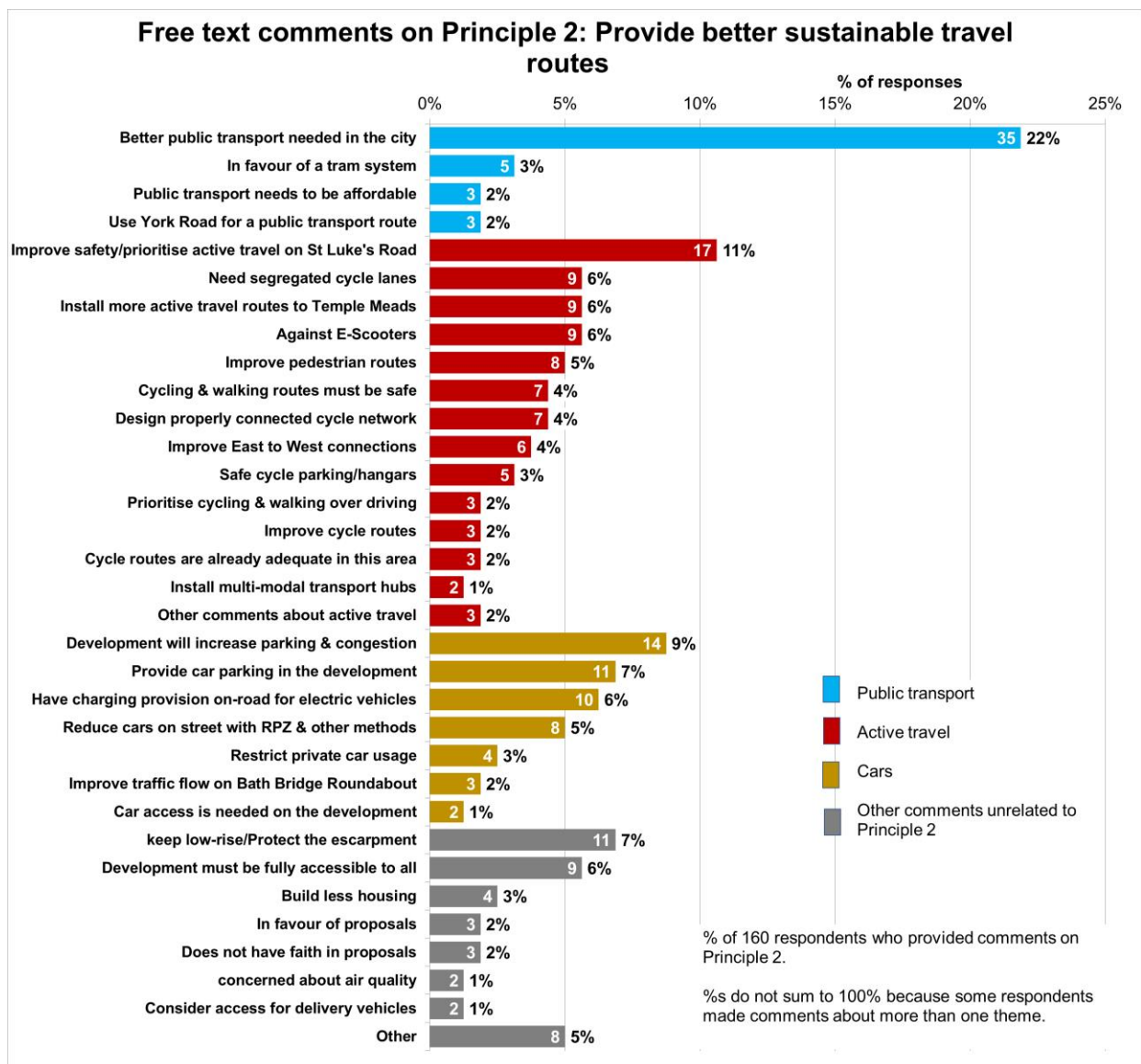
- Create streets which are safe and inclusive for all:
  - 86% strongly agree/agree with 5% disagreeing/strongly disagreeing
- Provide improved pedestrian connectivity through the area:
  - 85% strongly agree/agree with 4% disagreeing/strongly disagreeing
- Safeguard a potential public transport route option from Bristol Temple Meads to south Bristol. This is to keep option open in future:
  - 81% strongly agree/agree with 7% disagreeing/strongly disagreeing
- Improve east-west connectivity for walking and cycling from St Luke's Road to Bristol Temple Meads:
  - 81% strongly agree/agree with 7% disagreeing/strongly disagreeing
- Prioritise and enable active travel modes such as cycling and walking:

- 79% strongly agree/agree with 9% disagreeing/strongly disagreeing
- Enable transition to electric vehicles, improve access to mobility on demand and reduce dependence on private motor vehicles:
  - 72% strongly agree/agree with 10% disagreeing/strongly disagreeing

*Comments*

The table below details the topics on which comments were received in relation to Principle 2. An accessible version of the free text analysis table below is contained in Appendix 1.

Comments were most frequently made on the following topics: ‘better public transport needed in the city’ (35 comments), ‘improve safety/prioritise active travel on St Luke’s Road’ (17), and concern that ‘development will increase parking and congestion’ (14).

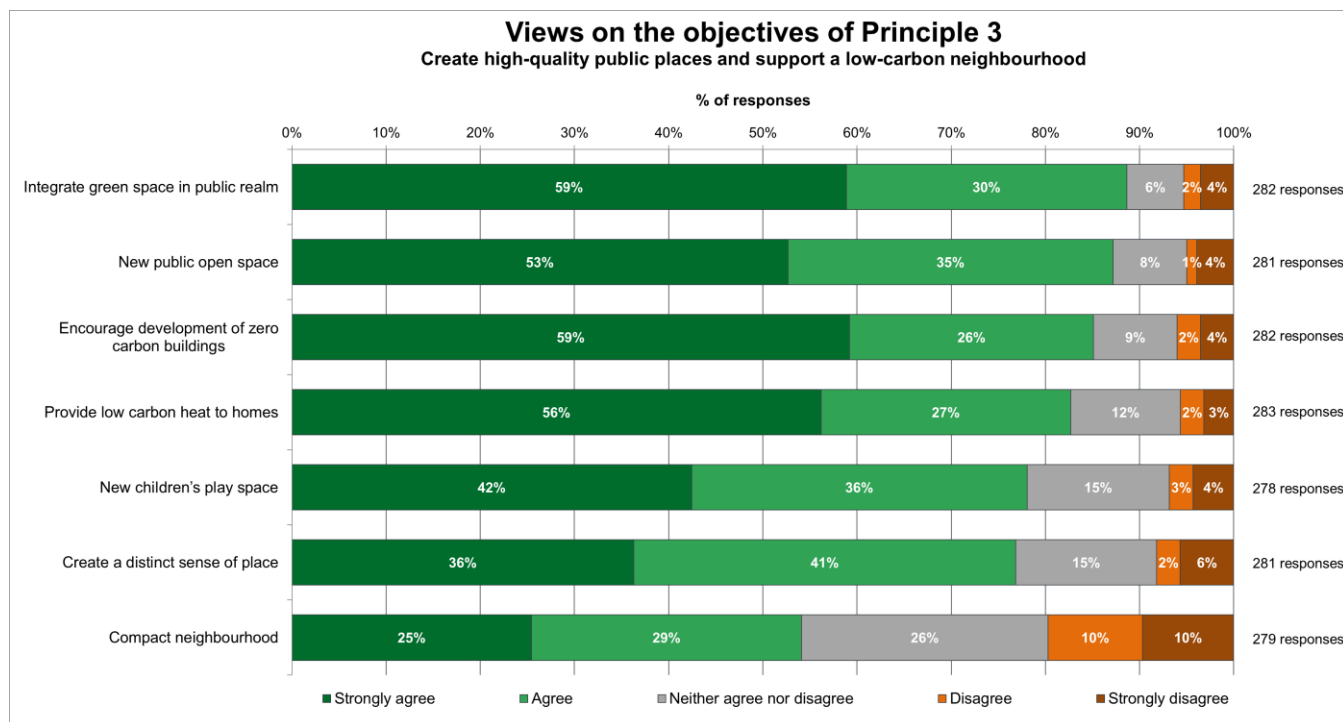




## Principle 3: Create high-quality public places and support a low-carbon neighbourhood

### Objectives:

There was 50% or over agreement for each of the objectives listed below.



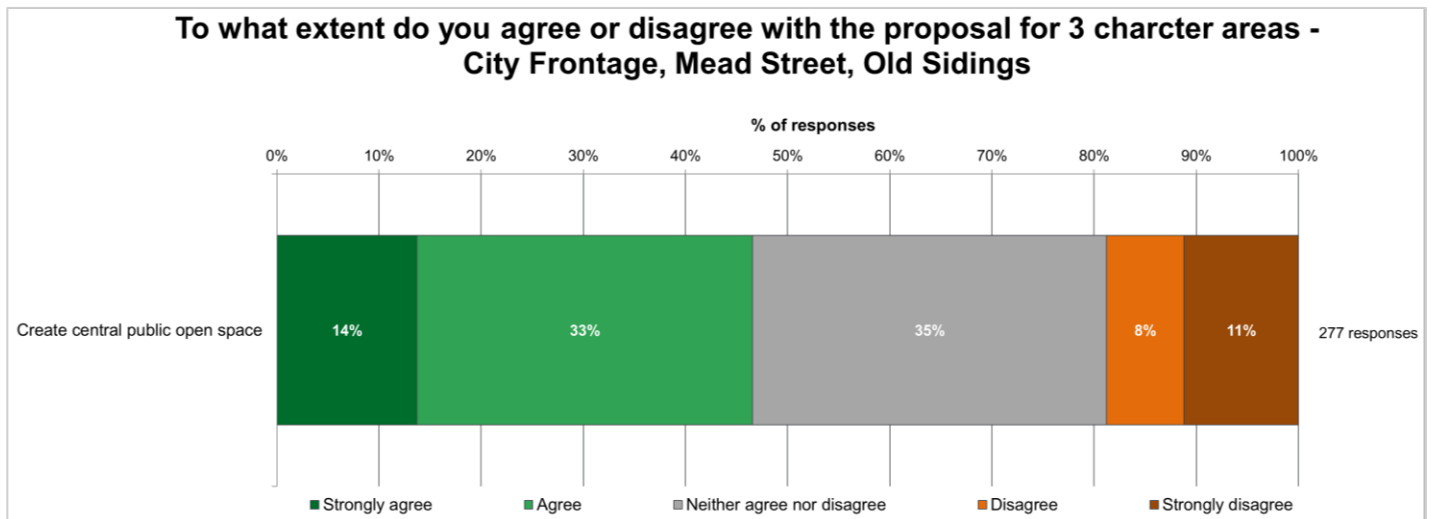
The objective with the most agreement was for 'integrate green space thoughtfully into the public realm' (89%) and the least supported objective (54%) was for 'create a compact neighbourhood with jobs, shops, amenities, green space, public transport and services within easy reach on foot and by bike.'

- Integrate green space thoughtfully into the public realm:
  - 89% strongly agree/agree with 6% disagreeing/strongly disagreeing
- Create a new public open space at the heart of the neighbourhood:
  - 87% strongly agree/agree with 5% disagreeing/strongly disagreeing
- Encourage the development of zero carbon buildings:
  - 85% strongly agree/agree with 6% disagreeing/strongly disagreeing
- The extension of the Bedminster district heat network to provide low-carbon heat to new homes:
  - 83% strongly agree/agree with 5% disagreeing/strongly disagreeing
- Provide new formal and informal children's play space:

- 78% strongly agree/agree with 7% disagreeing/strongly disagreeing
- Deliver a neighbourhood with a distinctive sense of place but where buildings and streets are sensitively integrated into the surrounding area:
  - 77% strongly agree/agree with 8% disagreeing/strongly disagreeing
- Create a compact neighbourhood with jobs, shops, amenities, green space, public transport and services within easy reach on foot and by bike:
  - 54% strongly agree/agree with 20% disagreeing/strongly disagreeing

### Character Areas

Respondents were asked what level of agreement they had with the proposal for the three character areas; City Frontage, Mead Street and Old Sidings. 47% of respondents agreed with the proposal, with 19% disagreeing. A high percentage (35%) neither agreed nor disagree.

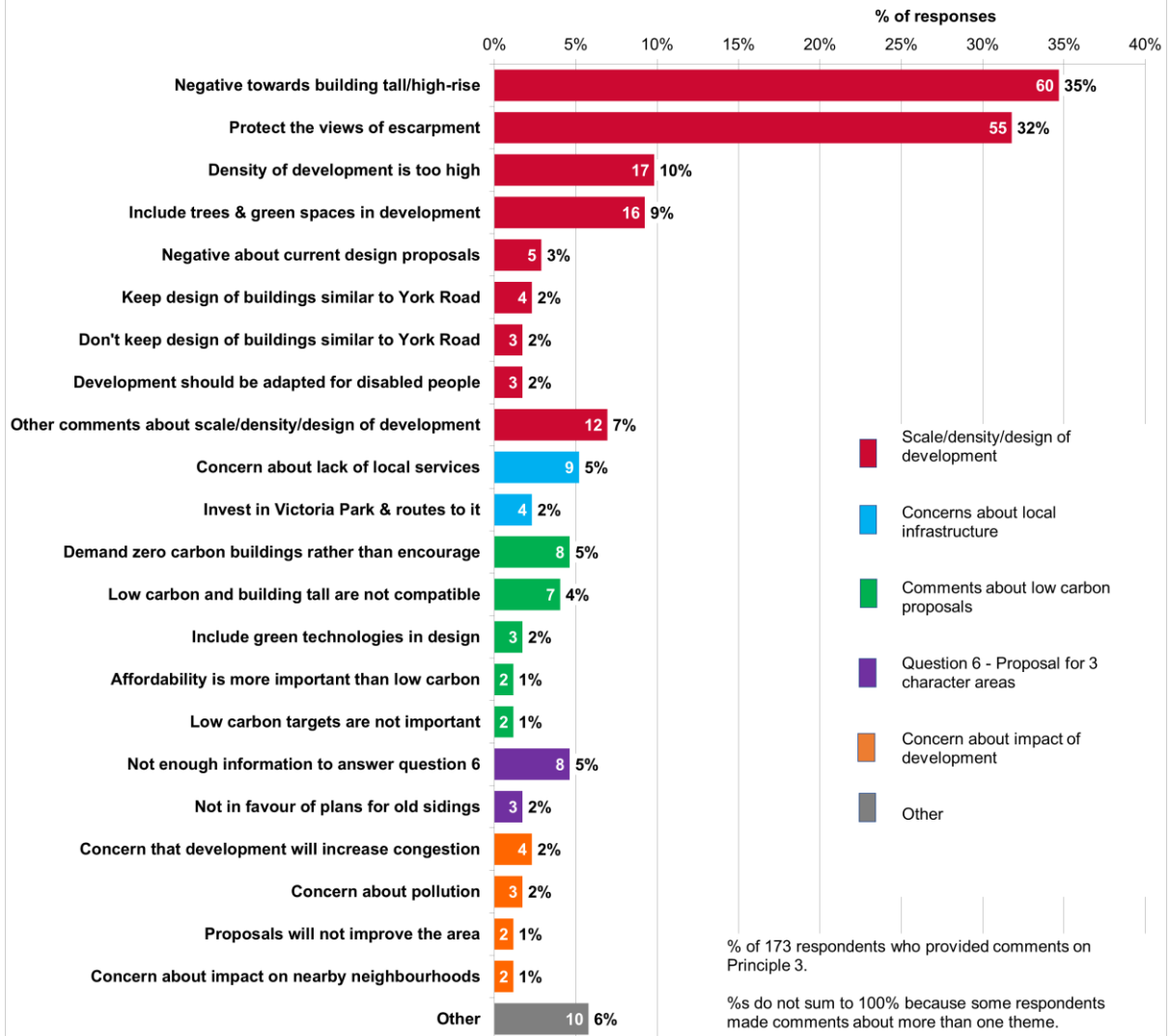


### Comments

The table below details the topics on which comments were received in relation to Principle 3. An accessible version of the free text analysis table below is contained in Appendix 1.

Comments were most frequently made on the following topics: 'negative towards tall buildings/high-rise' (60 comments), 'protect views of the escarpment' (55), 'density of development too high' (17) and 'include trees and green space in development' (16).

## Free text comments on Principle 3: Create high-quality public places and support a low-carbon neighbourhood

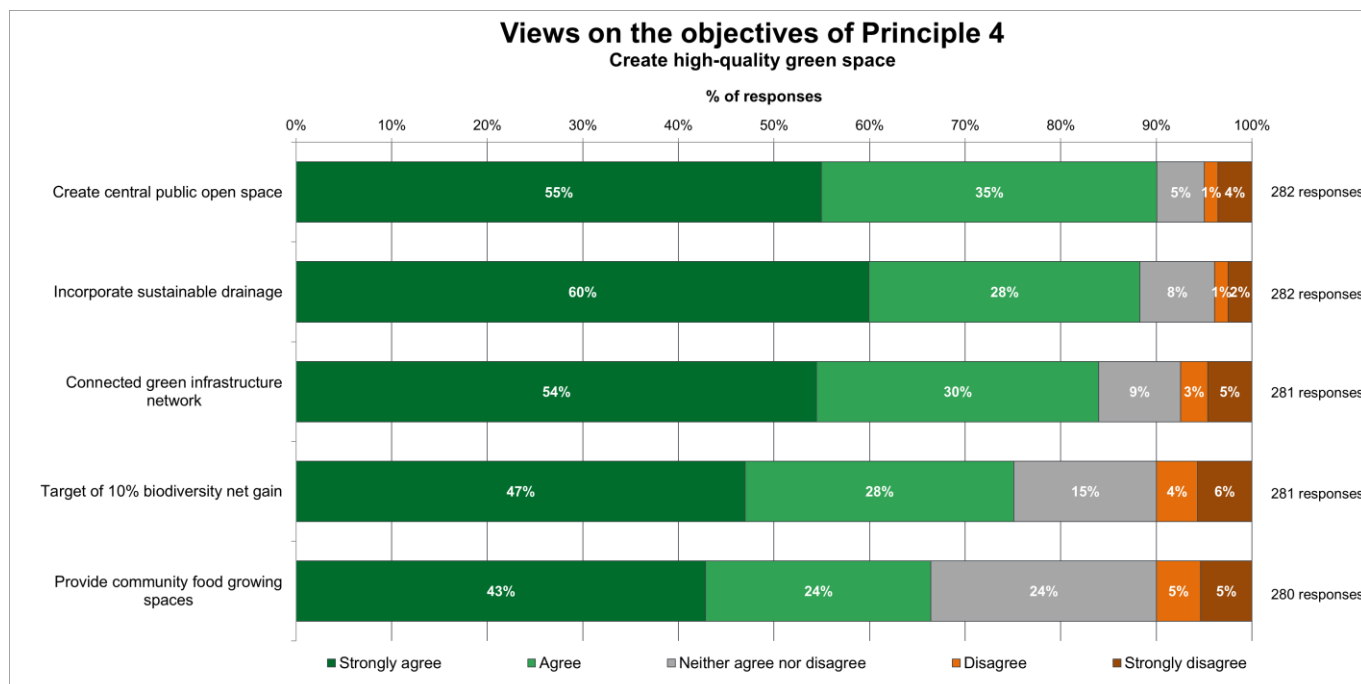


## Principle 4: Create high-quality green space

### Objectives:

There was 60% or over agreement for each of the objectives listed below.

The objective with the most agreement was for 'create a 0.55 hectare central public open space' (90%) and the objective with the least agreement (66%) was for 'provide opportunities for community food growing spaces'.



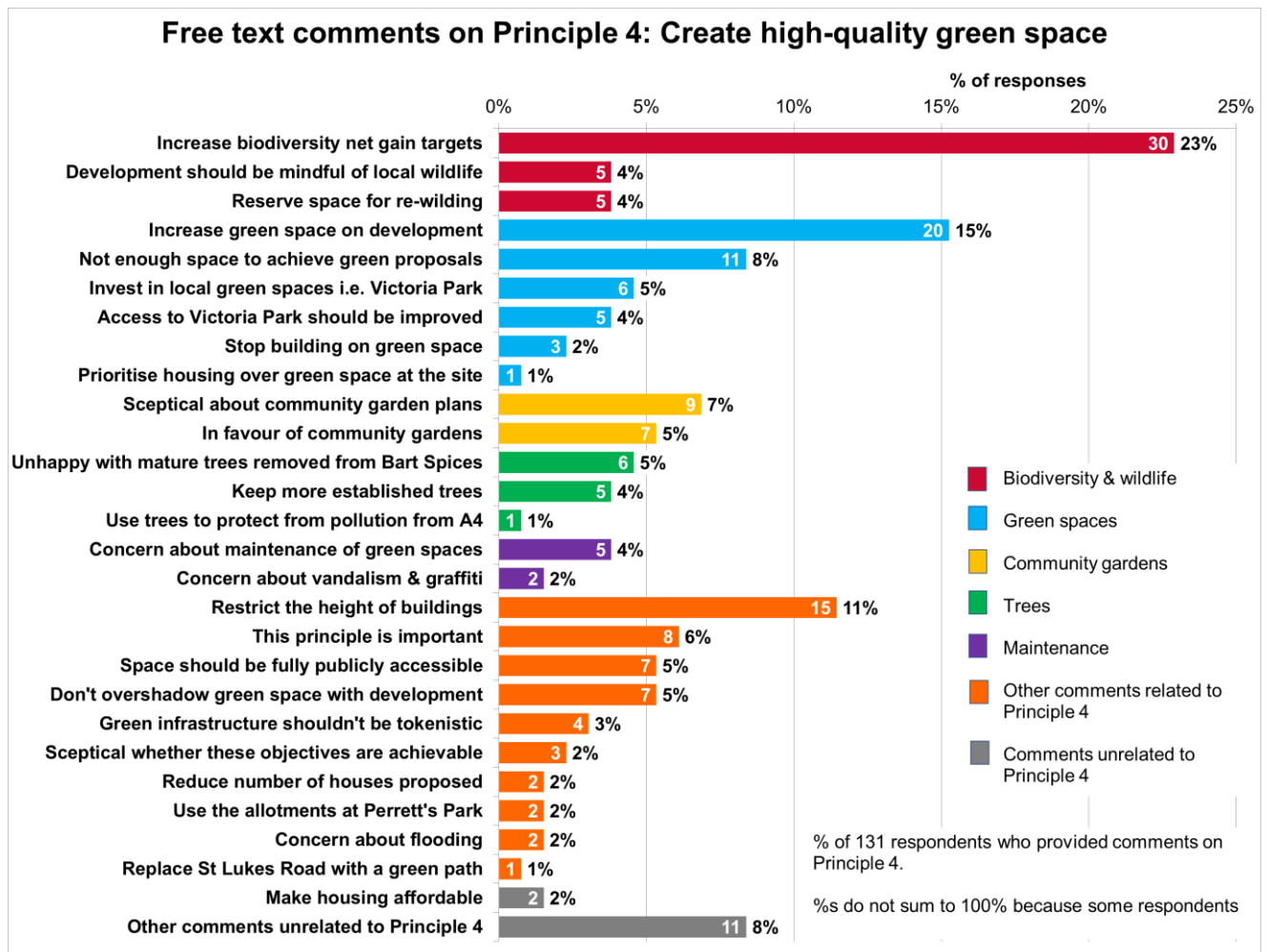
- Create a 0.55 hectare central public open space:
  - 90% strongly agree/agree with 5% disagreeing/strongly disagreeing
- Sustainable drainage features should be incorporated into the public realm to better manage surface water flows and storage:
  - 88% strongly agree/agree with 3% disagreeing/strongly disagreeing
- Green infrastructure should be connected to provide an attractive and functional network:
  - 84% strongly agree/agree with 8% disagreeing/strongly disagreeing
- Development proposals and public realm interventions will need to achieve at least 10% biodiversity net gain:
  - 75% strongly agree/agree with 10% disagreeing/strongly disagreeing
- Provide opportunities for community food growing spaces:

- 66% strongly agree/agree with 10% disagreeing/strongly disagreeing

*Comments*

The information below details the topics on which comments were received in relation to Principle 4. An accessible version of the free text analysis table below is contained in Appendix 1.

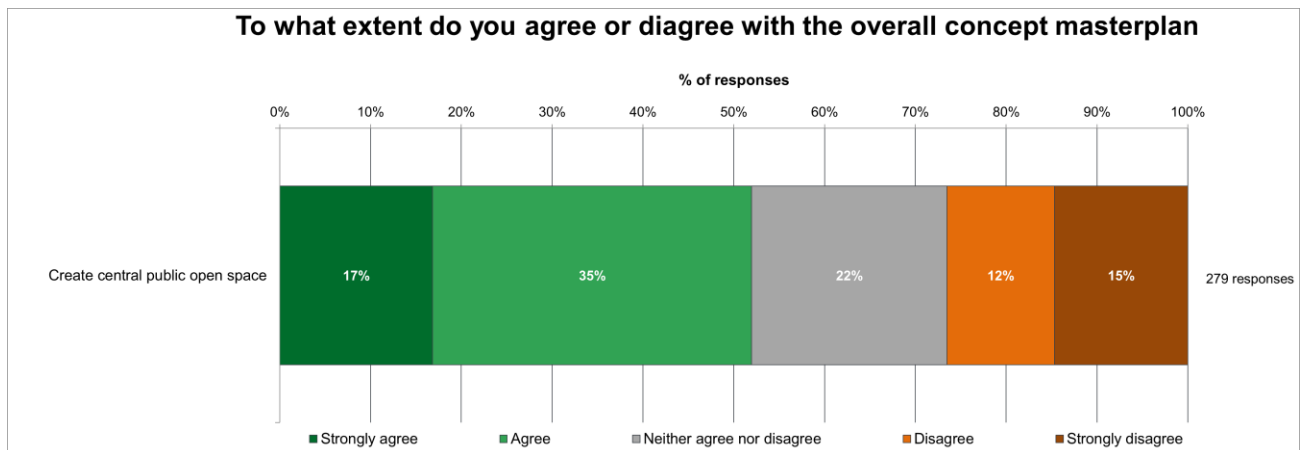
Comments that were most frequently made were: ‘increase Biodiversity net gain targets’ (30 comments), ‘increase green space on development’ (20) and ‘restrict the height of buildings’ (15).



Overall Concept Masterplan

Respondents were asked to what extent they agreed with the overall concept masterplan.

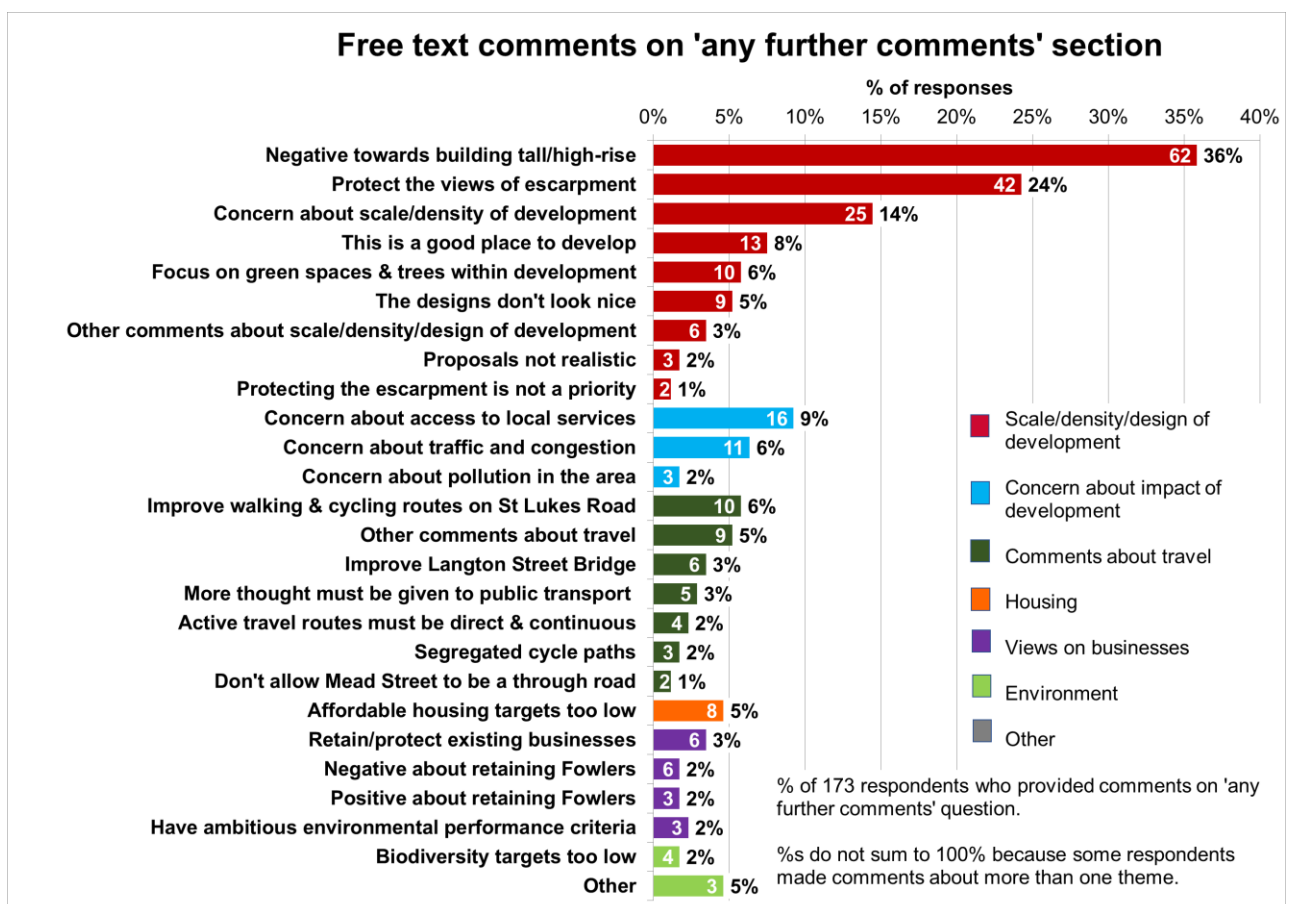
Overall, 52% of people agreed/strongly agreed with it, with 27% disagreeing or strongly disagreeing.



#### Other comments

Respondents were asked if they had any further comments. 173 respondents made comments.

The most frequent comments were on the following topics: 'negative towards tall/high-rise buildings (61), 'protecting the views of the escarpment' (42), 'concern about scale/density of development' (25) and 'concern about access to local services' (16).



Submissions made via email

6 submissions were made in addition to completion of the survey results including the formal submission of the petition to 'Save iconic views of the Totterdown Escarpment'

*Submission of the petition to 'Save Iconic Views of the Totterdown Escarpment'*

The petition, which had 5,005 signatures at the time of submission, asks 'that views of the Totterdown escarpment, an iconic feature of our cityscape, are protected from development proposals that wholly or partially obscure the panorama of colourful houses on the hilltop.' [https://you.38degrees.org.uk/petitions/save-iconic-views-of-the-totterdown-escarpment?share=626be00a-09bd-44c9-9150-4511c11e3c97&source=&utm\\_source=](https://you.38degrees.org.uk/petitions/save-iconic-views-of-the-totterdown-escarpment?share=626be00a-09bd-44c9-9150-4511c11e3c97&source=&utm_source=)

*Submission of comments from five organisations:*

Five organisations submitted written comments. A summary of the comments made are as follows:

#### General support

- General support for development on the site.
- Support mixed use development at Mead Street
- Agreement with green aspects of proposals
- The current Concept Masterplan shows some positive features in the proposals for the site, including green infrastructure and public spaces, an active travel corridor through the development for pedestrians and cyclists and an ecological corridor along the railway boundary, close proximity to Temple Meads supports low provision for private motor vehicles
- Comments from previous engagement appear to have been taken on board in some areas

#### Accessibility

- The lived experience of people who are blind or partially sighted indicates that they frequently face numerous challenges when navigating within their local community; from identifying their location, knowing when they have arrived at their destination or simply being able to cross the road in safety.
- Welcome investment in the urban environment that is inclusive to all members of the community. Consideration should be given to following guidance "Making the built environment inclusive" [www.guidedogs.org.uk/inclusive-regeneration/](http://www.guidedogs.org.uk/inclusive-regeneration/)

#### Active travel

- Active travel welcomed. Support segregated shared pedestrian and cycle routes to allow people with sight loss to have independent and safe mobility.
- Ensure shared routes adhere to appropriate guidance to ensure inclusivity for blind and partially sighted people.
- Any infrastructure should be designed and delivered in accordance with the design standards in LTN 1/20.
- Designs for active travel infrastructure should include provision for future extensions:

- Northbound on St Luke's Road connecting across to Langton St Bridge (Banana Bridge)
- Southbound on St Luke's Road underneath the railway
- Eastbound over Bath Road to the new Temple Meads Southern Gateway
- We agree that cycle parking (for residents, employees and visitors) should be well in excess of the minimum standards set out in planning policy for such an accessible location.
- The council should deliver the full-length active travel infrastructure, prior to occupation of any of the developments

#### Public realm

- Tactile paving is a critical tool that assists people with sight loss to navigate independently and should be installed properly
- Reduce street clutter that affects mobility
- Ensure features within public realm that aid navigation are considered, retained and included.
- Junctions and crossings need to consider how those with sight loss can move around independently and safely – taking into account junctions, kerbs, appropriate tactile paving and controlled crossings that make navigation easier and safer.
- Off pavement dedicated e-scooter parking should be considered to help those with sight loss

#### Shared routes

- The national guidance on the design requirements of shared routes should be adhered to including:
  - Cycle Infrastructure Design 2020. LTN1/20. Inclusive mobility page 32 section draws attention to protecting those who may not see or hear cyclists

#### Views

- Reassess important views including view of the terraced houses on the escarpment which are visible from Temple Meads Station. This is considered to be an iconic view marking arrival into Bristol, defining identity of city.
- Consider key view to the back of Richmond Street on approach to Bath Road roundabout.
- Tall buildings may affect view of the spire of St Mary Redcliffe on approach to the truss-arched bridge on the Bath Road (A4)
- Broader townscape view analysis needed - any tall buildings proposed for this site may affect the setting of the spire of St Mary Redcliffe.
- Another submission supported the approach to views
- Statement on impact on views is too vague
- The views to and from the escarpment are absent
- Tall buildings will affect city views and views of the escarpment
- Querying what is meant by 'escarpment' in this context and does it include the terraced houses



#### Height/density

- Comment that height and density are needed on the site but not necessarily in line with that outlined within the full draft brief
- Brief should be clearer about density across the site
- Density such as that proposed is only acceptable if it is liveable at ground level. This area is hemmed in on three sides. Comment questioned if the density, if it were at the top end of 200 units/ha, is acceptable in this area

#### Housing mix

- Information about housing mix is missing from the document

#### Planning policy

- Brief needs to reflect its status in planning
- Supportive of the preparation of the Development Brief. However, some concerns were raised about the overly prescriptive nature of the document in places.
- 10% biodiversity net gain is not in planning policy
- Some factors/alignments identified are not in current developer proposals

#### Green space

- Consider putting green space at Southern edge to ensure it isn't overshadowed
- More justification needed for quantity of green space/networks

#### Energy network

- Comment questioned if new development be expected to comply with a heat network that doesn't currently have delivery timescales

#### Other

- Questioned status of the retaining wall along St Luke's Road which is identified as a constraint

## Demographics

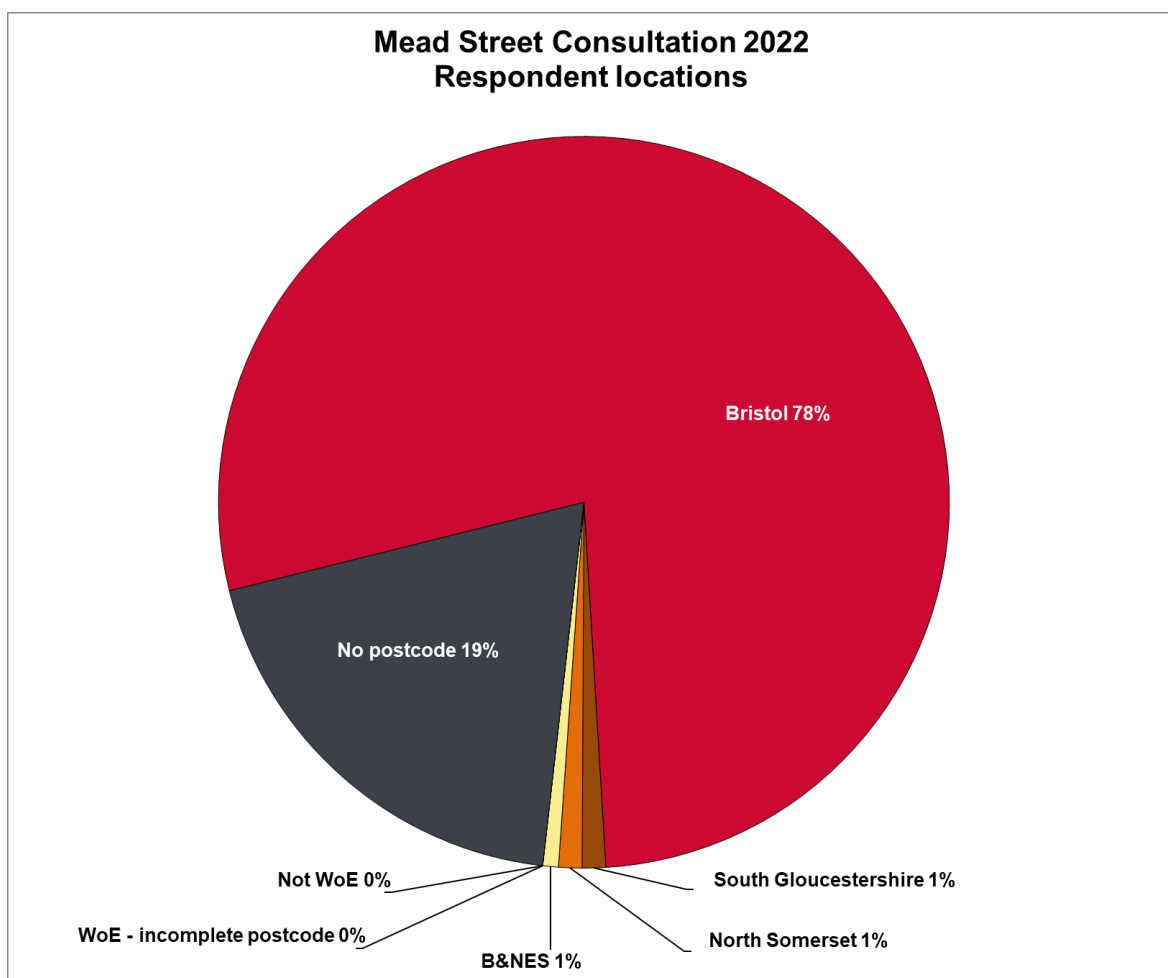
### Postcode analysis

78% of respondents identified that they were within the Bristol Local Authority area. 19% of respondents didn't provide their postcode.

### Geographic distribution of responses

78% of responses were received from postcodes within the Bristol City Council area, 1% of responses were from South Gloucestershire, 1% were from Bath & North East Somerset (B&NES), and 1% were from North Somerset. 0% were from unspecified locations within the four West of England authorities<sup>1</sup> (Figure 1).

**Figure 1: Geographic distribution of responses**



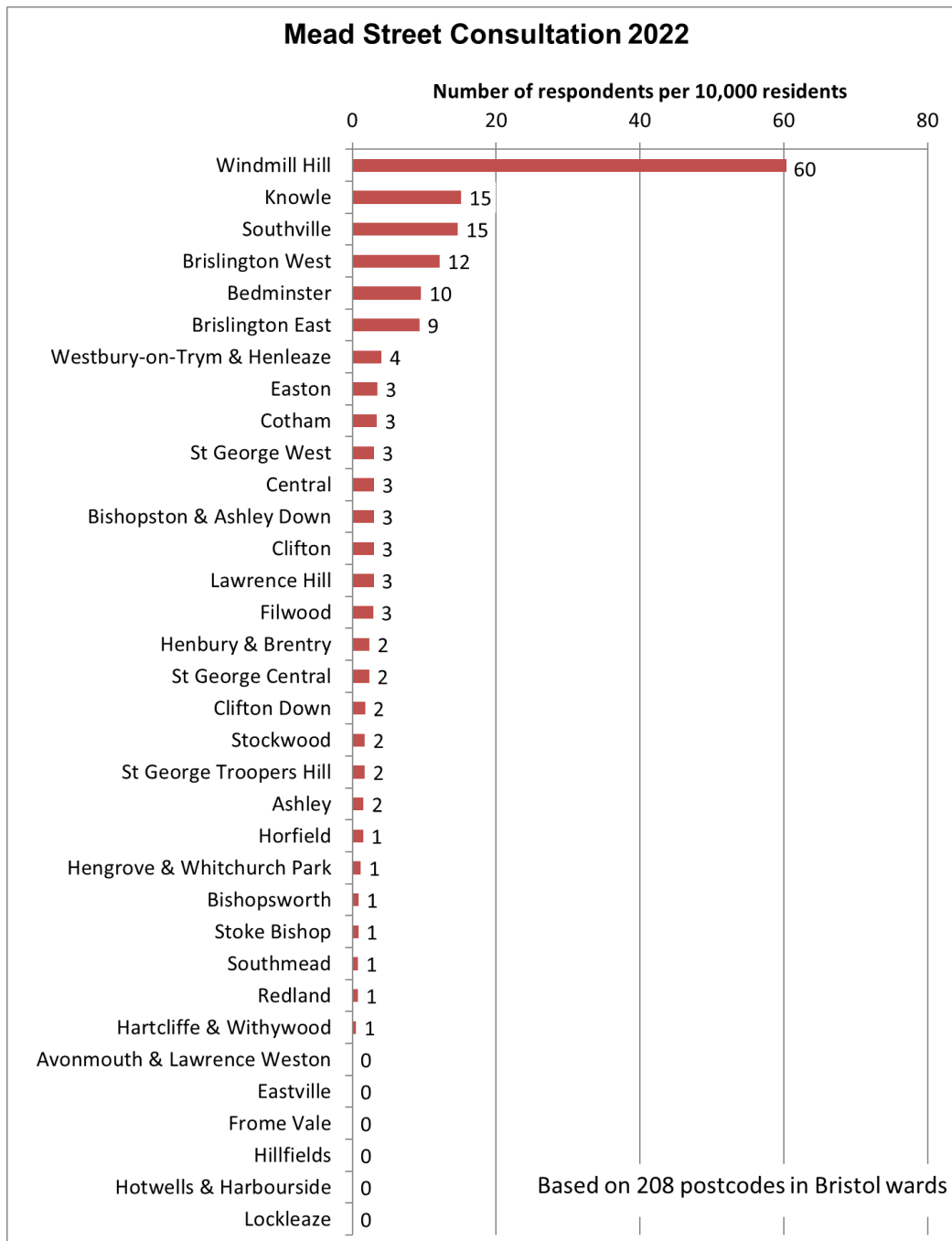
<sup>1</sup> Incomplete postcodes identified the home location as within the WOE authorities area (Bristol, B&NES, North Somerset and South Gloucestershire), but not which authority.

### Analysis by ward

Of the 226 responses from within the Bristol City Council area, 208 provided full or partial postcodes from which the ward of origin could be identified<sup>2</sup> (Figure 2).

The highest number of respondents came from Windmill Hill (83), Knowle (20), Southville (19), Brislington West (14), Bedminster (12), Brislington East (11) (Figure 2).

**Figure 2: Geographic distribution of responses in Bristol**



<sup>2</sup> The other 18 responses included incomplete postcodes which are within Bristol but do not include enough information to identify a specific ward.

#### Response rate from areas of high and low deprivation

The home location of respondents in Bristol was compared with nationally published information on levels of deprivation across the city<sup>3</sup> to review whether the responses received include a cross-section of people living in more deprived and less deprived areas. This helps the council to know if the views of citizens in more deprived areas differ from people living in less deprived areas.

The comparison looked at levels of deprivation in 10 bands (known as 'deciles') from decile 1 (most deprived) to decile 10 (least deprived). Figure 3 compares the percentage of Bristol respondents<sup>4</sup> living in each of the deprivation deciles (red bars) to the percentage of all Bristol citizens who live in each decile (grey bars).

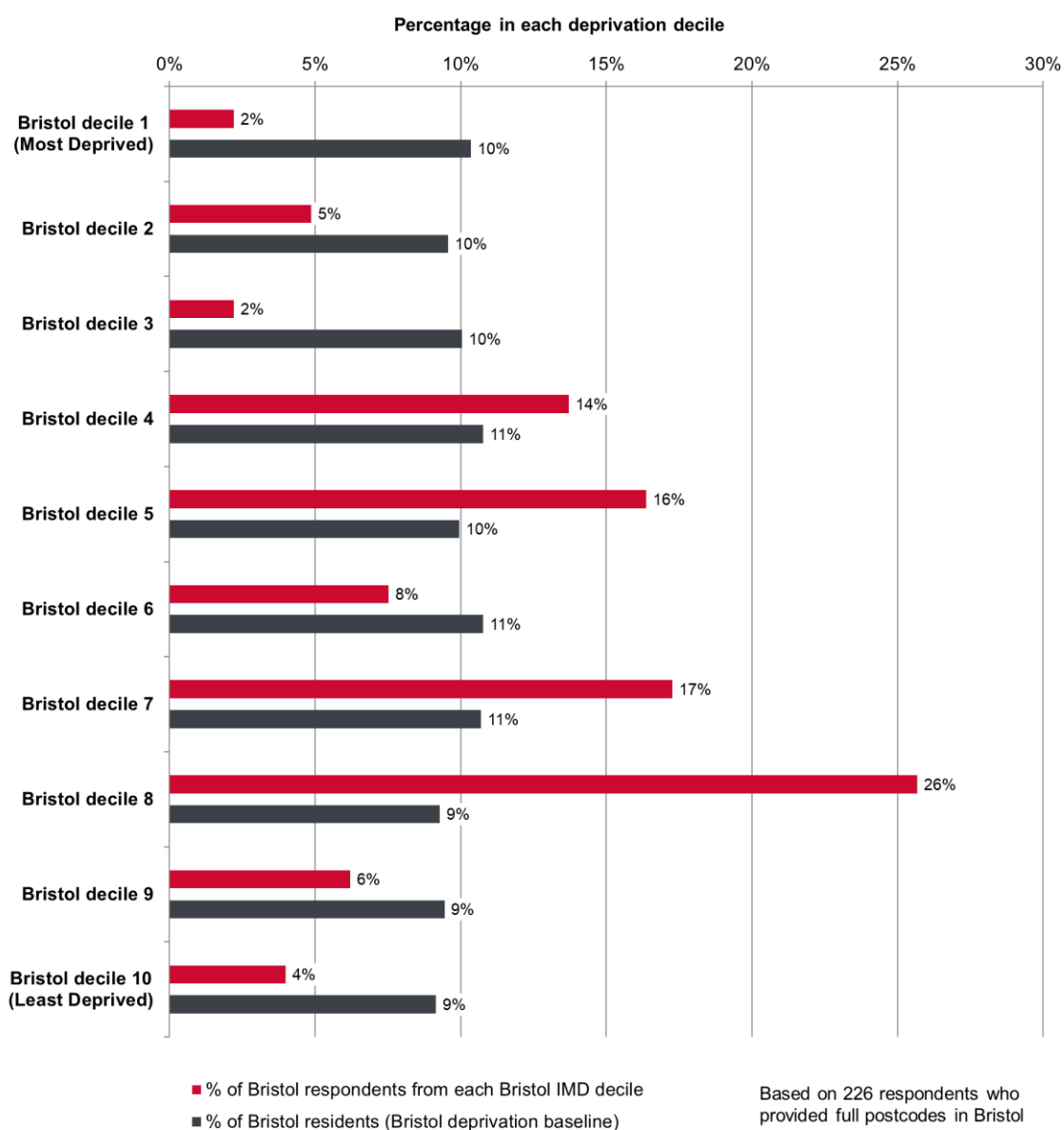
Figure 3 shows there was under-representation of responses from the most deprived 30% of the city (deciles 1, 2 and 3), as well as the least deprived 20% of the city (decile 9 & 10). Deciles 4, 5, 7 and 8 were over-represented.

---

<sup>3</sup> The Office for National Statistics (ONS) publishes information about deprivation for 32,844 small areas - known as 'Lower Super Output Areas' (LSOAs) - throughout England. For each LSOA, a measure of deprivation is published called 'Indices of Multiple Deprivation' (IMD), which takes account of 37 aspects of each area that cover income, employment, education, health, crime, barriers to housing and services, and living environment. The postcodes provided by respondents enabled each to be matched to one of the 263 Lower Super Output Areas in the Bristol City Council area and thus to one of the deprivation deciles. Note: postcodes provide approximate locations; they are not used to identify individuals or specific addresses.

<sup>4</sup> Based on 226 respondents who provided full postcodes in the Bristol administrative area from which deprivation decile can be identified.

## Mead Street Consultation 2022 Deprivation indices for Bristol respondents



### Characteristics of respondents

277 out of 290 respondents answered one or more of the equalities monitoring questions. Respondent characteristics are summarised below. The charts compare:

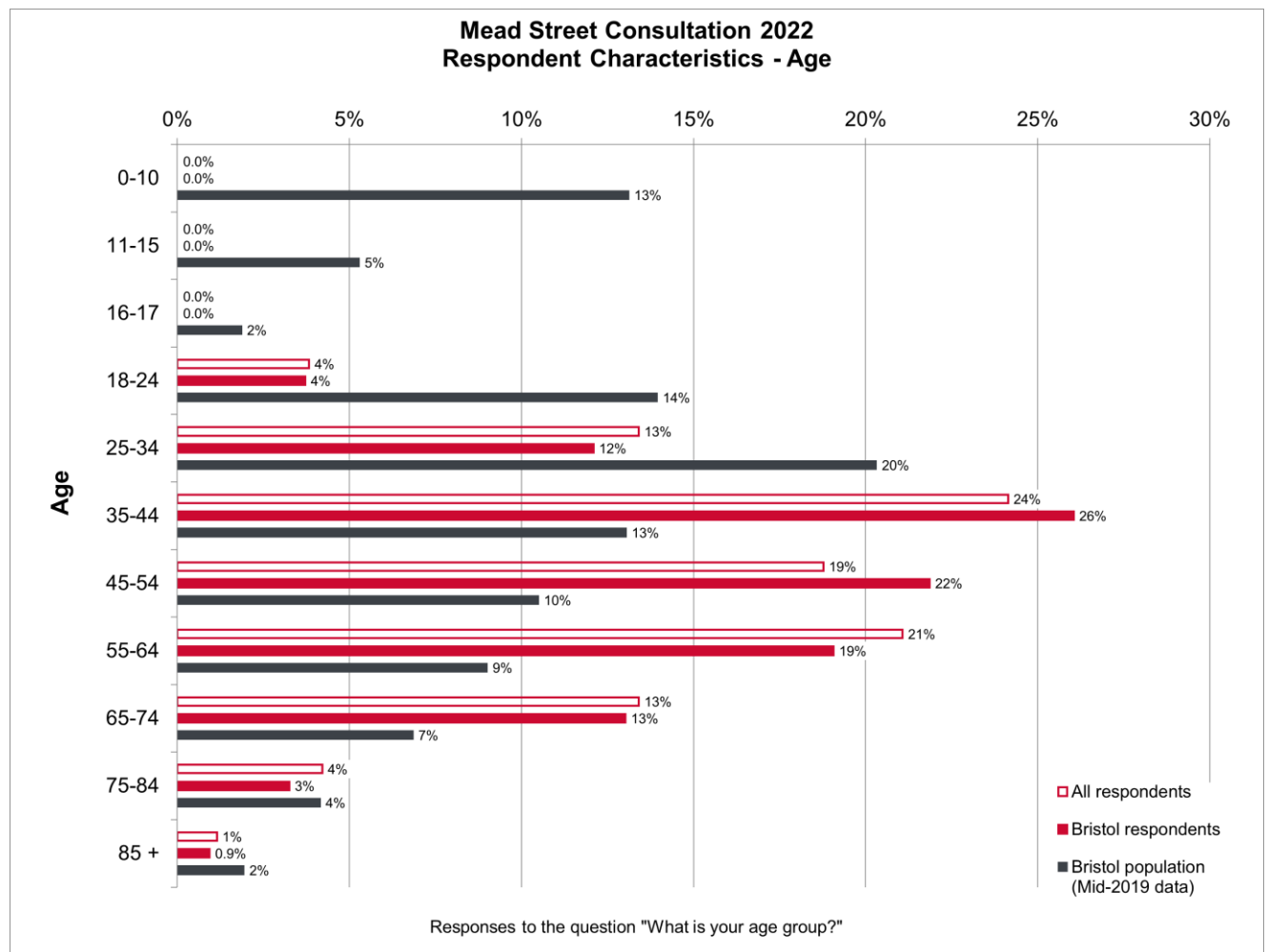
- characteristics for all respondents who answered the equalities questions;
- characteristics of respondents who provided a Bristol postcode;
- characteristics of Bristol's citizens for five protected characteristics (age, sex, disability, ethnicity and religion/faith) for which population data are available from the 2011 Census and subsequent updates.

Note that many of the respondents who did not provide postcodes may also live in the Bristol administrative area, but are not included in figures for 'Bristol respondents'

### Age

The highest number of responses were from respondents aged 35-44 years (24%), followed by 55-64 (21%). All age groups between 35 and 64 responded in higher proportions than these ages in the population. Survey responses from children (under 18), young people aged 18-24, people aged 25-34 and people aged 85 and older were under-represented. In each age category, the proportions of 'all respondents' and 'Bristol respondents' were very similar.

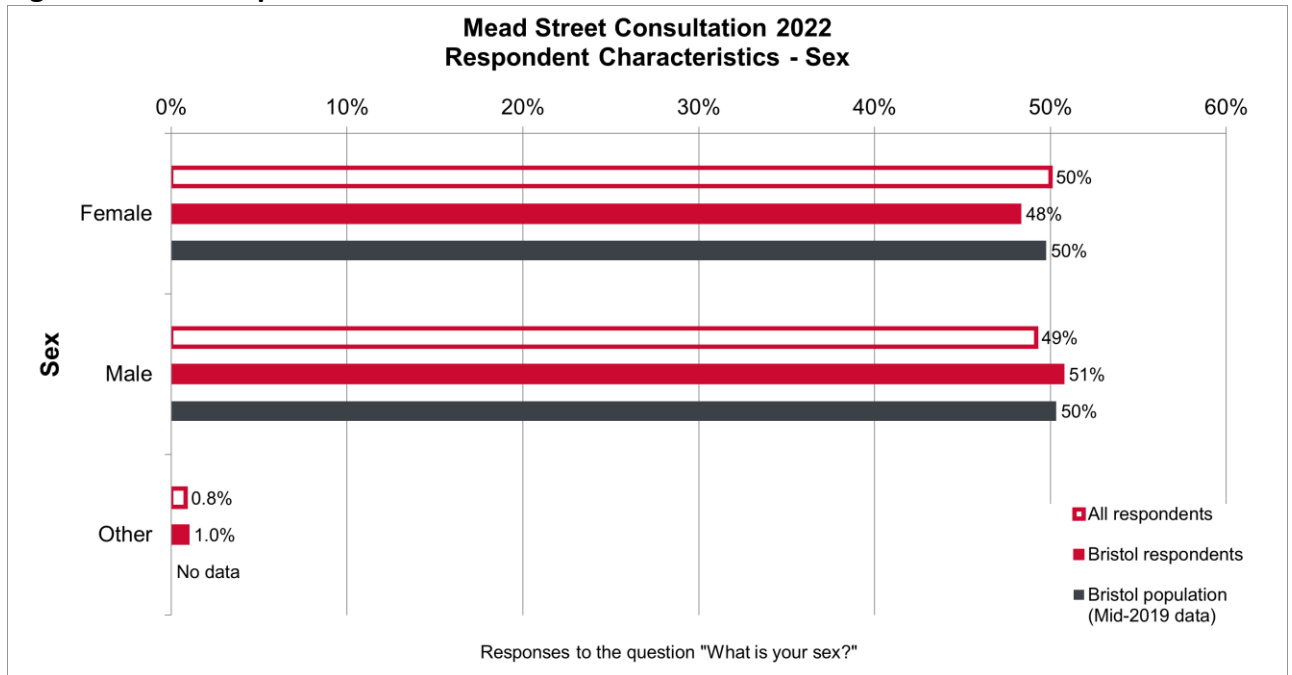
**Figure 4: Age of respondents**



### Sex

50% of all responses were from women and 49% were from men. 0.8% were from people who identified as 'other'. These percentages exclude the respondents who answered 'prefer not to say'.

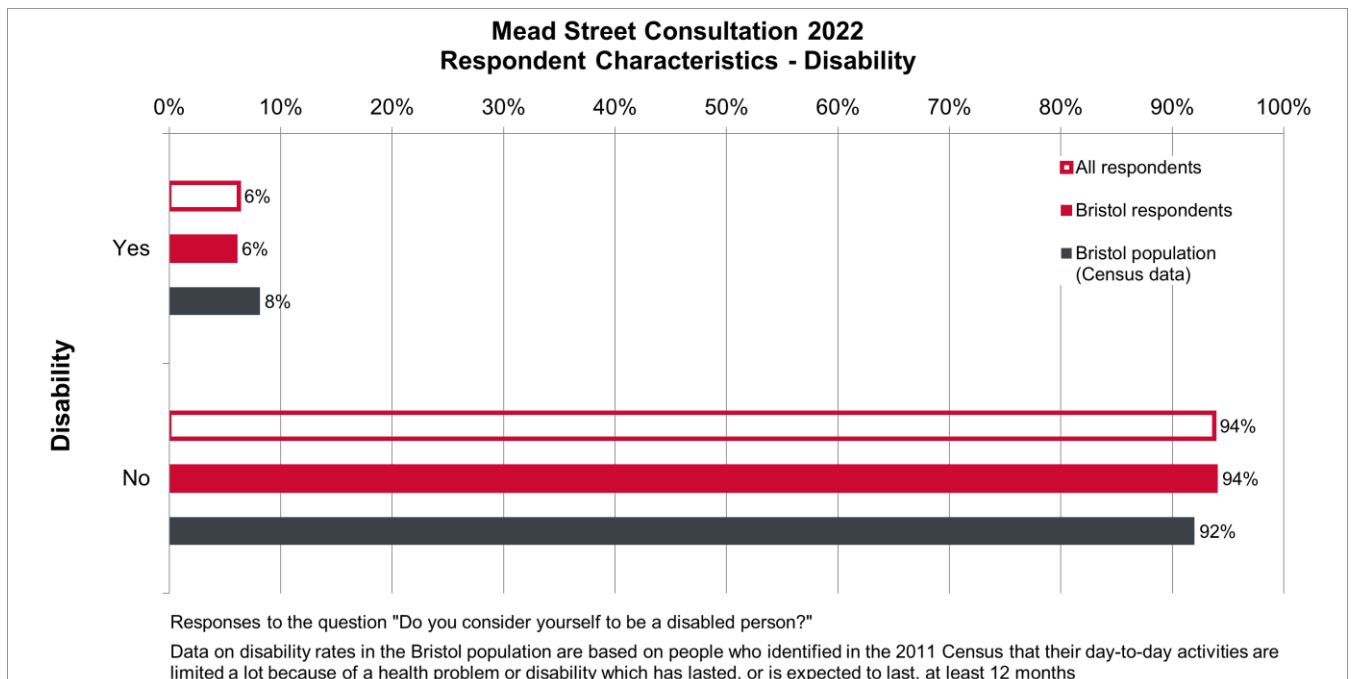
**Figure 5: Sex of respondents**



**Disability**

The proportion of disabled respondents (6% of all respondents; 6% of Bristol respondents) is smaller than the proportion of disabled people living in Bristol. These percentages exclude the respondents who answered 'prefer not to say'.

**Figure 6: Disability**



## Ethnicity

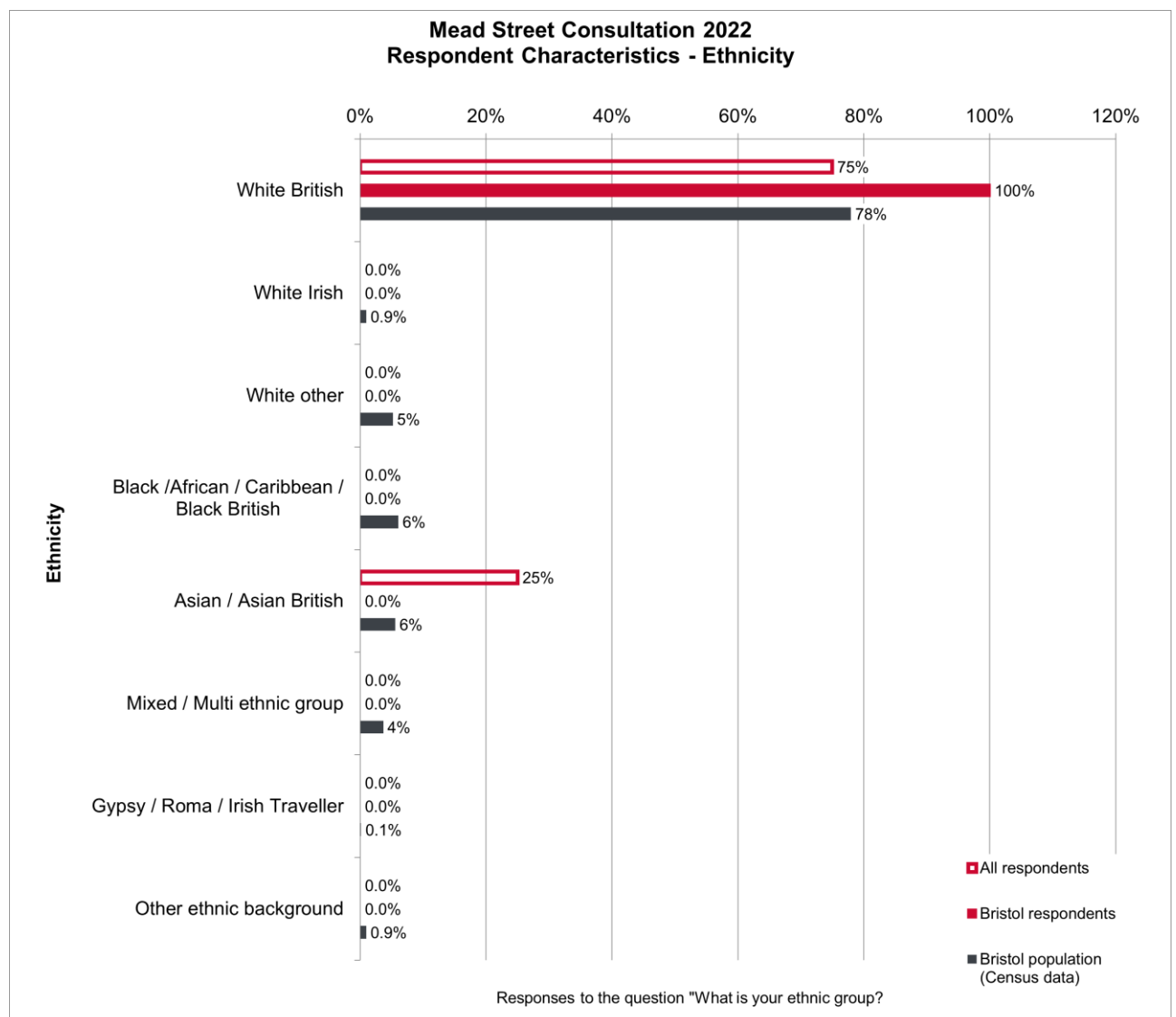
The response rate from Asian/Asian British respondents (25%) is higher than the proportion of these citizens in the Bristol population.

The proportion of White British (75%) closely matches the proportion of these citizens in the Bristol population.

White Irish citizens, White other citizens, Black/African/Caribbean/Black British citizens, people of 'other ethnic background', people of Mixed / Multi ethnic group and Gypsy / Roma / Traveller citizens were under-represented in the response rates compared to the proportion of people in each of these ethnic groups living in Bristol.

These percentages exclude the respondents who answered 'prefer not to say'. Proportions of each ethnicity for all respondents closely matches respondents who provided a Bristol postcode.

**Figure 7: Ethnicity of respondents**





## Religion/Faith

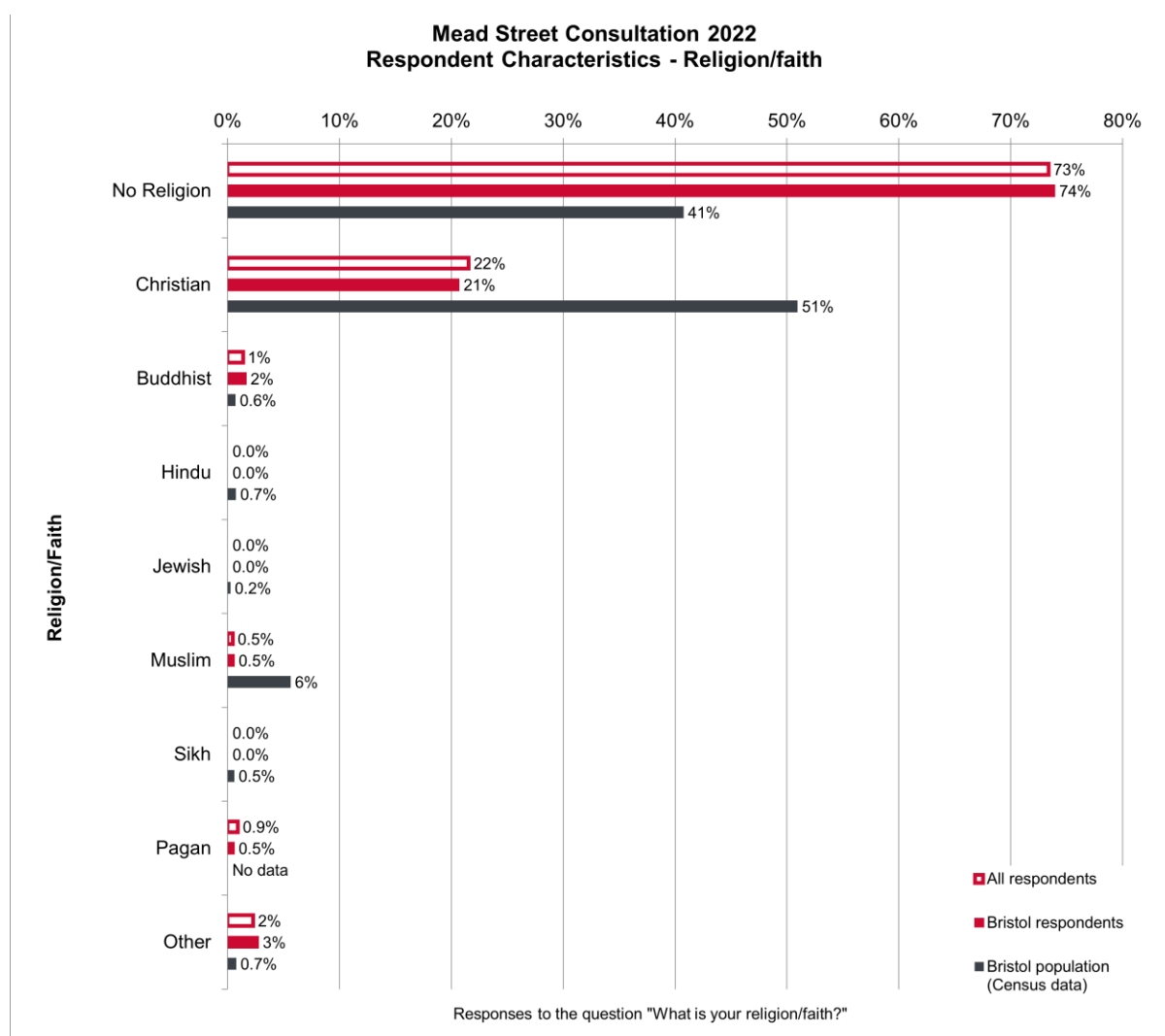
People with no religion (73% of respondents) responded in higher proportion than people of no religion in Bristol's population (41%). Buddhists (1%) also responded in greater numbers than the proportions of these faiths in Bristol.

Christians (22%), Hindus (0.0%), Jewish (0.0%), Muslims (0.5%), and Sikhs (0%) were under-represented compared to the proportions of these faiths living in Bristol.

These percentages exclude the respondents who answered 'prefer not to say'.

The proportion of each religion/faith for all respondents closely matches Bristol respondents.

**Figure 8: Religion/faith of respondents**

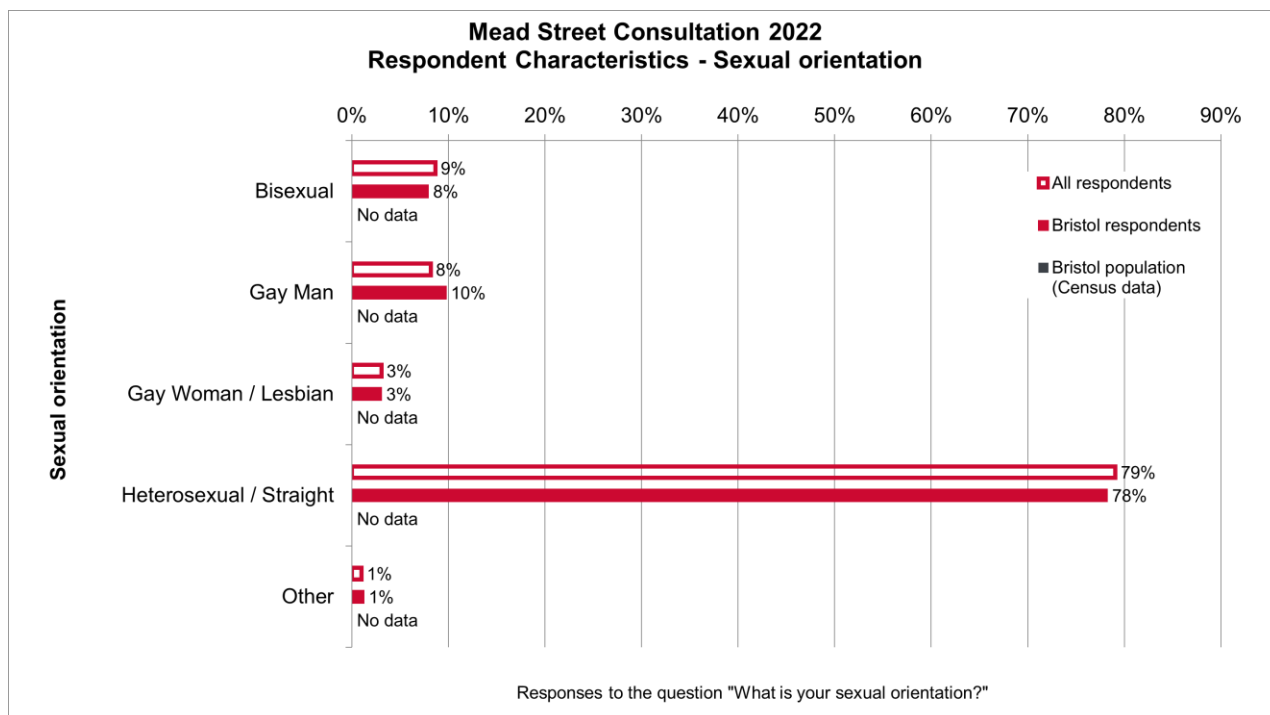


## Other protected characteristics and refugee/asylum status

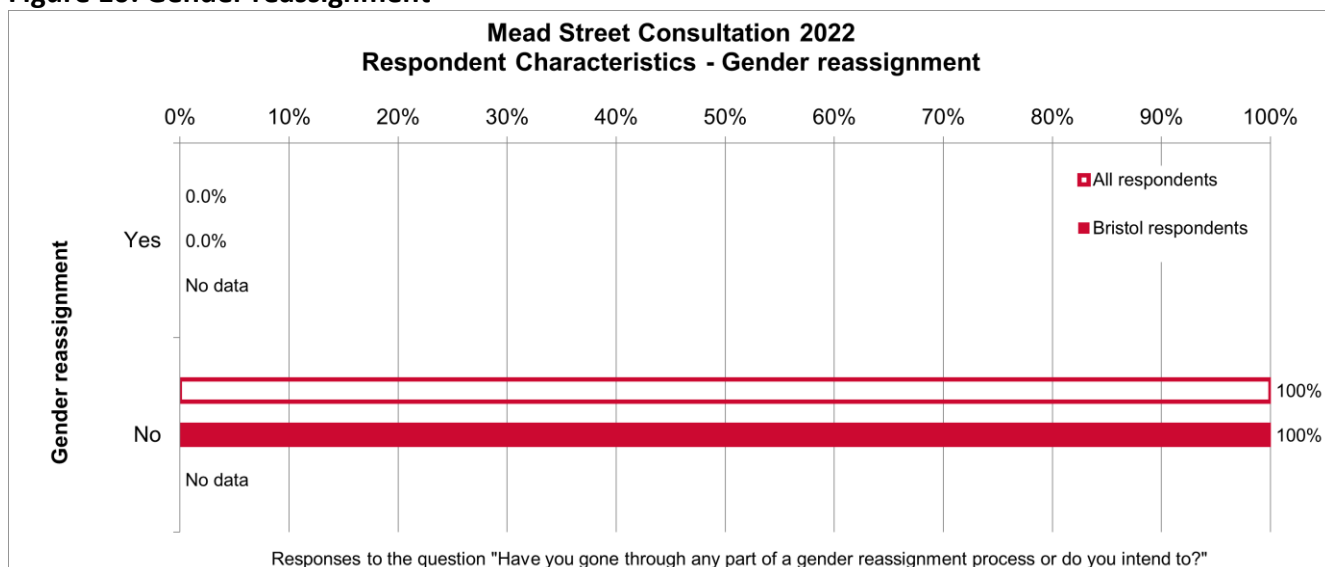
The survey also asked respondents about three other protected characteristics (sexual orientation, gender reassignment, pregnancy and recent maternity) and if they are a refugee or asylum seeker.

Census data are not available for the proportion of people with these characteristics living in Bristol. Figures 9, 10, 11 and 12 show the proportions of all respondents and Bristol respondents for each of these characteristics. The proportion of each characteristic for all respondents broadly matches the proportion for Bristol respondents.

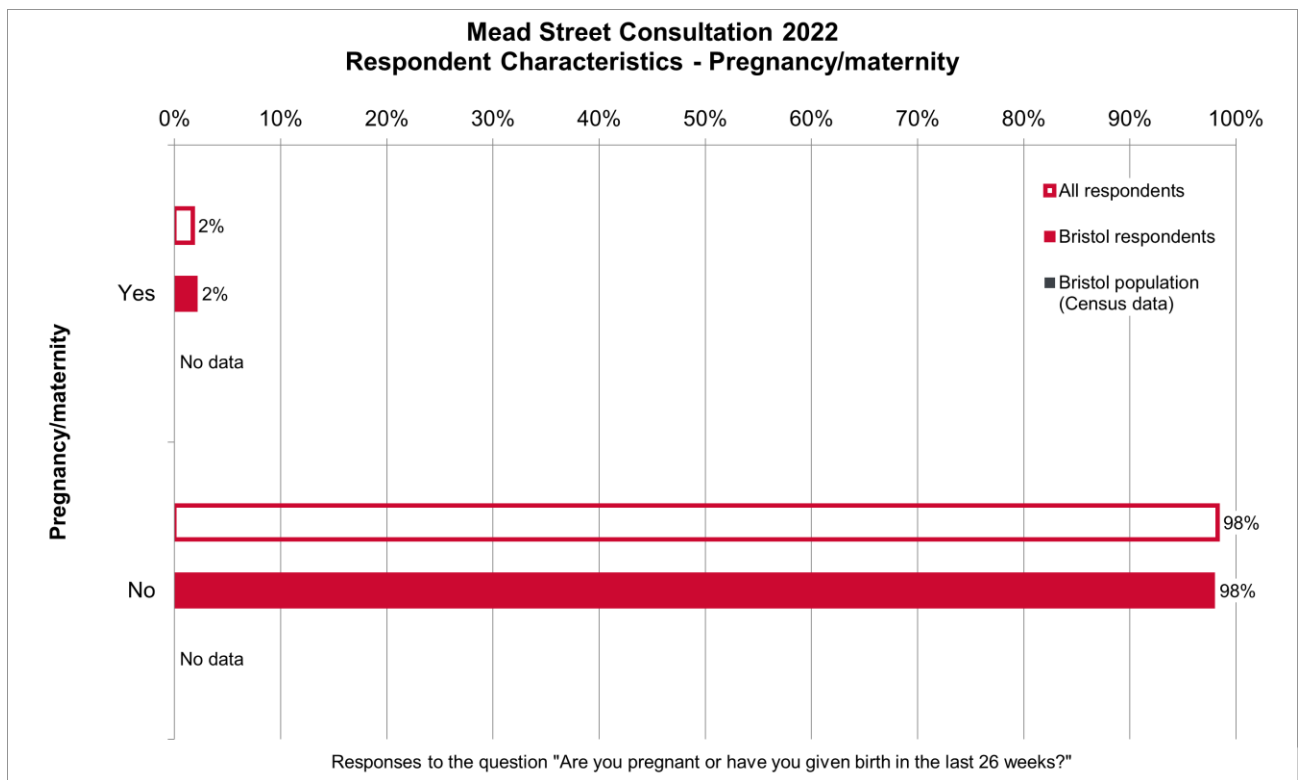
**Figure 9: Sexual orientation**



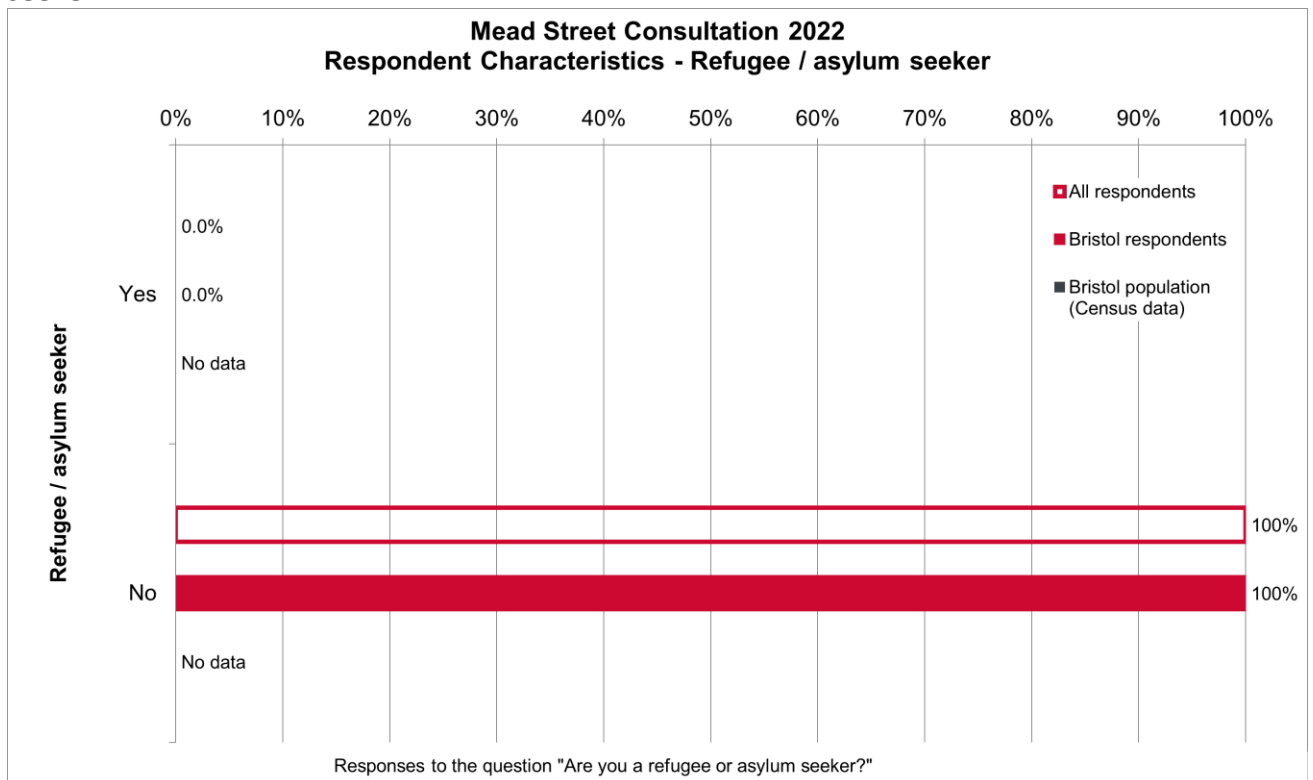
**Figure 10: Gender reassignment**



**Figure 11: Pregnancy/Maternity**



**Figure 12: Refugee or asylum seeker**



APPENDIX 1

ACCESSIBLE FREE TEXT RESULTS

**Principle 1: Deliver new homes and workspaces that people are proud of and that represent the local community.**

High-level category of comment	Sub-category of comment	No. of respondents
Scale/density/design of development	Negative towards building tall/high-rise	65
Scale/density/design of development	Protect views of the escarpment	52
Scale/density/design of development	Concern about scale/density of development	38
Scale/density/design of development	In favour of development at this site	12
Scale/density/design of development	The design/architectural quality is important	11
Scale/density/design of development	Important to include green spaces, trees, etc.	10
Scale/density/design of development	Negative towards office space proposals	7
Scale/density/design of development	Positive towards office space proposals	3
Scale/density/design of development	Build more houses	2
Housing	Increase percentage of affordable housing	39
Housing	Housing should be genuinely affordable	16
Housing	Social housing should be a part of plans	11
Housing	Don't let developers abandon affordability targets	6
Housing	Homes should be suitable for disabled people	2
Housing	Homes should be for local people	2
Impact on local area	Concern about lack of local services	25
Impact on local area	Concern about parking and congestion	16

Comments about businesses	Retain/protect existing businesses	13
Comments about businesses	Positive about retaining Fowlers	8
Comments about businesses	Negative about retaining Fowlers	7
Comments about businesses	Encourage new independent businesses	1
Other	Other*	8

\*Other comments included the following:

- Concern about the potential job opportunities seeming temporary
- Concerns about noise from Motion nightclub
- Preference for a better map in the consultation document to identify roads affected in the area
- Request to include bike facilities in plans
- Request to encourage a night-time offer in the area
- Request to resurface the roads to reduce noise and improve safety
- Concern that BCC will ignore results of the consultation

## Principle 2: Provide better sustainable travel routes

High-level category of comment	Sub-category of comment	No. of respondents
Public transport	Better public transport needed in the city	35
Public transport	In favour of a tram system	5
Public transport	Public transport needs to be affordable	3
Public transport	Use York Road for a public transport route	3
Active travel	Improve safety/prioritise active travel on St Luke's Road	17
Active travel	Need segregated cycle lanes	9
Active travel	Install more active travel routes to Temple Meads	9
Active travel	Against E-Scooters	9

Active travel	Improve pedestrian routes	8
Active travel	Cycling & walking routes must be safe	7
Active travel	Design properly connected cycle network	7
Active travel	Improve East to West connections	6
Active travel	Safe cycle parking/hangars	5
Active travel	Prioritise cycling & walking over driving	3
Active travel	Improve cycle routes*	3
Active travel	Cycle routes are already adequate in this area	3
Active travel	Install multi-modal transport hubs	2
Active travel	Other comments about active travel**	3
Cars	Development will increase parking & congestion	14
Cars	Provide car parking in the development	11
Cars	Have charging provision on-road for electric vehicles	10
Cars	Reduce cars on street with RPZ & other methods	8
Cars	Restrict private car usage	4
Cars	Improve traffic flow on Bath Bridge Roundabout	3
Cars	Car access is needed on the development	2
Other comments unrelated to Principle 2	keep low-rise/Protect the escarpment	11
Other comments unrelated to Principle 3	Development must be fully accessible to all	9
Other comments unrelated to Principle 4	Build less housing	4
Other comments unrelated to Principle 5	In favour of proposals	3
Other comments unrelated to Principle 6	Does not have faith in proposals	3
Other comments unrelated to Principle 7	concerned about air quality	2

Other comments unrelated to Principle 8	Consider access for delivery vehicles	2
Other comments unrelated to Principle 9	Other***	8

\*Improve cycle routes comments included the following:

- Improve cycle route on York Road
- Improve cycle route on Bath Road to 3 lamps
- Improve cycle route on Wells Road

\*\*Other comments about active travel included the following:

- Create a green active travel route along the river
- Install benches for less able pedestrians
- Do not make Mead Street a through route

\*\*Other comments included the following:

- Concern about negative impact elsewhere
- Concern about Mead Street becoming a through route
- Concern about ease of access to vital services
- Concerns about noise from Motion nightclub
- Concern that consultation results will be ignored
- Lack of information to comment on the individual objectives

### **Principle 3: Create high-quality public places and support a low-carbon neighbourhood**

<b>High-level category of comment</b>	<b>Sub-category of comment</b>	<b>No. of respondents</b>
Scale/density/design of development	Negative towards building tall/high-rise	60
Scale/density/design of development	Protect the views of escarpment	55
Scale/density/design of development	Density of development is too high	17
Scale/density/design of development	Include trees & green spaces in development	16
Scale/density/design of development	Negative about current design proposals	5
Scale/density/design of development	Keep design of buildings similar to York Road	4

Scale/density/design of development	Don't keep design of buildings similar to York Road	3
Scale/density/design of development	Development should be adapted for disabled people	3
	Other comments about scale/density/design of development*	12
Concerns about local infrastructure	Concern about lack of local services	9
Concerns about local infrastructure	Invest in Victoria Park & routes to it	4
Comments about low carbon proposals	Demand zero carbon buildings rather than encourage	8
Comments about low carbon proposals	Low carbon and building tall are not compatible	7
Comments about low carbon proposals	Include green technologies in design	3
Comments about low carbon proposals	Affordability is more important than low carbon	2
Comments about low carbon proposals	Low carbon targets are not important	2
Question 6 - Proposal for 3 character areas	Not enough information to answer question 6	8
Question 6 - Proposal for 3 character areas	Not in favour of plans for old sidings	3
Concern about impact of development	Concern that development will increase congestion	4
Concern about impact of development	Concern about pollution	3
Concern about impact of development	Proposals will not improve the area	2
Concern about impact of development	Concern about impact on nearby neighbourhoods	2
Other	Other**	10

Other comments about scale/density/design of development included the following:

- Request to include wild areas within green spaces
- Request to include areas for play for all ages, e.g., children's play areas, skateparks, outdoor gym equipment
- Concern that the lifecycle of the development feels temporary
- Green spaces and play areas need to be maintained properly
- In favour of proposals
- Negative towards office space proposals
- Request to include access to the river in designs
- Parking is required for residents



\*\*Other comments included the following:

- Negative comment about CAZ (Clean Air Zone)
- Dissatisfaction with level of detail provided in consultation materials to answer the questions or understand the height/nature of buildings proposed
- Request to retain Fowlers
- Concern that people & businesses will not come to the area due to impact of COVID
- Suggestion to integrate the history of the area into design, names, culture and outlook of area
- Comments on the language used within the Principle 3 questions – specifically highlighting ‘compact’ as being a vague term.
- Concern about where funding for this project is coming from.

#### **Principle 4: Create high-quality green space**

<b>High-level category of comment</b>	<b>Sub-category of comment</b>	<b>No. of respondents</b>
Biodiversity & wildlife	Increase biodiversity net gain targets	30
Biodiversity & wildlife	Development should be mindful of local wildlife	5
Biodiversity & wildlife	Reserve space for re-wilding	5
Green Spaces	Increase green space on development	20
Green Spaces	Not enough space to achieve green proposals	11
Green Spaces	Invest in local green spaces i.e. Victoria Park	6
Green Spaces	Access to Victoria Park should be improved	5
Green Spaces	Stop building on green space	3
Green Spaces	Prioritise housing over green space at the site	1
Community gardens	Sceptical about community garden plans	9
Community gardens	In favour of community gardens	7
Trees	Unhappy with mature trees removed from Bart Spices	6
Trees	Keep more established trees	5
Trees	Use trees to protect from pollution from A4	1

Maintenance	Concern about maintenance of green spaces	5
Maintenance	Concern about vandalism & graffiti	2
Other comments related to Principle 4	Restrict the height of buildings	15
Other comments related to Principle 4	This principle is important	8
Other comments related to Principle 4	Space should be fully publicly accessible	7
Other comments related to Principle 4	Don't overshadow green space with development	7
Other comments related to Principle 4	Green infrastructure shouldn't be tokenistic	4
Other comments related to Principle 4	Sceptical whether these objectives are achievable	3
Other comments related to Principle 4	Reduce number of houses proposed	2
Other comments related to Principle 4	Use the allotments at Perrett's Park	2
Other comments related to Principle 4	Concern about flooding	2
Other comments related to Principle 4	Replace St Luke's Road with a green path	1
Comments unrelated to Principle 4	Make housing affordable	2
Comments unrelated to Principle 4	Other comments unrelated to Principle 4*	11

\*Other comments unrelated to Principle 4 included the following:

- Request to make use of the supermarket car parks nearby
- Question about what 'Blue infrastructure' is
- Request to retain Fowlers
- Request to include communal/public cooking facilities
- Request to provide cycle parking
- Concern about pollution from nearby road
- Concern about lack of services/infrastructure in area
- Concern about traffic & congestion
- Request to not redevelop the sidings
- Redevelopment needs to be child-friendly
- Care needs to be taken not to alienate the existing community
- Request to avoid cheap construction methods and build with transformation to electric power, heat banks, and higher internet speed in mind