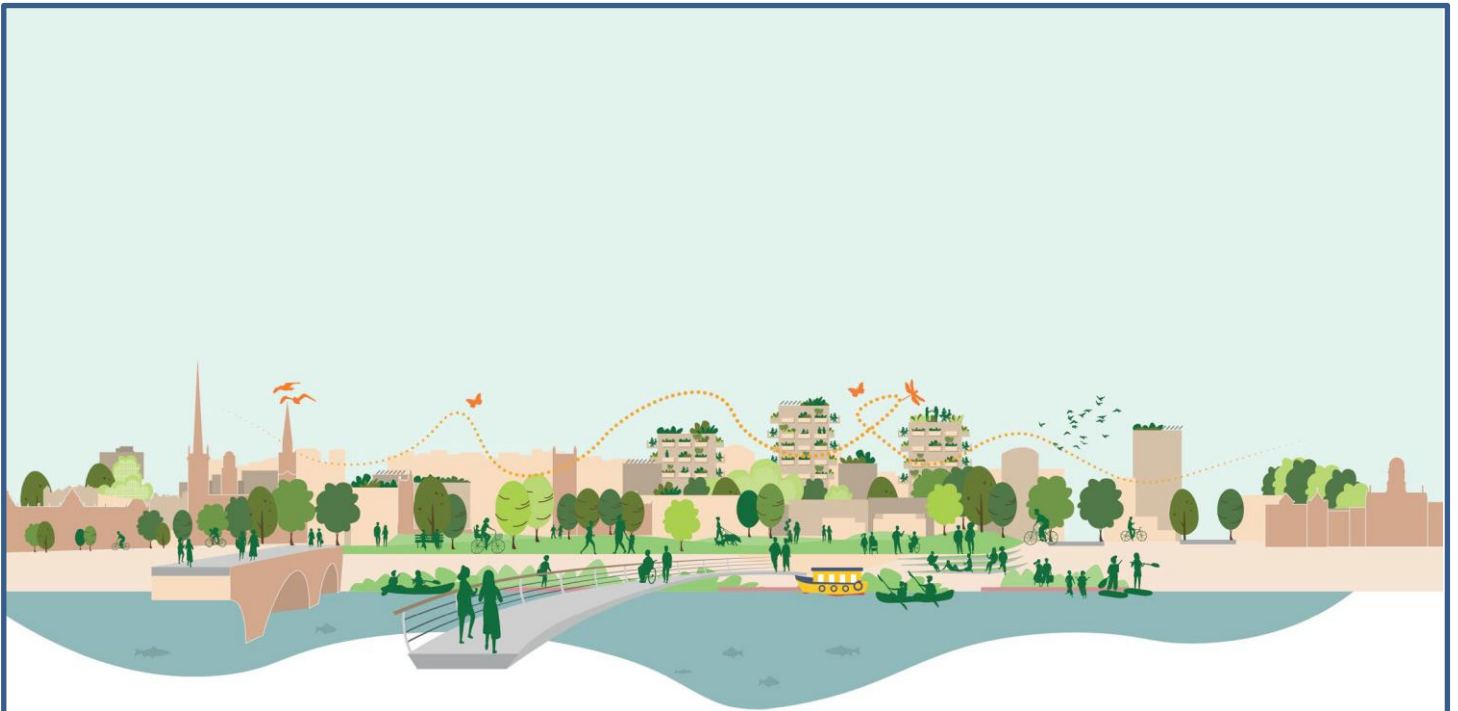


Appendix B (iii)
Consultation Response Report



City Centre DDP
Consultation Response Report

November 2023

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1. Introduction

1.1 The City Centre Development and Delivery Plan (DDP)

The City Centre Development and Delivery Plan (the DDP or Plan for short) sets the vision and principles for the regeneration of Bristol city centre. It has a particular focus on the Broadmead and Castle Park areas as parts of the city centre where there is significant opportunity for improvement and enhancement. Its purpose is to guide regeneration and provide a framework around which future investment, development and activity undertaken by Bristol City Council and other partners can be planned and co-ordinated.

1.2 Engagement/consultation methodology and reporting

The DDP has been developed over the period 2021 to 2023 and has been informed by various stages of engagement and consultation activity, as well as by detailed technical analysis. These stages of engagement and consultation are reported separately, as follows:

- Proactive, informal engagement with stakeholders and the local community took place from project inception in 2021 through to publication of the draft DDP for formal consultation in summer 2023. Feedback from this early engagement was used to help shape the vision, strategies and the interventions which were included in the draft Plan and on which comments were invited as part of the formal consultation process. This process is documented in a separate **Statement of Engagement**.
- A ten-week formal consultation period ran from 24 July to 1 October 2023 to take structured feedback on the draft version of the DDP. The consultation was hosted on the Council's website and was supported by a series of events. Feedback was provided via three separate consultation surveys on:
 - 1) The six strategies presented in Part A
 - 2) The Broadmead Placemaking plan presented in Part B
 - 3) The Castle Park masterplan presented in Part B.

In addition, detailed responses were provided by letter and email and a wide range of comments were noted at the various meetings, briefings drop-in sessions and walkabouts which were held in support of the consultation. The feedback received at this formal consultation stage is documented separately in the **Consultation Report**.

- Following the formal consultation the project team undertook a review and analysis of all of the feedback from all sources and this resulted in a series of changes and

enhancements being made to the final version of the DDP. The changes made following consultation are reported in this **Consultation Response Report**.

1.3 Scope and purpose of this report

Within the formal consultation there was wide-spread support for the DDP, with between 75 – 87% of survey respondents agreeing with the Vision and the overall strategy objectives and further support expressed via letters/emails, in meetings and in conversations. There were also many valuable comments and suggestions given that helped to guide important and useful updates to the DDP. A significant number of updates were made to the draft DDP post-consultation. The more significant changes included:

- The inclusion of an additional bus route along Nelson Street – Fairfax Street – Broadweir to support priorities and pressures on the bus network and to reduce changes in walking times to new bus stops.
- Further information on health, leisure community and cultural facilities and proposals.
- Updates to align the DDP with the emerging Local Plan (which was being drafted at the time of the DDP consultation) - including on student numbers, open space, percentage of accessible homes, Biodiversity Net Gain and Urban Greening Factor.
- Further information on accessibility and how this needs to be prioritised in future projects.

This Response Report describes the way in which the feedback from the formal consultation (covering feedback in all formats) was considered and documents the changes that have been made within the final document as a result. In doing so it provides an audit trail which explains how the DDP has evolved from the draft to final versions. It provides evidence that the consultation feedback has been addressed and, in cases where it has not been possible or appropriate to address feedback, provides a rationale/explanation. Given the large and diverse nature of the feedback received it is not possible to respond to every individual comment here but instead this report aims to deal with the main topics and themes. It should be noted that all feedback will be used further by the team as the interventions described in the DDP are taken forward for more detailed consideration.

Chapters 2 to 9 summarise how the key feedback has been addressed for each section of the document and mirrors the structure of the draft DDP and the consultation surveys:

- Chapter 2 - 7 provide an overview of how the feedback received on each of the six strategies contained within Part A of the DDP has been addressed and covers Destination and Identity, People Community and Culture, Movement and Connectivity, Public Realm and Open Space, Green Infrastructure and Nature and Land Use and Development.

- Chapter 8 summarises how the feedback on the Broadmead Placemaking Plan, contained within Part B of the DDP, has been addressed.
- Chapter 9 describes how the comments on the Castle Park Masterplan contained within Part B of the DDPP have been used to help evolve the final Masterplan proposals.

Chapter 10 reports on other comments which are over-arching and apply across all sections of the document. Please note that where feedback related to issues that were outside the study area of the DDP or outside of the influence of this project these are not noted here.

It should be noted that this report also does not detail the positive feedback or supportive comments received – of which there were many. Instead, it focusses on the main groups or topics feedback that implied a need to consider an amendment or change. Overall, the response to the DDP consultation was extremely positive and showed huge support and enthusiasm for improving the city centre. For full details of all the feedback and in particular an overview of the positive comments please see the **Consultation Report** for full details.

In addition to the changes discussed here it should also be noted that a range of other more minor changes were made to the final document to reflect feedback and evolved thinking.

The revised final DDP, updated following consideration of consultation feedback, will be considered by Cabinet of 5 December 2023. If endorsed, the final DDP will become a material consideration that the Council must take into account when deciding on planning applications and commenting on regeneration proposals.

2. Responding to feedback on the Destination and Identity Strategy

Table 2.1 summarises the key themes raised in the feedback on the Destination and Identity strategy and shows how these have been addressed through alterations or additions to the final DDP document. In order to present an overview, the comments have been summarised and grouped – please refer to the Consultation Report for details of all the feedback received.

Table 2.1 - Changes made in response to comments on Destination and Identity

Topic	Summary of comment raised	Action taken in response
Visitors	Feedback emphasised the importance of day visitors to Bristol and the need to cater for them in terms of basic visitor amenities including luggage storage, signage and public toilets.	A number of additions were made to the final DDP to: <ul style="list-style-type: none"> - Note that the proposed mobility hub could offer a left luggage facility. - Reference the BCC community toilet scheme as providing benefits to city centre users (in addition to the statements already in the draft DDP about the importance of public toilet provision). <p>The draft document already noted the importance of public toilet and wayfinding.</p>
Focal point	The feedback suggested that the city centre needs an identifiable focal point or landmark destination to help draw people in.	Specific reference to the need for a new landmark destination was added within the 'Reaching a Wider Audience' section.
Mobility Hub	Comments suggested some concern that a central hub alone is not sufficient to address accessibility issues. There was also some confusion around what the mobility hub is/how this would work. Respondents requested more detail on this concept.	The mobility hub is one element of a wider overall strategy for accessibility. A new page has been added to the final DDP (within the movement section) to explain how accessibility has been considered as a whole and to provide further explanation around the mobility hub. <p>Taxi ranks, blue badge parking spaces, bus stops, toilets, cycle parking etc will be distributed around the city centre. However, the proposed mobility hub is an opportunity to bring together these facilities into one central area.</p>
Arrival and key nodes	Comments emphasised the importance of the bus and rail stations and connections between these and Broadmead.	The draft DDP recognised the importance of these connections and reference has been strengthened in the final document .

Table 2.1 - Changes made in response to comments on Destination and Identity

Topic	Summary of comment raised	Action taken in response
Parking	Responses suggested some concern around parking provision – some felt more parking is required and others were concerned about loss of parking.	As noted above the DDP reflects wider city-wide targets to reduce car dependency and the parking approach is intended to reduce the need for private cars to access city centre internal streets. However, a key aspect is to maintain a mix of well located on-street and off-street blue badge spaces and the final DDP emphasises this message. Analysis shows that the multi storey car parks near the ring road around Broadmead have the capacity to provide for current parking requirements.
Other	A range of other comments were made which cross over between Destination and Movement. For example, around the importance of high quality routes for walking and cycling, coach provision and the need for cycle parking. Other feedback overlaps with comments on Community and Culture and Land Use	These are addressed within the relevant sections

3. Responding to feedback on the Community and Culture Strategy

Table 3.1 summarises the key themes raised in the feedback on the Community and Culture strategy (renamed People, Community and Culture in the final version) and shows how these have been addressed through alterations or additions to the final DDP document. In order to present an overview, the comments have been summarised and grouped – please refer to the Consultation Report for details of all the feedback received.

Table 3.1 - Changes made in response to comments on Community and Culture

Topic	Summary of comment raised	Action taken in response
Overall approach	Feedback from the survey suggested that people found some of the language and concepts in this strategy difficult to understand.	This strategy has been edited to simplify language and to re-focus this section on people and communities.
	Feedback from the survey showed concern that investment in community and cultural initiatives is not a high priority, given other financial pressures.	These concerns are noted however the DDP recognises that the city centre needs to serve residents (existing and future) and visitors better, by providing a wider range of community focussed activities and facilities. In re-drafting this section re-wording has sought to emphasise supporting people and communities.
	Respondents also expressed concern that the approaches detailed in the DDP might be to the detriment of the city’s heritage.	Respecting and enhancing heritage is a key objective and this message has been strengthened in the final version.
Identity and provision	Comments emphasised that Bristol has its own unique identity and that this this needs to be retained/encouraged and that ideas about community and culture should not be imposed.	Text has been added to recognise Bristol’s unique identity and to ensure that future regeneration embraces and builds upon this.
	Comments emphasised the need to retain, support and enhance existing cultural assets/provision. Feedback also emphasised the importance of provision being organic and developing from the bottom up driven by communities themselves to address their own needs and	The variety of existing facilities and opportunities in the local area and the need to support and evolve these opportunities as well as establish new, has been emphasised.

Table 3.1 - Changes made in response to comments on Community and Culture

Topic	Summary of comment raised	Action taken in response
	<p>that this shouldn't become exclusive or be driven by the private sector</p> <p>Comments were supportive of providing space for community groups, art and craft, incorporating street art and hosting more events and activities.</p>	<p>The draft DDP referenced the importance of all of these community initiatives, and this is strengthened in the final document</p>
Sports and leisure	<p>Respondents called for inclusion of sports and leisure facilities with particular mention of a swimming pool, football pitch, etc.</p>	<p>The draft DDP recognised, in general terms, the importance of providing a wider mix of activities in the city centre, including sports and leisure, but did not make specific reference to large scale facilities of this nature as no appropriate land holding or funding is currently available.</p> <p>However, the final DDP emphasises the importance of general health and well-being and includes proposals for informal, free and accessible leisure opportunities, such as creation of a 5km running route.</p>
Evening uses	<p>Feedback provided some examples of positive new uses that could potentially be encouraged in the city centre, for example independent cinema.</p>	<p>Text has been added to reference these as positive uses to support development of the evening economy.</p>
Viability	<p>Developers expressed concerns that requirements for community and cultural facilities, as well as wider requirements through the planning process, could impact viability of development.</p>	<p>The DDP sets out the aims and objectives for new development in the city centre and community provision is an important part of this. Viability is an important consideration. However, it will be considered through the planning process and on a site-by-site basis.</p>
Other	<p>A range of other comments were made which cross over with other strategies.</p>	<p>These are addressed within the relevant sections</p>

4. Responding to feedback on the Movement and Connectivity Strategy

Table 4.1 summarises the key themes raised in the feedback on the Movement and Connectivity strategy and shows how these have been addressed through alterations or additions to the final DDP document. In order to present an overview, the comments have been summarised and grouped – please refer to the Consultation Report for details of all the feedback received.

Table 4.1 - Changes made in response to comments on Movement and Connectivity

Topic	Summary of comment raised	Action taken in response
General public transport provision	Many respondents called for a step change in public transport provision – many called for bolder solutions including a tram or underground system.	Within the context of the Council’s wider strategy for public transport the draft DDP already set out a clear objective to support the delivery of an enhanced bus network and new mass transit routes including public transport priority corridors, new stop locations, and reorganisation of other bus facilities to create an integrated network. No further change required.
Bus movements	First Bus provided a detailed response to the consultation. They were supportive of proposals to improve the attractiveness and walkability of the city centre. However, they emphasised the need to ensure that alterations maintain proximity of bus stops to bus passengers and avoid overcrowding. They noted that closure of The Horsefair and Penn Street to buses could likely be accommodated through improvements to other streets. However, they emphasised the importance of east-west connections and expressed a desire for buses, ideally, to continue to use Newgate. They expressed a number of concerns about the overall proposals in the draft Plan and the implications for how buses would have to use Bond Steet to loop back.	Removing traffic from Newgate is a critical to achieving the overall aim of the DDP and to help better connect Castle Park to Broadmead. However, the importance of east -west bus routes in this part of the city are acknowledged therefore in response to this feedback the final DDP proposes Nelson Street – Fairfax Street – Broadweir to become an alternative bus route . This would retain bus stops within appropriate walking distance of the city centre, allow buses to serve the proposed mobility hub and avoid the need for buses to loop back via Bond Street. The final DDP also recognises the importance of continuing to work in partnership with the bus companies as the transport proposals are worked up in more detail.

Table 4.1 - Changes made in response to comments on Movement and Connectivity

Topic	Summary of comment raised	Action taken in response
	<p>First Bus expressed concerns about Union Street being a bus mass transit corridor only, as shown on page 46 of the draft DDP and called for this to be available to other high-profile services. They also expressed concern that the draft DDP proposals would require use of Counterslip as the main east-west route.</p>	<p>The final DDP removes this restriction and proposes Union Street to be a route for mass transit <u>and</u> high-quality electric buses. The final proposals remove the need for routing via Counterslip.</p>
	<p>Survey respondents expressed concern about removing buses from some city centre streets and were keen to ensure that buses continue to serve the city centre and that walk distances to bus stops are considered.</p>	<p>As noted above the final DDP proposes Nelson Street – Fairfax Street – Broadweir to become an alternative bus route. This would retain bus stops within appropriate walking distance of the city centre and allow buses to serve the proposed mobility hub and help to address the concerns raised.</p>
	<p>Many survey respondents emphasised the need for a step-change in public transport provision and called for trams or an underground.</p>	<p>The DDP supports the Council’s wider vision for improvements in public transport, including mass-transit. The strategy for mass transit was already integrated into the draft DDP proposals therefore no further changes were made.</p>
Coaches	<p>A number of comments emphasised the importance of ensuring the DDP recognises the importance of coaches and provides adequately for coach stops/drop offs on Bond Street particularly, but also for hotels, venues and events within Broadmead and the Old City.</p>	<p>Additional text has been added to the final DDP to recognise the importance of providing for coaches and to confirm that coach stops on Bond Street will be retained.</p>
Taxis	<p>Feedback from the taxi trade requested that Pithay be two-way for taxis.</p>	<p>The diagrams within the final document have been amended to show Pithay as two-way for taxis.</p>
	<p>Feedback from the taxi trade emphasised the need for careful consideration of</p>	<p>The final DDP emphasises the need for careful and ongoing engagement with the taxi trade as the detail of the transport</p>

Table 4.1 - Changes made in response to comments on Movement and Connectivity

Topic	Summary of comment raised	Action taken in response
	taxi rank locations and walk distances.	proposals, in particular the location of taxi ranks, are worked up in more detail. A new page on accessibility has been added which emphasises the importance of ensuring easy and inclusive walking access to taxi ranks.
Ferries	Respondents noted that there needs to be further consideration of ferry services as an important part of the overall public transport provision and that improved signage to the ferry landings is important.	Additional detail was added to the final document on ferries, including to recognise the need to consider service frequency and improve access to the landings .
Servicing and logistics	A number of comments expressed concern that proposed traffic restrictions and creation of pedestrian priority areas may impact the operation of city centre businesses (including hotels, venues/services such as the courts and registry office and small businesses and student accommodation which requires drop offs at the start/end of term). Comments also emphasised the importance of ensure that proposals make practical consideration of waste collection and servicing.	Text was added to the final DDP to recognise that transport network changes must ensure that provision is made for access, servicing, waste collection and deliveries . The need to continue to engage with businesses and the logistics / servicing trade through the future stages of this project is noted.
	Feedback suggested that servicing windows/time restricted deliveries or last mile deliveries might not suit some businesses.	As noted above, the need to engage further with individual businesses as part of the next step to ensure their specific requirements are recognised and can be accommodated is noted.
Accessibility	Consultees generally emphasised the importance of ensuring that any changes to the city centre are accessible to all. Comments noted:	Accessibility is recognised as a key issue and was a key thread running through the draft DDP. However, in response to feedback accessibility has been given greater priority/visibility within the final DDP. A page has been added to the

Table 4.1 - Changes made in response to comments on Movement and Connectivity

Topic	Summary of comment raised	Action taken in response
	<p>Concern that rerouting of buses and restricted access to some streets for taxis and general traffic may increase walk times to bus stops, taxi ranks and blue badge parking.</p> <p>The importance of considering those people who may not qualify for a blue badge but may have limited mobility.</p> <p>Perception that proposals for a mobility hub in the draft DDP implied that provision would be centralised (further increasing walk distances).</p>	<p>document to show in more detail the range of accessibility considerations.</p> <p>The addition of a bus route via Nelson Street – Fairfax Street – Broadweir into the final version helps to ensure reasonable walk distances to bus stops are maintained.</p> <p>Further detail is also provided around the importance of making provision of carefully located blue badge parking.</p> <p>The final document also clarifies that taxi ranks, blue badge parking spaces, bus stops, toilets, cycle parking etc will be distributed around the city centre.</p> <p>However, the proposed mobility hub is an opportunity to bring together these facilities into one central area.</p> <p>The need to continue to work with accessibility and equality groups is noted.</p>
Old City	<p>Comments emphasised the need to ensure that there are high quality connections between Broadmead and the Old City.</p>	<p>The draft DDP included a number of references to improving access to the Old City but additional wording was added to the final DDP to recognise this as an important overall objective of the Movement and Connectivity strategy.</p>
Walking and cycling	<p>Feedback emphasised the importance of providing high quality and ideally segregated routes for cyclists where possible, in line with best practice, LTN 1-20 etc.</p>	<p>Additional text has been added to the final DDP to emphasise the expectation for first class design. However, the DDP does not need to repeat other guidance.</p>
	<p>Feedback emphasised the need to better manage conflicts between pedestrians and cyclists, in particular on the route through Castle Park.</p>	<p>The Castle Park masterplan, contained within Part B, already provides specific design details to help better delineate this route. A cross reference has been added to the Movement strategy section.</p>
	<p>Some comments called for cycling to be banned within Castle Park.</p>	<p>The route through Castle Park is an important part of the National Cycle Network and an important connection within the wider network. It is a route which Sustrans are keen to see retained. Whilst issues around conflicts between</p>

Table 4.1 - Changes made in response to comments on Movement and Connectivity

Topic	Summary of comment raised	Action taken in response
		<p>pedestrians and cyclists are acknowledged it is not possible to remove cycling from the park. Instead, the DDP seeks to redesign and better delineate the route and also create a second alternative route around the edge of the park which will be attractive to some users/for some journeys. The re-design of the route through Castle Park should help encourage slower cycle speeds to improve safety for pedestrians.</p>
	<p>A number of comments emphasised the need for safe and secure cycle parking throughout the city.</p>	<p>The final DDP makes bolder statements around the need for/importance of cycle parking, including reference to secure cycle parking in Castle Park.</p>
	<p>Detailed comments about the design of specific routes or connections between routes was made, including by Bristol Cycling Campaign, Bristol Walking Alliance and Sustrans.</p>	<p>These detailed comments will be considered at the next stage as the design of these routes is progressed.</p>
<p>E-scooters</p>	<p>Respondents noted that e-scooters were not considered in the draft DDP and encouraged consideration of these particularly in terms of conflict with pedestrians.</p>	<p>Additional detail has been added to Movement section to reflect the Council's position on e-scooters.</p>
<p>New development</p>	<p>The feedback suggested some concern that new residential development in the city centre would add to congestion.</p>	<p>The final DDP clarifies that new residential development within the city centre area would be car free (i.e. without allocated parking).</p>

Table 4.1 - Changes made in response to comments on Movement and Connectivity

Topic	Summary of comment raised	Action taken in response
Traffic restrictions	<p>Stakeholders and members of the public queried the potential knock-on effects of pedestrian priority areas and changes to traffic routeing (for example in terms of congestion and travel time) and were keen to see this assessed in detail.</p> <p>Some respondents expressed concern that the proposals for creating pedestrian priority areas and re-routeing traffic would penalise drivers and make it harder for people to access the city centre or key services like the hospital.</p>	<p>The DDP reflects wider city-wide targets to reduce car dependency. Furthermore, creating pedestrian priority areas is a key objective of the DDP and reflects wider Council and national policy.</p> <p>The proposals set out in the DDP have been assessed at a high level to consider network impacts however further assessments will be undertaken at the next stages as the transport plans are worked up in more detail.</p> <p>The routes which are proposed to become pedestrian priority are typically currently low-flow, largely used for access and drop off. Priority will now be for walking, cycling, buses and taxi use. Access will be retained for servicing were required.</p>
	<p>Respondents were keen to understand how traffic restrictions would work – including whether taxis and blue badge holders would be permitted to use restricted streets and how servicing and deliveries would be permitted.</p>	<p>The strategy for this is already set out in the DDP. Details of these elements will be worked up further at the next stage. Overall, a system similar to the existing Broadmead streets is envisaged for most routes.</p> <p>A new definition of pedestrian priority streets added to the pedestrian page makes clear that these spaces might allow access for cyclists and service vehicles.</p>
General	<p>A number of respondents queried some of the terminology and definitions used in the draft document.</p>	<p>Further explanation has been added to the final document to explain how a pedestrian priority street would work, for example to note that servicing for businesses would continue. Also, further detail has been provided to explain the concept of a supercrossing.</p>

5. Responding to feedback on the Public Realm and Open Space Strategy

Table 5.1 summarises the key themes raised in the feedback on the Public Realm and Open Space strategy and shows how these have been addressed through alterations or additions to the final DDP document. In order to present an overview, the comments have been summarised and grouped – please refer to the Consultation Report for full details of all the feedback received.

Table 5.1 - Changes made in response to comments on Public Realm and Open Space

Topic	Summary of comment raised	Action taken in response
Maintenance	One of the most frequently mentioned comments raised by stakeholders (including the Bristol Parks Forum) and via the survey was around the need to ensure that improvements to the city centre (spaces, planting, amenities) are well maintained in the long-term. Respondents cited various examples of city centre spaces which they perceive to be poorly maintained currently and emphasised the need for designs which stand the test of time and for ongoing investment in up-keep.	New text has been added to the final DDP to emphasise the importance of establishing a stewardship and maintenance strategy for newly created public open spaces. This is also added as a key 'next step' project.
Heritage	Historic England and others commented on the critical need for improvements to the city centre to respect and enhance historic assets.	This message was included in the draft DDP but has been strengthened in the final version with inclusion of an additional specific objective .
Building heights	A range of consultees, including developers, Historic England, the Civic Society and members of the public expressed concern about the inclusion of information on building heights within the 'height and micro-climate' page of the draft DDP. Comments suggested the detail in the DDP was premature ahead of the	Text has been added to the final DDP to emphasise and clarify that information around building heights is included only in relation to how height impacts the public realm . Consideration of the specific appropriate height of new buildings and detailed effects of building height on heritage, streetscape, urban design, views and other details would still need to be considered through the planning process on a site by site basis.

Table 5.1 - Changes made in response to comments on Public Realm and Open Space

Topic	Summary of comment raised	Action taken in response
	<p>Council’s tall building strategy.</p> <p>Other comments noted concern about the height of buildings previously consented within the city centre and questioned how tall buildings could be sustainable.</p> <p>Some respondents did not wish to see taller buildings in the city centre and were concerned about effects such as overshadowing and wind tunnelling. However, others were more supportive of reasonable increases in height.</p>	<p>Preparation of a tall building strategy has been added as a key ‘next step’ project.</p>
Views	<p>Consultees made a number of comments about other additional views which are important to consider/maintain – including to additional historic assets.</p> <p>Developers were concerned the information on views was too prescriptive.</p>	<p>The final DDP now incorporates this information with a new ‘quality of the streetscape’ section.</p> <p>The information is not intended to be prescriptive, but instead provide an indication of the important views that should be considered as proposals are developed.</p>
Open space areas/ targets	<p>Several stakeholders queried Figure 38 on page 58 of the draft DDP which shows the area at the junction of Union Street and The Horsefair/Haymarket as new civic space. They noted that this junction would be very busy for buses.</p> <p>A range of feedback was provided (largely by developers) in relation to the proposed open space targets within the draft DDP and the per person metrics used within this justification.</p>	<p>This diagram has been amended to recognise that this space will continue to be a busy junction but with opportunity to improve public realm.</p> <p>The per person metrics have been removed from the final document to reflect an emerging city position on open space.</p>

Table 5.1 - Changes made in response to comments on Public Realm and Open Space

Topic	Summary of comment raised	Action taken in response
Play	Feedback queried the 20% target for new public realm to be playable.	The 20% target has been removed , but the final DDP emphasises the importance of all new public realm to be playable.
	There were various comments about the type and location of play facilities required in Castle Park. Comments emphasised the need for safe spaces which are well maintained. There was some concern that the introduction of play areas would take away green space.	This detail will be considered at the next stage . Provision of play has been a recurring theme in engagement feedback but the need to accommodate this sensitively and ensure it is designed for safety and inclusivity is noted.
Green space	A key theme running through the consultation feedback was about the need to ensure that existing green spaces are protected and retained and that more open space is provided.	An additional bullet point has been added to the final DDP to emphasise the need to enhance and retain existing public open spaces , as well as encourage new spaces. However, the introduction of new features such as play features and other amenities will be integrated as part of these green and open spaces.
Street clutter	Consultees cited a number of examples of street clutter that could be removed. The need to ensure streets are clutter free for visually impaired users was also noted.	Referencing individual examples of street clutter is too detailed for the DDP. However, the final DDP includes a statement which emphasises the need for streets which are free of clutter and easy to navigate .

6. Responding to feedback on the Green Infrastructure and Nature Strategy

Table 6.1 summarises the key themes raised in the feedback on the Green Infrastructure and Nature strategy and shows how these have been addressed through alterations or additions to the final DDP document. In order to present an overview, the comments have been summarised and grouped – please refer to the Consultation Report for full details of all the feedback received.

Table 6.1 - Changes made in response to comments on Green Infrastructure and Nature

Topic	Summary of comment raised	Action taken in response
Maintenance	As per the open space strategy, one of the most frequently mentioned comments was around the need to ensure that improvements to the city centre, including trees and planting, are maintained in the long-term. Respondents cited various examples of city centre spaces which they perceive to be poorly maintained currently and emphasised the need for designs which stand the test of time and for ongoing investment in up-keep.	New text has been added to the final DDP to emphasise the importance of establishing a stewardship and maintenance scheme for newly created public open spaces. This is also added as a key 'next step' project.
Biodiversity net gain	Respondents queried the 25% target for biodiversity net gain included in the draft DDP and felt this was too high given that the national position will be 10%.	The 25% target has been removed to ensure alignment with wider policy. However, given the deficit of biodiversity with the city centre area the DDP emphasises an expectation that all developments will far exceed the minimum statutory requirements.
Green walls/vertical greening	Consultation feedback, in particular from developers, expressed some concern around vertical greening, noting that this is expensive and difficult to maintain.	Vertical greening offers considerable potential to create new habitats and the council's position is that vertical greening should be encouraged. However, the need for appropriate design (for example considering aspect and location) and maintenance is acknowledged. The final DDP makes reference to the need for carefully designed proposals and accompanying maintenance plans .

Table 6.1 - Changes made in response to comments on Green Infrastructure and Nature

Topic	Summary of comment raised	Action taken in response
Green roofs	Some comments suggested that green roofs were not an appropriate focus because they often cannot be seen and are difficult to maintain.	In city centre areas, green roofs offer considerable potential to create new habitats and the council’s position is that all new roofs should be green unless they are used for alternative uses (such as renewable energy or community use). The wording in the final DDP reflects this position.
Urban Greening Factor	Some consultees suggested that use of the Urban Greening Factor and the targets set in relation to this were not appropriate for Bristol, noting that this work is based on evidence from more urban areas.	The final DDP aligns the Urban Greening Factor and associated targets with the emerging Local Plan.
Targets	Various comments queried the targets set out in the draft DDP, including those for 150 trees and 350m of rain gardens. Some felt these to be too high (for example expressing concern that focus on targets could lead to inappropriate or poorly considered tree planting) whilst others felt there was a need for bolder and more ambitious thinking.	Overall, the targets set out in the draft document are considered to be proportionate and appropriate and are therefore retained. Additional wording has been added to emphasise the need for well thought out proposals for tree planting in appropriate locations, with appropriate species and with suitable rooting volume and access to water.
Community growing	Feedback, in particular from Edible Bristol, emphasised the importance of community growing and the important wider benefits/social function this can provide. However, others noted concerns around maintenance and upkeep.	Additional text has been added to encourage community growing within public open spaces. The importance of maintenance is noted.

7. Responding to feedback on the Land Use and Development Strategy

Table 7.1 summarises the key themes raised in the feedback on the Land Use and Development strategy and shows how these have been addressed through alterations or additions to the final DDP document. In order to present an overview, the comments have been summarised and grouped – please refer to the Consultation Report for full details of all the feedback received.

Table 7.1 - Changes made in response to comments on Land Use and Development

Topic	Summary of comment raised	Action taken in response
Student housing	A range of feedback was received. Members of the public generally expressed concerns about increases in student housing. However, the University and developers expressed serious concern that the 750 bed cap on student housing included in the draft DDP was too low/does not cater for demand and not in line with the adopted Local Plan and was not backed by specific evidence. They also called for additional information explaining the rationale for this cap.	The final DDP includes revised detail which aligns the provision for student housing with the emerging Local Plan (which itself is based on an evidence base around student need in the city). On this basis a cap of 750 student beds will be applied to the Broadmead area (rather than to the whole DDP study area).
Affordable housing	Survey respondents emphasised the critical need for affordable housing and family homes for local people.	The draft DDP noted the need for 40% affordable homes on BCC on freehold land. This requirement remains in the final version.
	Developers called for additional wording to align the DDP with other existing policy. For example to recognise the importance of viability assessments for affordable housing in line with NPPF or to reflect detailed policies on affordable housing in different contexts (e.g. build to rent).	Viability is recognised as an important factor. However, the DDP does not need to repeat existing policy therefore no change has been made .
Accessible homes	Developers expressed concern that the draft DDP	Final DDP has been updated to reflect emerging Local Plan requirement of 10%

Table 7.1 - Changes made in response to comments on Land Use and Development

Topic	Summary of comment raised	Action taken in response
	targets for accessible homes (5%) were not in line with the adopted Local Plan (2%). Other consultees emphasised the importance of ensuring new development is accessible and adaptable.	accessible homes on all sites , recognising that this is an important requirement for the future and that requirements have evolved since the adopted Local Plan.
Community facilities	Feedback generally emphasised the need for new development to be supported by appropriate facilities including doctors.	The draft DDP recognised the need for a GP surgery in the Land Use strategy. Reference to the need for a GP has been strengthened through inclusion within the objectives of the People, Community and Culture section and with inclusion of a new page detailing key health and wellbeing requirements. This recognises that health care is part of the critical infrastructure needed to support existing and new communities.
Amenity	The feedback suggested some concern that new residential development in the city centre would add to congestion or pressure for parking.	The final DDP clarifies that new residential development within the city centre area would be car free (i.e. without allocated parking).
	Similarly, there was some concern that mixed use development in the city centre would increase noise or be incompatible with the proposed residential element.	The draft DDP already noted the importance of finding the most appropriate locations for residential uses based on amenity of future residents . It also noted the need for a balance of evening uses. No further changes to the document have been made but these are noted as important issues to be considered as plans for individual sites are further considered.
Site specific comments	Developers made a number of requests for amended wording in relation to individual sites or development proposals.	No changes have been made in response to these specific comments as the DDP focusses on overall principles rather than site specific details.

8. Responding to feedback on the Broadmead Placemaking Plan

Table 8.1 summarises the key themes raised in the feedback on the Broadmead Placemaking Plan contained within Part B of the DDP and shows how these have been addressed through alterations or additions to the final DDP document. In order to present an overview, the comments have been summarised and grouped – please refer to the Consultation Report for full details of all the feedback received.

Please note that much of the feedback on Broadmead overlaps with the comments on the strategies in Part A. Many of the comments on the individual street type proposals were similar for all typologies therefore these are considered as overarching comments.

Table 8.1 - Changes made in response to comments on the Broadmead Placemaking Plan

Topic	Summary of comment raised	Action taken in response
Overarching	Some respondents expressed concern that new traffic restrictions on some streets in the Broadmead area would to general traffic would make it harder for people to access this part of the city by bus or taxi. Specifically, there was concern around access for bus users, blue badge holders or people with limited mobility. These issues were raised in particular in relation to proposals for Union Street, The Horsefair and Newgate.	This issue is noted and the DDP aims to ensure a mix of well-located blue badge parking options and easy access to taxi ranks – specific locations will be considered at the next stage. The Mobility Hub, located on Fairfax Street will include both blue badge parking and taxi parking, and a series of new taxi ranks are also proposed. This detail was included in the draft document but has been made clearer with a new section on accessibility .
	Some respondents raised concerns that restrictions for traffic on the Broadmead streets may discourage people from visiting the city centre, or adversely affect businesses.	As noted above the DDP is in line with wider Council policy around transport. A range of measures are proposed to ensure continued accessibility and further engagement with businesses will be undertaken at the next stage.
	Feedback emphasised the need for design to take account of the specific needs of businesses and other occupiers, for example in relation to servicing, deliveries, waste etc.	Additional text has been added to emphasise the requirement for further engagement with businesses and occupiers to discuss specific requirements as the plans are progressed. New text also recognises that consideration of these practical requirements is a key principle.
	Feedback generally called for designs for all streets to incorporate more greenery and	The draft DDP already included principles around greening of streets. Wording around provision of seating

Table 8.1 - Changes made in response to comments on the Broadmead Placemaking Plan

Topic	Summary of comment raised	Action taken in response
	seating (although some site specific concerns were raised).	has been strengthened in the final document.
	Various consultees emphasised the importance of any improvements to the Broadmead streets needing to be accessible to all.	Additional detail has been added to emphasise the need to create a public realm that is accessible to all people. The need for continued engagement with equalities and accessibility groups is noted.
	Feedback noted the need for cycle parking to be integrated into street design. There was also a general view that high quality cycling facilities (ideally segregated) should be provided.	Additional annotations and references have been included in Part B, as appropriate, to encourage improvements in cycling parking and high-quality cycle design. Specifics will be considered further at the next stage
	Comments noted that public art should be an important component of the Broadmead streets and that existing art/sculpture is hidden or goes unnoticed.	Additional text has been added to emphasise the importance of public art as part of an overall public realm approach to the Broadmead streets. A public art strategy is already noted as an important next step.
	Consultees emphasised the need for proposals for the Broadmead street to be considered in terms of long-term maintenance requirements. Practical consideration of how planting, trees and grassed areas will be maintained are a key consideration.	Additional text has been added, building on the new principles outlined in Part A, to emphasise the need for early consideration of maintenance .
	Consultees expressed some concern that the DDP should not seek to restrict uses in specific areas and should not seek to zone entire streets. Some respondents also expressed concern that the guidance given in Part B was too specific/prescriptive (e.g. around widths and dimensions).	The DDP aims to encourage particular uses rather than restrict alternatives. The wording of the draft is considered appropriate – it references that the DDP is not intended to be a rigid zoning plan . Similarly, details and dimensions given are as principles and will be considered further as detailed design stages are progressed. No changes have been made.
	Respondents commented that affordable rents would be important to encourage a range	The draft DDP already included a target of 10% of all ground floor space within BCC freehold sites to be for

Table 8.1 - Changes made in response to comments on the Broadmead Placemaking Plan

Topic	Summary of comment raised	Action taken in response
	of businesses and community uses within the Broadmead area and in particular to encourage small or independent businesses.	affordable letting. Further detail is not required for a document of this nature but this will be looked at as part of the next stage of work looking at creating community and cultural spaces at affordable rents. No further change required.
	Comments suggested that provision of public toilets in the Broadmead area generally is an important priority.	The final DDP recognises the value of the Community Toilet Scheme and encourages development of additional locations.
Linear Street Garden (Quay Steet/Nelson Street/Broad mead)	Feedback noted that different parts of this route would have different character and queried this (given that the illustration shown represents only part of the route).	Additional text has been added to emphasise that Nelson Street (busy corridor) will have a very different character to Broadmead (linear garden).
	Consultees highlighted The Podium as an important feature of Broadmead with potential to host events and where it will be important to maintain active frontages.	Additional text has been added to emphasise important role/feature of The Podium.
Lanes and Courts	Consultees were supportive of proposals to enhance lanes and courts but noted the need to carefully consider personal security issues. This issue was raised in general terms across Broadmead, but was of particular concern in the smaller lanes.	Additional text has been added to reference the importance of designing for safety.
	Various feedback noted the need for practical consideration of business needs including servicing, deliveries and waste collection requirements as rear areas are often used for these purposes.	The need to consider waste collection etc is noted with additional text in the final document.
	Respondents felt there was a need for further consideration of detailed issues such as design, how to ensure shops in this area are affordable and how to best	The draft DDP already recognised these issues and included a target of 10% of all ground floor space within BCC freehold sites to be for affordable letting.

Table 8.1 - Changes made in response to comments on the Broadmead Placemaking Plan

Topic	Summary of comment raised	Action taken in response
	retain and reflect character and heritage.	
Civic Avenue (Merchant St)	Consultees felt that there was a need for more consideration of the interaction with Fairfax Street as this is uninviting and traffic is too fast.	The final DDP proposes a bus/active travel route via Fairfax Street . In addition, BCC is working closely with the developers of The Galleries site to address this route. Fairfax Street will be transformed into a safe, active, well designed, high-quality covered street with several mobility services and building frontages facing into the area bringing activity and surveillance.
	Consultees noted that the existing kiosks on Merchant Street are thriving businesses. Generally, respondents wanted to see businesses supported in this area as the main priority.	Noted and recognised in the draft DDP. There will be further engagement with all businesses at the next stage and the DDP commits to supporting existing businesses.
	Various suggestions were made about appropriate events to host in this area.	These will be considered further at the next stage.
Garden Street (The Horsefair)	Specific comments noted that existing businesses, including Tesco, take deliveries from large vehicles and queried how these would be accommodated.	As noted above there will be further engagement with individual businesses at the next stage .
Active Corridor (Union Street)	Various consultees commented on the proposed arrangement of cycle lanes on Union Street. Some commented that segregated cycle lanes are needed in both directions.	This was considered as part of the DDP and ruled out due to space constraints. However, these comments will be further considered at the next stage as the designs are progressed.
	Various suggestions were made around further improvements for pedestrians, with calls for wider pavements and more public space.	The specific details of how the street will be laid out will be considered further at the next stage .

Table 8.1 - Changes made in response to comments on the Broadmead Placemaking Plan

Topic	Summary of comment raised	Action taken in response
	Bristol Walking Alliance expressed concern that arrangement of bus stops would require cycle bypasses/introduce conflict with cyclists.	This detail will be considered and there will be further engagement at the next stage.
Park Edge (Wine Street, Newgate, Broadweir)	Several consultees commented that the text and plans in the draft DDP seemed to suggest creation of a public space at the corner of Newgate and Union Street but noted that this would remain an important junction for buses.	Bullet points and diagrams amended to emphasise that the proposed public space is the area north of St Peter’s Church. Buses would continue to use the Wine Street/Union Street junction.
	In the survey responses some respondents expressed concern that the proposals would make it difficult to access this part of the city and Castle Park by bus.	The final DDP (in Part A) makes provision for a bus route via Nelson Street – Fairfax Street – Broadweir, which would maintain bus access to this area.
Community Connector (Bond Street)	Comments noted the need to cater for coach stops.	Additional detail on coaches included in final document.
	Respondents noted the need for high quality provision for pedestrians and cyclists on this busy route.	The draft DDP already recognised the importance of improved pedestrian crossings and cycle lanes on Bond Street in both Parts A and Parts B.
Evening economy	Comments were supportive of proposals to enhance lighting but noted for this to be sensitive to ecology and energy efficient.	Additional text has been added to reflect that lighting should be sensitive to ecology and energy efficient. Further detail on lighting strategies will be looked at in the next stage of work.
	Concern that plans to develop the evening economy may be conflict with residential amenity, with specific comments around noise and opening hours.	The DDP notes the need for a balance of evening uses This is noted as an important issue and will be considered further at the next stage.
Detailed feedback	A number of detailed comments were made about specific streets/interactions for example where pavements should be wider or cycle routes designed in a specific way.	These will be considered at the next stage as more detailed proposals are developed.
	Consultees, including the Civic Society made a number of	A topographical survey will be commissioned as a key next step for

Table 8.1 - Changes made in response to comments on the Broadmead Placemaking Plan

Topic	Summary of comment raised	Action taken in response
	comments about detailed design, in particular around how designs would deal with topography.	detail design of key projects and topography will be considered further at the next stage.

9. Responding to feedback on the Castle Park Masterplan

Table 9.1 summarises the key themes raised in the feedback on the Castle Park Masterplan contained within Part B of the DDP and shows how these have been addressed through alterations or additions to the final DDP document. In order to present an overview, the comments have been summarised and grouped – please refer to the Consultation Report for full details of all the feedback received.

Please note that some of the feedback on Castle Park overlaps with the comments on the strategies in Part A. Many of the comments on the individual strategies and suggestions for Castle Park raised similar issues therefore these are considered as overarching comments.

Table 9.1 - Changes made in response to comments on the Castle Park Masterplan

Topic	Summary of comment raised	Action taken in response
Overarching	Consultees emphasised the need for proposals for Castle Park to be considered in terms of long-term maintenance requirements. Practical consideration of how public realm, heritage features, fountains, planting and grassed areas etc. will be maintained were raised as key considerations.	Additional text has been added, building on the new principles outlined in Part A, to emphasise the need for a comprehensive management and maintenance plan for the park, including consideration for how park management would be funded.
	Survey respondents commented that personal security issues, vandalism and anti-social behaviour including rough sleeping needs to be properly addressed.	Bristol City Council will continue to work with partners on these issues through wider work. However, the DDP recognises the importance of designing in safety .
	Comments noted the desire for derelict and vacant buildings surrounding the park to be addressed/brought back into use.	These sites are coming forward through the planning process and will be considered on a site-by-site basis. The masterplan considers the relationship of the park to these land uses.
Heritage	Historic England noted that maps and plans needed to be updated to reflect the recent change to the extent of the scheduled ancient monument.	Maps and plans have been updated to reflect the new extent of the scheduled ancient monument.
	Feedback noted that Castle Park is important as an area	The important remembrance role of the park is noted and a section has been

Table 9.1 - Changes made in response to comments on the Castle Park Masterplan

Topic	Summary of comment raised	Action taken in response
	of remembrance. In particular Historic England noted the need for St Peter’s to function as a place of contemplation and remembrance.	added to the final document to emphasise this and to ensure that detailed design takes account of this function.
	Feedback noted that the Sikh memorial is an important monument that should be explained/interpreted. Views of this monument should be protected.	This detail has been added to the final document
	More should be done to use the underground/vaulted spaces under the park.	Use of underground spaces will be reviewed as part of detailed design the final document includes wording to highlight this issue.
Gateways	Some concern about how traffic restrictions may impact access to the park by bus or taxi.	Additional detail has been provided in the final document to show bus stop and taxi rank locations in the vicinity of the park.
	General support for improving gateways and entrances to the park but some concern that the images shown in the draft document included steps/terraces which may not be accessible and large areas of paving.	Accessibility is an important principle. Images used in the final plan have been updated to better illustrate that gateways will be designed for accessibility and include green space.
Walking and cycling	The need to ensure the park is accessible and inclusive for all was frequently mentioned.	As noted above accessibility is an important principle for the park design. This has been emphasised in the final document. Next steps will include working with access and equalities organisations to progress appropriate detailed designs.
	Some comments called for cycling to be banned within Castle Park. Others emphasised the need to better separate pedestrian and cyclists and to control cycle speeds.	The route through Castle Park is an important part of the National Cycle Network and an important connection within the wider network. It is a route which Sustrans are keen to see retained. Whilst issues around conflicts between pedestrians and cyclists are acknowledged it is not possible to remove cycling. Instead, the DDP seeks to redesign and

Table 9.1 - Changes made in response to comments on the Castle Park Masterplan

Topic	Summary of comment raised	Action taken in response
		<p>better delineate the route and also create a second alternative route around the edge of the park which will be attractive to some users/for some journeys. The re-design of the route through Castle Park should help encourage slower cycle speeds to improve safety for pedestrians</p>
	<p>Some concern was expressed/more detail was requested on how conflict between pedestrians and cyclists would be managed and how pedestrians would safely cross the cycle route through the park.</p>	<p>Part B already provided detail on how the cycle route could be better delineated to help manage conflict between pedestrians and cyclists, including treatment of crossing points. Clearer cross referencing has been added.</p>
	<p>Cycle parking is important within the park</p>	<p>Additional information added to show cycle parking locations.</p>
	<p>Feedback highlighted the importance of considering routes and connections between the park to surrounding areas.</p>	<p>The walking and cycling strategies provide this context in Part A and these have been refined in the final Plan. Further consideration of detailed connections and designs will be a key focus for the next stage.</p>
<p>Lighting and safety</p>	<p>Several stakeholders and members of the public emphasised the need for improved lighting in the park to be sensitive to ecology and energy efficient.</p>	<p>Additional text has been added to reflect that lighting should be sensitive to ecology and energy efficient. Further detail on lighting strategies will be looked at in the next stage of work.</p>
<p>Play</p>	<p>Comments noted the need to provide play and park facilities which are full inclusive, suitable for all ages and accessible</p>	<p>Text added to emphasise the importance of designing spaces which are inclusive to all.</p>
	<p>Various requests for outdoor fitness equipment.</p>	<p>The draft DDP already included reference to outdoor gym equipment but in the final document this is strengthened to reference the importance of providing play trails, and fitness throughout the park.</p>
	<p>Some concern that incorporating play may reduce the amount of green space in the park/detract from the open character.</p>	<p>Play areas have been mentioned frequently as a key requirement from an enhanced park and are an important aspect of the vision. At the next stage detailed consideration will be given to how</p>

Table 9.1 - Changes made in response to comments on the Castle Park Masterplan

Topic	Summary of comment raised	Action taken in response
		these can be designed in harmony with the wider park.
Facilities and events	The need for toilets in the park was mentioned frequently. These should be accessible, inclusive and safe for all.	The draft DDP already emphasised provision of public toilets as an important priority in the park.
	Some concern was expressed around the type and scale of events that might be promoted in Castle Park. Comments noted that these need to not curtail the wider enjoyment of the park or disturb residents.	Text added to clarify that the improved square near St Peter’s will become a community destination with St Peter’s as a focal point. The events meadow will remain a grassed area, for smaller and seated activities.
	Respondents noted the need for the evening economy proposals and events to consider the amenity of residents (for example in terms of noise).	The DDP notes the need for a balance of uses. This is noted as an important issue and will be considered further at the next stage.
Green infrastructure	A number of stakeholders and respondents noted the importance of retaining lawn space. Some commented that the paths shown on the drawings seemed wide or fragmented the spaces too much. Others commented that lawn space is already crowded on sunny days and should not be reduced in size.	The overall masterplan intends to retain and enhance the green and lawn spaces with the park. Some changes to consolidate paths and improve connections are included, but these should not significantly impact green space. The final plan adds detail (in Part A) about the need to protect and enhance green and open spaces.
	Feedback highlighted the need to protect existing trees, including their root systems.	Additional text added to emphasise the need to protect and retain existing trees and root systems where possible. The draft DDP already referenced the need for a detailed tree survey at the next stage.
A new heart to the park	Several consultees commented that the text and plans in the draft DDP seemed to suggest creation of a public space at the corner of Newgate and	Bullet points and diagrams have been amended to emphasise that the proposed public space is the area north of St Peter’s Church. Buses would continue to use the Wine Street/Union Street junction. This space will need to be carefully

Table 9.1 - Changes made in response to comments on the Castle Park Masterplan

Topic	Summary of comment raised	Action taken in response
	Union Street but noted that this would remain an important junction for buses.	designed as an interface with the public space.
	Various detailed comments on design features including ratio of green space to hard landscaping.	To be considered in detail at the next stage . However, additional statements have been added to the final DDP to emphasise the importance of retaining existing green space.
Eastern gateway and events meadow	Several respondents suggested that the eastern gateway area would benefit from less traffic and it was suggested that traffic should be removed from Castle Street.	The final DDP Part B suggests that consideration could be given at the next stage to make Castle Street access only – this will help to minimise vehicles and provide additional priority for pedestrians and cyclists using the eastern gateway to the park.
	Several consultees expressed concern that the lift proposed for the Penn Street gateway might be expensive, difficult to maintain and become a focus for anti-social behaviour.	These concerns are acknowledged the inclusion of a lift is one possible solution to the topographical challenges in this part of the park and other solutions may be considered at the next stage. Wording of the final DDP has been adjusted accordingly.
Floating waterfront edge	Several comments noted opportunities to promote access to the floating harbour for kayaking, paddleboarding etc.	Additional text added to encourage water activities including kayaking, paddleboarding etc.
	Respondents noted the need for careful design around safety at the waterfront.	The final DDP notes that the safety of the waterfront proposals should be a primary consideration for the next stage.
Detailed comments	Feedback, in particular from Incredible Edible, emphasised the importance of community growing within the park and of the wider societal benefits of growing.	Additional text has been added to encourage community growing within the park.
	The developer of The Galleries site noted that the maps and drawings look to show the proposed public space north of St Peter's extending into their site.	The public space would not extend into private land. Maps and plans have been updated , as appropriate.

Table 9.1 - Changes made in response to comments on the Castle Park Masterplan

Topic	Summary of comment raised	Action taken in response
	<p>Various detailed comments about design or delivery details, for example the detail of how the St Peter's public space should be laid out, how interpretation and the heritage trail could be delivered, how features like St. Edith's well could be enhanced, the type of play facilities that should be provided, the design of the new cycle route around the northern edge of the park, the types of plants and trees, whether there should be park wardens or which improvements should be delivered first or are highest priority.</p>	<p>These will be considered in detail at the next stage.</p>

10. Other feedback

Table 10.1 summarises other feedback received on wider/overarching issues.

Table 9.1 - Changes made in response to other comments

Topic	Summary of comment raised	Action taken in response
Relationship to Local Plan	Several consultees queried the relationship of the DDP to the Local Plan noting that the draft DDP pivots from targets and policies in the emerging Local Plan. They expressed the view that the DDP is premature ahead of the Local Plan being examined and adopted or should instead align with the adopted Local Plan.	These comments were noted and discussed. The DDP final reflects the emerging policy position in the Local Plan , where relevant, and recognises that this Local Plan represents a more up to date and relevant point of reference than the adopted Local Plan. It is important that the DDP comes forward now, in advance of the emerging Local Plan being fully adopted, to help co-ordinate development activity.
Engagement	A range of responses emphasised the importance of further engagement with city centre stakeholders, businesses and residents.	The draft DDP noted the need for ongoing engagement and this message has been further strengthened in the final document.
East-west divide	Some comments suggested that respondents were confused about references within the draft DDP to an east-west divide. Some queried why there was not a similar focus on north-south.	The east-west divide is a key finding from census data and other statistics, which shows that the city centre sits between very different socio-demographic areas to the east and west. The final document includes a section at the front to explain how the deprivation mapping has driven a real focus on unlocking opportunities to the east and improving connections, accessibility and gateways.
St James Barton	Several consultees felt that the absence of detail on how St James Barton roundabout could be improved was a missed opportunity.	St James Barton will be considered in a detailed study as part of the next steps. The DDP establishes the principle of St James Barton as an important public space where significant improvements are needed to focus on safety, accessibility, and connectivity for pedestrians and cyclists.
Quality of development	Consultees noted that there should be greater commitment to high quality design and materials.	A new section has been added on quality of the streetscape and this emphasises the importance of excellent design.
Social issues	Feedback noted the need for wider consideration of social problems, including rough	Bristol City Council will continue to work with partners on these issues through wider work.

Table 9.1 - Changes made in response to other comments

Topic	Summary of comment raised	Action taken in response
	sleeping and anti-social behaviour.	However, the DDP recognises the importance of designing in safety .
More detail	<p>Various comments were made seeking more detail on location and type of development. Some consultees thought that stronger guidance is required.</p> <p>Developers made a number of representations for sites to be added to Figure 9 as potential development sites.</p>	<p>The DDP intends to set overall principles. Details of individual development will be determined on site by site basis through the planning application process.</p> <p>A number of additions were made to Figure 9 to reflect development sites, where appropriate.</p>
Funding	Some respondents expressed concern about the level of investment required to achieve the vision set out in the DDP and queried how this would be funded/whether this is a top priority for Bristol, given other pressures on public funding.	The draft DDP included a section on 'making it happen' which set out that funding will need to come from a variety of sources. By setting out a vision and strategies the DDP will help to ensure that investment is co-ordinated and effective.