

TEMPLE QUAY 2
WATERFRONT CONSULTATION

**STATEMENT OF COMMUNITY
INVOLVEMENT**

TEMPLE QUAY CENTRAL WATERFRONT CONSULTATION

1. INTRODUCTION

This statement is intended to discharge the requirement to submit a Statement of Community Involvement. In doing so, regard has been paid to the requirements of PPS1. Consideration has also been given to the submitted Bristol City Council SCI and the Inspector's Report thereon, albeit noting that the Inspector recommended the SCI be withdrawn, primarily in respect of process issues.

Since September 2000, Castlemore Securities Ltd has been in regular contact with local community leaders and stakeholders to keep them informed of progress at Temple Quay 2 and, at appropriate points, to ask for their views on specific proposals. The formal element of this consultation process has, to date, fallen into four phases:

- Masterplan: initial consultation meetings with stakeholders and amenity groups, exhibition and workshop (September 2000 – March 2001)
- New Proposals for the Waterfront and for ND8 & ND9: individual consultation meetings with local community groups and the Bristol Civic Society (July 2004)
- Exhibition of proposals for ND8 & ND9 (December 2004)
- Revised proposals for the Waterfront (March 2007)

The response to the masterplan consultation was positive and constructive and the general enthusiasm was reflected in comments such as:

“ Temple Quay has put the heart back into Bristol. This proposal should be seen as a positive plan to maintain the impetus.”

“ An imaginative use of a derelict site. It will enhance the city and complement the Broadmead development. Good luck!”

Issues that were raised in the early stages of the consultation process, such as concerns over social integration and amenities have been resolved, but local people are still very worried about parking and this has been a consistent theme over the seven year span of the consultation process.

The purpose of the following report is to bring the record of the consultation up to date and to highlight, in particular, the response to the revised proposals for the Waterfront.

The scope of the consultation exercise was discussed and agreed in advance with the City Council; indeed, the issue of consultation is addressed in the Planning Delivery Agreement. Given the previous masterplanning exercises, it was agreed that the consultation exercise at this stage should take the form of consultation on the formal proposals (paragraph 43 PPS1, third bullet point). Accordingly, the consultation exercise has concentrated on providing information in readily accessible places and enabling responses to be made easily.

2. MEETING WITH THE NEIGHBOURHOOD WATCH

Representatives from Castlemore Securities attended the Neighbourhood Watch meeting on 27 February 2007 to explain the scheme in outline and to answer any questions, which were as follows:

- There was concern about where the cars for the new development would park and Castlemore explained that there would be basement car-parking along with a multi-storey car park as part of ND9
- There were questions about Anvil Street and when this would be open to the public. Castlemore explained that the road could not be used until it had been adopted by Bristol City Council.
- There were questions about the Section 106 contribution arising from the recent consent on Plot ND9 and whether the £170,000 allocated for education would be spent on Hannah More Primary School. Castlemore replied that this decision lies with Bristol City Council.

3. PUBLIC EXHIBITION OF PLANS FOR THE WATERFRONT

An exhibition of plans for the Waterfront was held at Seymour's Family Club in Barton Vale, St Philips on 7 March 2007. Although there was concern that this would be only a limited time before the formal application was likely to be made, it was considered unlikely that significant amendments would be likely, given previous consultation exercises. It also satisfied the principle aims of providing clear information and the opportunity to comment.

Leaflets inviting people to the exhibition had been individually delivered to each of the 350 homes in The Dings and the new Barratt Homes development. Letters of invitation were also sent to: Community at Heart, the Police, the Bristol Civic Society, Councillor Brenda Hugill, Councillor Susan O'Donnell, Media Office, Earthquake, NatWest, Kingsley House, Hannah More School, Royal London Asset Management, Kerry McCarthy MP, Jephson Housing Association,

Gardiner Haskins Homecare, Network Rail, Spacia, Barratt Homes, Emmaus and Sustrans. Leaflets were also given to all Temple Quay core site stakeholders and to tenants on the core site. The exhibition ran from 3.30pm to 7.00pm and 30 people attended.

The model of ND2 was on display together with elevations of the new buildings and CGIs of the final development. Representatives from Castlemore, Stride Treglown, Glenn Howells Architects and Turley Associates were available to answer visitors' questions.

The response to the plans was generally positive and visitors were pleased to see that the re-development plans are moving ahead. The most pressing concern was parking and lack of public transport.

Nine visitors left written comments and two of these were requests for a copy of the plans. Responses to the question: *Which elements of the plans do you like or dislike?* were as follows:

"A much needed investment in this area. A well thought out scheme with a great mix of use. Developments like these can only be good for the area."

"We like the landscaping and the plans for bars/eating out/retail outlets. As far as we are concerned the sooner this happens, the better."

"I like the fact the buildings next to the water take advantage of nice outlooks with art, public spaces, restaurants etc whereas current buildings on opposite side uses the waterside area as a back entrance to buildings/car park. Generally quite exciting."

"Like the actual development – all for it. A little concerned that the designs look a little like the bland, ugly constructions that littered Croydon town centre as I grew up – not quite in keeping with the 'cutting edge' the development is going for. Also worried about parking – could more than the minimum be done?"

"Green, grassy bit. Nice to have seats by the river. Buildings all look the same – glass and a bit ugly if you have to look at them all the time. Some more character would be nice. I'm not convinced there is enough parking. People who afford your flats can also afford two cars and possibly unlikely to catch the bus."

"Dislike – Present lack of viable new transport scheme to serve Temple Quay 2 employees. Design features: rectangular designs are unimaginative – grey with yellow blocks is unsightly. Parking: the area is presently crammed 9-5 with commuters using Temple Meads station. It CANNOT contain further influx of cars (as well as parking for coming music venue)."

The Bristol Civic Society wrote: *“We like the residential block to the west of the development. We are concerned however, that Avon Street will become a canyon-like thoroughfare with very tall buildings on either side.”*

Responses to the question: *Should the plans include anything else?* were as follows:

“Can consideration be given to traffic calming schemes to both Avon St and Anvil St.”

“From a community point of view it would be good to have useful outlets (dentist, post office, newsagent) and not too many Starbucks.”

“Bus stops. Adequate parking spaces – they’re also building a big stadium in the same area soon and the station and this development – the local area can’t contain all the extra cars.”

“I wish to see frequent transport to serve the park and ride buses and city centre. More frequent ferry bus service.”

4. STATUTORY CONSULTEES

As part of the development of the scheme, a number of statutory consultees have been involved in meetings and discussions; their views have been incorporated into the scheme as submitted.

Several meetings have been attended by the Environment Agency in respect of flooding, drainage, contamination, dock water abstraction and environmental issues generally. Two of these meetings have also been attended by the Harbour Master, who has provided advice on incorporating the jetty and access thereto.

Similarly, discussions have been held with Bristol City Council as Highways Authority, including on road engineering matters, traffic, signal design, pedestrian and cycle accessibility and safety. Bristol City Council have also been consulted in respect of archaeological interests and environmental health.

Discussions have also been held with Natural England and the Avon Wildlife Trust regarding ecological matters.

Finally, discussions have also been held with SWERDA and Network Rail. Given that the proposals have been designed not to be seen from the forecourt of Temple Meads Station, no discussions have taken place with English Heritage.

5. ONGOING CONSULTATION

Relevant stakeholders will be kept informed of progress once the application is submitted. This will, in part, be by the dedicated web site which will have the utility of submitting feedback on the application. A series of press releases will be issued to the local and national press to raise awareness.

It is also intended to prepare a model of the proposals which will generally be available to be viewed at the Local Authority Planning Office.

Finally, it is intended to brief Planning Committee and Executive Members of the City Council.

Caroline Melvin
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