

## Waterfront Access Strategy

### 1 Introduction

Set out below is an access strategy for the Waterfront site (plots ND2 – ND5), Temple Quay Central. The strategy has been prepared to set out the planning access and servicing strategy for the four buildings, including vehicular access to the waterfront associated with the needs of servicing and emergency access.

### 2 Description of development

The development proposal is an evolution of that originally set out in the outline planning application and illustrative master plan approved 6 May 2003. Modifications have been made to the proposals, based around the principles of a development with 'bookends' at the eastern and western ends of the site. In addition, there has been a reduction in the number of residential towers (now only one), and changes in the form of the buildings. This has led to the requirement for a further planning application, outside the scope of the original masterplan/outline permission. The principle buildings located between Avon Street and the Floating Harbour form the backdrop to the public realm adjacent to the harbour. The sweep of the buildings is punctuated at discreet intervals by view corridors from the public realm to skyline or visual features to the north.

The public realm serves several purposes. It is a public space through which the public can access and relate to the water edge of the site. It provides a continuous band which ties the discreet and individual buildings together. It is a south facing public space into which restaurant and café facilities can expand in appropriate weather. It is an emergency vehicle route. It may become a pedestrian route when the arches at the east end open to provide access towards the Feeder Canal. Prior to the completion of the Bristol to Bath cycle route alongside the waste transfer station, some cycling will be routed along the public realm paths.

The public realm is divided into three linear spaces. Adjacent to the buildings is a buffer which could also accommodate tables. The central band is a through vehicle route. The water edge is an undulating pedestrian space, with some tree and hedge planting. These proposals are set out on Landscape Projects plans and details.

The development proposal includes alterations to Avon Street. These recognise the route as a strategic highway in the Bristol roads network, but also part of the comprehensive urban regeneration of the Temple Meads area. The realignment of the road, and the relationship of new building frontages to the road, are part of the master plan concept of shallow arcs and radial view corridors. The opportunity is taken in the realignment to introduce appropriate footpaths, planting zones, and service/ short stop lay-bys. These lay-by areas allow vehicles to stop clear of the through route, but are unlikely to be sufficient for all for the activities of servicing and visitor set down when all of the buildings are complete and occupied.

### 3 Building Servicing

In the following paragraphs the proposals for each building are described in detail.

#### ND2

Two-way access is planned from Avon Street to ND2. This will be accompanied by a turning head adjacent to ND2, which will be sufficient to manoeuvre a 12m rigid service vehicle. This will allow service and delivery vehicles to enter and leave the site in forward gear without requiring access to the waterfront.

There is sufficient space to provide a 5.5m wide road and a 2m wide footpath in this space.

Consideration has been given to allowing taxis to approach closer to the waterfront from this access point, by locating the bollards close to the end to Valentines bridge. This would have the effect of bringing vehicles, pedestrians and cyclists in conflict at the south west corner of ND3, where visibility is poor, and prior to the establishment of a formal footpath alongside the roadway. It would also involve taxis in a long reverse manoeuvre into the turning head, which has significant safety implications. These considerations indicate that this option should not be pursued further.

The turning head will be protected by rising bollards, which will lower automatically when vehicles approach from the east, but will not respond when approached from the west. This will prevent access to the waterfront from the western end of the site.

Provision will be made for service/delivery vehicles to park adjacent to ND2 (between the building itself and the RBS land). This will enable servicing and deliveries to be made without disrupting activities elsewhere within the site or the use of the turning head.

It is anticipated that vehicles will use this space in connection with refuse collection, substation maintenance, and deliveries to the ND2 building, including furniture removals.

#### **ND3 and ND4**

It is envisaged that the main servicing for plots ND3 and ND4 will take place directly from Avon Street, so avoiding any requirement for waterfront access.

Some access by service vehicles to the south frontage is to be available in circumstances where it is not practical to move loads up the ramps from Avon Street.

In addition disabled passenger set down and pick up and taxi set down to ND3 is to be allowed by controlled access to the public realm service road, as described later.

#### **ND5**

The junction with Avon Street to the east of ND5 will allow for two-way movement restricted through the use of traffic signals. Access to the ND5 car park will be taken from this road and light vans will be able to turn within a turning head created by the car park access. Servicing for the Class A3 units within ND5 will be limited through the tenancy agreements to certain times of day and size of vehicle.

Authorized vehicles conforming to relevant time restrictions will be permitted to access the waterfront and exit the site at the western end.

The access to the residential part of this building is from Avon Street, where a lay by is available.

## **4 Management Features**

Signage adjacent to ND5 will confirm that access along the waterfront is only granted to vehicles with prior arrangements in place and in conformity with size and time limitations.

Rising bollards will be installed adjacent to the waterfront at ND5. These will be managed and operated by Burgess Salmon and/or the estate management company and will only be lowered to grant vehicular access to the waterfront to approved vehicles. These will be limited to taxi and disabled drop-offs / pick ups and pre-approved service vehicles that conform to relevant size and time limitations.

An access control/intercom point will be installed so that drivers will have to get out of their vehicles to contact Burgess Salmon and secure access to the waterfront.

## 5 Restrictions within the Public Realm

Vehicle speeds will be controlled along the waterfront/public realm areas through the installation of three rising bollards, which will be located adjacent to each pedestrian crossing point. A loop will detect vehicles approaching the bollards and will lower the bollard slowly to ensure that vehicle speeds are restricted. Appropriate signals will be required to advise drivers when it is safe to proceed. The bollard will then automatically rise once the vehicle has passed over a second loop.

There will be no means of lowering the bollards when approach from the east.

Emergency services will have a means of lowering the bollards to allow access to the harbour, and harbour frontage of buildings, for fire fighting and evacuation purposes.

## 6 Frequency of Vehicular Activity

In order to protect the quality of the waterfront it is important that the frequency of vehicular activity is managed and restrained.

Burgess Salmon are carrying out a survey of taxi use for arrivals and departures from their existing Bristol offices. This survey involves receptionist and security staff enquiring and recording the time and origin (or destination) of trips by taxi to and from the Prince street office. Over a two-week period a total of 23 taxi trips were recorded of which 19 were to or from Temple Meads. At the new location the walk from the railway station will be short, less than 5 minutes, whereas the taxi journey will require significant out of line travel to access Avon Street and therefore it is likely that fewer taxi trips will be made. This indicates that the number and frequency of taxi movements along the waterfront will be very low.

Servicing to A3 and B1 uses is more difficult to predict. Clearly it will be quicker for vans to stop in the Avon Street laybys and drivers to walk to the units with small parcels. All of the B1 use entrances for buildings ND3 and 4 face toward Avon Street where laybys are located. Some loads to the A3 uses will be bulky or heavy and these might be delivered from the higher level public realm. It is expected that deliveries to A3 uses in ND3, 4 and 5 might find this facility attractive, amounting to some 5 - 10 vehicle movements per day. The ND5 building design is still developing and whilst the intention is that B1 access will be from Avon Street, this is not yet finalised.

## 7 Summary and Conclusion

The concept of a service route on the water front through the public realm has been part of the master plan since originally described. The scheme has now matured such that the detailed disposition of uses is fully understood and thus it is possible to describe and quantify the vehicular activity attracted to the service route.

The original master plan located three residential towers adjacent to the harbour, each of which would have attracted servicing visits. The revised plan is such that the majority of these residential trips will not be attracted to the public realm service route. Servicing of ND2, the remaining tower, is from a two way route located east of the public realm.

The total daily vehicle movements based on the survey of activity at the present Burgess Salmon office and service deliveries to discreet A3 uses, is expected to be in the order of 10 vehicles per day. The larger vehicle visits will be managed, to avoid the peak hours for pedestrian journeys to work and recreation/ leisure activities.

In summary it is considered that allowing managed use of the public realm for limited vehicular activity will not detract from the attraction or the safety of the area as a major new public space in Bristol.