

Comments on Planning Application 16/06828/P Temple Circus by Bristol Walking Alliance

Bristol Walking Alliance wishes to make the following initial comments on the outline planning application for development at Temple Circus. We reserve further comments until a full planning proposal has been made.

In planning application **16/06828/P Hybrid planning application and Outline application for the redevelopment of the Temple Circus site**, various outline proposals have been made for the public realm around the proposed development, including pedestrian access routes.

We would like to make the following points, which we hope can be taken into account when the plans are being refined.

- Given the importance of the Brunel Mile footway and cycleway route that passes through the site, we would expect to see a sufficient clearance between it and the building access points such that people entering and exiting the buildings do not block or otherwise interfere with clear passage along the route. This will be particularly important on the north side of the cycle path where there should be at least 2.5m clearance for pedestrians to pass between the building and the cycle path without having to encroach onto the cycle path.
- The primary north-south pedestrian route to the west of the Temple Square building must have sufficient width (suggest minimum 3m), including at the north-west corner where it passes between the building and Temple Street.
- There should be a continuous level pavement where this primary pedestrian route crosses the vehicle entrance to the car park and servicing area under building Temple Square 01.
- Given the increase caused by the development of vehicle traffic into Temple Street, which crosses the primary pedestrian route along Victoria Street, the highway at the Victoria Street / Temple Street junction should be raised to give a wide level crossing with pedestrian priority.
- The first-floor walkway/retail frontage between the proposed Temple Square buildings is primarily shown as being accessed by multiple staircases - it is not clear what provision will be made for those who cannot manage stairs.
- At the southern end of Temple Street, there should be barriers to stop vehicles driving south onto the public realm. Otherwise servicing vehicles for Engine Shed may drive on to the public realm, inhibiting pedestrian flow.

Bristol Walking Alliance

3 October 2017

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