

**Objection to Planning Application 17/04673/F ND6 Avon Street, Temple Quarter
by Bristol Walking Alliance**

Bristol Walking Alliance objects to the proposals for development at ND6 Avon Street because sufficient attention has not been given to pedestrian routes around the building.

Existing planning policy

The Bristol Central Area Plan 2015 (BCAP), in Policy BCAP30, identifies a number of primary and secondary pedestrian routes in the area. In particular, it states the following.

"Development on or adjacent to primary and secondary pedestrian routes will be expected to provide an appropriate and proportionate level of public realm improvements to the route. Development that would be harmful to the amenity or accessibility of primary or secondary pedestrian routes will not be permitted."

BCAP shows an existing secondary pedestrian route along the south (Avon Street) and east (New Kingsley Road) of the site, and shows a desired secondary pedestrian route along the south (Avon Street) and west (Providence Place) of the site. The Temple Quarter Spatial Framework, under Pedestrian Route Improvements, also identifies the latter route between Temple Meads Station and Old Market as the 'Old Market Bus Hub Link' requiring an enhanced more legible pedestrian link.

There is currently a signal controlled pedestrian crossing mid-way along the south frontage onto Avon Street, on the desire lines for the above secondary pedestrian routes.

Objection 1 - Footway along Providence Place

In the current planning proposals for the site, a delivery bay has been included on Providence Place. Highways works that form part of the proposals also include options for including either cycle markings or a cycle lane along Providence Place.

The loading bay on Providence Place reduces the width of the footway at this point to what appears from the plans to be approximately 1 metre. This is completely inadequate for any pedestrian footway, and especially so for a recognised improvement route. A minimum of 2.5 metres footway width should be required to provide an appropriate and proportionate level of public realm improvement along this route.

Objection 2 - Desire line across south-west corner of the site

The highway plans show raised table junctions to the north-east and south-east of the site, with raised table paving as an extension of the pedestrian area identity along New Kingsley Road to the east of the site. This emphasis on pedestrian priority is welcome, and fits with the current designation of this as a secondary pedestrian route. However, this emphasis on the pedestrian environment is sadly lacking along the more important secondary pedestrian route to the west along Providence Place.

The proposal does acknowledge some additional space for pedestrians to the south-west of the site. This is particularly important because there is an electricity sub-station on the south-west corner,

meaning that the pedestrian desire line would cut across the site. This area is shown as having trees and seating, and what looks like an outside seating area with tables and chairs for a cafe or similar.

However, the trees and cafe seating are currently blocking the desire line for pedestrians from the crossing on Avon Street across the diagonal, between the sub-station and the proposed building, to Providence Place.

It is strange that such a diagonal access route has been provided on the north-east corner of the site, where one is less necessary, but not on the improvement route on the south-west corner.

Objection 3 - Crossing of Old Bread Street

No provision for any pedestrian crossings are shown on the north-west corner of the site. The improvement route identified in the Temple Quarter Spatial Framework will require pedestrians to cross between the site and the north side of Old Bread Street.

The junction of Old Bread Street and Providence Place is therefore equally deserving of a raised table or similar crossing, with pedestrian priority, as the ones proposed for New Kingsley Street.

Objection 4 - Crossing of Avon Street

In the plans, there is a pedestrian crossing shown at the west end of the raised table on Avon Street annotated as "Proposed new pedestrian link to formalise existing connection to Bristol Temple Meads via footbridge". The existing signal controlled crossing is not shown, and it is not clear whether the new crossing would be signal controlled.

Avon Street is likely to be sufficiently busy, at least at peak travel times, that the pedestrian route must continue to have a signal controlled crossing at this point.

Objection 5 - Overbearing height of building

The proposal is for a building of 11 storeys, significantly higher than the surrounding buildings.

The pedestrian environment around this building will be harmed by its oppressive height and the loss of natural light that it will cause to its surroundings.

Bristol Walking Alliance
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