



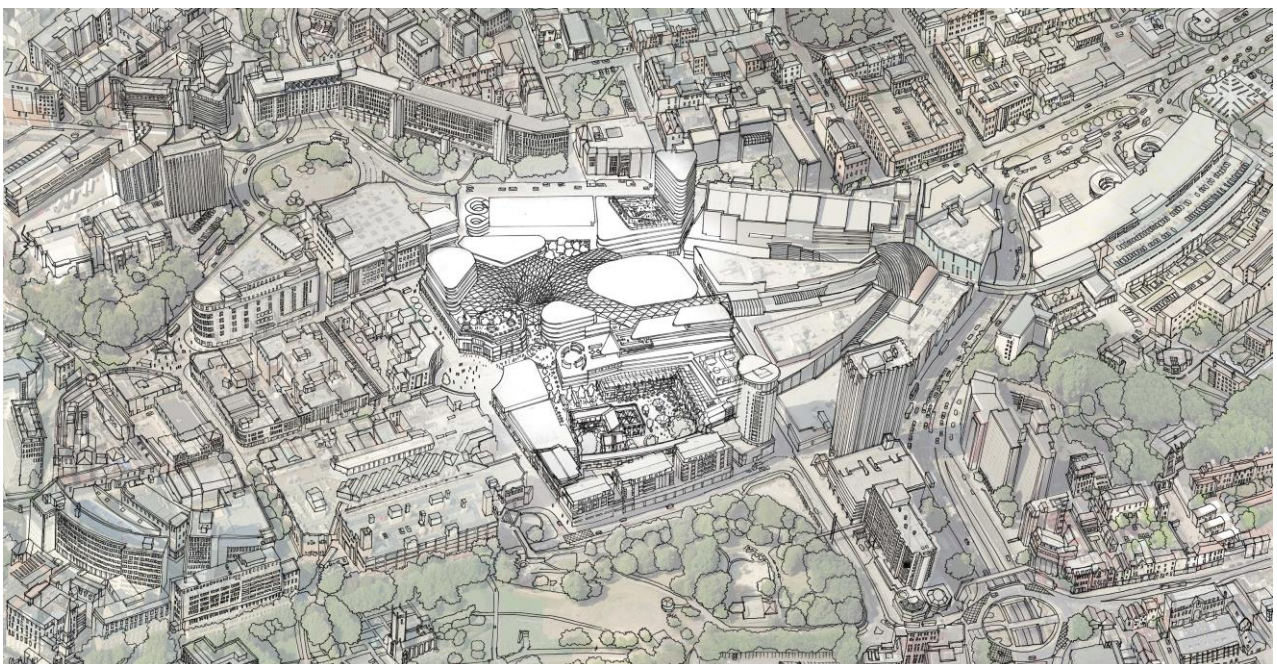
an independent force for a better Bristol

The Society's statement in response to 16/06594/P - Outline application for demolition of existing buildings & structures and the comprehensive mixed-use redevelopment of land at and adjoining Callowhill Court, Broadmead / The Horsefair comprising up to 102,480 sq. m of mixed use retail, commercial, leisure & hospitality floorspace and up to 150 residential units, car parking, access, landscaping, public realm works & other associated ancillary works.

3rd February 2017

Summary

The Society welcomes and supports the proposed scheme for the reasons set out in the Design and Access Statement. The Society's major concern relates to the inclusion of a new 1,000-place multi-storey car park. The Society does not want the comments that it makes about aspects of the scheme to be considered negatively. The Society supports the parts of



the scheme to which the response does not refer. Examples are the pedestrian access, the canopies over access roads, and the mix of uses.

Demolition

Subject to the Bristol Alliance (the Alliance) producing evidence to satisfy the Council that the extent of the demolition of a relatively new townscape is justified, the Society supports the demolition proposals. The buildings to be demolished represent utility architecture of little inherent merit. The Society welcomes the retention of the buildings identified as having special merit. The Podium makes a dignified contribution to the streetscape and it could be improved.

Uses

The Society accepts that the Alliance has yet to decide the allocation of space to the various uses. The Society supports the inclusion of residential flats in the scheme but asks whether the development could support a greater population.

The Society's major concern relates to the inclusion of a new 1,000-place multi-storey car park. It is unnecessary for the Society to recite National and local planning policy to reduce private car use in towns and to improve air quality in city centres. The strategic questions appear to be:

- i. Is a new city centre, 1,000 bay, short-stay car park acceptable having regard to the position of the car park in the hierarchy of vehicular routes and the desirability of reducing car use in favour of more sustainable modes of transport?
- ii. Would the provision of more short-stay car parking outweigh the harm that it would cause to the local road network? There would be an additional light controlled junction in Bond Street to access the car park to interrupt bus and Metrobus traffic.

The Society strongly supports the objections made in 'Living Heart's' response to this planning application. If the Council is satisfied that the Alliance cannot support the volume of retail and leisure expansion without more car parking the alternative is to expand one of the existing multi-storey car parks. When considering additional car parking, the Society suggests that the Council should review the car parking provision for the whole Shopping Quarter. The omission of the car park would give the opportunity to increase the residential content of the scheme and to create a more human and inclusive external elevation to Bond Street.

Height and mass

The Society has an open mind on the suitability of the Bond Street for a tall block of flats. The proposal would be subject to a Tall Buildings assessment and to the evaluation of the impact of a tall building on the cityscape. How would a new tall building affect Newfoundland Circus, currently a depressing and alienating townscape? The Society notes from the aerial view that the residential-block is triangular. Does this imply that the flats would be single aspect and one third of them, north facing?

Design



The Society refers to the three site development approaches tested in paragraph 6.1 of the Zonal Masterplan in the Statement:

- (i) The refurbishment and extension of the existing building stock.
- (ii) A new development with urban infill.
- (iii) A new development that removes The Horsefair.

The Society supports Alliance's preferred option. The removal of the Horsefair would give the development the opportunity to deliver the optimum solution.

Public realm

At this stage in the planning process the Society comments only on the principles of the scheme.

Buses and motor traffic

If the roads around the Broadmead perimeter can support the rerouted bus traffic, the Society supports the new bus routes and the closure to motor traffic of the Horsefair (eastern section) and Penn Street. Subject to Highways' advice, the Society supports the proposed access for service vehicles to the development.

Pedestrians and cyclists

The Society supports allowing cyclists on the north/south route along Penn Street, between Broad Weir and Bond Street, but suggests that pedestrians should have priority over cyclists. This will be a congested area and many visitors will have children. The area will not be a main cycling through route. Cyclist visitors should expect good cycle parking facilities on the edge of the development.

Place management

There is considerable disquiet about the private management of the formerly public spaces that this scheme would absorb. The Society is sensitive to the Alliance's wish to control anti-social behaviour within the development. The Society suggests that there should be further public debate about this subject.

Clutter

This development will create an opportunity to reduce the street clutter in the Horsefair, Broadmead, Merchant Street and Penn Street. There are numerous pop-up structures, bollards, telephone boxes and redundant bollards whose disappearance would enhance the streets.

Anchor buildings in Broadmead

It is important to integrate other buildings of architectural merit in the Horsefair with the new development to create a continuous shopping/entertainment area. The physical and visual association with the new development with the traditional department stores now occupied by Marks and Spencer, Primark and Debenhams would benefit the whole shopping quarter.