



an independent force for a **better Bristol**

### **BCS feedback on the early draft Frome Gateway framework (March 2023)**

We have found it useful to have sight of key aspects of the draft framework at an early stage. We support most of the early draft Framework; we have only a few comments to make at this stage.

We support many of the proposals, for instance:

- retaining industrial use in the northern half of the area along Pennywell Road
- a pedestrian route on the east side of the river, complementing the shared pedestrian/cycle route on the west side, the start of the Concorde Way - good
- adding a modal filter half-way along Pennywell Road, giving access from either end but not through passage of motor vehicles, to make a less hostile environment.
- enhancing the pedestrian bridge over the M32;
- enhancing existing green space, the greening of Pennywell Road and other streets, and provision of new pocket parks.

We await more detail to be added in the document to be put out to public consultation on how a new, high quality, neighbourhood will be achieved, eg ...

- building density /height
- employment land and skills
- retail space
- community space
- health impact assessment given the growth of population – schools, GPs
- detailed transport assessment
- housing mix
- routes to facilitate delivery

We comment as follows:

- whilst we support retaining industrial use in the northern half of the area, we reserve judgement on the loss of employment space in the southern half, pending a plan for employment space across Bristol. However, such a plan will not emerge until the Publication Version of the Local Plan some time this summer, with the evidence published ahead of that, which may be too late for this Framework; that is a concern;
- we support improved connectivity across Newfoundland Way via a wide street-level pedestrian crossing. This seems a good aspiration, and we support its inclusion in the Framework, but it is perhaps difficult to see this being delivered except as part of a major scheme to downgrade the M32 to carry fewer lanes of traffic.
- we support a plan to open up the access to the river in some way, but this seems challenging as it is such a deep channel.
- we understand that the Framework's approach to density /height will be no more than to refer to the Urban Living SPD. Our experience is that this is proving insufficient to control the height of new development proposals, so we would prefer the Framework to have more specific guidance on building heights.