



## SET UP MEETING NOTE

<i>Meeting</i>	<i>Date</i>	<i>Time</i>	<i>Location</i>
Advisory Group	22 <sup>nd</sup> October 2019	4pm – 6pm	M Shed

Attendees	<p><b>Bristol City Council</b>                      Mayor Marvin Rees                      Adam Crowther, Head of Strategic City Transport                      Alison Butts, External Communications Manager                      Colin Molton, Executive Director, Growth &amp; Regeneration                      Kurt Scheibl, Transport Project Manager                      Nuala Gallagher, Director Economy of Place                      Simon Cowley, Policy Manager, Mayor’s Office</p> <p><b>External</b>  <b>Proposed Chair</b> - John Savage, Bristol Chamber of Commerce &amp; Initiative                      Chris Bond, Hope Community Church                      David Mellor, Architect                      David Turner, Ashton Gate                      Ian Wilkinson, Underfall Yard                      James Durie, Business West                      John Hirst, Destination Bristol                      Lucy Shomali, North Somerset Council                      Paul Baker/Chris Grazier, Bristol Property Agents                      Paul Hassan, Community organisations representative                      Simon Dicken, Bedminster BID</p> <p><b>Invited</b>                      Freddie Palmer, Social Communications</p>
Apologies	<p>Dennis Gornall, Cumberland Basin Stakeholder Group                      Kevin Bourner, Homes England                      Matthew Tanner, SS Great Britain                      Mohamed Aidid, Youth Mayor                      Siena Jackson-Wolfe, Youth Mayor                      Kevin Slocombe, Head of Mayor’s Office                      Marti Burgess, City Centre Revitalisation Group                      David Carter, WECA</p>

Item	Item
1.	<p><b>Welcome, context and overview - Mayor Rees</b></p> <ul style="list-style-type: none"> <li>• Welcomed members and outlined the aspiration for Western Harbour, highlighted the early stage the project was at and the importance of and desire to engage with community and business and work effectively and collaboratively with all stakeholders to create a vision and subsequent masterplan for the area.</li> </ul>
2.	<p><b>Context – John Savage</b></p> <ul style="list-style-type: none"> <li>• Introduced himself and outlined his role as chair.</li> </ul> <p><b>Historical context – David Mellor</b></p> <ul style="list-style-type: none"> <li>• Provided a historical overview of the area and of the opportunity.</li> </ul> <p><b>City Council process and timeline – Colin Molton/Nuala Gallagher</b></p> <ul style="list-style-type: none"> <li>• Outlined the aspiration for Western Harbour giving examples of other successful waterfront development schemes e.g. Wapping Wharf, Liverpool Docks.</li> </ul>
3.	<p><b>Terms of Reference – John Savage</b></p> <ul style="list-style-type: none"> <li>• Shared proposed Terms of Reference.</li> <li>• Confirmation that the Advisory Group will be non-political. Councillors and other local politicians will be kept up to date by Bristol City Council officers.</li> </ul> <p><i>Action: Attendees to come back with any comments.</i></p>
4.	<p><b>Western Harbour Feasibility Study - Adam Crowther</b></p> <ul style="list-style-type: none"> <li>• Gave a presentation on the different road options identified by the Western Harbour Feasibility set in the context of Draft Local Plan Policy DS4 Western Harbour which establishes the area as an opportunity for a new neighbourhood for Bristol.</li> <li>• Advised Option 2 and Option 8 were found to have the potential to deliver significant positive outcomes to the Western Harbour area and Bristol in general,</li> <li>• Advised that given the strength of these two options, it was considered beneficial to formulate a ‘hybrid option’ which combines the strongest design elements of Option 2 with those of Option 8.</li> <li>• Next steps will be to undertake a comprehensive master planning process to assess the options within a wider place shaping and infrastructure context.</li> </ul>
5.	<p><b>Engagement Feedback – Adam Crowther and Kurt Scheibl</b></p> <ul style="list-style-type: none"> <li>• Gave a presentation on the engagement activity undertaken on the three road layout options and initial findings from a review of feedback received.</li> </ul>
6.	<p><b>Key Messages – Freddie Palmer, Social Communications</b></p> <ul style="list-style-type: none"> <li>• Led a discussion on key messages to help communicate Western Harbour that the group fed in to.</li> </ul> <p><i>Action: FP to update key messages for next meeting.</i></p>

## 7. **Vision and design principles going forward - All**

Key points raised by members of the group included:

### **Background**

- The focus on road layout options had failed to properly communicate the opportunity at Western Harbour.
- Western Harbour is not just about changes to the road network but about creating a better place for people.
- Need to better communicate this vision to communities to enable collaboration in the development of a masterplan.
- Move from discussing road options onto how the Western Harbour will compliment Bristol with new jobs, homes, leisure opportunities and community facilities for everyone.
- The cost of wasting the opportunity at Western Harbour is far greater than the cost of doing nothing in relation to costs of maintaining existing infrastructure.

### **Connections**

- The Western Harbour should prioritise walking, cycling and public transport.
- Need to be clearer on the strategic aim to reduce traffic in and out of Bristol.
- Traffic flows along the Portway are part regional so reducing this is a sperate challenge.
- Improved public transport (incl. park and ride provision) as well as infrastructure for walking and cycling will lead to reductions in traffic entering the city.
- Clean Air Zone will also have an impact.
- A tunnel and/or enclosing the road had been investigated but constraints meant this would be costly and due to necessarily long access ramps, would provide little benefit over the other options.
- Solutions for reducing the traffic/mitigating its impact on new and existing communities should be central to the masterplan process.
- Western Harbour is a project of city and regional significance, the project needs to recognise the opportunities and constraints this brings i.e. balancing the creation of an exemplar area for walking and cycling with routing a regionally significant road through the area.
- Regional resilience on what happens when M5 bridge is closed must be thought through and the idea that the Port Way is the only solution must be challenged.
- Futureproofing Western Harbour will be vital – consideration of mass transit/reduction in traffic in future.

### **Flood risk**

- The area is liable to flooding and this risk is likely to increase, we must explain this is being thought about and options for addressing – with or without Western Harbour.

## Homes

- Bristol is growing and so is the need to create places for people to live and work.
- Must explain the meaning and importance of 'sustainability'. Building homes outside of Bristol is less sustainable because people have to drive into the city – this isn't widely understood but an important part of the rationale.
- We don't want to confuse people, we need to be clear if the homes are affordable or not – affordability can be achieved but we must communicate how.
- Homes are important but Western Harbour is about more than just homes and this needs to be reflected in how the project is communicated.

## Community, Culture and Business

- The business community is an important stakeholder group especially businesses already based in the area.
- Potential for Western Harbour to provide new space for Bristol's unique cultural offer to expand and grow, including potential of co-production of spaces.
- Strategic approach to the area's community, cultural and business offering and how this complements the offering of the rest of the city is important.
- The neighbourhood will be for everyone – including families - and this must be part of the narrative.
- The commitment to parks, gardens and open space must be communicated clearly.
- Aspirations such as improving access to the waterfront and preservation of the area's heritage will mean the area can be enjoyed by everyone.
- The character and authenticity of this area are unique, we need be clear this is understood and reassure people it will be respected.
- One of the fastest and more pleasant ways from Temple Meads to Western Harbour is by water, part of the Western Harbour opportunity is unlocking the potential of the waterways.

## Engagement

- Collaboration must seek to create a masterplan that allows the area to grow in a way that reflects Bristol's unique character. We do not want a 'tick box development' and Bristol's communities have much to offer in helping to shape Western Harbour.
- Collaborative conversation with the city will be important to make sure Western Harbour works for everyone.
- Western Harbour must benefit the existing communities that surround the area, the aspiration to do so needs to be communicated and collaboration with these communities must shape how these benefits evolve in order to make the most of this opportunity for everyone.
- Who are we consulting – local area, wider city, regional stakeholders?

	<ul style="list-style-type: none"> <li>• Expectation management that we will not have all the answers to peoples' questions until more detailed work has been undertaken but this shouldn't put a halt to engagement.</li> <li>• Need to work with communities to identify how they use the space now.</li> <li>• There must be a wider input into the masterplan process, the opportunity is for all of Bristol.</li> <li>• There is a misunderstanding on how long this process would take, a need to provide more detail of consultation process and timeline.</li> <li>• Consultation must be ongoing throughout the process.</li> <li>• To be most constructive the Advisory Group needs to remain a similar size, smaller groups could be formed for specific issues.</li> <li>• The Stakeholder Reference Groups will allow topics to be discussed with a wider group of people.</li> <li>• The Advisory Group must base its input on the wider community – members of the Stakeholder Reference Groups and others could be invited to speak at Advisory Group meetings.</li> </ul> <p>Bristol City Council maintains an open dialogue with statutory agencies such as the Environment Agency, Historic England and Highways England and will continue to discuss Western Harbour and seek their input wherever necessary.</p>
8.	<p><b>AOB</b></p> <ul style="list-style-type: none"> <li>• A wider piece of work looking at the supporting infrastructure in the sub region is under discussion with West of England Combined Authority that will need to be considered at future meetings.</li> <li>• It was agreed by all that the Advisory Group should continue as a monthly meeting and as stated in the Terms of Reference, there will be no substitutes; all will be expected to attend.</li> </ul>
9.	<p><b>Key Actions</b></p> <ul style="list-style-type: none"> <li>• BCC will circulate copies of the cabinet papers to Advisory Group members once published.</li> <li>• All attendees to come back with any comments on Terms of Reference, to be discussed and agreed at the next meeting.</li> <li>• FP to update Key Messages following input from group.</li> </ul>