

## Email from Cumberland Basin Stakeholder Group to Marvin Rees (Mayor of Bristol): September 2020

Marvin,

Thank you for your email 27<sup>th</sup> August. In fairness Nuala has been in touch with me and I think you may know we are moving forward towards an Advisory Group meeting at the end of this month.

I totally understand, in the circumstances, why there have been delays and we have been reassured about the fact that no developments have taken place in the meanwhile. I quote from a recent email from Nuala,

"I understand there has been some concerns that plans have progressed on Western Harbour before engagement with communities and stakeholders has taken place.

"I want to reassure you that this is not the case, we are committed to engaging with local communities, businesses and stakeholders before progressing any plans on Western Harbour and working with you to get your input and guidance along the way".

This is obviously reassuring but we are concerned that you have not answered the main point of my email of 29th June which for ease of reference I am setting out below.

"You say in your email –*"The developments you mention below are not part of the Western Harbour project."* ( I had mentioned Payne's yard, Clanage Rd and the Caravan site). On this we have to disagree.

We have looked again at the boundary as drawn in the Local Plan Review and find that both the Payne's Shipyard and the Caravan site are within the boundary. We can see that the Clanage Road development is not strictly within the Western Harbour boundary although it abuts onto it. Indeed the development here could have a particular relevance to the opportunities available for roadway changes which might be considered in relation to Western Harbour.

We recognise that Payne's Yard is not in the ownership of the Council and is therefore different from the rest of the space, however the Caravan site is and it is very much part of the Western Harbour area as currently defined.

We are having to deal with planning consultants quoting "emergent Western Harbour policy" ["DS4", etc] , some claiming they need to build to 9-stories or beyond (be-it public open space, park or brownfield ) to be policy compliant. The danger is, the area becomes planned by precedent not a master-plan.

Meantime the Covid-19 lockdown has proven the immense value of the riverside parks and open spaces in the redline to the existing surrounding populations, in several wards, for leisure, exercise and wellbeing . They cannot just be expected to lose these to development.

Existing surrounding permissions and proposals as yet un-built outside the redline can only intensify this demand.

Our point is that in thinking around possible developments within the Western Harbour area it is important to join up the potential picture, not just within the boundary but also with adjacent areas so that we have a more comprehensive picture of what might develop, what facilities and amenities will be part of that area and so on. The latter are of course just as likely to serve the populations which are adjacent to the development as the populations within the area. It is all these sorts of factors which make it important to think about the space around the boundary line as well as that within it.

We are obviously interested in your reactions to the above and we look forward to further dialogue on these matters as and when that is possible."

Perhaps I should make it clear that we understand that the developments referred to are marching ahead of any overall plan for Western Harbour and that aspects of them may well have been in the pipeline before the idea of Western Harbour came about. We have long known about possible development on the caravan site, though not necessarily for residential development, and we have seen outline ideas some years ago for the Clanage Road site. However this does not take away from the fact that these developments are, in the case of 2 of the 3 inside the Western Harbour development area as per the Local Plan and the other abuts immediately onto it. It seems to us to make no sense therefore to be saying these are not part of Western Harbour.

It is on this point that we think clarity is important, because at the moment we seem to have two very different views on what constitutes Western Harbour.

We look forward to your clarification

Best wishes

Dennis

Chairman Cumberland Basin Stakeholder Group

**Response from Marvin Rees (Mayor of Bristol): September 2020**

Dear Dennis

Thanks for following up and apologies if my email wasn't clear.

The principle is that we do have a comprehensive approach to the entire area – making sure each development does reach out over “the red line” into the existing and emerging communities.

Given the mix of types and stages of these developments there will be differing ways to engage, such as planning and city design, and it will be important there is a read across into any emerging plans. Additional capacity is being brought forward to deal with this, which I am sure Nuala can connect you with if not already.

The group's role is to advise on what we the council can bring forward in the Western Harbour development specifically.

Thank you again for your time on this and patience while I replied.

Kind regards

A handwritten signature in black ink that reads "Marvin". The signature is written in a cursive, slightly slanted style.

**Marvin Rees**

Mayor of Bristol