

Bristol Central Area Plan



Adopted March 2015





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Contents

1. Vision: Bristol City Centre in 2026	1
2. About the Central Area Plan	3
The Bristol Local Plan	3
The Central Area Plan	4
Relationship between the Core Strategy and the Central Area Plan	5
Implementation and Monitoring	6
Boundary of the City Centre	7
How the policies are structured	8
3. Living in the City Centre	9
■ Policy BCAP1: Mixed-use development in Bristol City Centre	9
■ Policy BCAP2: New homes through efficient use of land	10
■ Policy BCAP3: Family sized homes	11
■ Policy BCAP4: Specialist student housing in Bristol City Centre	13
■ Policy BCAP5: Development and flood risk	14
■ Noise and Air Quality	15
4. Employment, Culture and Tourism	16
■ Policy BCAP6: Delivery of employment space in Bristol City Centre	16
■ Policy BCAP7: Loss of employment space	18
■ Policy BCAP8: Maritime industries	19
■ Principal Industrial and Warehousing Areas	20
■ Policy BCAP9: Cultural and tourist facilities and water-based recreation	20
■ Policy BCAP10: Hotel development	21
■ Policy BCAP11: University and hospital development	21
■ Policy BCAP12: Vacant sites and temporary uses	22
5. Shopping, Services and the Evening Economy	23
■ Policy BCAP13: Strategy for retail development in Bristol City Centre	23
■ Policy BCAP14: Location of larger retail development in Bristol City Centre	26
■ Policy BCAP15: Small-scale retail developments and other related uses in Bristol City Centre	26
■ Policy BCAP16: Primary shopping frontages in Bristol City Centre	27
■ Policy BCAP17: Secondary shopping frontages in Bristol City Centre	28
■ Policy BCAP18: New market provision in Bristol City Centre	29
■ Policy BCAP19: Leisure use frontages in Bristol City Centre	29
■ Stapleton Road District Centre	30

6. A Greener City Centre	31
Climate Change and Sustainability.....	31
■ Policy BCAP20: Sustainable design standards.....	32
■ Policy BCAP21: Connection to heat networks.....	33
Green infrastructure.....	34
■ Sites of Nature Conservation Importance	34
■ Regionally Important Geological Sites.....	34
■ Important Open Space.....	34
■ Policy BCAP22: Habitat preservation, enhancement and creation on waterways	35
■ Policy BCAP23: Totterdown Basin enhancement.....	35
■ Policy BCAP24: The St. Paul's Green Link	36
■ Policy BCAP25: Green infrastructure in city centre developments.....	37
7. Transport and Parking	38
■ Policy BCAP26: Old City - Reducing traffic in the heart of Bristol City Centre	40
■ Policy BCAP27: Safeguarded transport links and railway land.....	41
■ Policy BCAP28: New interchange facilities	41
■ Policy BCAP29: Car and cycle parking	42
8. Design & Conservation	44
Urban Design Approach	44
■ Policy BCAP30: Pedestrian routes	46
■ Policy BCAP31: Active ground floor uses and active frontages in Bristol City Centre	47
■ Policy BCAP32: Quayside walkways.....	48
■ Policy BCAP33: Key city spaces	49
■ Views and Landmarks.....	50
■ Tall Buildings in Bristol City Centre.....	50
■ Local Historic Parks and Gardens	50
■ Policy BCAP34: Coordinating major development in Bristol City Centre	51
9. City Centre Places and Neighbourhoods	52
9.1 Bristol Temple Quarter	53
■ Policy BCAP35: Bristol Temple Quarter	54
9.2 Retail Growth - Bristol Shopping Quarter	56
■ Policy BCAP36: Bristol Shopping Quarter	57
9.3 High Street, Wine Street and Castle Park	59
■ Policy BCAP37: High Street, Wine Street and Castle Park	60

9.4 Regeneration in Nelson Street & Lewins Mead	62
■ Policy BCAP38: Nelson Street and Lewins Mead	63
9.5 City Centre Expansion - Newfoundland Way	64
■ Policy BCAP39: Newfoundland Way	64
9.6 Transformation of Redcliffe Way	66
■ Policy BCAP40: Redcliffe Way	67
City Centre Neighbourhoods.....	69
9.7 Harbourside	70
■ Policy BCAP41: The Approach to Harbourside.....	71
■ Policy BCAP SA1: Site Allocations in Harbourside	72
9.8 West End	73
■ Policy BCAP42: The Approach to West End	73
■ Policy BCAP SA2: Site Allocations in West End.....	74
9.9 St. Michael's	75
■ Policy BCAP43: The Approach to St. Michael's	75
■ Policy BCAP SA3: Site Allocations in St. Michael's	76
9.10 Old City	77
■ Policy BCAP44: The Approach to Old City.....	77
■ Policy BCAP SA4: Site Allocations in Old City	78
9.11 Broadmead	78
9.12 St. Paul's & Stokes Croft	79
■ Policy BCAP45: The Approach to St. Paul's & Stokes Croft.....	79
■ Policy BCAP SA5: Site Allocations in St. Paul's & Stokes Croft	80
9.13 Old Market & The Dings	81
■ Neighbourhood Planning.....	81
■ Policy BCAP46: The Approach to Old Market & The Dings.....	81
9.14 Redcliffe	83
■ Policy BCAP47: The Approach to Redcliffe	83
■ Policy BCAP SA6: Site Allocations in Redcliffe.....	84
Appendix A: Policy BCAP5 Areas	85
Appendix B: Schedule of Replaced Local Plan Policies	86
Annex: City Centre Key Sites and Site Allocations	87

1. Vision: Bristol City Centre in 2026

By 2026...

- i. Bristol City Centre will have grown and its **regional, national and international** role will have been strengthened. It will be a location for some of the city's key and **most vibrant economic sectors** and will have enhanced its status as the foremost **shopping and entertainment** centre in the South West. Bristol City Centre will have an enhanced **cultural and tourism** offer in which new facilities including a **major indoor arena** will complement the city's established venues and facilities. Growth in the economy will be complemented by continued investment in the city's flourishing **higher education** sector, including the provision of specialist student accommodation.
- ii. Bristol City Centre will be a **single, thriving city centre** consisting of **connected** neighbourhoods each with their own distinctive and complementary character and role and a **vibrant, safe and welcoming environment** in which high quality new development integrates and enhances the city's cherished **historic environment**.
- iii. The **Old City** will be enhanced as the city's cultural and historic **heart**, with growth in independent retail at **St. Nicholas' Market** and **St. Mary-le-Port**. The impact of traffic will be reduced so that streets are opened up for the city's residents, businesses and visitors to use and enjoy. **Bristol Shopping Quarter** will continue to be a prime focus for retail renewal and growth, better connected to the rest of the city centre both at the **High Street, Wine Street and Castle Park** area and at a revitalised **Nelson Street and Lewins Mead**.
- iv. There will be major mixed-use redevelopment in **Bristol Temple Quarter** with an emphasis on new enterprise and employment, particularly in the diverse and dynamic creative sector. This will be supported by a mixed use extension to the city centre at **Newfoundland Way** and by continued regeneration in **Harbourside**, where maritime industries and water-based recreation will continue to play a vital role within an outstanding waterfront setting.
- v. Through community-led processes of neighbourhood planning, the **Redcliffe** area will be reconnected by the development of **Redcliffe Way**, providing an enhanced setting for **St. Mary Redcliffe** church, while there will be continued regeneration in **Old Market** and its links to the rest of the city centre strengthened and improved.
- vi. Working closely with the community, regeneration will also have been achieved in **St Paul's and Stokes Croft**. The strong historic character and topography of **West End** and **St. Michael's** will be safeguarded, with enhanced links provided to the **Christmas Steps Arts Quarter**.
- vii. Bristol City Centre will have more **integrated transport** through new interchange facilities linked to a significantly enhanced **Temple Meads Station**. The new **Bristol MetroBus** will bring about significant opportunities for investment in the **public realm**, particularly in the **Centre Promenade**, and will make the city centre more accessible to residents and visitors. Significant investment in cycling infrastructure will also be delivered. Development will create and enhance a network of important pedestrian and cycling routes throughout the city centre, promoting tourism and supporting economic growth.

- viii. Inspired by Bristol's status as European Green Capital 2015, the city centre will become a **cleaner, greener and healthier** place to live, work and visit through more sustainable transport, the planting of trees, urban greening and high standards of sustainable design and construction in new buildings. New development will provide more **family homes** and **flexible business space** suitable for small businesses, to create a more **successful, vibrant and diverse** mixed-use city centre that is open to all.



2. About the Central Area Plan

The Bristol Local Plan

- 2.1 The Central Area Plan explores how Bristol City Centre will develop over the next 15 years to 2026. The plan also deals with an area to the east of the city centre that is not part of the city centre itself, comprising parts of St. Paul's, Easton, St. Jude's, Newtown, The Dings and St. Philip's.
- 2.2 The Central Area Plan is part of the Bristol Local Plan. The Bristol Local Plan is a set of documents which has updated and replaced the previous Local Plan adopted in 1997. The Bristol Local Plan and Neighbourhood Development Plans together form the statutory development plan, which is used, alongside the National Planning Policy Framework, to help direct decisions on planning applications in Bristol. Figure 2.1 shows how these documents work together.

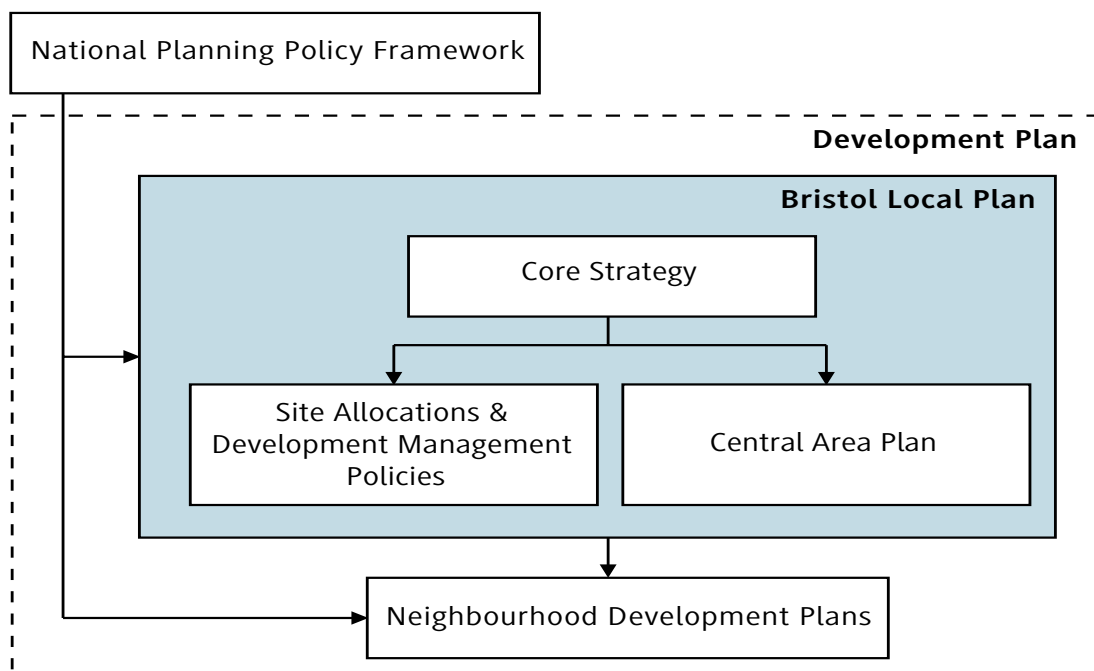


Fig.2.1: Structure of the development plan

- 2.3 The other documents that make up the Local Plan are used as follows to help direct decisions on planning applications in central Bristol:
- The **Core Strategy**, adopted in June 2011 and covering the period to 2026, is the lead Local Plan document. It sets out the overall development strategy for the city and contains strategic policies to deliver that strategy. This includes an overall level of growth for central Bristol and high-level policies relevant to planning decisions in central Bristol.
 - The **Site Allocations and Development Management Policies Local Plan** sets out detailed citywide development management policies applicable to all development. These policies are relevant to planning decisions in central Bristol unless otherwise stated in the Site Allocations and Development Management Policies Local Plan. The document also identifies sites allocated for development outside central Bristol.

The Central Area Plan

2.4 Figure 2.2 overleaf shows the area covered by the Central Area Plan.

The Central Area Plan sets out:

Development Management policies: Detailed planning policies which are used by the council when assessing planning applications. Covering issues relevant to the City Centre and central Bristol, key areas of change including sites for development within the City Centre and development approaches to Neighbourhoods. The table below shows the designations together with relevant policy link(s).

Designations: Land which should be safeguarded or where specific policies apply. Designations relate to Core Strategy or Site Allocations and Development Management or Bristol Central Area Plan policies and are shown on the policies map. The table below shows the designations together with the relevant policy links.

Designation	Relevant Core Strategy Policy	Relevant Development Management Policy	Relevant Central Area Plan Policy
Bristol Central Area Plan boundary	BCS2		
City Centre	BCS2		
City Centre Places	BCS2		BCAP35, BCAP36, BCAP37, BCAP38, BCAP39, BCAP40,
Key Sites	BCS2		BCAP35, BCAP36, BCAP37, BCAP38, BCAP39, BCAP40,
Site Allocations	BCS2		BCAP SA1, BCAP SA2, BCAP SA3, BCAP SA4, BCAP SA5, BCAP SA6
Maritime Industrial and Warehousing Areas	BCS8		BCAP8
University Precinct	BCS2		BCAP11
Hospital Precinct	BCS2		BCAP11
Primary Shopping Areas	BCS7	DM7*, DM8*	BCAP13
Primary Shopping Frontages	BCS7		BCAP16
Secondary Shopping Frontages	BCS7	DM8*	BCAP17
Leisure Use Frontages	BCS7		BCAP19
The St. Pauls Green Link	BCS9, BCS10, BCS21		BCAP24
Safeguarded Transport Links	BCS10		BCAP27
Railway Infrastructure	BCS10		BCAP27
Existing Quayside Walkways	BCS10, BCS21		BCAP32
Proposed Quayside Walkways	BCS10, BCS21		BCAP32
Principal Industrial and Warehousing Areas	BCS8	DM13	
Centres	BCS7	DM7*, DM9*	
Important Open Space	BCS9	DM17	
Sites of Nature Conservation Interest	BCS9	DM19	
Regionally Important Geological Sites	BCS9	DM20	
Local Historic Parks and Gardens	BCS22	DM31	

* Only applicable outside Bristol City Centre

Site Allocations: Sites to be allocated for development for particular land uses. Each site allocation includes **development considerations**. Decisions on planning applications on these sites should be made in accordance with the development considerations.

- 2.5 For clarity, cross-references to relevant Core Strategy and citywide development management policies are included throughout the Central Area Plan.
- 2.6 There are also a number of key Supplementary Planning Documents and Guidance that support policies within the Central Area Plan area. They include:
- Planning Obligations (September 2012)
 - SPD1: Tall Buildings (January 2005)
 - SPD2: A Guide for Designing House Alterations and Extensions (October 2005)
 - SPD3: Future of Redcliffe (July 2006)
 - SPD7: Archaeology and Development (March 2006)
 - SPD8: Nelson Street Regeneration Framework (March 2006)
 - SPD10: Planning a sustainable future for St. Paul's (December 2006)
 - SPD11: University of Bristol Strategic Masterplan (July 2006)
 - "Conservation Area Enhancement Statements" (1993) (Until superseded by Conservation Area Character Appraisals).

Relationship between the Core Strategy and the Central Area Plan

- 2.7 The Central Area Plan is consistent with, and helps to deliver, a number of Core Strategy policies.

Policy BCS2 of the Core Strategy concerns Bristol City Centre. It proposes:

- Around 150,000m² of new (net additional) high quality office space;
- The provision of around 7,400 new homes; and
- Improved connectivity by a variety of means of transport.

- 2.8 A number of other key principles are outlined, including locations identified for regeneration and the more efficient use of land, achieving the highest standards of design and sustainability, enhancement of the green infrastructure network, improved social inclusion and community cohesion, and the protection of maritime industries and the leisure role of the Floating Harbour.

- 2.9 The city centre is also at the highest level of Bristol's retail hierarchy and is therefore identified as a suitable location for a wide range of retail, leisure and other "town centre uses" by policy BCS7 of the Core Strategy.

2.10 Policy BCS3 of the Core Strategy concerns the inner east part of the city. The inner east straddles the Central Area Plan boundary and includes those parts of the wards of Ashley, Easton and Lawrence Hill that do not fall within the city centre. The inner east is identified less as an area for growth and more as an area for social, economic and physical regeneration. Development proposals for the area include:

- Around 2,000 new homes;
- Retaining employment sites and supporting centres;
- Ensuring a mix of new housing to meet local needs; and
- Encouraging development that provides a mix of uses.

2.11 Policy BCS3 places particular importance on providing new employment premises, especially flexible and small business floorspace. The policy also prioritises improving links within the area, stating that opportunities will be taken to reduce the severance of communities caused by major roads and other physical barriers in the area.

Implementation and Monitoring

2.12 The Core Strategy includes an interim review date of 2016 and a major review date of 2021. In particular, the appropriate level of new homes will be reviewed within 5 years of the adoption of the Core Strategy, by June 2016. Review processes are anticipated to commence at least two years in advance of the review date in order to allow any new policies to be adopted in a timely manner.

2.13 The Central Area Plan, as part of the Local Plan, also covers the period to 2026. It is anticipated that the Central Area Plan will also need to be reviewed alongside the review of the strategic policies in the Core Strategy.

2.13A The Central Area Plan will be implemented through the development management process. Its policies, along with other Bristol Local Plan policies, Neighbourhood Development Plans and the National Planning Policy Framework, are the primary means by which the council makes decisions on planning applications.

2.13B As part of the Local Plan, the Central Area Plan is subject to the same monitoring arrangements as the Core Strategy and the Site Allocations and Development Management Policies. The effectiveness of the policies contained in the Central Area Plan will be monitored using indicators already employed to monitor their lead Core Strategy policies as set out in that document. Where policies from the Site Allocations and Development Management Policies are applied within the Central Area Plan area they are also subject to the additional monitoring arrangements set out in that document.

Boundary of the City Centre

2.14 Figure 2.2 shows the boundary of Bristol City Centre as compared to the area covered by the Central Area Plan. Bristol City Centre is a smaller area than the area covered by the plan. Where policies in this document refer specifically to Bristol City Centre they are only applicable within this smaller boundary. The city centre boundary is also shown on the Policies Map.

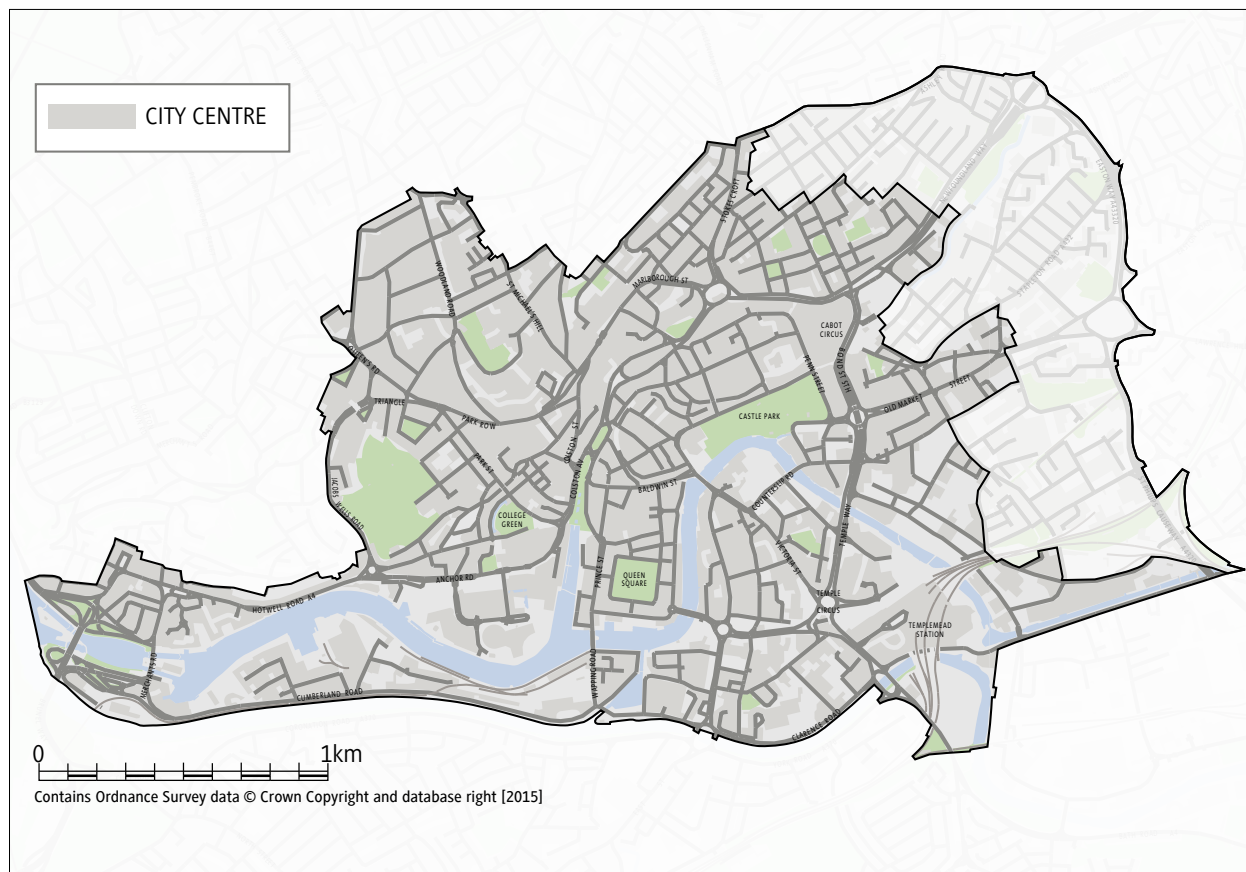


Fig.2.2: Bristol City Centre and Central Area Plan boundaries

How the policies are structured

Policy BCAP3: Family sized homes

← Policy reference number and title.

← Brief introduction setting out the purpose of the development management policy, the need for the development management policy and where relevant the role the development management policy has to play in responding to the Core Strategy.

← The bold policy text is the core wording of the policy. The policy generally sets out one or more key development management principles along with any supporting criteria that are required.

← Explanatory text, elaborating on the bold policy text and offering definitions of technical terms where relevant. This section provides more information on how the development management policy should be applied.

Policy Links

← Table setting out the links between the development management policy and principal Core Strategy and Site Allocations and Development Management policies.

3. Living in the City Centre



- 3.1** Central Bristol has seen significant residential growth in recent years. Policies **BCS2** and **BCS5** of the Core Strategy propose that this growth will continue, proposing a further 7,400 homes in the city centre by 2026, of which around 3,000 have already been completed¹. A mix of homes to meet people's housing needs and demands will be required. This will include support for private rented or 'build to let' developments.
- 3.2** The proposed growth in new homes will need to be matched by the provision of community infrastructure. The council's School Organisation Strategy identifies a need for additional primary provision in the Harbourside area within the next five years². Future development proposals in the Harbourside area may have a role to play in accommodating space for this provision.

Policy **BCAP1**: Mixed-use development in Bristol City Centre

- 3.3** Due to limited availability of development sites, the delivery of 7,400 new homes will require the development of sites for residential or mixed-use development in a wide range of locations throughout the city centre. This will enable some areas that are currently dominated by commercial uses to be diversified, contributing towards achieving the successful and vibrant mixed-use city centre envisaged by the Core Strategy.
- 3.4** Flood risk is one of several determining factors in the selection of sites for new homes, and one that is given significant weight by the Core Strategy and national planning policy. Sites that are less at risk of flooding will need to incorporate a significant proportion of residential development if the exposure to flood risk of the new homes proposed by the Core Strategy is to be minimised. Policy **BCAP5** provides further coverage of flood risk.

¹ Bristol Residential Development Survey 2012

² Bristol City Council School Organisation Strategy 2012 - 2016

New development in Bristol City Centre will be expected to contribute to the mix of uses in the wider area. A mix of new homes, employment and other uses will be sought as appropriate to the site and its context.

Where sites lie within Flood Zone 1, predominantly residential forms of development will be sought to contribute towards the delivery of new homes within central Bristol, except where land is allocated or designated specifically for other uses. This is particularly the case in:

- West End;
- St. Michael's.

This will also be the case in the following, although it will continue to be a priority for local employment to be included as part of the mix:

- St. Paul's & Stokes Croft;
- Old Market & The Dings.

- 3.5 Providing a mix of uses including a range of new homes throughout the city centre will help to bring vitality to the area and support its diversity, while creating a safer environment through appropriate round-the-clock activity. In many cases, where the objective is to bring existing buildings back into use, the inclusion of an element of residential development may play an important role in achieving a viable scheme. Proposals may be refused planning permission if they would not include a sufficient mix of uses, taking account of the existing mix of uses in the area and impact any change to the mix of uses would have on the character, amenity and economy of the area. The larger the site, the more likely it is that a mix of on-site uses will be sought.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS8: Delivering a Thriving Economy
- BCS16: Flood Risk and Water Management

Policy BCAP2: New homes through efficient use of land

- 3.6 Where the upper floors of commercial premises are vacant or underused, the conversion of those upper floors to residential use can be a valuable additional source of new homes that will also contribute positively to the mix of uses in the area and make more efficient use of land.

Where the upper floors of commercial premises are vacant or underused, the use of those floors for new homes will be encouraged, provided that appropriate independent access is available to the proposed homes and provided that the viability of the ground floor premises would not be threatened, for instance through the loss of important ancillary storage space.

- 3.7 For the purposes of this policy, 'commercial premises' refers to buildings with active ground floor uses such as shops, restaurants and financial and professional service uses. The policy is not intended to support the loss of existing self-contained employment floorspace, to which the tests set out in policy BCAP7 will still apply.

- 3.8 The conversion of upper floors to residential use is unlikely to be acceptable if the conversion cannot be accomplished without placing undue operational constraints on the ground floor use that would prejudice its viability or if suitable safe and independent access to the residential use cannot be provided.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS3: Northern arc and Inner East Bristol – Regeneration Areas

Policy BCAP3: Family sized homes

- 3.9 Over the last twelve years, over 90% of the homes delivered in the central wards of Cabot, Ashley and Lawrence Hill have been in the form of smaller flatted units. There is evidence from studies including the SHMA³ that there is both need and demand for family sized homes. A greater mix of housing types, including more family sized homes, will therefore be necessary over the plan period to ensure the 7,400 homes proposed for the city centre meet housing requirements and deliver housing choice.

Throughout the city centre the development of new homes will be expected to contain a proportion of family sized homes, consisting of houses with two or more bedrooms or flats with three or more bedrooms and an element of usable outdoor amenity space.

In defining the proportion of family sized homes that will be sought, regard will be had to the existing housing profile of the area, including local housing requirements and the characteristics of the site, including its suitability for different housing types. The number of family sized homes will also be proportionate to the scale of development.

A substantial proportion of family sized housing will usually be sought in the following areas:

- St. Paul's & Stokes Croft;
- Old Market & The Dings; and
- areas of Easton and Lawrence Hill that lie within the plan boundary.

Within the above areas, proposals to sub-divide existing homes to smaller units that would result in a reduction in the number of family sized homes in the area will not be permitted.

In accordance with policy DM2 of the Site Allocations and Development Management Policies development that would create or contribute to a harmful concentration within any given area of smaller flats or sub-divisions, specialist student housing, houses in multiple occupation or hostel accommodation will not be permitted.

³ West of England Strategic Housing Market Assessment June 2009

- 3.10** An appropriate proportion of family sized homes will be sought in all areas of the city centre by negotiation. The proportion sought will vary taking account of identified local need and demand, the mix of housing in the local area including recent supply and practical considerations around what any given site can feasibly accommodate. A substantial proportion will be sought in those areas set out in the policy where community involvement or local studies have previously identified a particular need or a particular problem with the loss of existing family sized homes through their conversion to smaller units. A flexible approach will be taken to the type of family sized homes provided (i.e. houses or flats) having regard to the site and its surroundings.
- 3.11** As set out in the policy there are locations where the loss of further family sized units will also be resisted. In many cases, these are locations where particular concerns have been expressed by the local community about the loss of smaller family houses through conversion to flats. Policy BCAP3 resists the sub-division of these homes where it is not possible to retain a family sized home on the site. Where larger family houses exist in these areas, some degree of subdivision may be possible provided that a smaller family home is retained in the property such as a garden maisonette.
- 3.12** In all cases, consideration will be given to whether the development would create or contribute to a harmful concentration of such uses within a locality. Harmful concentrations are likely to arise when problems commonly associated with these uses cumulatively result in detrimental effects on the qualities and characteristics of a residential area. Such qualities and characteristics usually include generally quieter surroundings; a reasonable level of safe, accessible and convenient car parking; a well-maintained or visually attractive environment and the preservation of buildings and structures that contribute to the character of a locality. Harmful concentrations will also result where the choice of housing is reduced and no longer provides for the needs of different groups within the community. Regard will be had to the criteria and explanatory text set out in policy **DM2** of the Site Allocations and Development Management Policies in assessing proposals against this policy.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS3: Northern arc and Inner East Bristol – Regeneration Areas
- BCS18: Housing Type

Bristol Local Plan Site Allocations and Development Management Policies

- DM2: Residential Sub-divisions, Shared and Specialist Housing

Policy BCAP4: Specialist student housing in Bristol City Centre

- 3.13 The expansion in higher education in recent years has increasingly seen the development of specialist student housing schemes in the city centre. In the last 15 years some four and a half thousand bed spaces have been created. These schemes have helped to ease demand for student housing, have helped to relieve pressure on the local housing stock and have made a positive contribution to the mix of uses in the city centre. Both the University of Bristol and the University of the West of England support in principle the delivery of managed student accommodation.

Specialist student housing schemes that contribute to the diversity of uses within the local area will be acceptable within Bristol City Centre unless it would create or contribute to a harmful concentration of specialist student housing within any given area.

- 3.14 When making assessments on new specialist student housing development, consideration will be given to the mix of uses delivered on any individual site. Consideration should also be given to the mix of housing within the local area and whether the development would result in concentrations of specialist student housing that would be harmful to residential amenity. When making assessments on residential amenity, consideration should be given to the particular qualities and characteristics of a residential area or residential uses that might contribute to it being an enjoyable or otherwise satisfactory place to live. These usually include generally quieter surroundings; a reasonable level of safe accessible and convenient car parking and a well maintained or visually attractive environment. Harmful concentrations are likely to arise when problems commonly associated with these uses cumulatively result in detrimental effects on these residential qualities and characteristics.
- 3.15 In areas with a strong residential context, such as St. Paul's, Old Market and parts of Harbourside, concentrations of student housing should be avoided. In other areas where there is little or no existing residential population, such as the Old City, Nelson Street and Newfoundland Way, some clustering of specialist student housing may be appropriate. While locations close to the University of Bristol may be desirable for specialist student housing, the need for such development must be balanced against the need to preserve the residential amenity of communities in the area.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre

Bristol Local Plan Site Allocations and Development Management Policies

- DM2: Residential Sub-divisions, Shared and Specialist Housing

Policy BCAP5: Development and flood risk

- 3.16 Parts of Bristol City Centre are at risk from a combination of fluvial and tidal flooding. Due to the surrounding topography and extensive urbanisation of the area, there are also issues around surface water flooding⁴.
- 3.17 Long term solutions to flood risk in the city centre are being actively pursued by the Council, in consultation with the Environment Agency. In accordance with the sequential approach and Sequential Test set out in policy BCS16 of the Core Strategy and the National Planning Policy Framework, this plan will seek to minimise the exposure of more vulnerable types of development such as new homes to these flood risks by allocating land for development, to the greatest extent possible, within low risk areas.
- 3.18 There are a number of areas in need of regeneration in the city centre that coincide with some of the areas identified as being at risk of flooding. Within these areas, a more focused approach to flood risk will be required that allows some residential development to proceed, in order to avoid blight, while minimising the exposure of its residents to flood risk to the greatest extent possible. Appendix A shows the location of these areas, all of which are identified by policy BCS2 of the Core Strategy either as areas of focus for development and regeneration, extensions to the city centre or city centre gateways:
- Bristol Temple Quarter;
 - Bristol Shopping Quarter;
 - Nelson Street and Lewins Mead;
 - Newfoundland Way;
 - Redcliffe Way;
 - North Redcliffe;
 - Central Harbourside; and
 - Cumberland Basin.
- 3.19 Site allocations for new homes in these areas are included to ensure that regeneration is able to continue in areas that might otherwise experience planning blight. Within these areas, in accordance with the sequential approach, the sites where the depth and severity of flooding are at their lowest will be selected first. Reflecting the Exception Test, sites in these areas will not be granted planning permission for new homes if they cannot be made safe from the effects of flooding, including the provision of safe access and escape.
- 3.20 Flood risk is also a determining factor in the allocation of sites for employment development. However, due to the need for those sites that are less at risk of flooding to accommodate new homes as set out in policy BCAP1, a certain amount of employment development will likely have to take place on areas of the city centre that are subject to some risk of flooding, for example parts of Redcliffe, Broadmead, Nelson Street and Harbourside. In such cases, robust site specific flood risk assessments will be necessary to ensure that the development of the affected sites will be resilient to the effects of flooding, including the provision of safe access and escape.

⁴ Bristol Strategic Flood Risk Assessment Level 2 SFRA November 2009 (Amended February 2010); Bristol Central Area Flood Risk Assessment (November 2013).

Within the city centre regeneration areas of Bristol Shopping Quarter, North Redcliffe, Central Harbourside and Cumberland Basin (map at Appendix A), proposals for housing and other vulnerable uses on sites that are at risk of flooding and are not already allocated for those uses by this plan should be supported by a flood risk sequential test undertaken within the confines of that area, taking account of all reasonably available sites in the area that are either allocated for development or otherwise vacant or underused. With the exception of the regeneration areas of Bristol Temple Quarter, Nelson Street and Lewins Mead, Newfoundland Way and Redcliffe Way, elsewhere in Bristol City Centre, the search area for the sequential test will be the city centre boundary unless material considerations indicate otherwise.

3.21 For the purposes of this policy, sites are considered to be at risk of flooding if they are at medium to high risk as existing or with climate change. Other than in the areas set out in paragraph 3.21A below, proposals will not require the submission of a flood risk sequential test where the site has already been allocated for development in the Central Area Plan and the proposed use(s) are among those suggested for the site by the Plan.

3.21A The requirements for the flood risk sequential test in Bristol Temple Quarter, Nelson Street and Lewins Mead, Newfoundland Way and Redcliffe Way are set out separately for those areas in policies BCAP35 and BCAP38-40.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS16: Flood Risk and Water Management

Noise and Air Quality

3.22 Much of Bristol City Centre and its arterial approaches are designated as an Air Quality Management Area (AQMA). There are also significant volumes of ambient traffic noise, particularly at the busiest locations such as Bedminster Bridge, Redcliff Hill, Bath Bridge, Temple Gate and the Inner Circuit Road (Temple Way / Bond Street).

3.23 In accordance with policy **BCS23** of the Core Strategy and policies **DM33-4** of the Site Allocations and Development Management Policies, development in the city centre will have to minimise the exposure of noise-sensitive development such as housing to the worst of this environmental noise and seek the inclusion in development of mitigation measures to address air quality. It will also be possible to reduce noise and improve air quality in the heart of the city centre through the overall objective of reducing the level of through traffic and promoting walking and cycling.

4. Employment, Culture and Tourism



- 4.1 Bristol City Centre has seen extensive office development⁵ in recent years facilitating growth and employment in key sectors such as digital, green and financial and business services industries. This has included both speculative schemes and pre-let, custom designed premises. Although the recent recession affected the number of office schemes commencing construction, further demand for office floorspace is anticipated within the plan period. Policies **BCS2** and **BCS8** of the Core Strategy proposed that a further 150,000m² of office floorspace above the pipeline supply would be sought within the city centre within the plan period.
- 4.2 One of Bristol's most successful sectors in recent years has been the creative industries sector, of which concentrations already exist in locations such as Spike Island, Clifton and the Paintworks. Creative industries thrive in flexible spaces that can be used in different ways and for a variety of uses, and operate on many different scales. There are further opportunities for growth in this diverse sector within the plan period.

Policy BCAP6: Delivery of employment space in Bristol City Centre

- 4.3 The council's annual monitoring of office development⁶ indicates that around 30,000m² of new office floorspace (net additional) has been completed since April 2006 above and beyond the pipeline supply that existed at that time. A further 120,000m² therefore still needs to be found if growth is to take place at the scale envisaged by the Core Strategy.
- 4.4 There is the potential for around 135,000m² of employment floorspace to be delivered in Bristol Temple Quarter (above and beyond the 2006 pipeline). Other locations within the city centre such as Redcliffe and Harbourside have also proven to be successful locations for employment development. Continued support for office and creative industries development of all scales as part of the wider mix of uses in the north Redcliffe area will enable the continued regeneration of underused sites and buildings in the area and help to bridge Bristol Temple Quarter with the rest of the city centre. Elsewhere, smaller scale office and creative industries development can be delivered as part of a more integrated, mixed-use pattern of development, recognising the aspiration set out in the Core Strategy for a mix of uses to be developed throughout the city centre.

⁵ Use class B1a

⁶ Bristol Business Development Survey 2012 (and previous editions)

Development in Bristol City Centre will include:

- At least 100,000m² of net additional high quality office and flexible workspace within Bristol Temple Quarter; and
- Continued office and flexible workspace development as part of the wider mix of uses in the area in:
 - The Redcliffe Way area, if sought through the neighbourhood planning process; and
 - The North Redcliffe area.

Elsewhere within the plan boundary, development will be encouraged to include a proportion of office or other employment floorspace of a scale and type appropriate to the site and its context, except where land is allocated or designated specifically for other uses.

In Old Market & The Dings, St. Paul's & Stokes Croft and other areas of inner east Bristol the emphasis will be on the provision of small-scale flexible workspace suitable for a wide range of employment uses.

- 4.5 There is scope in the city centre for a mix of office accommodation and flexible workspace to be delivered to meet local business development needs. A continued supply of sites suitable for large format office buildings will help the city to continue to attract major employers and allow existing businesses to grow. An accompanying supply of new workspace at a smaller scale, meanwhile, will support the growth of new start-ups and other small businesses in the city centre area.
- 4.6 Outside Bristol Temple Quarter, in which the proportions of uses sought will be guided by the spatial framework, an appropriate proportion of employment floorspace will be sought by negotiation. The proportion sought will vary taking account of the location of the site, the impact on surrounding uses and practical considerations around what any given site can feasibly accommodate. These considerations are also reflected in the range of uses suggested for sites allocated for development by this plan.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS3: Northern Arc and Inner East Bristol – Regeneration Areas
- BCS8: Delivering a Thriving Economy

Policy BCAP7: Loss of employment space

4.7 Retaining valuable employment land and floorspace is an important part of the council's strategy and complements the Core Strategy's office growth targets to ensure a wide variety of business spaces of different types, sizes, quality and cost. The Core Strategy states that employment sites, premises and floorspace will be retained where they make a valuable contribution to the economy and employment opportunities.

4.8 New permitted development rights introduced by the Government include permitted development rights for the conversion of office floorspace to housing. However, these rights only exist until May 2016 and do not apply to office floorspace completed after May 2013. Changes to uses other than housing also still generally require planning permission. Policy BCAP7 sets out the criteria that will be used to assess the value of employment sites in Bristol City Centre when it is proposed to redevelop them for alternative uses and planning permission is required for their loss.

Employment sites in Old Market & The Dings, St. Paul's & Stokes Croft and other areas of inner east Bristol should be retained for employment use unless it can be demonstrated that:

- i. There is no demand for employment uses; or
- ii. Continued employment use would have an unacceptable impact on the environmental quality of the surrounding area; or
- iii. A net reduction in floorspace is necessary to improve the existing premises; or
- iv. It is to be used for industrial or commercial training purposes.

In Bristol City Centre, where there are existing office buildings that are vacant or underused by reason of their location or their ability to meet modern business needs (notably in and around the Nelson Street and Lewins Mead area), development involving the loss of existing office floorspace will be acceptable where it would contribute positively to the mix of uses in the area. Redevelopment or significant remodelling of the city centre's poorest quality office buildings will be encouraged in preference to conversion, potentially including some further intensification of use.

4.9 In Bristol City Centre has a number of core office areas that provide the city centre with a strong critical mass of high quality office floorspace. These include large-scale, modern office developments in the Temple Quay, Harbourside and north Redcliffe areas and also many smaller office sites scattered throughout successful mixed-use areas such as the West End. It is anticipated that these office sites will be naturally sustained by their market value. However, there are also smaller-scale, flexible workspaces that can also be found in city centre neighbourhoods such as St Paul's and Stokes Croft and Old Market that make a valuable contribution to the business offer of the city centre in their present use by providing accommodation for small independent / start-up businesses.

4.10 There are locations within the city centre where the existing office stock is underperforming either because of its location or because of its age, condition and general suitability to meet modern office needs, including the Nelson Street and Lewins Mead area. In these areas, a more flexible approach will be taken to the loss of employment floorspace where an alternative mix of uses would make a positive contribution to the vitality and economy of the area.

- 4.11 For the purposes of this policy, 'Employment sites' refers to sites, premises and floorspace which are used, were last used or are allocated for employment uses. Employment uses are generally those activities falling within Use Classes B1-B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended). This policy applies to only employment sites outside designated Principal Industrial and Warehousing Areas and Maritime Industrial and Warehousing Areas.
- 4.12 Regarding the first criterion of the policy, the council will expect applicants to submit evidence that the site has been adequately marketed for employment uses. This should be undertaken in accordance with the guidelines on the carrying out of marketing which are available to view on the council's website.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS3: Northern Arc and Inner East Bristol – Regeneration Areas
- BCS8: Delivering a Thriving Economy

Policy BCAP8: Maritime industries

- 4.13 Policy **BCS8** of the Core Strategy sets out the council's overall approach to industrial and warehousing development⁷. It identifies a continued need for industrial and warehousing floorspace in Bristol.
- 4.14 Industrial and warehousing growth is not feasible in Bristol City Centre after the area's other development needs have been taken into account, and the city centre is not identified by the Core Strategy as a location for new industrial and warehousing development. However, the need to preserve a supply of existing industrial and warehousing floorspace within the city does affect the Harbourside neighbourhood, where there is still a concentration of such floorspace on Spike Island.
- 4.15 Locations around the Floating Harbour that are currently used wholly or partially for maritime industries will be safeguarded for that purpose as **Maritime Industrial and Warehousing Areas**.

Sites within the Maritime Industrial and Warehousing Areas shown on the Policies Map will be retained for industrial and warehousing uses. Development will be expected to protect or enhance the maritime function of the area. Development that would affect the function or viability of existing maritime uses in the area or otherwise erode the maritime function of the area will not be permitted.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS8: Delivering a Thriving Economy

⁷ Use classes B1b-B8

Principal Industrial and Warehousing Areas

- 4.16 There are a number of existing industrial and warehousing areas just outside the city centre, notably in Pennywell Road and St. Philip's. These areas continue to play an important role in supporting and complementing the more office-led employment offer of the city centre. Industrial and warehousing uses will therefore continue to be directed to these areas, which will be safeguarded as **Principal Industrial and Warehousing Areas**. Policies DM12 and DM13 of the Site Allocations and Development Management Policies set out the council's approach to these and other employment sites outside the city centre..

Policy BCAP9: Cultural and tourist facilities and water-based recreation

- 4.17 There has been substantial investment in culture, leisure and tourism in Bristol City Centre in recent years, with the completion of the M-Shed museum, Colston Hall extension and Cinema De Lux at Cabot Circus, as well as ongoing investment in attractions such as the S.S. Great Britain, Bristol Old Vic and City Museum. It remains the intention to complete the Colston Hall project with the refurbishment of the existing facilities. Other institutions such as the Watershed and Arnolfini also provide an important part of the city's cultural offer. Meanwhile the area around the Floating Harbour is home to a number of important water-based recreation uses, particularly towards the western end of the Harbourside neighbourhood.
- 4.18 Opportunities will be sought to continue the beneficial investment in cultural, leisure and tourist facilities that has taken place in the city centre in recent years, particularly in the Harbourside and West End neighbourhoods. Opportunities will also be sought to explore the tourist potential of the city centre's cultural heritage. It is proposed that Bristol Temple Quarter will become the home for a major indoor arena to serve the city and wider region.

Proposals for new cultural facilities, tourist attractions and water-based recreation uses in the city centre boundary will be encouraged. Existing cultural, tourist and water-based recreation facilities should be retained in those uses and enhanced where possible unless appropriate replacement facilities are provided in a suitable alternative location.

A major indoor arena and complementary leisure uses will be developed in Bristol Temple Quarter (Policy BCAP35).

- 4.19 For the purposes of this policy, 'cultural facilities and tourist attractions' refer to cultural or leisure facilities that are of regional, national or international importance or that make an important contribution to the distinctiveness of the city centre's visitor offer such as museums, theatres, concert venues, specialist cinemas, sport venues and historic buildings and monuments.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre

Policy BCAP10: Hotel development

- 4.20 Another significant element of recent investment in culture, leisure and tourism in Bristol City Centre is the growth of the hotel sector. Although the hotel sector is an important part of the city's tourism offer, much of the growth has been in the form of large format and budget hotels.
- 4.21 Reflecting current concerns around the imbalance between budget hotels and other types within the city centre, opportunities will also be sought to diversify the city centre's hotel offer through the provision of small-scale, boutique hotels or high quality hotels.

Proposals for small-scale, boutique or high quality hotel development will be encouraged as individual development or as part of broader mixed-use developments. Proposals for new hotel development should provide active ground floor uses and/or frontages and achieve high standards of sustainability and urban design in all other respects.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre

Policy BCAP11: University and hospital development

- 4.22 Policy BCS2 of the Core Strategy provides for continuing consolidation and expansion on the University of Bristol and Bristol Royal Infirmary sites. Both sites are home to major institutions that make a considerable contribution to the economy and mix of uses in the city centre.

The University Precinct shown on the Policies Map will be developed for educational and ancillary uses associated with the University of Bristol having regard to the principles set out in SPD11.

The Hospital Precinct shown on the Policies Map will be developed for healthcare and ancillary uses associated with the University Hospitals Bristol Trust.

In both precincts, the development of new facilities or the redevelopment and renewal of existing facilities will be encouraged. Development that would impede the consolidation and expansion of University and hospital facilities within the precincts will not be permitted.

Outside their designated precincts, the development of University or hospital facilities on sites not allocated or designated specifically for other uses will also be permitted where they would accord with other relevant Local Plan policies.

- 4.23 There may be situations where the University or hospitals trust are seeking to redevelop existing University or hospital sites outside their designated precincts or require a new site in a particular location due to its proximity to a particular site or community. In these cases, new University or hospital development will also be acceptable subject to there being no conflict with other policies.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre

Policy BCAP12: Vacant sites and temporary uses

- 4.24 From time to time, temporary uses are sought for vacant buildings or cleared sites that are awaiting redevelopment. Although temporary in nature and therefore often lacking the standards of design and finish that would usually be expected from permanent development, such uses can provide jobs and add much to the vitality and vibrancy of an area in the meantime. Alternatively, temporary uses can enhance the sustainability of an area by making space for local food production, wildlife or the growing of energy crops.

Proposals for temporary uses of vacant buildings or sites within Bristol City Centre that would not prejudice any future development or other purposes for which the site may be safeguarded will be acceptable where they would add to the vitality and vibrancy of the city centre and would not cause excessive noise or other pollution, cause undue detriment to the character and amenity of the surrounding area or give rise to unacceptable traffic conditions.

Temporary uses that would enhance the sustainability of Bristol City Centre such as the provision of space for local food production, wildlife or the growing of biomass will be encouraged.

Proposals for the temporary use of vacant sites for car parking will not be acceptable.

- 4.25 Temporary use of vacant sites for car parking is not allowed for in the policy as such use can discourage and delay the permanent redevelopment of vacant sites. Car parking provision is also likely to be inconsistent with Policy BCAP29 which seeks to ensure that long stay parking in new development is limited to the operational needs of the development.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre

5. Shopping, Services and the Evening Economy



- 5.1** As set out in policy BCS7 of the Core Strategy, the city centre contains a number of distinct shopping and service areas, each with a different role in meeting the shopping, leisure, entertainment and cultural needs of those living in and visiting Bristol City Centre. This chapter sets out the locations for new retail growth, and the approaches to planning for retail and retail related change and growth across all the shopping areas within Bristol City Centre.
- 5.2** The completion in 2008 of Cabot Circus delivered around 100,000m² of new retail and leisure floorspace, with the result that Bristol City Centre is now among the top-ranked shopping destinations in the UK. However, continued growth and investment is necessary to maintain this status and role. The City Centre Retail Study⁸ forecast sufficient population and expenditure growth to support additional comparison retail goods floorspace, including a major retail-led development, in the medium to long term. The study concluded that additional floorspace should be directed towards Bristol Shopping Quarter, to ensure Bristol City Centre remains a successful regional shopping destination and continues to offer the city an attractive, vibrant retail core. The study also recommended approaches to the other city centre retail locations which are addressed in the policies in this chapter.

Policy BCAP13: Strategy for retail development in Bristol City Centre

- 5.3** Bristol Shopping Quarter forms the core of Bristol City Centre's retail offer. It comprises the city's principal shopping area including Cabot Circus, Broadmead and The Galleries and is the largest retail destination in South West England. It is the principal and preferred focus for major retail development in the Central Area Plan.
- 5.4** In addition to growth within the Bristol Shopping Quarter, there are retail development opportunities in the adjacent areas of St Mary-Le-Port and Nelson Street /Lewins Mead and also at Bristol Temple Quarter where they will act as a complement to new development. Although these locations are not intended as major focuses for retail-led development, they will assist in creating additional retail floorspace within Bristol City Centre, contributing to a diverse range of retail unit size and offers.

⁸ Bristol City Centre Retail Study: Stages 1 & 2 (June 2013)

- 5.5 Queen's Road and Park Street** is the second most significant location for city centre shopping after Bristol Shopping Quarter. The area has undergone change in recent years, with the loss of some of its larger format retail and the introduction of a wide range of restaurants, bars and cafés. However, the area has a high footfall and remains a significant centre for fashion, gifts, music and books. A Primary Shopping Area is identified at Queen's Road and Park Street, covering the heart of the area to maintain its retail focus.
- 5.6 Shopping in Old City** is focused on St. Nicholas' Market which, along with the associated street markets, provides a key focal point for independent and niche retail within the city centre. A Primary Shopping Area is identified covering the market and its immediate surroundings. The area forms a destination for specialist shopping and leisure and provides a complement to the adjacent Bristol Shopping Quarter.
- 5.7 Stokes Croft, Old Market** (primarily Old Market Street, West Street and Midland Road north) and the **Christmas Steps Arts Quarter** (Christmas Steps, Colston Street and Perry Road) have distinctive characteristics and are important as specialist/local shopping and leisure areas within the city centre. They are important to their local areas and contribute to the city centre's visitor offer. Stokes Croft has a localised retail function with a number of independent traders and supports a vibrant mix of artistic activities, cafés, pubs, bars, nightclubs, take-aways and other local services. Old Market does not have a primary retail function but includes a range of comparison retail of niche interest, local services and pubs and bars, many geared towards the gay community. Christmas Steps Arts Quarter is a small retail area with citywide significance due to its independent and artisan nature and attractive historic setting.

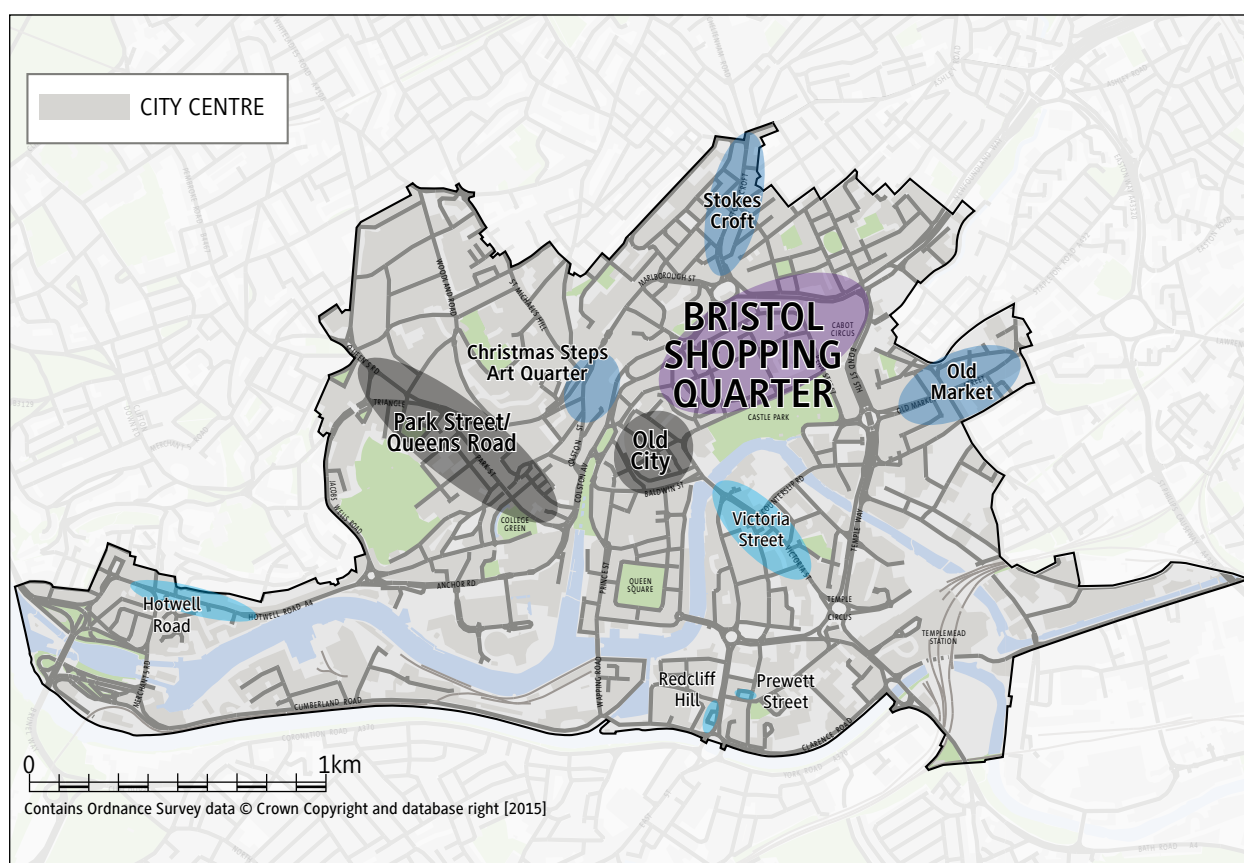


Fig. 5.1: City centre shopping areas

Development in Bristol City Centre will include:

- Major retail growth, focused upon sites within Bristol Shopping Quarter Primary Shopping Area (Policy BCAP36);
- Retail development as part of the wider mix of uses at High Street, Wine Street and Castle Park (St. Mary-le-Port site) and at the Nelson Street and Lewins Mead area. Links to Bristol Shopping Quarter will be strengthened at both locations (Policies BCAP37 and 38);
- Complementary retail and leisure uses as part of the Bristol Temple Quarter developments (Policy BCAP35).

A retail focus will be maintained in the Primary Shopping Areas at:

- Park Street/Queen's Road;
- Old City.

There will be an emphasis on retaining smaller scale/independent retail uses at:

- Christmas Steps Arts Quarter.

A mix of uses will be sought, with a particular emphasis on retaining smaller scale/independent retail and leisure uses at:

- Stokes Croft;
- Old Market.

The retention of a range of local retail and service uses will be sought at Victoria Street, Hotwell Road and Redcliff Hill/Prewett Street where Secondary Shopping Frontages are identified.

- 5.8 Primary Shopping Areas are identified on the Policies Map. Policies for the locations referred to above are included in Chapter 9 *City Centre Places and Neighbourhoods*. Policies **BCAP16** and **BCAP17**, below, set out the approach to primary and secondary shopping frontages.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS7: Centres and Retailing

Policy BCAP14: Location of larger retail development in Bristol City Centre

- 5.9 Policy BCAP13 sets out the overall strategy for retail development in the city centre. This policy addresses the location of larger scale retail development proposals in the context of that strategy.

New larger scale retail development within Bristol City Centre will be primarily directed towards the identified Primary Shopping Areas or to sites which adjoin them. Development should be proportionate with and appropriate to the scale and role of the particular Primary Shopping Area within Bristol City Centre. Elsewhere in the city centre larger scale retail developments may be acceptable where they would not be harmful to the vitality, viability and retail function of identified shopping areas.

- 5.10 Larger scale retail development is defined as use class A1 of 200m² gross floor area or larger. The role of individual Primary Shopping Areas is set out in Policy BCAP13.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS7: Centres and Retailing

Policy BCAP15: Small-scale retail developments and other related uses in Bristol City Centre

- 5.11 Larger scale retail development is focused on the main shopping areas within the city centre. Small scale shops and related uses can contribute to the vitality of all parts of the city centre, particularly those areas where active uses are sought (Policy BCAP34).

The development of new small-scale retail or other related uses (use classes A2-A5) outside of designated Primary Shopping Areas and Secondary Shopping Frontages within Bristol City Centre will be acceptable where they would add to the vitality of the area.

- 5.12 This policy applies to shops (use class A1) of up to 200m². Proposals which significantly exceed that scale will be determined in accordance with policy BCAP14. The policy is also applicable to use classes A2 to A5 of any scale, provided they are in accordance with all other relevant policies. The boundary of the city centre is shown on the Policies Map.
- 5.13 Policy DM10 of the Site Allocations and Development Management Policies is applicable to food and drink uses in all locations, subject to any special provisions set out in the Central Area Plan.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS7: Centres and Retailing

Bristol Local Plan Site Allocations and Development Management Policies

- DM10: Food and Drink Uses and the Evening Economy

Policy BCAP16: Primary shopping frontages in Bristol City Centre

5.14 Primary Shopping Frontages are designated where there will continue to be a high proportion of use class A1 retail shopping uses. They are important for retailers as they help to provide certainty that a strong trading environment will be maintained. In Bristol City Centre primary shopping frontages are located in **Bristol Shopping Quarter**, where maintaining retail dominated frontages is of particular importance, and at **Park Street and Queen's Road**. The Primary Shopping Frontages in these areas contain a high proportion of retail shops supported by significant numbers of uses such as cafes, bars, and financial and professional services; this is particularly so at Park Street and Queens Road with its acknowledged leisure and evening economy role.

5.14A A Primary Shopping Frontage has also been designated at **Christmas Steps Arts Quarter**. This is to acknowledge the dominance of class A1 uses in that location and to maintain the area's role as a specialist shopping area characterised by small, independent retailers within a historic setting providing a unique retail offer to the city's residents and visitors.

Within Primary Shopping Frontages in Bristol City Centre change of use of retail premises (use class A1) will not be permitted unless:

- i. The proposed use would make a positive contribution to the vitality and viability of the Primary Shopping Frontage and the city centre as a whole; and
- ii. The proposed use would not dominate or fragment the Primary Shopping Frontage as a result of its scale, by creating a significant break in the retail frontage or by resulting in a harmful loss of retail floorspace; and
- iii. The proposed use would be compatible with a retail area in that it includes a shop front with a display function and would be immediately accessible to the public from the street.

Within the Primary Shopping Frontages in Bristol Shopping Quarter selective change of use to cafés, restaurants, pubs or bars (Use Classes A3 and A4) or other appropriate leisure uses will be acceptable subject to meeting the above criteria and providing the dominant shopping character is maintained.

In all cases, proposals which would result in the loss of retail floorspace, including storage or servicing space, will be expected to demonstrate that they will not be detrimental to the continued viability of the retail unit.

This policy is also subject to any special provisions for shopping areas within city centre neighbourhoods.

5.15 Primary Shopping Frontages are shown on the Policies Map. In considering proposals the role of the shopping area in which the frontage is located, as set out in policy **BCAP13**, will be taken into account.

5.16 The Primary Shopping Frontages of Bristol Shopping Quarter are characterised by their particularly strong and consistent retail character. Policies **BCAP13**, **BCAP36** and this policy aim to maintain that retail strength. However, the introduction of some appropriately located cafés, restaurants, pubs and bars would be appropriate

where they would help to complement the retail offer and visitor experience, support and encourage longer shopping trips and generate continued activity outside normal shopping hours. Planning conditions may be used to restrict subsequent change of use and to ensure activities and opening hours are appropriate to a family shopping area.

- 5.16A** Primary Shopping Areas are particularly sensitive to breaks in the A1 retail frontage as they have an impact on footfall and affect shoppers' perceptions of parts of the shopping area. A significant break (criterion ii of the policy) will be considered to have occurred where uses would, individually or cumulatively, change the perceived function of that part of the frontage away from one associated primarily with shopping. The impact of any break will be assessed having regard to its extent, location and potential impact on shopper footfall at that location or in other parts of the shopping area.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS7: Centres and Retailing

Bristol Local Plan Site Allocations and Development Management Policies

- DM10: Food and Drink Uses and the Evening Economy

Policy BCAP17: Secondary shopping frontages in Bristol City Centre

- 5.17** Secondary Shopping Frontages are defined in various locations in the city centre providing opportunities for a greater diversity of uses. These are located within and adjacent to the Primary Shopping Areas at **Bristol Shopping Quarter** and **Park Street and Queen's Road**; in the **Old City**; **Stokes Croft**; **Old Market** and at the edges of **Christmas Steps Arts Quarter**. There are also Secondary Shopping Frontages at **Hotwell Road**, **Redcliffe** and **Victoria Street**.

Within Secondary Shopping Frontages in Bristol City Centre the development of retail or other related uses will be acceptable where they would help to maintain or enhance the function of the shopping area. In all cases the proposed use will be expected:

- i. To complement the retail function of the shopping frontage and not harm its vitality, viability or diversity; and
- ii. Not to harmfully dominate or fragment frontages; and
- iii. To generate a reasonable level of footfall and be of general public interest or service; and
- iv. To be compatible with a shopping area in that it includes a shop front with a display function and would be immediately accessible to the public from the street.

In all cases, proposals which would result in the loss of retail floorspace, including storage or servicing space, will be expected to demonstrate that they will not be detrimental to the continued viability of the retail unit.

5.18 In considering proposals the role of the shopping area in which the frontage is located, as set out in policy **BCAP13**, will be taken into account. Policy **DM10** of the Site Allocations and Development Management Policies is applicable to food and drink uses in all locations, subject to any special provisions set out in the Central Area Plan.

5.18A 'Retail or other related uses' are defined as Use Classes A1-A5 or other similar uses such as gyms, arts and cultural premises and community facilities which would add to the vitality of the area and are considered to be active ground floor uses.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS7: Centres and Retailing

Bristol Local Plan Site Allocations and Development Management Policies

- DM10: Food and Drink Uses and the Evening Economy

Policy **BCAP18**: New market provision in Bristol City Centre

5.19 Markets significantly contribute to the range of shopping opportunities and choices in Bristol City Centre and add to its attractiveness to visitors.

New or extended market provision will be supported in Bristol City Centre where it would support the vitality, viability and diversity of the city centre.

5.20 This policy should be used in conjunction with policy **DM11** of the Site Allocations and Development Management Policies..

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre

Bristol Local Plan Site Allocations and Development Management Policies

- DM11: Markets

Policy **BCAP19**: Leisure use frontages in Bristol City Centre

5.21 The centre of Bristol has benefited in recent years from a growth in food, drink and leisure and entertainment premises including restaurants, bars, pubs, clubs, cinemas and other leisure uses. The activity, vitality and vibrancy associated with the appropriate mix and type of these uses can make them a welcome and positive addition to the retail offer of Bristol City Centre.

5.22 The City Centre Retail Study acknowledged the existing food, drink, leisure and entertainment offer across Bristol City Centre. It found there is potential for further growth and that focusing this growth on selected areas would be beneficial. Leisure Use Frontages have been designated to help support and guide this growth.

5.23 Leisure Use Frontages are identified at Quakers Friars in Bristol Shopping Quarter. The area's design and location lends itself to the development of leisure type uses which would help to diversify the area's offer whilst complementing its shopping function. Frontages are also proposed at the western end of Broadmead in parts of Nelson Street, All Saints Street and Fairfax Street which also already contain a mix of leisure, entertainment and food and drink uses.

5.24 Harbourside and the waterfront area includes a small element of convenience retail but otherwise consists mainly of leisure, tourism and cultural uses, including pubs, bars and restaurants which create a strong evening economy presence. Leisure Use Frontages in this area recognise its existing role and allow for further developments.

The development of uses that contribute to the leisure, entertainment and evening economy offer in Bristol City Centre will be encouraged and acceptable within the Leisure Use Frontages provided the concentration of uses would not result in harmful impacts.

Leisure and entertainment uses will be acceptable at other city centre locations where they accord with other relevant Local Plan policies.

5.25 Leisure Use Frontages are shown on the Policies Map.

5.26 Existing and proposed retail (use class A1) are considered to make a positive contribution within Leisure frontages, and unless they would prejudice the function of existing leisure, entertainment, community or food and drink uses, should be considered an acceptable form of development.

5.27 This policy applies to uses in classes A3-A5 (cafes, restaurants, pubs, bars and takeaways), D2 (assembly and leisure uses such as cinemas) and to similar *sui generis* uses (similar uses which do not fall into a specific planning uses class). Whilst this policy allows for a clustering of uses it is necessary to ensure that the particular type and location of uses does not have harmful impacts either individually or cumulatively. Therefore, proposals will be subject to the provisions of policy **DM10** of the Site Allocations and Development Management Policies which deals with the control of any negative effects that can arise from concentration of certain types of food and drink uses. Planning conditions may be used to mitigate any harmful impacts which could arise from such uses and to ensure that future inappropriate uses cannot be established through permitted development allowances.

5.28 Policies **BCAP15** and **BCAP17** also allow for the development of uses in class A3-A5.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

■ BCS2: Bristol City Centre

Bristol Local Plan Site Allocations and Development Management Policies

■ DM10: Food and Drink Uses and the Evening Economy

Stapleton Road District Centre

5.29 Part of Stapleton Road District Centre, as defined in Core Strategy Policy BCS7, is situated within the Bristol Central Area Plan area to the east of the city centre. It is identified on the Policies Map. Development Management Policies **DM7** and **DM8** are applicable to this centre.

6. A Greener City Centre



- 6.1** Bristol's status as European Green Capital in 2015 recognised the city's significant achievements and continuing efforts to create an exemplar model for environmentally friendly urban living. In particular, the city's commitment and investment in developing sustainable energy policy has resulted in one of the highest rates of carbon reduction of any major city. An emphasis on green infrastructure has resulted in improved access to good quality parks and different green spaces, improved protection and management of nature and wildlife sites, provision of space for local food production and an increase in tree planting. Encouragement for walking and cycling has led to a doubling in the number of cyclists, the highest of all England's major cities, and the establishment of fun initiatives such as 'Make Sundays Special'. In addition, a range of sustainable transport schemes (set out in Chapter 7) are delivering greater ease of movement and increased integrated transport choices. Many of these initiatives have been focused on the city centre.
- 6.2** The Core Strategy plays an important role in supporting the city's green agenda. Policies **BCS13-15** and **BCS9** set out an overall approach to addressing the impacts of climate change through new development and the protection, provision, enhancement and expansion of green infrastructure assets. Within the city centre there is significant potential for climate change mitigation and adaptation through sustainable energy measures and building design. In addition, the city centre's green infrastructure assets provide multiple benefits to people and wildlife, enhancing the area as a place to live, work and invest in. Green infrastructure can also play an important role in adapting to climate change. Potential exists to build upon and enhance the strategic green infrastructure network within central Bristol.

Climate Change and Sustainability

- 6.3** The Core Strategy proposes ambitious levels of growth in Bristol City Centre within the plan period. The development that comes forward to deliver that growth will need to mitigate its own impact on climate change. It will also need to be resilient to an increased risk of flooding and more variable temperatures arising from climate change.
- 6.4** A key part of the planning response to these issues will be to set standards for sustainable design and construction in Bristol City Centre. The Core Strategy sets out a suite of ambitious policies that seek to mitigate and adapt to climate change across

the whole of Bristol, but these do not set specific sustainable design standards for development to achieve against BREEAM or the Code for Sustainable Homes.

- 6.5 The Sustainable Buildings Standards Evidence Base report⁹ explored the potential for applying specific standards to new development in central Bristol, in particular the use of BREEAM and the Code for Sustainable Homes. The study identifies a number of local circumstances that justify the establishment of higher environmental standards in the area. On this basis the council is seeking higher standards of sustainable design and construction from development in the central area.

Policy BCAP20: Sustainable design standards

- 6.6 Policy BCS15 of the Core Strategy sets out requirements relating to sustainable design and construction and is applicable within the Central Area Plan area. This policy complements BCS15 by setting specific scaled standards against BREEAM and the Code for Sustainable Homes for development within Bristol City Centre. Reflecting changes to the Government's zero carbon buildings policy, the standards rise to Code Level 5 by 2016, rather than Code Level 6 as originally sought by the Core Strategy.

Development in Bristol City Centre will be expected to meet sustainable design standards as set out in the table below.

Development type	2013 - 2015	2016 onwards
Residential 10+ dwellings	Code for Sustainable Homes level 4	Code for Sustainable Homes level 5
Residential 100+ dwellings	Code for Sustainable Homes level 4 and BREEAM for Communities "Excellent"	Code for Sustainable Homes level 5 and BREEAM for Communities "Excellent"
Non-residential 1,000m² or greater	BREEAM "Excellent"	BREEAM "Excellent"

- 6.7 The assessment of major development against national sustainability methodologies will ensure that development engages thoroughly with issues of sustainable design and construction. Assessments should be completed by a licensed assessor. The Code and BREEAM measures should be used unless they are replaced by an alternative national measure of sustainability as approved by the local planning authority.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS15: Sustainable Design and Construction

⁹ Sustainable Buildings Standards Evidence Base – Final Report April 2011

Policy BCAP21: Connection to heat networks

- 6.8** Policy BCS14 of the Core Strategy sets out requirements relating to on-site renewable energy in new development and is applicable within the Central Area Plan area. The policy also places the whole of central Bristol within a Heat Priority Area. Some of the highest demands for heat in Bristol exist in the central area, and as such this area will be one of the key starting points from which the council will seek to grow a district heating network.
- 6.9** Development proposals within central Bristol may have the opportunity for a variety of district heating network formats, depending on site characteristics. These opportunities are 1) Connecting to an existing network, 2) Developing an on-site district heating network, and 3) Developing an on and off-site district heating network with neighbouring building occupiers.
- 6.10** Where district heating is not yet available, policy BCS14 requires development to include, where feasible, communal heating infrastructure suitable for connection to future networks. The mixture of uses and high density nature of the existing development within the central Bristol area may mean that there are potential sources of heat lying close to or adjacent to any given site that could supply it with heat.

Proposals for development that would require heating will be expected to demonstrate that account has been taken of potential opportunities to source heat from adjoining development or nearby heating networks.

Proposals that would generate waste heat will be encouraged to incorporate infrastructure to capture its waste heat for reuse and/or to supply existing or future heat networks in the area.

- 6.11** Development will be expected to explore opportunities to share heat resources with adjoining development or to connect to existing district heating networks. Proposals that would generate waste heat, such as heat from industrial plant, are encouraged to incorporate infrastructure within sites and buildings to capture and reuse the waste heat within the development and/or supply to an existing or future district heating network in the area.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS3: Northern Arc and Inner East Bristol – Regeneration Areas
- BCS14: Sustainable Energy

Green infrastructure

- 6.12 Policy **BCS9** of the Core Strategy sets out general principles for green infrastructure in Bristol, including the protection of existing green assets and the provision of new green infrastructure as part of new development. It also defines a strategic green infrastructure network comprised of open spaces, waterways, wildlife network corridors, landscape features and countryside which are important at a citywide level. That network includes various locations within the Central Area Plan area.
- 6.13 Given the tight urban grain and high density of development within the city centre and the ambitious levels of growth proposed for the area by the Core Strategy, the opportunities for additional major green infrastructure assets are limited. It is therefore important to integrate green infrastructure within new development to enhance and reinforce the area's existing green infrastructure assets. This may include tree planting and the creation of green roofs. Opportunities for new green infrastructure are likely to be greatest in those areas of the city centre where more significant change is proposed.
- 6.14 The overall approach will be to create, protect, enhance and manage a network of multifunctional green infrastructure within central Bristol to support and strengthen the strategic green infrastructure network. This will happen through a series of interventions ranging from new green spaces to increased tree planting and building-integrated solutions such as living walls and roofs.

Sites of Nature Conservation Importance

- 6.15 Policy **DM19** of the Site Allocation and Development Management Policies sets out requirements for development that would affect the wildlife network and are applicable within the Central Area Plan area. **Sites of Nature Conservation Interest**, and other protected habitats and features of importance are designated in the Central Area Plan as shown on the Policies Map. **Wildlife Corridors** are identified separately on the Bristol Wildlife Network map.

Regionally Important Geological Sites

- 6.15A There are a number of **Regionally Important Geological Sites (RIGS)** in the city centre which are shown on the Policies Map. Policy **DM20** of the Site Allocations and Development Management Policies is applicable to any development in the central area with potential for impacts upon RIGS.

Important Open Space

- 6.16 Policy **DM17** of the Site Allocation and Development Management Policies protects existing green infrastructure assets that are important for their recreational, leisure, community, townscape, landscape or visual amenity role and is applicable within the Central Area Plan area. **Important Open Spaces** are designated in the Central Area Plan as shown on the Policies Map.

Policy BCAP22: Habitat preservation, enhancement and creation on waterways

- 6.17** While the city's waterways are a focal point for development and regeneration, proposals can have adverse impacts on their wildlife network function. New development adjacent to or providing access to waterways will have to be carefully designed to maintain the waterway's existing environmental functions. In particular, natural vegetation including trees provide both important wildlife habitats and also sustainable drainage by managing surface water run-off and improving water quality by reducing pollution.
- 6.18** Recent development in the Harbourside neighbourhood has enhanced the environmental function of the waterway through the introduction of a floating reed bed. This has been successful in improving water quality, creating a new habitat and delivering a range of green infrastructure benefits. The potential for further significant development adjacent to waterways within the Central Area Plan area provides opportunities to secure similar habitat creation schemes.

Development adjacent to waterways will be expected to preserve and enhance the existing biodiversity and sustainable drainage role of the waterway, its banks and immediate environs through the protection and enhancement of existing habitats and the creation of new habitats. Increased lighting or high levels of noise that could result in harmful impacts to existing habitats will not be permitted.

Enhancement measures could include the provision of floating reed beds appropriate to the site's townscape and landscape context. Other small-scale habitat creation will be sought on-site where the provision of measures within the waterway itself is not appropriate, for instance where it would conflict with the continued need to provide space for boat moorings, maritime traffic and waterway access.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS3: Northern Arc and Inner East Bristol – Regeneration Areas
- BCS9: Green Infrastructure

Policy BCAP23: Totterdown Basin enhancement

- 6.19** Totterdown Basin has recognised natural green space value in the Parks and Green Spaces Strategy¹⁰. The site offers a mixture of natural green space and waterways that provides a pleasant and peaceful setting contributing significantly to visual amenity in the area. The site has a particularly important connecting function for wildlife.
- 6.20** Totterdown Basin lies within Bristol Temple Quarter. The enhancement of Totterdown Basin would complement the major growth and regeneration proposed for Bristol Temple Quarter by providing a public open space and access to nature at the heart of the Enterprise Zone, to the benefit of existing and new residents and workers alike. An enhanced Totterdown Basin would also act as a hub for walking and cycling routes running from the city centre to the east and south of the city.

¹⁰ Bristol's Parks and Green Spaces Strategy – Adopted February 2008

Development of sites bordering the Totterdown Basin area will be expected to complement its enhancement as a fully accessible natural green space with a wildlife function, including provision of pedestrian and cycle links through the area.

- 6.21 The Totterdown Basin is designated as an Important Open Space as shown on the Policies Map.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS9: Green Infrastructure

Bristol Local Plan Site Allocations and Development Management Policies

- DM15: Green Infrastructure Provision

Policy BCAP24: The St. Paul's Green Link

- 6.22 Outside of the network of primary pedestrian/cycle routes, a potential to improve green links in the St. Paul's/M32 area has been identified. The St. Paul's area contains a number of open spaces that form a rough west/east axis across the area from Brunswick Square to St. Agnes' Park, with onward links towards St. Werburgh's. An opportunity exists to improve and green linkages between these assets and to provide improved pedestrian/cycle links over the M32 to form stronger connections with Riverside Park and the River Frome.

Development on sites affected by a proposed green link as shown on the Policies Map will be expected, where appropriate and feasible, to contribute to the delivery of that green link through the provision of a continuous walking/cycling route on an appropriate alignment incorporating street trees, open space and other forms of green infrastructure. This may be through the provision of a new public realm or through the greening of an existing public realm on or adjacent to the site. The green link will be available to pedestrians, wheelchair users and cyclists at all times.

- 6.23 Development along Newfoundland Way and in the Dove Lane area will be expected to make a contribution, where appropriate and feasible, towards the delivery of a new green link comprising a continuous walking/cycling route and new green infrastructure including street trees and open space. The green link will remain fully accessible at all times. Contributions should be proportionate to the scale of development.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS9: Green Infrastructure

Bristol Local Plan Site Allocations and Development Management Policies

- DM15: Green Infrastructure Provision

Policy BCAP25: Green infrastructure in city centre developments

- 6.24 Policy BCS9 of the Core Strategy and policy DM15 of the Site Allocations and Development Management Policies set out requirements for the provision of new and/or enhanced green infrastructure within new development and are applicable within the Central Area Plan area. In addition policy BCS13 of the Core Strategy sets out requirements for development in terms of mitigating and adapting to climate change, among which is the use of green infrastructure to minimise and mitigate the heating of the urban environment and to minimise the risk and impact of flooding. Policy BCS16 complements these requirements by setting out specific requirements around water management, in particular the use of sustainable drainage systems (SUDS).
- 6.25 This policy sets out a specific requirement for the inclusion of green infrastructure in development to help adapt to the effects of climate change, which is of particular relevance to city centre developments.

To reduce the impact of overheating and surface water run-off, new development in Bristol City Centre will be expected to include an element of green infrastructure where possible as an integral part of its design. This should include both the landscaping of outdoor areas and building integrated solutions.

Development will be expected to incorporate as many as possible of the following design features:

- Green roofs and roof gardens;
- Living walls;
- Street trees and other trees;
- Water features linked to SUDS;
- Waterside landscaping where appropriate.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS9: Green Infrastructure
- BCS13: Climate Change
- BCS16: Flood Risk and Water Management

Bristol Local Plan Site Allocations and Development Management Policies

- DM15: Green Infrastructure Provision

7. Transport and Parking



- 7.1** This chapter sets out an overall approach to movement in the heart of the city centre, along with detailed development management policies. It draws on a range of initiatives being undertaken to improve movement to, from and within central Bristol, including:
- West of England Joint Local Transport Plan 3 2011-2026;
 - Walking Strategy for Bristol: Our Vision for 2011-2021;
 - Bristol Cycle Strategy;
 - Major transport schemes;
 - Public Realm and Movement Framework: Bristol City Centre.
- 7.2** In order to ensure that the ambitious levels of growth proposed by the Core Strategy can be fully realised, investment is required in the future in all modes of transport but particularly those such as walking, cycling and public transport, that allow people to travel more sustainably to, from and within the city centre.
- 7.3** Recent years have seen significant investment in Bristol's bus services and strategic cycling routes. Work is ongoing to deliver further improvements to public transport through a programme of major schemes including the proposed MetroBus and the MetroWest rail project. Current major schemes that directly affect central Bristol include:
- **MetroBus: Ashton Vale to Temple Meads**, which is proposed to run via Cumberland Road to join an anticlockwise loop around the city centre running via Redcliffe, Temple Meads, Cabot Circus, Broadmead and the Centre Promenade, and will provide a connection between the city centre and the proposed South Bristol Link;
 - **MetroBus: North Fringe to Hengrove**, which will enter the city centre via the M32 corridor serving Cabot Circus and Broadmead, running via the Centre Promenade before exiting the city centre in the Redcliffe area; and
 - **M32 Park and Ride**, a longer-term proposal to be potentially delivered as a later phase of the North Fringe to Hengrove scheme. A site is proposed to be safeguarded for this purpose in the Site Allocations and Development Management Policies.
 - **MetroWest and other rail service enhancements** – MetroWest will deliver enhanced cross-Bristol rail services, thereby improving rail access to the central area. The electrification of the Great Western Main Line between Bristol and London (via both Bath and Bristol Parkway) will improve journey times.

7.4 In addition to the major public transport schemes, a new bridge is proposed to link the arena site at Bristol Temple Quarter to Cattle Market Road. This is to enable the delivery of the major indoor arena and other development on the site.

7.5 As set out in the council's **Walking Strategy**, walking is the glue that binds all other modes of transport together and links them to the homes, businesses and facilities in and around the city centre. Enhancing the walking environment through improvements to the public realm will enhance the experience of the city centre for all users, including people with reduced mobility, and increase the appeal of the city centre as a place to live and as a destination for business and tourism. Greater encouragement for walking will also help to improve the health and wellbeing of Bristol's citizens. There are currently a number of initiatives and ideas to improve the pedestrian and cycling environment in the city centre, including:

- The Mayor's **Make Sundays Special** initiative, in which parts of the city centre have been closed to traffic, initially once a month through the summer, to open up the streets for markets, entertainment, play and business activity;
- The **experimental pedestrianisation of Corn Street**, which is exploring the potential for regular daytime closures of Corn Street at weekends;
- The **City Centre Retail Study**, which contains ideas including the value of creating a more pedestrian friendly environment, particularly at the Horsefair and Queens Road;
- The **City Centre Public Realm and Movement Framework**, which looks in detail at improvements that could be made to the public realm in several important locations throughout the city centre;
- A range of **pedestrian and cycle route enhancements** are currently being delivered through programmes such as the Local Sustainable Transport Fund; and the Bristol Temple Quarter infrastructure package, improving access to the central area and the Enterprise Zone.
- The Council is developing proposals for new **residents' parking schemes** in areas within and surrounding the city centre.

7.5A Cycling has become an increasingly popular mode of transport in the city, doubling in use over the last 10 years. It is accessible, cheap and pollution free, can contribute to achieving happy and healthy citizens, improving the quality of the environment and delivering sustainable growth. Building on a strong cycling base the council has developed a **Cycle Strategy** for the city. The strategy sets out the council's vision for cycling by 2020, in particular the council's commitment to a sustained investment programme, a significant increase in the number of commuter trips by bike and children cycling to secondary school, the delivery of experimental and cutting edge cycle projects and progressing delivery of an attractive and safe cycle network for everyone. The strategy also sets out a range of key actions including new infrastructure, marketing and promotion of cycling, and cycle training.

7.5B The city centre is served by taxis which are an important component of access to the city centre, including the contribution to the evening economy. Night bus services also serve the city centre. In addition, the Floating Harbour has a network of ferry services that provide important connections across the area and contribute to the city centre's range of visitor attractions.

- 7.6 At the heart of the Public Realm and Movement Framework is a proposal to reduce the levels of traffic entering the heart of the city. To achieve this, it is proposed to direct through traffic onto an enhanced *inner access loop* route running around the outer parts of the city centre, subject to improvements to that route and orbital routes elsewhere, reducing cross-centre movement while retaining car access to different parts of the city centre by means of a series of *vehicular access zones*.
- 7.7 Policy BCAP26 sets out an overall approach to movement and the public realm in the Old City that reflects the aspirations of the Public Realm and Movement Framework. Detailed policies for the public realm and pedestrian routes form part of the urban design strategy for central Bristol and are addressed separately in Chapter 8, *Design and Conservation*.

Policy BCAP26: Old City - Reducing traffic in the heart of Bristol City Centre

- 7.8 The area within the inner access loop has as its centre the Old City neighbourhood, the historic heart of the city. Many of the key pedestrian routes into and across the city centre converge on the Old City, which lies on desire lines between several important city centre destinations such as Park Street, Harbourside, Bristol Shopping Quarter and Temple Meads Station.
- 7.9 The Old City is, therefore, a part of the city centre where a reduction in traffic and improvements to the public realm have the potential to bring the greatest benefits to the greatest number of people. Reducing the volume of traffic entering the Old City neighbourhood will enable enhanced public transport provision and wide-ranging public realm improvements particularly to important pedestrian and cycling routes.

Development in the Old City neighbourhood will be encouraged and acceptable where it would not increase the levels of general traffic entering the neighbourhood. Where vehicular access is sought to a site for the purposes of essential operational parking or servicing, the council will work with the applicant to identify the most appropriate access point having regard to any proposals for pedestrianisation or traffic management.

- 7.10 In support of continued regeneration in the Old City, the purpose of policy BCAP26 is not to restrain development, but to encourage development solutions that do not bring inappropriate levels of traffic into the historic city core. This will be achieved by ensuring that development does not provide inappropriate levels of on-site parking and ensuring that any vehicular access is gained from the safest location with the minimum possible impact on the pedestrian and cycling environment. In locations where access is only available from streets that have been pedestrianised or have been identified for pedestrianisation it may be more appropriate to proceed with car-free or mostly car-free forms of development.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS10 Transport and Access Improvements

Bristol Local Plan Site Allocations and Development Management Policies

- DM23: Transport Development Management

Policy BCAP27: Safeguarded transport links and railway land

- 7.11 Where major transport schemes have been sufficiently developed and programmed, they are designated and shown on the Policies Map as **Safeguarded Transport Links**, while land that is presently used for, or may be required for the future expansion of, the rail network is designated and shown on the Policies Map as **Rail Infrastructure**.

Land and routes required for the implementation of the following transport schemes and identified on the Policies Map as **Safeguarded Transport Links** will be safeguarded to enable their future provision:

- Proposed road bridge from Cattle Market Road to the arena site (Policy BCAP35);
- Proposed MetroBus routes from:
 - Ashton Vale to the city centre;
 - North Fringe to Hengrove.

Rail land at the following locations and shown on the Policies Map as **Rail Infrastructure** will be safeguarded for future rail use:

- Kingsland Road sidings, St. Philips;
- Rail link to serve Barrow Road Refuse Transfer Station, St. Philips.

- 7.12 The major public transport schemes being progressed in the Bristol area are being taken forward on an ongoing basis with the support of Central Government funding. Policy **BCAP27** safeguards land and routes required to ensure that new development will not prejudice their delivery. Routes for new transport infrastructure on existing roads are not specifically safeguarded as the land required for their implementation is already part of the existing highway.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS10 Transport and Access Improvements

Policy BCAP28: New interchange facilities

- 7.13 While the schemes set out in policy **BCAP27** will be delivered primarily by mechanisms other than planning, other sustainable transport improvements may be sought more directly from the development of specific sites. Temple Meads Station, at the heart of Bristol Temple Quarter, is a location where new development provides an opportunity for significant improvements.

The development of sites adjacent to Temple Meads Station will be expected to deliver improved public transport interchange facilities and new and enhanced walking / cycle routes as part of the development of Bristol Temple Quarter.

- 7.14 The precise location and type of interchange facilities that will be sought will be explored in more detail in the Spatial Framework being prepared for Bristol Temple Quarter. It is likely however that the development of the sites adjoining the station to the north will be required to accommodate this enhanced interchange function. Facilities will need to be fully accessible.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS10 Transport and Access Improvements

Policy BCAP29: Car and cycle parking

- 7.15 Although the council wishes to encourage the use of more sustainable means of transport such as cycling and walking, retaining an element of public car parking, particularly short-stay parking, has an important role to play in supporting the city centre economy, particularly its retail offer and cultural, leisure and tourist facilities. However, extensive provision of long-stay parking creates travel patterns in which large numbers of workers travel into the city centre by car on a daily basis, contributing to congestion, noise and poor air quality, particularly during peak hours.
- 7.16 New long-stay public parking will not generally be encouraged, but proposals to replace existing provision may be acceptable subject to the replacement provision being appropriately located within the hierarchy of vehicular routes in the city centre. New private non-residential parking within the city centre will be limited to the essential operational needs of development such as space for service vehicles and pool cars and an appropriate level of disabled parking.
- 7.17 Although the city centre provides a range of employment opportunities and services that reduce the need to travel, an element of residential car parking may continue to be appropriate for many city centre developments that provide new homes.

The Parking Standards Schedule at Appendix 2 to the Site Allocations and Development Management Policies set out *maximum* car parking standards and *minimum* cycle parking and disabled car parking standards for new development in Bristol. These standards will also apply within the Central Area Plan area but, where appropriate in Bristol City Centre, a significantly lower level of car parking provision will be expected.

Cycle parking and disabled car parking in Bristol City Centre

Development in Bristol City Centre will be expected to meet or exceed the minimum standards for secure cycle parking and disabled car parking set out in the Parking Standards Schedule at Appendix 2 to the Site Allocations and Development Management Policies. Cycle parking provision and associated facilities should be designed to a high quality which meets the requirements of all cyclists using new development including residents, staff and visitors.

Non-residential car parking in Bristol City Centre

Proposals for long-stay public car parking will only be acceptable where it would replace existing provision and would be appropriately located within the hierarchy of vehicular routes in the city centre.

Long-stay private non-residential car parking should be limited to the essential operational needs of the proposed development.

Proposals for short-stay car parking will be considered on a case by case basis having regard to the nature and requirements of the proposed development, the position of the site in the hierarchy of vehicular routes and the desirability of reducing car use in favour of more sustainable modes of transport.

Residential car parking in Bristol City Centre

An appropriate level of new residential car parking, which may include on-street parking solutions, will be acceptable in the city centre where it is properly integrated into the broader design of the development or the existing street scene. Developments of new homes that provide fewer car parking spaces than the maximum standard and car-free residential developments will be acceptable where they are consistent with Site Allocations and Development Management Policy DM23.

Design of car parking in Bristol City Centre

All parking, including on-street and off-street provision, should be finished to a high standard of design that incorporates appropriate landscape treatments, including green infrastructure, and preserves or enhances its context.

The inclusion of appropriate security measures fully integrated into the design of the proposed development will be encouraged.

- 7.18 For the purposes of policy BCAP29, “long-stay” refers to parking that a single car can occupy for a full working day or potentially longer. “Short-stay” refers to parking that can only be occupied for less than a full working day or for evening use.

Policy Links**Bristol Local Plan Core Strategy – Key Policies**

- BCS2: Bristol City Centre
- BCS10 Transport and Access Improvements

Bristol Local Plan Site Allocations and Development Management Policies

- DM23: Transport Development Management

8. Design & Conservation



- 8.1** Central Bristol has a rich archaeological and architectural legacy reflecting its social history and development. Together these form a unique historic fabric and irreplaceable resource; a vital economic and cultural asset providing an essential part of the city's distinctive character, its quality of life and its appeal as a visitor destination. The Central Area Plan aims to safeguard and enhance this outstanding historic environment, recognising its multiple benefits. The objective is to seek to manage positive change within the historic environment making best use of this considerable asset.
- 8.2** The **Central Area Context Study**¹¹ describes the historic character and distinctiveness of central Bristol. The Study defines specific character areas in terms of the evolution of the urban structure and built form. It also details all the known designated and non-designated heritage assets and has drawn from the Conservation Area Character Appraisal documents covering central Bristol for the description of specific local character. Policy **BCS22** of the Core Strategy and policy **DM31** of the Site Allocations and Development Policies set out the council's response to these heritage assets and, in conjunction with a wider suite of design policies, provide a positive strategy for the conservation and enjoyment of the historic environment.

Urban Design Approach

- 8.3** Policy **BCS21** of the Core Strategy sets out principles for quality urban design and is complemented by policies **DM26-DM32** of the Site Allocations and Development Management Policies, which provide further detailed policies on how this will be achieved. These policies are applicable to central Bristol and will apply to all development proposals within the Central Area Plan area. In addition the following adopted supplementary planning documents and supplementary planning guidance will continue to be used to guide decisions on development proposals:
- SPD1 "Tall Buildings" (January 2005)
 - SPD2 "A Guide for Designing House Alterations and Extensions" (October 2005)

¹¹ Bristol Central Area Context Study – informing change – September 2013

- SPD7 “Archaeology and Development” (March 2006)
- PAN6 “Off-Street Residential Parking in Conservation Areas”
- PAN8 “Shopfront Guidelines” (1997)
- PAN 15 “Responding to Local Character – A Design Guide” (1998)
- “Conservation Area Enhancement Statements” (1993) (Until superseded by Conservation Area Character Appraisals).

8.4 The urban design approach for central Bristol is intended to provide an additional level of detail and a co-ordinated approach in areas of significant change and investment at a strategic and local level. It is informed by the Central Area Context Study, which provides the key contextual understanding and critical evidence base, including a summary of the issues and challenges facing different parts of the city centre.

8.5 The urban design approach is based on the application of three urban design concepts:

- **The Legible City:** an existing initiative highlighting the pivotal role of the public realm. Its focus is on creating well-connected, accessible, welcoming high quality streets and spaces that are easy to navigate and orientate oneself, promoting sustainable travel, healthy lifestyles and economic benefits by rebalancing the public realm in favour of pedestrians, cyclists and public transport and reducing or removing the detrimental impact of vehicular movement.
- **The Restored City:** the thoughtful and creative reinstatement of historic street patterns, building lines and public spaces and the enhancement of important views in areas where significant historic building fabric and street pattern remains. This approach does not advocate pastiche, rather the contemporary design of new spaces and buildings that respond positively to the historic local context.
- **The Reinvented City:** the creation of new and often large scale development on sites and in areas where the local context has a lower historic fabric content and capacity for significant new development that responds to Bristol’s unique context in a more overtly contemporary and often bold manner. This allows for a less restrained approach, although strategic context considerations such as views, topography, landscape features and surrounding built forms will remain important influences in shaping proposals for new development.

8.6 A detailed urban design guidance document *Shaping Quality Places* is being prepared to support the Central Area Plan and will become a material consideration in planning applications. The guidance will elaborate these concepts and show how the urban design emphasis should be placed in respect of key pedestrian routes, city spaces, major areas of change and other key sites. Some areas of change, due to their extent and character will require the application of both restored and reinvented city concepts, in combination with The Legible City.

8.7 A number of areas and key sites within the city centre are critical to its future, many acting as a catalyst for future development and inward investment. Chapter 9 *City Centre Places and Neighbourhoods* sets out development considerations for these areas and suggests an appropriate balance of restoration and reinvention. *Shaping Quality Places* will explore this balance in more detail in a series of place making principles for each area or key site, informed by the Central Area Context Study.

- 8.8 In other parts of the city centre, change of a more incremental nature will occur over time. This is more likely to be at the level of building refurbishment or site redevelopment and often at a small to medium scale. The design approach to these proposals will be guided by the site allocations within the Central Area Plan and the design policies within the Local Plan, having regard also to the Central Area Context Study, Conservation Area Character Appraisals and any other relevant guidance or analysis of the local context.
- 8.9 The Public Realm and Movement Framework¹² identifies improvements that could be made to the public realm throughout the city centre. Policies BCAP30-BCAP32, along with policy BCAP26 in Chapter 7 *Transport and Parking in the City Centre*, incorporate the approach of the Public Realm and Movement Framework into the Central Area Plan.

The Legible City

Policy BCAP30: Pedestrian routes

- 8.10 Attractive, accessible and safe pedestrian routes help to increase opportunities for walking, cycling and access to public transport. The Public Realm and Movement Framework identifies a network of primary pedestrian routes based on the need to provide high quality pedestrian routes between a series of key city centre destinations and reflecting the areas for growth or regeneration identified by the Core Strategy.
- 8.11 The primary pedestrian routes are supplemented by a network of secondary pedestrian routes which create links to other key routes, provide access to the primary pedestrian route network from areas outside the city centre and provide alternatives to the main routes. In Figure 8.1 opposite, sections of the network that have already undergone some development are indicated as *existing*, while those that remain to be implemented or require significant further development are shown as *proposed*. The proposed routes, as indicated, are indicative.

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.

- 8.12 Reference will be made to the Public Realm and Movement Framework and the Bristol Cycling Strategy in identifying the scope and detail of any improvements to the route network that will be sought from new development. In applying policy BCAP30 to primary pedestrian routes, it will be a priority to deliver or contribute where appropriate to the specific improvements outlined for each route in the Public Realm and Movement Framework. In applying policy BCAP30 to secondary pedestrian routes, the nature of the improvements sought would be guided by more general principles of public realm design such as those contained in policy DM28 of the Site Allocations and Development Management Policies. Where primary or secondary pedestrian routes coincide with designated Quayside Walkways, policy BCAP32 will also be applied to determine the nature of the improvements sought.

¹² Public Realm and Movement Framework – Bristol City Centre – February 2012

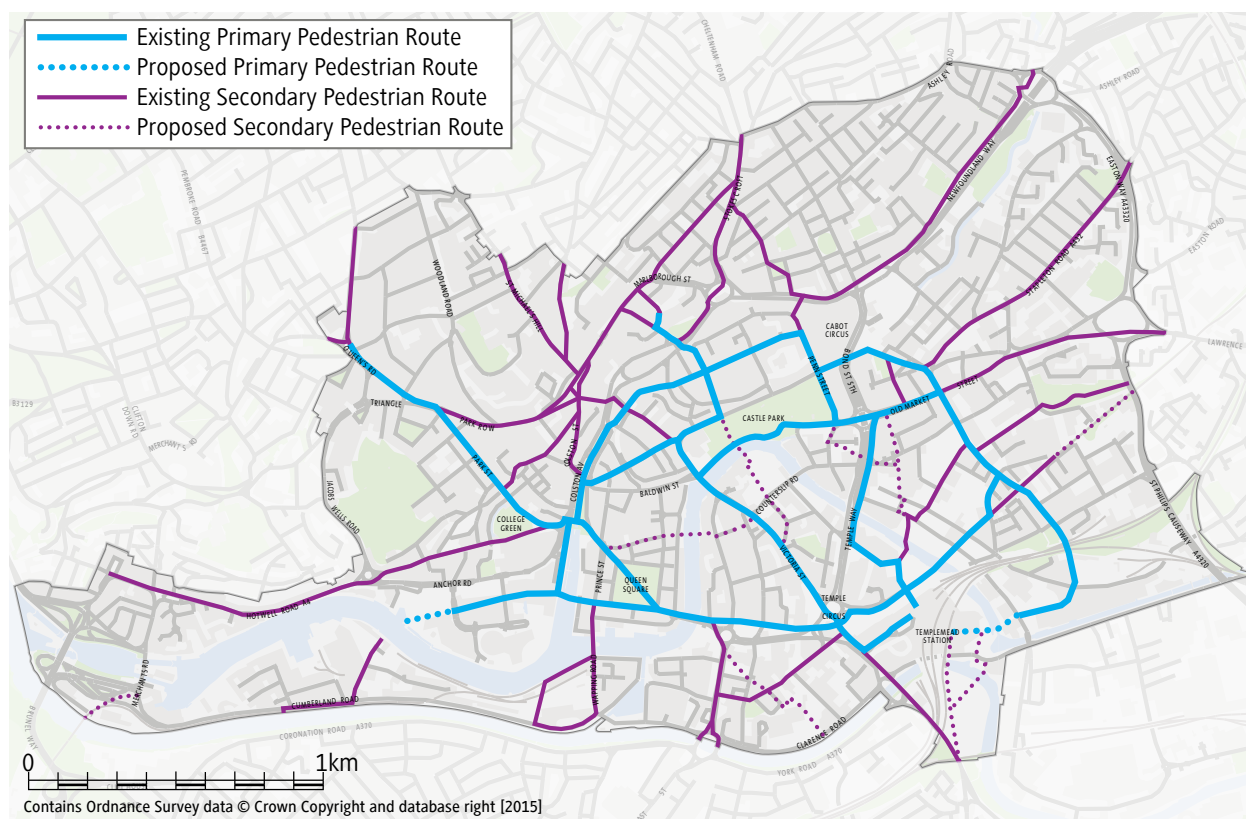


Fig. 8.1: Primary and secondary pedestrian routes

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS21: Quality Urban Design

Bristol Local Plan Site Allocations and Development Management Policies

- DM27: Layout and Form
- DM28: Public Realm

Policy BCAP31: Active ground floor uses and active frontages in Bristol City Centre

8.13 Policy BCS2 of the Core Strategy seeks the provision of active ground floor uses on the busier streets in Bristol City Centre. Policy BCAP31 refines this statement by identifying types of location where active ground floor uses may be sought. These areas are in addition to designated Primary Shopping Frontages and Secondary Shopping Frontages, where active ground floor uses are already a requirement of policies BCAP16-BCAP17.

Within Bristol City Centre, active ground floor uses will be sought where appropriate from development in the following locations:

- On primary pedestrian routes;
- On other busy streets; and
- At other suitable locations where active ground floor uses would make a positive contribution to the vitality and character of the area.

Active frontages will be expected in all locations in the city centre facing the existing or proposed public realm.

8.14 *Active ground floor uses* are within use classes A1-A5, D1-D2 or related *sui generis* uses. *Active frontages* refer to frontages which, for example, avoid blank walls and include frequent access points, windows and other features which create and contribute to an active and welcoming feeling.

8.15 Active ground floor uses will not necessarily be required in all locations referred to in the policy. They will be particularly sought at key focal points for footfall such as the intersections of pedestrian routes and adjacent to existing active ground floor uses, subject to consideration of the character of the area and the impact on existing uses in the area. The provision of active ground floor uses will be subject to the policies for those uses in *Chapter 4 Employment, Culture and Tourism* and *Chapter 5 Shopping, Services and the Evening Economy*.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS21: Quality Urban Design

Policy BCAP32: Quayside walkways

8.16 A further important element of the route network sought by the Public Realm and Movement Framework is the completion of a traffic free quayside walkway around the Floating Harbour for both recreational and general pedestrian use. In many cases walkways are also shared by pedestrians and cyclists. This policy implements that aspiration and extends it to all city centre waterways.

Development on or adjacent to existing Quayside Walkways shown on the Policies Map will be expected to retain and, where appropriate, enhance a continuous and accessible route.

Development on or adjacent to proposed Quayside Walkways shown on the Policies Map will be expected to provide or contribute appropriately towards a continuous and accessible route finished to a high standard of design including, where practical, seating and appropriate landscaping.

Buildings lining existing or proposed Quayside Walkways will be expected to have active frontages onto the walkway where feasible.

Development that would be harmful to the amenity or accessibility of an existing or proposed Quayside Walkway will not be permitted.

8.17 An open walkway should usually be provided on the existing quayside or banks of the waterway. However, where buildings are required for conservation or other reasons to directly abut the water's edge, consideration will be given to canted, colonnaded and floating solutions.

8.18 Active frontages are defined in paragraph 8.14 above.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS21: Quality Urban Design

City Centre Spaces

Policy BCAP33: Key city spaces

- 8.19 The city centre contains a number of key city spaces which serve as ‘interchange spaces’, ‘destination spaces’, ‘waterfront spaces’ or ‘reclaimed spaces’ which are places whose enjoyment has been eroded by traffic impacts. Development on or adjacent to these spaces provides opportunities to bring about improvements to them.

Development on or adjacent to key city spaces will be expected to provide an appropriate level of public realm improvements having regard to the role of each space. Improvements should help to deliver fully accessible spaces.

- 8.20 *Shaping Quality Places* will identify different priorities for each type of space and will be used in identifying the nature of any improvements to these spaces that will be sought from new development. Key city spaces comprise:

- Interchange: Temple Meads station, The Centre, Redcliffe bus hub, Old Market bus hub.
- Destination: Castle Park, The Bear Pit, Colston Hall, Museum Square, St Mary Redcliffe and new spaces to be created in Bristol Temple Quarter.
- Waterfront: Totterdown Basin, Redcliffe Wharf, Bathurst Basin, Cumberland Basin, The Grove.
- Reclaimed: Cumberland piazza, Brunswick Square and, should opportunities arise for their reconfiguration and redevelopment, major highway junctions such as Temple Circus, St. James’ Barton, Old Market Roundabout or Lawrence Hill Roundabout.

- 8.20A Some of these are also designated as Important Open Spaces. Important Open Spaces are a green infrastructure designation separate from policy BCAP33 and are addressed separately at paragraph 6.16 of this plan.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS21: Quality Urban Design

Bristol Local Plan Site Allocations and Development Management Policies

- DM27: Layout and Form
- DM28: Public Realm

Views and landmarks

- 8.21 The unique character of central Bristol is focused around its waterways, surrounded by areas of higher ground, including the Avon Gorge, Clifton, Kingsdown, Cotham, Montpelier and Totterdown. A central ridge between the rivers Avon and Frome runs from the Old City to Old Market through the historic site of Bristol Castle. This distinctive topography creates a number of significant views into, out of and across the city centre and its landmarks. From many parts of the city centre there are views out to the surrounding countryside, including Ashton Court and Dundry.
- 8.22 The Central Area Context Study contains information on the topography of the area, key views and landmarks. Each Conservation Area Character Appraisal contains detailed local analysis including important short, medium and longer distance views. These will be used to inform decisions on proposals affecting views and landmarks when they are considered against Policy BCS21 of the Core Strategy and policies DM26, DM27, DM29 and DM30 of the Site Allocations and Development Management Policies.

Tall Buildings in Bristol City Centre

- 8.23 One of the characteristics that distinguishes Bristol City Centre from the rest of the city is the overall scale of buildings and the presence of a number of tall commercial buildings, reflecting the city's importance as a centre for business.
- 8.24 Tall buildings are those that are substantially taller than their neighbours and/or which significantly change the skyline. Within the city centre, background buildings tend to be 4-6 storeys high, and a tall building would therefore be in the region of 9 or more storeys. Due to their impact over a wide area proposals for tall buildings require careful assessment against policy BCS21 of the Core Strategy and policies DM26, DM27, DM29 and DM30 of the Site Allocations and Development Management Policies. Detailed guidance on the assessment of proposals is set out in SPD1 *Tall Buildings* which includes indicative areas within the city centre in which tall buildings may be appropriate.

Local Historic Parks and Gardens

- 8.25 The historic environment comprises a wide range of assets, which may not merit formal designation, but are nevertheless highly regarded and often much-loved elements of an area. Such assets include Local Historic Parks and Gardens which are considered to be non-designated heritage assets that would in future form part of a Local List. The city centre contains a number of Local Historic Parks and Gardens which are identified on the Policies Map. The approach to such assets is covered by policies BCS22 of the Core Strategy and policy DM31 of the Site Allocations and Development Management Policies which seek to provide a positive strategy for their conservation.

Coordination of Development Sites

Policy BCAP34: Coordinating major development in Bristol City Centre

- 8.26 Within Bristol City Centre, there are a number of locations where previous redevelopment has left groups of sites or buildings that contribute poorly to the townscape of the area or sites or buildings that are now vacant or underused, or where the redevelopment of one site in isolation could prejudice the future redevelopment of another.
- 8.27 The greatest potential for economic regeneration, public realm improvements and townscape reinstatement exists where these groups of sites or buildings can be tackled comprehensively. The redevelopment of sites in isolation from one another in such locations should not therefore be encouraged if there are opportunities to address the area more comprehensively.

Within Bristol City Centre major development proposals will be expected to demonstrate that opportunities have been sought to progress a more comprehensive or co-ordinated form of development with other sites in the locality where they are:

- Sited within or adjacent to other sites allocated for development within the development plan or other relevant plans and strategies; or
- Adjacent to other vacant or underused sites and buildings; or
- Part of a larger group of sites or buildings that collectively have negative effects on the character and appearance of the surrounding area or the way it functions.

Masterplans and spatial frameworks will be encouraged as a means of demonstrating a comprehensive or co-ordinated approach to development.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS21: Quality Urban Design

9. City Centre Places and Neighbourhoods

This chapter focuses on six key areas within Bristol City Centre for which the greatest potential has been identified for change within the plan period, as identified on the map below. There is a policy for each area including, where relevant, approaches to individual sites within each.

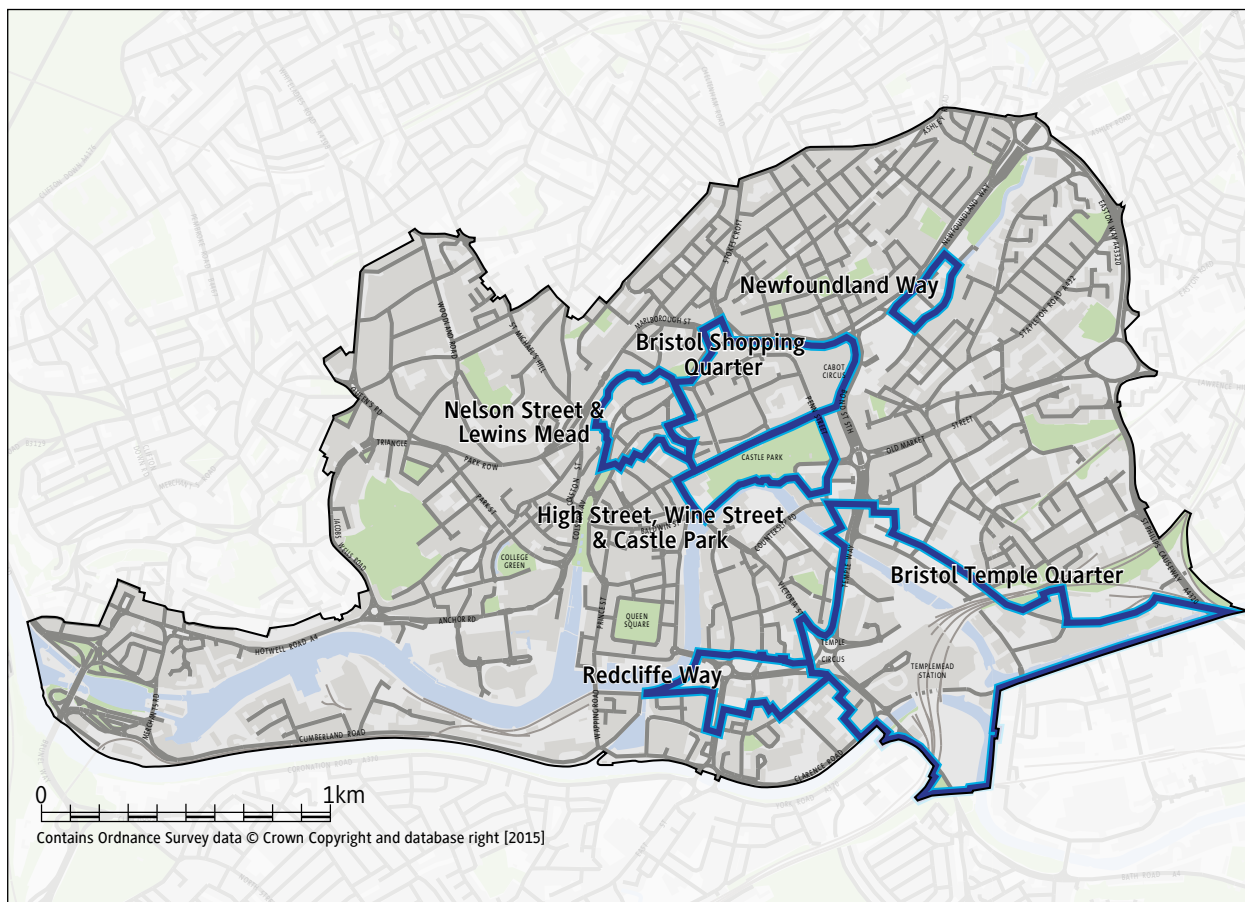


Fig. 9.1: City Centre Places

There are also a number of other development opportunities that have been identified within the Central Area Plan area. These are detailed in the *Neighbourhoods* section below and the Annex.

9.1 Bristol Temple Quarter



- 9.1.1 Bristol Temple Quarter consists of Temple Meads Station and the predominantly commercial development that surrounds it, including two of the extensions to the city centre proposed by the Core Strategy.
- 9.1.2 Although Bristol Temple Quarter has seen much investment in recent years, notably with the development of Temple Quay, there remain a great many sites with the potential for further development. To help unlock this potential, Bristol Temple Quarter has been designated as an **Enterprise Zone**, in which a simplified regime of planning control is being introduced to encourage new development. The Enterprise Zone also extends outside the Central Area Plan boundary to include the River Avon corridor as far as the Paintworks on Bath Road.
- 9.1.3 The Bristol Central Area Plan contributes to an integrated planning approach to the Enterprise Zone which aims to promote and expedite new development:
- Policy **BCAP35** embeds the vision for Bristol Temple Quarter within the development plan. It sets out a wide range of appropriate uses providing clarity and flexibility for prospective developers.
 - The **Spatial Framework** for Bristol Temple Quarter will provide a planning and design framework that seeks to deliver the vision for the area. The framework seeks to guide and shape an urban structure that will promote and inspire enterprise and innovation, with a particular focus on the co-ordination of investment in infrastructure, the layout of development, connections through the area and the design of the public realm.
 - **Local Development Orders** have been put in place to grant planning permission for specified forms of development.
 - An **enhanced planning service** has been established to deal with the necessary permissions.
- 9.1.4 The emerging Spatial Framework includes place plans that set out distinct aspirations for each of Bristol Temple Quarter's four character areas.

Policy BCAP35: Bristol Temple Quarter

Sites within Bristol Temple Quarter (Policies Map site KS01) will be developed for a wide range of uses as part of the growth and regeneration of the area as an employment-led, mixed-use quarter of the city centre, an exemplar for new initiatives and a hub for all creative minded businesses.

The layout, form and mix of uses should contribute to delivering this vision for Bristol Temple Quarter and, in doing so, have regard to the Spatial Framework for Bristol Temple Quarter.

Development will include:

- A major indoor arena and complementary leisure uses;
- At least 100,000m² of net additional high quality office and flexible workspace;
- Up to 2,200 new homes including live/work space;
- Hotel and conference facilities;
- Complementary retail and leisure uses, particularly within and adjacent to Bristol Temple Meads station;
- New walking and cycle routes to connect the developments to the rest of the city centre and surrounding neighbourhoods;
- Green infrastructure and public realm enhancements including a continuous and accessible Quayside Walkway (Policy BCAP32) and the improvement of open space to serve the new developments.

Bristol Temple Meads Station will be enhanced as a major transport interchange. The development of sites adjoining the station to the north will be expected to accommodate this interchange function.

Development of sites within Bristol Temple Quarter that are at risk of flooding now or with climate change should be supported by a flood risk sequential test undertaken within the policy area, taking account of all reasonably available sites in the area. The development of sites that are at risk of flooding or are larger than one hectare in size should be supported by a Flood Risk Assessment.

9.1.5 Policy BCAP23 Totterdown Basin Enhancement sets out the approach to securing a fully accessible natural green space at the heart of Bristol Temple Quarter.

9.1.5A The infrastructure improvements provided in Bristol Temple Quarter will also include the proposed Bristol MetroBus. This will be accommodated in the western part of the area close to Bristol Temple Meads.

9.1.6 Bristol Temple Meads station is a Grade I listed building and forms a striking historic centrepiece to Temple Quarter. In considering proposals great weight will be given to the conservation of this nationally important heritage asset.

*For more information about the Enterprise Zone see
<http://www.bristoltemplequarter.com>*

Policy Links**Bristol Local Plan Core Strategy – Key Policies**

- BCS2: Bristol City Centre
- BCS7: Centres and Retailing
- BCS8: Delivering a Thriving Economy
- BCS9: Green Infrastructure
- BCS10: Transport and Access Improvements
- BCS16: Flood Risk and Water Management
- BCS21: Quality Urban Design

Bristol Local Plan Site Allocations and Development Management Policies

- DM15: Green Infrastructure Provision
- DM23: Transport Development Management
- DM27: Layout and Form
- DM28: Public Realm
- DM29: Design of New Buildings

9.2 Retail Growth - Bristol Shopping Quarter



- 9.2.1** Bristol Shopping Quarter forms the core of the Broadmead neighbourhood. It comprises the city's principal shopping area - including Cabot Circus, Broadmead and The Galleries - and is the largest retail destination in South West England. The Bristol City Centre Retail Study 2013 says that retail capacity forecasts for Bristol City Centre show that there is sufficient forecast population and expenditure growth to support additional comparison retail goods floorspace, including a major retail-led development, in the medium to long term. The study concludes that within Bristol City Centre this floorspace should be directed towards the prime retail area, Bristol Shopping Quarter.
- 9.2.2** The Shopping, Services and the Evening Economy chapter sets out the overall strategy for retail and leisure development in the city centre. This section addresses the approach to development in Bristol Shopping Quarter with a focus on major potential development sites at Horsefair/Callowhill Court and Union Street.

Development and design approach

- 9.2.3** The overall approach to Bristol Shopping Quarter is to enable the delivery of retail growth including major retail led development at The Horsefair/Callowhill Court. Taking the example of the successful mix of uses at Cabot Circus, it is also proposed that Bristol Shopping Quarter sees a more diverse mix of uses which would help to add vitality and vibrancy to areas that are predominantly single use in nature, and which would also provide increased attractions in the area and activity outside of main retail hours. In addition to special provisions for the primary shopping frontages, leisure frontages are designated at Quaker's Friars subject to Policy **BCAP19**.
- 9.2.4** This approach complements that of the adjoining areas of High Street, Wine Street and Castle Park, Nelson Street and Lewins Mead and Newfoundland Way contributing to the Central Area Plan's vision of a single, thriving city centre consisting of connected neighbourhoods.
- 9.2.5** Incorporating both restored and reinvented city concepts, the overall design objective for the area is:
Continued regeneration of a pedestrian friendly city centre shopping and leisure quarter.

Policy BCAP36: Bristol Shopping Quarter

Alongside major new retail developments and the retention of retail dominated primary shopping frontages, the offer in Bristol Shopping Quarter will be strengthened and diversified with a wider range of uses, including a greater proportion of leisure uses such as cafes, restaurants, pubs and bars within the shopping areas (Policies BCAP16 and BCAP19). The use of currently unused upper floors for new homes or specialist student accommodation will be strongly encouraged.

Retail growth in the city centre will be focused on the Bristol Shopping Quarter Primary Shopping Area through redevelopment of underused sites and buildings, particularly at The Horsefair/Callowhill Court and at Union Street.

Development across the Bristol Shopping Quarter will be encouraged to implement innovative design solutions finished with high quality materials whilst respecting the surviving historic and landmark buildings and reflecting, where appropriate, the historic development of the area.

Development that provides enhancements to the pedestrian environment at St. James' Barton will be encouraged.

Development of sites within Bristol Shopping Quarter that are at risk of flooding now or with climate change or are larger than one hectare in size should be supported by a Flood Risk Assessment.

The Horsefair/Callowhill Court

The site (Policies Map Site KS02) is allocated for major retail-led mixed use redevelopment and may include a proportion of leisure uses as appropriate to the Bristol Shopping Quarter Primary Shopping Area. Provision of new homes as part of a mixed development will be encouraged.

The development should provide:

- A range of unit sizes to ensure continued diversity of retail provision in the area;
- Improved routes and links between shopping frontages on Broadmead, the Horsefair, Bond Street, and through to Quakers Friars;
- Active ground floor uses where possible to all public frontages as appropriate within a Primary Shopping Area;
- Improvements to the pedestrian environment in the Horsefair.

Union Street

Redevelopment of sites in the Union Street area (Policies Map Site KS03) for retail and retail-led mixed uses will be encouraged and should provide:

- A range of unit sizes to ensure continued diversity of retail provision in the area;
- Active ground floor uses where possible to all public frontages as appropriate within a Primary Shopping Area;
- Improvements to the pedestrian environment in Union Street and Broadmead;
- Retention and refurbishment of historic and landmark buildings.

- 9.2.6 The site at The Horsefair /Callowhill Court lies entirely within the Primary Shopping Area and is already fully developed for retail uses. However, the existing retail uses operate at a fairly low intensity and the City Centre Retail Study has identified an opportunity for a significant intensification of the retail use of the site over two to three storeys along the lines of Cabot Circus. This could be supported by the introduction of new homes in buildings of greater height.
- 9.2.7 In order to promote investment the provision of new homes and specialist student accommodation is encouraged within the Bristol Shopping Quarter where they will promote high quality forms of development and contribute to activity within the shopping quarter. Policy **DM10** of the Site Allocations and Development Management Policies is applicable to food and drink uses in all locations, subject to any special provisions set out in the Central Area Plan.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS7: Centres and Retailing
- BCS10: Transport and Access Improvements
- BCS16: Flood Risk and Water Management
- BCS21: Quality Urban Design

Bristol Local Plan Site Allocations and Development Management Policies

- DM10: Food and Drink Uses and the Evening Economy
- DM23: Transport Development Management
- DM27: Layout and Form
- DM28: Public Realm
- DM29: Design of New Buildings

9.3 High Street, Wine Street and Castle Park



- 9.3.1** High Street, Wine Street and Castle Park are located at the heart of the city centre on the north side of the Floating Harbour. The area was Bristol's main commercial and shopping district until the 1940s and has strong historic significance. The junction of High Street and Wine Street is the city's historic centre and was once home to the mediaeval High Cross and the landmark Dutch House. Much of the area was badly damaged by bombing during the Second World War with the current park laid out during the 1970s. The ruins of St. Peter's church stand at its centre and those of St. Mary-le-Port church at its western end, within a group of post-war office buildings.
- 9.3.2** The development of a number of sites bordering Castle Park presents opportunities to enhance the park and regenerate its surroundings.
- **St. Mary-le-Port**
Redevelopment of the out-dated and underused buildings on the site would significantly enhance the area. It could allow for reinstatement of some of the historic street layout and provide a strong link between the Bristol Shopping Quarter area and St Nicholas' Market. The site's location means it would be suitable for a variety of uses within a mixed use development.
 - **Central Ambulance Station**
The central ambulance station site lies to the south east of Castle Park and comprises the station itself, associated office buildings and surface level car parking fronting Castle Street. Opportunities exist to improve important gateways to Castle Park from Old Market and Queen Street/Castle Street and to enhance Bristol Castle's vaulted chambers within Castle Park, a Scheduled Ancient Monument. There is an opportunity to intensify the use of the site with buildings of greater height. The development of the site could also enable the opening of the Castle Ditch/Moat which runs below the site, should this be feasible and viable.
 - **Land at Lower Castle Street and Broad Weir**
Development of land lying to the north east of Castle Park, at the junction of Lower Castle Street and Broad Weir, presents an opportunity to create a new gateway into Castle Park from Broadmead/Cabot Circus.
 - **Land to the west of Castle Street/Queen Street**
Potential also exists for development on the southern boundary of Castle Park to the west of Castle Street/Queen Street and fronting the Watergate on the Floating Harbour. The site comprises a small council depot with service road and some surface level car parking. Redevelopment here could improve an important gateway to Castle Park from this location.

Development and design approach

9.3.3 The overriding objectives for the area would be to safeguard and enhance Castle Park, including its heritage assets, as a large, publicly accessible city centre open space. Development of the surrounding sites will contribute to delivering the Core Strategy's overall approach to the city centre.

9.3.4 The overall design objective is:

Enhancement of Castle Park through the redevelopment at the western and south eastern edges of the park and by preserving, enhancing and better revealing its rich heritage, rationalising and improving its open space, activity, accessibility, connections and legibility of routes.

9.3.5 In doing so, a balanced approach will be taken to the restoration and reinvention of the area, restoring the historic street plan to the area around St. Mary-le-Port and integrating the area's heritage assets while creatively reinventing its urban form, architectural expression and relationship to the public realm.

Policy BCAP37: High Street, Wine Street and Castle Park

Sites within the High Street, Wine Street and Castle Park area will be developed for a mix of city centre uses as part of the wider enhancement of Castle Park and its setting. Development will be expected to safeguard and enhance Castle Park and its heritage assets as a large, publicly accessible city centre open space and to explore opportunities to restore the historic character of the Old City and reveal and enhance other heritage assets within individual sites.

Development of sites within High Street, Wine Street and Castle Park that are at risk of flooding now or with climate change or are larger than one hectare in size should be supported by a Flood Risk Assessment.

St. Mary-le-Port

This site (Policies Map Site KS04) will be suitable for a mix of uses including retail, leisure and new homes. High quality hotel and office uses will also be encouraged as part of the mix.

The development will be expected to provide:

- A continuation of the retail function of St. Nicholas' Market towards Bristol Shopping Quarter, with an emphasis on providing an environment suitable for small and independent businesses;
- A reinstated Mary-le-Port Street to better connect Bristol Shopping Quarter and the Glass Arcade, including new pedestrian crossing provision across High Street. Opportunities should be explored to reinstate other historic routes through the area;
- Improved access and setting for the St. Mary-le-Port Church tower, which may take the form of a new public space, and improved access and setting for the High Street vaults, both of which are Scheduled Ancient Monuments;
- A strong relationship with Castle Park, including a properly designed transition between the redeveloped area and the park, providing surveillance and active ground floor uses fronting onto the park and the quayside walkway;
- A high quality new built form and pedestrian environment in High Street and Wine Street, including measures to reduce the impact of traffic such as traffic calming or a shared space solution. This must recognise the need to maintain a balance between the needs of

development and the retention of the existing and important green infrastructure on and around Wine Street/High Street/Bridge Street. Opportunities should be explored to reduce the width of both streets to more closely resemble their historic proportions.

Development exceeding existing building heights that responds appropriately to the local context and respects important existing views will be acceptable.

Central Ambulance Station

A mix of uses including leisure and new homes or other supporting city centre uses will be suitable on this site (Policies Map Site KS05). The development will be expected to provide:

- A strong relationship with Castle Park providing natural surveillance and active frontages fronting onto Castle Street, Queen Street and Tower Hill;
- An improved gateway to Castle Park from Castle Street/Queen Street including measures to reduce the impact of traffic along these streets such as shared space solutions;
- An improved approach to Castle Park from the southeast;
- Opportunities to explore enhancements to the vaulted chambers of Bristol Castle, a Scheduled Ancient Monument within Castle Park and the Godwin Building fronting Marybush Lane;
- An appropriate response to the archaeological interest represented by the Castle Ditch/Moat running below the site. Opportunities should be explored to reveal this heritage asset and incorporate it into the development.

Land at Lower Castle Street and Broad Weir

This site (Policies Map Site KS06) will be suitable for retail, retail related or community use complementary to the retail function of Broadmead and Cabot Circus. Opportunities should be explored to provide a new gateway into Castle Park from the site.

Land to the west of Castle Street/Queen Street

This site (Policies Map Site KS07) will be suitable for new homes. Development will be expected to provide an improved gateway to Castle Park from Castle Street/Queen Street including measures to reduce the impact of traffic along these streets such as shared space solutions.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS7: Centres and Retailing
- BCS10: Transport and Access Improvements
- BCS16: Flood Risk and Water Management
- BCS21: Quality Urban Design
- BCS22: Conservation and the Historic Environment

Bristol Local Plan Site Allocations and Development Management Policies

- DM23: Transport Development Management
- DM27: Layout and Form
- DM28: Public Realm
- DM29: Design of New Buildings
- DM31: Heritage Assets

9.4 Regeneration in Nelson Street & Lewins Mead



- 9.4.1** The Nelson Street and Lewins Mead area lies between the Broadmead and Old City neighbourhoods along the course of the culverted River Frome. Historically a mixed industrial and residential area, the area is now dominated by outdated and underused post-war office buildings, some of which have more recently been converted to other uses such as student housing. Some of the buildings are linked by a network of raised pedestrian walkways and plazas that are generally underused. The area also contains a former police station and a multi-storey car park. The environment at street level is generally of poor quality despite Nelson Street being an important pedestrian route between the Centre Promenade, Broadmead and Christmas Steps.

Development and design approach

- 9.4.2** The overall approach is to enable regeneration of the area through the remodelling or redevelopment of a number of sites comprising mostly outdated and underused buildings. Ongoing developer interest in the conversion or redevelopment of sites for alternative uses, such as student accommodation and hotels, will be supported, whilst also enabling new homes, where this is possible, and an appropriate mixture of active ground floor uses. Improvements will also be sought to the urban form and public realm to improve the experience of the area and strengthen links between the Centre Promenade/Christmas Steps and the Bristol Shopping Quarter. Regard will be had to the principles set out in **SPD8 Nelson Street Regeneration Framework**, particularly its aspirations around new and improved public realm and pedestrian routes.
- 9.4.3** The overall design objective is:
Improving connectivity and remodelling a poor quality post-war built environment.
Providing pedestrians and cyclists with a friendlier and more active public realm.
- 9.4.4** In doing so, a balanced approach will be taken to the restoration and reinvention of the area that responds appropriately to its context, respecting the historic street plan of the area and its heritage assets and their setting while creatively reinventing its urban form, architectural expression and relationship to the public realm.

Policy BCAP38: Nelson Street and Lewins Mead

Nelson Street and Lewins Mead (Policies Map site KS08) will be developed for a mix of uses including retail, leisure, new homes, hotels, student housing and youth and community facilities.

New development will be expected to provide, or contribute appropriately towards:

- Significant improvements to the built environment in the area through the design of its buildings, including the provision of active building frontages and an appropriate distribution of active ground floor uses, particularly to Nelson Street and Christmas Street;
- Improved pedestrian links to Christmas Steps. Opportunities will be sought to realign crossing facilities over Rupert Street to better link Christmas Steps with Christmas Street. Other proposals that would increase the legibility and visibility of links to Christmas Steps will be encouraged;
- A new pedestrian link between Nelson Street and Rupert Street;
- Public realm improvements along Quay Street/Nelson Street to include activity nodes/public spaces at Christmas Street and Bridewell Street including space for ground floor uses to spill out, and improvements to the pedestrian/cycle environment;
- The removal of the remaining fragments of the network of overhead pedestrian walkways that cross the area.

Development of a large scale and high density that responds appropriately to the local context will be acceptable having regard to the principles set out in SPD8.

Development of sites within Nelson Street and Lewins Mead that are at risk of flooding now or with climate change should be supported by a flood risk sequential test undertaken within the policy area, taking account of all reasonably available sites in the area. The development of sites that are at risk of flooding or are larger than one hectare in size should be supported by a Flood Risk Assessment.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS7: Centres and Retailing
- BCS10: Transport and Access Improvements
- BCS16: Flood Risk and Water Management
- BCS21: Quality Urban Design

Bristol Local Plan Site Allocations and Development Management Policies

- DM23: Transport Development Management
- DM27: Layout and Form
- DM28: Public Realm
- DM29: Design of New Buildings

9.5 City Centre Expansion - Newfoundland Way



- 9.5.1 Newfoundland Way is one of the principal traffic routes and gateways into the city from the northeast, linking the M32 with the Inner Circuit Road. The site comprises the area of land that lies between Newfoundland Way (to the north) and the River Frome, with Riverside Park adjoining the site to the northeast. Historically part of the St. Paul's neighbourhood the area was severed with the construction of Newfoundland Way and the M32 and has developed in an ad hoc and incremental manner. Uses today include light industrial, retail sheds and a community use. The Core Strategy identifies the area as an extension to the city centre.

Development and design approach

- 9.5.2 The overall approach is to create a high quality mixed-use development with its own distinct identity that both extends the city centre and enhances an important entry to it. To achieve the most efficient use of land and the best design solution a comprehensive and high density approach will be sought that incorporates the sites historic street structure and heritage assets. New and enhanced links through the site and to adjoining neighbourhoods, in particular St. Pauls, will also be sought.
- 9.5.3 The overall design objective is:
- Create a memorable and high quality approach to the city centre through the provision of a high density development form that incorporates the existing historic street structure and character with safe, accessible, legible routes and one that adds a further pedestrian link to the St. Paul's neighbourhood to the north.*
- 9.5.4 In doing so, the approach to the area will tend towards reinvention, transforming the urban form of the area, its architectural expression and relationship to the public realm while retaining aspects of its urban structure such as its existing streets and historic fabric in a coherent and integrated way.

Policy BCAP39: Newfoundland Way

Newfoundland Way (Policies Map site KS09) will be developed for a mix of high density city centre uses incorporating employment, new homes and leisure or other supporting city centre uses.

The development will be expected to provide:

- Enhanced built form and public realm, a continuous strong frontage to Newfoundland Way, footways and active frontages to Wellington Road and Houlton Street, and

improvements to Newfoundland Way to create a significantly enhanced entry point to the city centre;

- A mix of housing types on the upper floors, with workspace and/or leisure or other supporting city centre uses at ground floor level;
- Significant improvements to pedestrian, cycle and green infrastructure links including green corridors along Newfoundland Way/Clement Street, an enhanced setting for the River Frome at Wellington Road and a link to Dove Lane via new crossing facilities over Newfoundland Way. Opportunities should be explored to provide a new link across the River Frome to a quayside walkway and/or onward links to Eugene Street;
- Re-provision of the existing community facility (presently the Riverside Youth Project).

Due to the site's location, development of a significant scale will be acceptable as part of a high-quality design solution. Consideration should also be given to the potential to restore and integrate, where feasible and viable, surviving historic industrial buildings into any proposed redevelopment of the site to enhance its contribution to local character and distinctiveness.

Development of sites within Newfoundland Way that are at risk of flooding now or with climate change should be supported by a flood risk sequential test undertaken within the policy area, taking account of all reasonably available sites in the area. The development of sites that are at risk of flooding or are larger than one hectare in size should be supported by a Flood Risk Assessment.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS7: Centres and Retailing
- BCS8: Delivering a Thriving Economy
- BCS9: Green infrastructure
- BCS10: Transport and Access Improvements
- BCS16: Flood Risk and Water Management
- BCS21: Quality Urban Design

Bristol Local Plan Site Allocations and Development Management Policies

- DM15: Green Infrastructure Provision
- DM23: Transport Development Management
- DM27: Layout and Form
- DM28: Public Realm
- DM29: Design of New Buildings

9.6 Transformation of Redcliffe Way



- 9.6.1** The Redcliffe Way corridor lies at the heart of the Redcliffe neighbourhood on the Brunel Mile, an important pedestrian and cycle route between Temple Meads, Queen Square, Harbourside and the Centre Promenade. Historically an integrated and fully developed part of Redcliffe, the area is now fragmented and underused since demolitions associated with the construction of the inner circuit road in the 1930s and subsequent enlargement of the Redcliffe roundabout. The site also includes Redcliffe Wharf, one of the few remaining areas of undeveloped dockside in the city centre, and Redcliff Hill, an important link to south Bristol.
- 9.6.2** The removal of the inner circuit road through Queen Square in the 1990s has opened up the opportunity for Redcliffe Way and the Redcliffe roundabout to be downgraded and remodelled, enabling the area to be redeveloped in a way that makes more efficient use of land and is more sensitive to its historic context, notably the setting of St. Mary Redcliffe church.

Neighbourhood Planning

- 9.6.3** Redcliffe Way has been designated as a Neighbourhood Planning Area and a detailed scheme for the redevelopment of the site will be taken forward as part of a Neighbourhood Development Plan for the area.
- 9.6.4** The Neighbourhood Planning Forum have articulated the following vision for Redcliffe Way:
"The new Redcliffe Way aims to be a new heart for the Redcliffe community and a new street and urban village for Bristol. It aims to create a fitting gateway that connects Temple Meads Station via the Brunel Mile into the heart of the city, and help reconnect Bedminster and South Bristol by improving Redcliffe Hill for cycling, walking and public transport."
"It aims to transform the existing traffic-dominated road into a sequence of beautiful and lively spaces fit to be inhabited by people of all ages: workers, residents and visitors alike."
- 9.6.5** The Neighbourhood Development Plan is still emerging, but a draft framework has been produced. Key features of the draft framework include: Redcliffe Way downgraded as a through route for traffic and redeveloped as a tree-lined boulevard; Redcliffe Way realigned to the north; Redcliffe roundabout removed and replaced with a crossroads; A new public square in front of St. Mary Redcliffe church; and, mixed-use, flexible buildings lining the redeveloped route, linking Temple Meads with Queen Square, with a series of civic/community/arts focused developments along the route, including at Thomas Chatterton's House.

9.6.6 The Forum also proposes the removal of the Temple Circus Gyratory and redevelopment of the surrounding land. That area overlaps with Bristol Temple Quarter and proposals/planning for this area will develop/progress through collaboration between the Forum and the Enterprise Zone.

9.6.7 The council will continue to work closely with the neighbourhood planning forum to give the emerging Neighbourhood Development Plan the necessary support. A Joint Delivery Board between the Forum and the council has been set up to deliver the emerging Neighbourhood Plan.

Development approach

9.6.8 The Neighbourhood Plan will provide detailed coverage of this area. The redevelopment of Redcliffe Way and Redcliff Hill will be expected to provide an improved setting for St. Mary Redcliffe and significant improvements to pedestrian and cycle routes across the area.

Policy BCAP40: Redcliffe Way

Redcliffe Way (Policies Map site KS10) will be suitable for a residential led development, supported by a mix of uses including offices, community infrastructure, leisure uses and culture / tourism uses, which may include hotel uses. An element of retail will be acceptable subject to consideration of its impact on other designated shopping areas. The development will be expected to provide:

- Improved pedestrian and cycle routes between Temple Meads and Queen Square and between Redcliffe and Bedminster;
- Residential development to encourage a stable, mixed residential population, including family housing and affordable housing;
- A significantly improved setting for St. Mary Redcliffe church, improved links between north and south Redcliffe through the removal of the existing roundabout and the realignment of roads, and improved links between south and west Redcliffe through the redevelopment of Redcliff Hill;
- An alignment for the proposed Bristol MetroBus route;
- The reuse and sensitive restoration of the Grade II listed Thomas Chatterton's house and school;
- Enhancements to the quality and accessibility of the network of green spaces in the area;
- High architectural and environmental design standards to contribute to the place-making objectives for the area and the sustainability of the area;
- A reduction in the impact of traffic on the area.

Development of sites within Redcliffe Way that are at risk of flooding now or with climate change should be supported by a flood risk sequential test undertaken within the policy area, taking account of all reasonably available sites in the area. The development of sites that are at risk of flooding or are larger than one hectare in size should be supported by a Flood Risk Assessment.

- 9.6.9 Although Redcliffe Way is not identified elsewhere in the Central Area Plan as a shopping area, an element of complementary retail development would help to meet local needs and could potentially have a wider role given the strategic position of Redcliffe Way between Temple Meads and the other parts of the city centre, subject to an assessment of its impact on other shopping areas.
- 9.6.10 A wide range of community facilities may be appropriate as part of the development of Redcliffe Way, including doctors' surgeries, play facilities, schools and nurseries.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS7: Centres and Retailing
- BCS8: Delivering a Thriving Economy
- BCS9: Green infrastructure
- BCS10: Transport and Access Improvements
- BCS16: Flood Risk and Water Management
- BCS21: Quality Urban Design

Bristol Local Plan Site Allocations and Development Management Policies

- DM15: Green Infrastructure Provision
- DM23: Transport Development Management
- DM27: Layout and Form
- DM28: Public Realm
- DM29: Design of New Buildings

City Centre Neighbourhoods

The policies in this section provide an overall planning approach to the neighbourhoods and identify the site allocations within each. In all cases, development proposals should be considered not only in the context of the policy for each neighbourhood but also the area-wide policies within the Central Area Plan and the relevant policies of the Core Strategy and the Site Allocations and Development Management Policies. In doing so, the policies for each neighbourhood will provide an additional steer that will enable planning decisions to take account of local priorities and may be relevant to how different planning issues are balanced in each neighbourhood area.

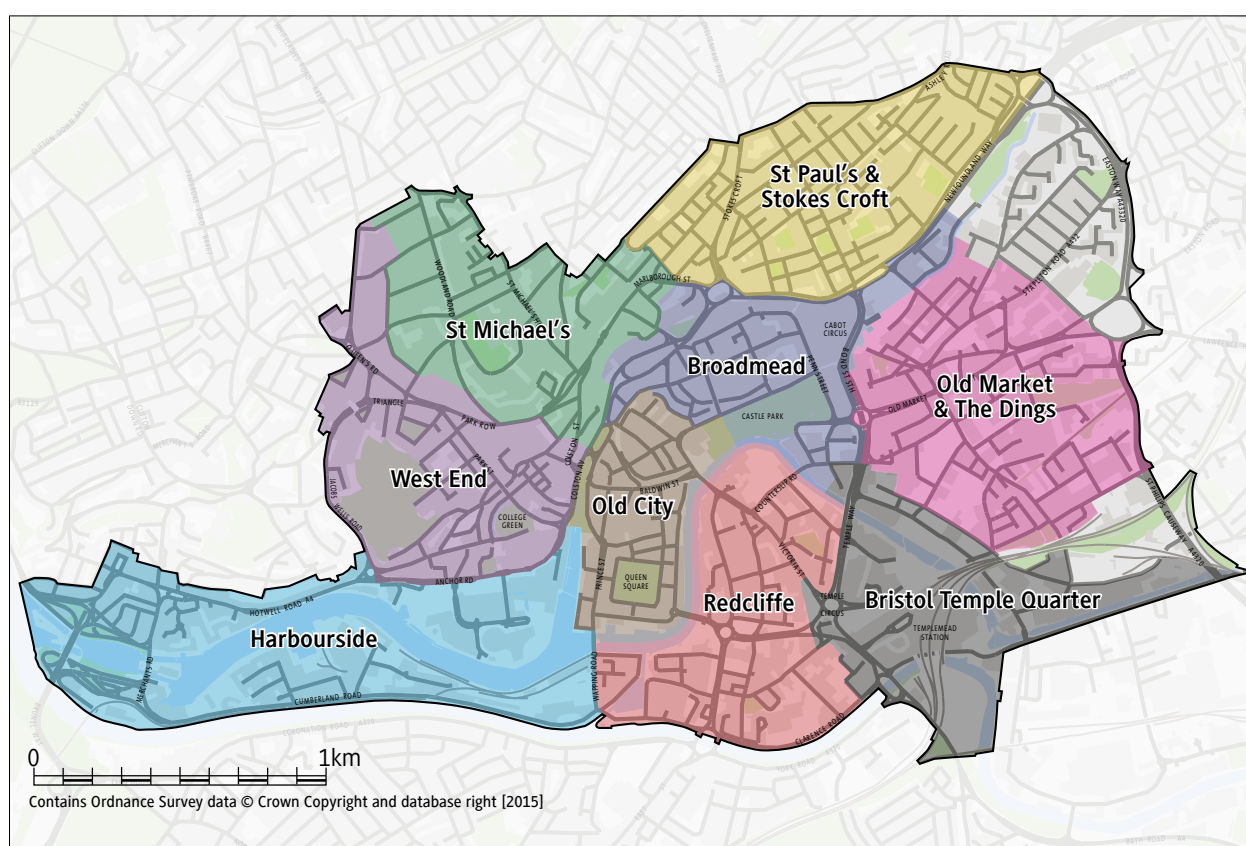


Fig. 9.2: City Centre Neighbourhoods

Neighbourhoods are only identified within the city centre boundary shown on the Policies Map, with the exception of Old Market & The Dings, which overspills the city centre boundary due to the proposed Neighbourhood Development Plan, and St. Paul's & Stokes Croft, which overspills the city centre boundary to encompass the full extent of the area covered by *SPD10 Planning a Sustainable Future for St. Paul's*.

9.7 Harbourside *(including Hotwells)*



- 9.7.1** Harbourside neighbourhood includes many of the city centre's most important visitor attractions such as the S.S. Great Britain, M-Shed, Bristol Harbour Railway, Watershed, Bristol Aquarium, the @Bristol science centre and the most active part of the Floating Harbour, with its popular events spaces and quayside walkways. The area's attractive and lively nature has resulted in a growing number of residential and commercial moorings which provide further interest and activity. A number of ferry services also provide important connections across the Harbourside Neighbourhood and add to the area's many attractions. The Harbourside neighbourhood also incorporates most of Spike Island, which is home to a cluster of maritime industries, creative industries and water-based recreational activities, and includes a number of modern residential developments.
- 9.7.2** Major development in recent years has transformed what was once an underused area with extensive areas of derelict land and buildings into a successful mixed-use city quarter and visitor destination. There are now relatively few sites available that have yet to be developed. However, those that remain are highly prominent within the townscape.
- 9.7.3** The Cumberland Basin, which lies on the western edge of the neighbourhood and is strongly defined by its historic bridges, locks and bonded warehouses, is identified by the Core Strategy as a city centre gateway in which continued improvement and regeneration will be sought.
- 9.7.4** The neighbourhood also includes a large part of Hotwells, a distinct residential community supported by a primary school, some local shops and other businesses. The area is significantly affected by the environmental and severance impacts caused by the large volumes of traffic that use the Cumberland Basin road system and Hotwells gyratory system. Cliftonwood & Hotwells Action for a Sustainable Environment (CHASE) and the Hotwells & Cliftonwood Community Association (HCCA) have produced a Sustainable Traffic Masterplan for the Hotwells and Cumberland Basin area that seeks a number of improvements to reclaim parts of the public realm.

Policy BCAP41: The Approach to Harbourside

- 9.7.5 The approach to Harbourside reflects the fact that much of the area has already been developed and, other than the major development opportunities at Wapping Wharf and Cumberland Basin, it is not expected to be an area of major change within the plan period. Its focus is instead on working with and enhancing what the area already has to offer while capturing the potential for beneficial change at Cumberland Basin and Hotwells.

Development will be expected to enhance Harbourside's role as an informal leisure destination and a focus for maritime industries, creative industries and water-based recreation, preserving and enhancing the setting of the neighbourhood's major attractions including the Floating Harbour itself.

Development adjacent to the Floating Harbour will be expected to be of a scale and design appropriate to its setting, reflecting the special interest and visual prominence of quayside areas and character and setting of the surviving historic buildings and fabric and preserving and enhancing views to and from the Floating Harbour. Development adjacent to the Floating Harbour will be expected to retain, restore and integrate existing dockside furniture and fittings and make provision where possible for additional vessel moorings.

Through development, opportunities will be sought to provide new or enhanced public open spaces in the Cumberland Basin regeneration area and to rationalise the existing highway infrastructure to release more development land. Development should preserve and enhance the setting of surviving heritage assets within and adjoining the regeneration area and improve the quality of public open space in the area.

Development in the Hotwells area will be expected to maintain a range of shops and services to meet local needs through the renewal or replacement rather than the loss, of existing retail units, public houses and other active ground floor uses. Through development, opportunities will be sought to reduce the impact of traffic on the area and improve provision for pedestrians and cyclists, particularly in the vicinity of the Dowry Parade/Merchant's Road gyratory system.

- 9.7.6 This approach picks up on past trends and continues to build upon the important role that Harbourside plays in the visitor economy of the city. It would benefit from the animation of key parts of the public realm with active ground floor uses where possible. It would also benefit from the continued inclusion of employment floorspace in new development; this is likely to be of a variety of scales and types depending on the characteristics of any given site. The design of new development and the public realm will have to respond to the strong character of the neighbourhood's waterways. In both Hotwells and the Cumberland Basin, proposals that take account of the Hotwells and Cliftonwood Community Traffic Strategy will be encouraged.

- 9.7.7 The release of more development land in the Cumberland Basin area could be achieved through rationalisation of the existing highway system. The impact of any changes on transport in the vicinity would need to be addressed, including the approach to traffic in the event of a bridge swing at the Plimsoll Bridge.

Policy BCAP SA1: Site Allocations in Harbourside

The sites listed below and shown on the Policies Map will be developed in accordance with the accompanying development considerations set out in the *Annex: City Centre Site Allocations* and other relevant policies of the Local Plan.

- SA101 Wapping Wharf, Wapping Road
- SA102 Waterfront Site, Millennium Square
- SA103 Purifier House West, Anchor Road
- SA104 McArthur's Warehouse, Gasferry Road
- SA105 Land and buildings south of Brunel Lock Road, Cumberland Basin, including A-Bond warehouse

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS7: Centres and Retailing
- BCS8: Delivering a Thriving Economy
- BCS9: Green infrastructure
- BCS10: Transport and Access Improvements
- BCS21: Quality Urban Design

9.8 West End



- 9.8.1** The West End neighbourhood comprises the area of the city centre that climbs the hill towards Clifton to the west of the Centre Promenade. West End is an important visitor destination within the city centre. As well as containing four of the city's most important performance venues in the form of the Hippodrome, Colston Hall, O-2 Academy and St. George's, the neighbourhood is also home to three of the city's museums and two major parks – College Green and Brandon Hill, which also includes the newly reopened Cabot Tower. West End accommodates the city centre's second most important shopping area in Queen's Road and Park Street and is also a focus for the evening economy with a large number of bars, restaurants and nightclubs. The area is also home to several major religious, civic and institutional buildings including Bristol Cathedral, Bristol Central Library, City Hall, BBC Broadcasting House, the Wills Memorial Building and the Victoria Rooms. The City of Bristol College and two major secondary schools, Queen Elizabeth's Hospital and Bristol Cathedral Choir School, are located in the area.
- 9.8.2** Being closely related to the University precinct, the West End is also a significant destination for students and includes a number of student accommodation developments. The high student population is reflected in the retail, leisure and service offer of the area.
- 9.8.3** Due to extensive existing development across much of the area, most of which is still in active use, development opportunities in West End are relatively scarce.

Policy BCAP42: The Approach to West End

- 9.8.4** In contrast to some other areas of the city centre, the approach to West End is conservation and management-led rather than development-led. This reflects the scarcity of development opportunities in the area and the value that stakeholders have placed on many of the area's existing assets.

Development will be expected to preserve and enhance the retail, cultural and tourist functions of West End, protecting the area's natural and historic assets and visitor attractions and delivering improvements to the public realm of key shopping areas and pedestrian routes.

Development in West End will be expected to preserve or enhance local and long distance views and respect the dominance within the existing townscape and skyline of existing

historic landmark buildings. The design of new development should take account of the formal character of the existing architecture particularly in the Park Street and Queen's Road area and reflect the prevalent local materials.

Policy BCAP SA2: Site Allocations in West End

The sites listed below and shown on the Policies Map will be developed in accordance with the accompanying development considerations set out in the *Annex: City Centre Site Allocations* and other relevant policies of the Local Plan.

- SA202 Land to the west of Lodge Street

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS7: Centres and Retailing
- BCS8: Delivering a Thriving Economy
- BCS9: Green infrastructure
- BCS10: Transport and Access Improvements
- BCS21: Quality Urban Design

9.9 St. Michael's (including Christmas Steps and Tyndall's Park)



- 9.9.1 St. Michael's neighbourhood comprises the steep escarpment rising to the north of the city centre. Centred on St. Michael's Hill, the area includes the extensive University of Bristol precinct and also the UHBT Hospital precinct, comprising the Bristol Royal Infirmary, Bristol Royal Hospital for Children and other major hospital facilities. The neighbourhood includes a major secondary school in Bristol Grammar School. Importantly, the neighbourhood also includes the Christmas Steps Arts Quarter known for its independent and artisan nature.

The neighbourhood does not include St. Michael's Hill Local Centre as identified by Policy BCS7 of the Core Strategy, which lies outside the city centre and Central Area Plan boundary.

- 9.9.2 The Core Strategy states that there will be continuing consolidation and expansion on the University of Bristol and Bristol Royal Infirmary sites during the Central Area Plan period. Other than in these precincts, development opportunities in St. Michael's are limited.

Policy BCAP43: The Approach to St. Michael's

- 9.9.3 As with West End, the approach to St. Michael's is conservation and management-led rather than development-led. This reflects the limited new development opportunities in the area and the value that stakeholders have placed in the area's historic assets and independent shopping offer. However, flexibility is offered for the University and Hospital Precincts to allow the University and hospitals' redevelopment programmes to adapt to meet their changing needs and priorities over time.

Development will be expected to preserve and enhance the specialist retail function of the Christmas Steps and St. Michael's shopping area. Development should protect the area's historic assets and respond strongly to the area's topography through its design. A flexible approach will be taken to the redevelopment of sites within the university and hospital precincts, although higher standards of urban design will continue to be sought.

Development in St. Michael's will be expected to preserve or enhance local and long distance views and respond strongly to the topography of the area, respecting the dominance within the existing townscape and skyline of existing historic landmark buildings. The design of new development should take account of the distinctive scale and character of the key historic streets within the neighbourhood.

Within the University and Hospital Precincts shown on the Policies Map, a wide range of building styles and scales will be acceptable. Regard should be had however to the impact of proposed development on the skyline of the city and the historic environment. Opportunities should be taken to increase the accessibility, permeability and legibility of the precincts for the public and improve the appearance of existing buildings and the quality of the public realm.

- 9.9.4 **SPD11** *University of Bristol Strategic Masterplan* provides a design framework for the University Precinct, including a number of site-specific development proposals. Regard will continue to be had to the principles set out in **SPD11** for the development of the area.

Policy BCAP SA3: Site Allocations in St. Michael's

The sites listed below and shown on the Policies Map will be developed in accordance with the accompanying development considerations set out in the *Annex: City Centre Site Allocations* and other relevant policies of the Local Plan.

- SA301 55-59 St. Michael's Hill

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS7: Centres and Retailing
- BCS8: Delivering a Thriving Economy
- BCS9: Green infrastructure
- BCS10: Transport and Access Improvements
- BCS21: Quality Urban Design

9.10 Old City



- 9.10.1** The Old City neighbourhood is the historic core of the city, comprising the mediaeval walled city and the area around Queen Square, bounded by the Floating Harbour and culverted River Frome. Old City is an important destination for visitors to the city, both in its own right as an historic quarter of the city centre and also because of its cultural and leisure offer. The neighbourhood includes the thriving St. Nicholas' Market and a major performance venue in the Bristol Old Vic. Old City is also home to the Arnolfini gallery and Architecture Centre. The neighbourhood is a significant focus for the evening economy, particularly in the Centre, Corn Street, Baldwin Street, King Street and Welsh Back.
- 9.10.2** Old City is extensively developed, but there remain a small number of gap sites and other sites where existing buildings are expected to come forward for redevelopment within the Central Area Plan period.
- 9.10.3** The High Street, Wine Street and Castle Park area discussed above (Policy BCAP37) lies partly in Old City.

Policy BCAP44: The Approach to Old City

- 9.10.4** Although there are sites of strategic significance in Old City neighbourhood, the role of Old City in the wider city centre is set out in Chapters 3-5 and 7-9 (including Policies BCAP26 and 37). The approach to Old City neighbourhood reflects the area's existing character and these policies.

Development will be expected to preserve, enhance and, where appropriate, reinstate Old City's historic character, particularly in its scale and massing, grain and the choice of materials used, and should contribute where appropriate to the reinstatement of historic routes through the area.

Development will be expected to reduce the impact of traffic on the area and support the growth of independent retail at St. Nicholas' Market and St. Mary-le-Port.

- 9.10.5** This approach will continue to allow a wide variety of uses to develop in the area, while retaining a requirement for development to respond to the historic context, including reinstating the historic grain of the area where it has been eroded. Small business units will be promoted rather than large format buildings. Street improvements delivered through the emerging City Centre Public Realm and Movement Framework will have a key role to play in supporting this approach.

Policy BCAP SA4: Site Allocations in Old City

The sites listed below and shown on the Policies Map will be developed in accordance with the accompanying development considerations set out in the *Annex: City Centre Site Allocations* and other relevant policies of the Local Plan.

- SA401 Disused transit sheds at Welsh Back / Redcliffe Way
- SA402 Broad Quay House / Narrow Quay House, Broad Quay / Prince Street
- SA403 Old Seaman's Chapel, Royal Oak Avenue, fronting Prince Street
- SA404 Gap site, 16 Narrow Quay
- SA405 Harris Wharf, Farris Lane

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS7: Centres and Retailing
- BCS8: Delivering a Thriving Economy
- BCS9: Green infrastructure
- BCS10: Transport and Access Improvements
- BCS21: Quality Urban Design

9.11 Broadmead



- 9.11.1 The approach to the Broadmead neighbourhood (Bristol Shopping Quarter) is set out in Policies **BCAP36-39**.

9.12 St. Paul's & Stokes Croft *(including lower Kingsdown)*



- 9.12.1** The St. Paul's & Stokes Croft neighbourhood comprises an inner city area at the northeastern edge of the city centre. At the middle of the neighbourhood lies Stokes Croft, which is a major route into the city centre for walkers, cyclists, cars and public transport. To either side, the neighbourhood includes the lower Kingsdown slopes and the mixed residential and commercial area of St. Paul'. Unlike most of the city centre neighbourhoods, St. Paul's & Stokes Croft crosses the city centre boundary to include the more residential parts of St. Paul's outside the city centre. This is to reflect St. Paul's strong identity as a community within central Bristol and the extent of SPD10 Planning a Sustainable Future for St. Paul's, prepared in 2006 with the support of St. Paul's Unlimited Community Partnership. Cheltenham Road and Picton Street are closely associated with the neighbourhood but lie outside the area covered by the Central Area Plan, as does the northern side of the Ashley Road local centre.
- 9.12.2** As a shopping street, Stokes Croft has struggled to retain conventional high street businesses, but it has emerged as a vibrant cultural hub in its own right, being a breeding ground for alternative businesses and community-led regeneration and a focus for street art within the city centre. St. Paul's and Stokes Croft is also home to the Circomedia circus training centre, a variety of performance venues including the Cube cinema, and a selection of nightclubs.
- 9.12.3** There are a number of sites in St. Paul's and Stokes Croft that present potential development opportunities including the Dove Lane site and The Carriage Works and Westmoreland House. Stokes Croft is identified by the Core Strategy as a city centre gateway in which continued improvement and regeneration will be sought.

Policy BCAP45: The Approach to St. Paul's & Stokes Croft

- 9.12.4** While a conventional approach to regeneration could, in time, deliver comprehensive change on some of the area's key sites, such an approach to development may be less likely to support the unorthodox and individual character of Stokes Croft/North Street than would a community-led, less regulated approach, that allows more flexibility for premises to move for example between shopping, business and arts or cultural uses, reflecting the way that recent investment has been attracted to the area. Elsewhere in the neighbourhood, SPD10 *Planning a Sustainable Future for St. Paul's*, advocates a more measured approach.

Within the St. Paul's area, a continued supply of family housing will be maintained. Continued investment will be sought in small business space and development will be expected to safeguard the function of the Ashley Road / Grosvenor Road Local Centre and its ability to meet day-to-day shopping needs. A flexible approach will be considered

for planning control in Stokes Croft/North Street, particularly to changes of use in the shopping frontages.

Development in St. Paul's & Stokes Croft will be expected to respect the historic scale and form of development in the neighbourhood and to preserve, enhance and where appropriate reinstate historic routes that contribute to the permeability and legibility of the area. Development adjacent to the neighbourhood's parks and green spaces will be expected to provide new or enhanced access points and improved surveillance.

9.12.5 SPD10 provides additional planning guidance for the St. Paul's area including general principles and a number of site-specific development proposals. Regard will continue to be had to the principles set out in SPD10 for the development of the area.

9.12.6 In order to explore a targeted flexible approach to planning control, the council will work with the local community and key stakeholders to consider preparation of a Local Development Order permitting a range of appropriate changes of use in Stokes Croft/North Street. Consideration will also be given to the potential to permit minor works to existing buildings such as new shopfronts, subject to further consideration of the impact of such a measure on the character and appearance of the Stokes Croft Conservation Area.

Policy BCAP SA5: Site Allocations in St. Paul's & Stokes Croft

The sites listed below and shown on the Policies Map will be developed in accordance with the accompanying development considerations set out in the *Annex: City Centre Site Allocations* and other relevant policies of the Local Plan.

- SA501 Lakota Nightclub / Former Coroner's Court, Upper York Street / Backfields
- SA502 Land at Dean Street / Bishop Street (former Kango site)
- SA503 Land at Surrey Street / Portland Square (Sandhu's Warehouse)
- SA504 Car Park On South East Side Of Wilder Street
- SA505 The Carriage Works & Westmoreland House
- SA506 97-101 Stokes Croft
- SA507 27-33 Jamaica Street
- SA508 35, 37, 41 Stokes Croft
- SA509 Land at Wilder Street / Argyle Road
- SA510 Land at Dove Lane / Ervine Terrace / Wilson Place / Cheapside
- SA511 F C Hammonds, 13-17 Dove Lane
- SA512 109 - 119 Newfoundland Road
- SA513 Former Macey Rewinds site, Franklyn Street

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS7: Centres and Retailing
- BCS8: Delivering a Thriving Economy
- BCS9: Green infrastructure
- BCS10: Transport and Access Improvements
- BCS21: Quality Urban Design

9.13 Old Market & The Dings *(including St. Jude's and Newtown)*



9.13.1 Old Market is a fairly compact city centre neighbourhood centred on the ridge of raised ground that runs to the east of Castle Park. At the heart of the neighbourhood are the main thoroughfares of Old Market Street and West Street, their supporting streets and their backland areas. Closely related to Old Market are the nearby residential areas of St. Jude's, Newtown and The Dings and the areas of established industrial activity that separate them. Unlike most of the city centre neighbourhoods, Old Market & The Dings crosses the city centre boundary to include these areas, in recognition of the Neighbourhood Planning process currently taking place in the area (see paragraph 9.13.4 below).

9.13.2 Old Market presently suffers from severance caused by the surrounding major roads and has experienced decline for many years. However, in recent years the area has seen a growing residential population and has become a focal point for the gay community in Bristol, which is reflected in its business offer.

9.13.3 Old Market is identified by the Core Strategy as a city centre gateway in which continued improvement and regeneration will be sought.

Neighbourhood Planning

9.13.4 Old Market and The Dings, or Old Market Quarter, has been designated as a Neighbourhood Planning Area and detailed policies for the redevelopment of the area will be taken forward as part of a Neighbourhood Development Plan for the area.

Policy BCAP46: The Approach to Old Market & The Dings

9.13.5 The approach to Old Market supports the thinking emerging through the Neighbourhood Planning process while also reflecting broader Central Area Plan priorities.

Development will be expected to support the regeneration of Old Market as a local and specialist shopping area. The development of appropriate evening economy uses and community facilities will be encouraged where it would support the neighbourhood's growing role as a mixed residential community and Bristol's gay village. Through development, improved pedestrian and cycle links will be sought across the area and where possible the impact of through traffic will be reduced.

Development will be expected to respond strongly to the historic character of the area in terms of its scale and massing, grain and the choice of materials used and the reinstatement where appropriate of historic routes through the area.

Development on Midland Road, including in designated Principal Industrial and Warehousing Areas, will be expected to strongly address Midland Road through the siting of buildings and the inclusion of active frontages. Public realm improvements will be sought at a level appropriate to the scale of development proposed to reflect Midland Road's role as a primary pedestrian route to areas of major change including Bristol Temple Quarter.

Development that provides enhancements to the pedestrian environment at the Old Market Roundabout, either through enhancements to the existing public realm or more substantial remodelling, will be encouraged.

9.13.6 The approach to Old Market does not envisage major change in the areas of the neighbourhood that lie outside the city centre boundary. These areas are either expected to remain predominantly residential or will continue to be safeguarded for industrial and warehousing uses, subject to any further refinement emerging from the neighbourhood planning process. However, opportunities will be sought to improve the environment in these areas and, particularly, linkages across these areas.

9.13.7 Old Market Roundabout and Temple Way Underpass are major obstacles that separate the neighbourhood from the rest of the city centre. Reinstatement of links in this location may require significant investment and may therefore have to remain a longer-term aspiration although, where possible, funding will be sought to make improvements. Should opportunities arise within the Central Area Plan period to improve Old Market Roundabout a wide range of approaches will be acceptable from design and landscape improvements to replacement of footbridges and underpasses with at grade crossings and some redevelopment.

Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS7: Centres and Retailing
- BCS8: Delivering a Thriving Economy
- BCS9: Green infrastructure
- BCS10: Transport and Access Improvements
- BCS21: Quality Urban Design

9.14 Redcliffe



- 9.14.1 The Core Strategy identifies Redcliffe as an area of focus for development and regeneration while seeking to retain maritime industry activities at Redcliffe Wharf.

Policy BCAP47: The Approach to Redcliffe

- 9.14.2 In north Redcliffe, outside of the Redcliffe Way area, the key to major change lies in the regeneration of a small number of major development sites that are presently underused, vacant or derelict, including the former Courage Brewery, the Redcliffe Village site and the Temple Back fire station. The mixed-use redevelopment of these areas has the potential to significantly transform the economy and appearance of the Redcliffe neighbourhood and deliver significantly upon the vision, objectives and detailed proposals of *SPD3 The Future of Redcliffe*, which was prepared in 2006 with the support of Redcliffe Futures.
- 9.14.3 In south and west Redcliffe, development opportunities are generally smaller and scarcer, with the exception of the former Bristol General Hospital site. Much of the area is an established residential community supported by a range of local services including convenience shopping. The approach to south and west Redcliffe therefore focuses on protecting local services and improving pedestrian routes across the area rather than delivering major change.

The regeneration of vacant or derelict sites and buildings in the north Redcliffe area will be sought through development. Development will be expected to complete the regeneration of major sites in the area while contributing to the delivery of the movement and townscape aspirations of SPD3.

In south and west Redcliffe the regeneration of vacant or derelict sites and buildings will be sought, improving links to Redcliffe Way and seeking other enhancements to the design of the area where possible, particularly its secondary pedestrian routes and links across Redcliff Hill. Development will be expected to maintain a range of shops and services to meet local needs through the renewal or replacement rather than the loss, of existing retail units, public houses and other active ground floor uses.

The pattern of uses and urban form brought forward within Redcliffe will be expected to contribute to the improvement of the townscape and the network of streets and spaces in the area with regard to the aspirations set out in SPD3.

9.14.4 Policy **BCAP40** sets out the approach to Redcliffe Way, where the Neighbourhood Plan will take the lead.

9.14.5 **SPD3** provides additional guidance for the Redcliffe area in the form of a detailed planning and design framework, including general principles and a number of site-specific development proposals. Regard will continue to be had to the principles set out in **SPD3** for the development of the area, which include:

- Providing improved pedestrian and cycle routes within Redcliffe. Reference will be made to **SPD3** in identifying locations in which additional routes could be sought.
- Establishing a finer urban grain with a human scale where appropriate and active frontages to the public realm. Development that creates or reinstates historic street frontages and building lines will be encouraged.
- Making efficient use of poorly used land and improving the enclosure and townscape quality of streets and key open spaces where they have been eroded. Where appropriate, the narrowing of streets will be sought, particularly in the North Redcliffe Regeneration Area around Redcliff, St. Thomas' and Temple Streets.
- Making strong and memorable use of key focal locations and prominent corner sites to enhance local character and distinctiveness.
- Discouraging through traffic on minor roads, where possible, through the remodelling of streets.

Policy BCAP SA6: Site Allocations in Redcliffe

The sites listed below and shown on the Policies Map will be developed in accordance with the accompanying development considerations set out in the *Annex: City Centre Site Allocations* and other relevant policies of the Local Plan.

- SA601 Former Courage Brewery, Bath Street
- SA602 33-49 Victoria Street
- SA603 Redcliffe Village
- SA604 Bathroom Solutions, Redcliff Street / Three Queens Lane
- SA605 Former Gas World site, Redcliff Street / Ferry Street
- SA606 Land at Ferry Street / Redcliff Backs
- SA607 Fire Station, Temple Back
- SA608 Land and buildings at Victoria Street / Temple Street
- SA609 103 Temple Street / 111 Victoria Street
- SA610 Railway cutting, Lower Guinea Street
- SA612 The Bell and adjoining buildings, Prewett Street

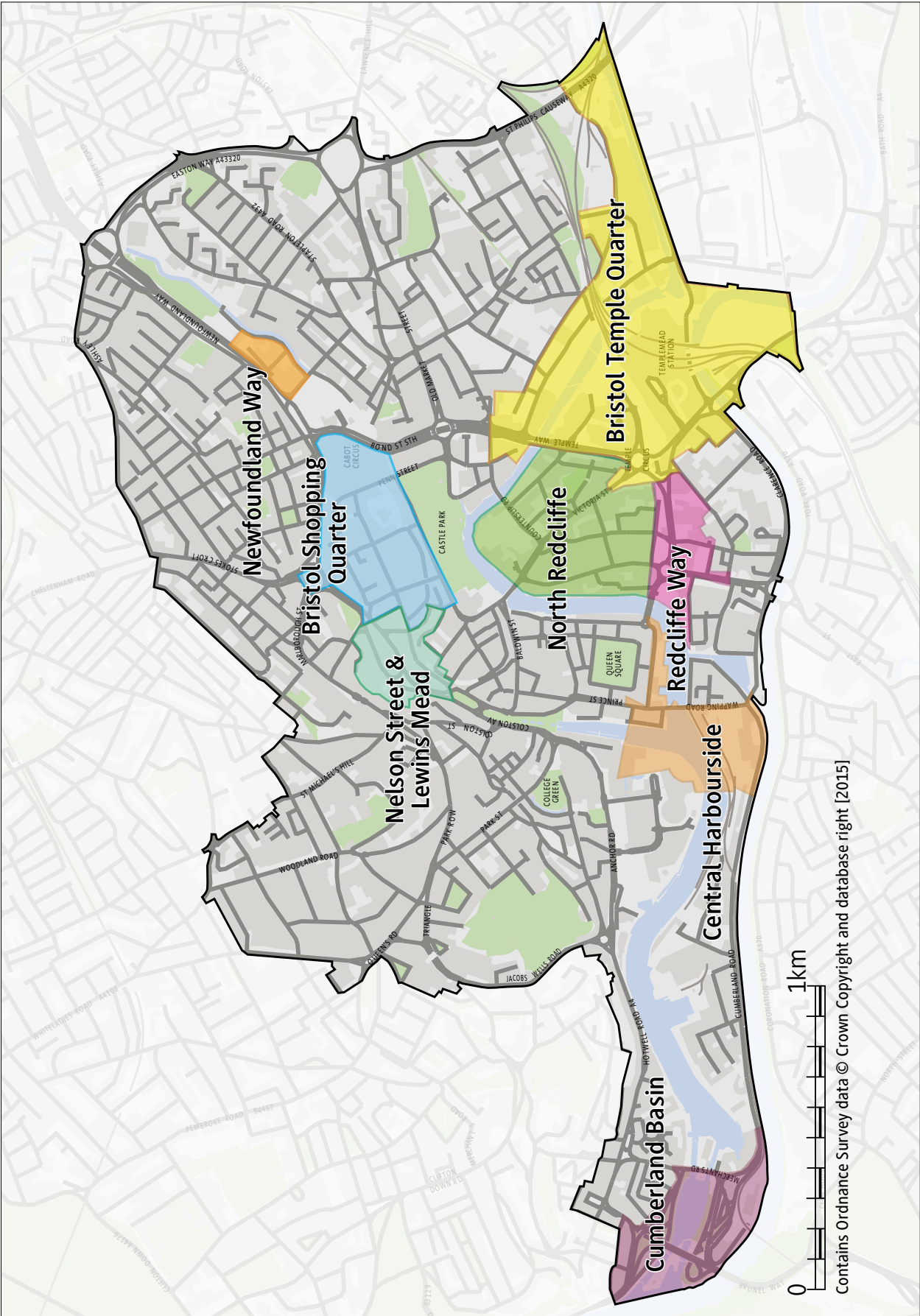
Policy Links

Bristol Local Plan Core Strategy – Key Policies

- BCS2: Bristol City Centre
- BCS7: Centres and Retailing
- BCS8: Delivering a Thriving Economy
- BCS9: Green infrastructure
- BCS10: Transport and Access Improvements
- BCS21: Quality Urban Design

Appendix A: Policy BCAP5 Areas

See Policy BCAP5: Development and flood risk



Appendix B: Schedule of Replaced Local Plan Policies

In 2007 the government agreed that certain policies contained within the adopted Bristol Local Plan (December 1997) could be 'saved' pending the production of new development plan documents.

The Core Strategy was adopted in 2011. Its policies replaced 59 of the saved Local Plan policies. The adoption of the Site Allocations and Development Management Policies in 2014 meant that a further 77 saved policies were replaced.

Following the adoption of the Bristol Central Area Plan the remaining saved policies have now been replaced. These are set out below.

Schedule of policies of the Bristol Local Plan (December 1997) which will no longer be saved following adoption of the Bristol Central Area Plan.

Policy	Subject
NE1	Open Space
NE5	Sites of Nature Conservation Interest
NE9	Historic Landscapes
M9	Public Transport: Temple Meads
M13	Public Transport: Light Rapid Transit Safeguarded Routes
M14	Parking: Commuter, Visitor and Short-Stay Parking
M21	Primary Route Network Amendments: Redcliffe Way
EC5	Protection: Industrial Sites and Premises
S5	Frontages: Primary
S6	Frontages: Secondary
CC3	Development Opportunities
CC4	The University of Bristol
CC5	Hospital Services
CC6	Public Car Parking and Coach Parking
CC7	Pedestrian Links
CC8	Streets for People
CC10	Water Frontages

ANNEX: City Centre Key Sites and Site Allocations

Contents

City Centre Key Sites	88
■ Bristol Temple Quarter	88
■ Retail Growth – Bristol Shopping Quarter	89
■ High Street, Wine Street and Castle Park	91
■ Regeneration in Nelson Street & Lewins Mead	93
■ City Centre Expansion – Newfoundland Way	94
■ Transformation of Redcliffe Way	95
Site Allocations	96
■ Harbourside Neighbourhood	96
■ West End Neighbourhood	101
■ St. Michael's Neighbourhood	102
■ Old City Neighbourhood	103
■ St. Paul's & Stokes Croft Neighbourhood	106
■ Redcliffe Neighbourhood	118

City Centre Key Sites

Bristol Temple Quarter

Policy reference:

BCAP 35: Bristol Temple Quarter



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Site reference:

KS01

Site address/location:

Temple Meads Station and
Surrounding Land

Site area: 55.2 hectares

Ward: Lawrence Hill/Cabot

Suggested uses: See Policy

Suggested homes: See Policy

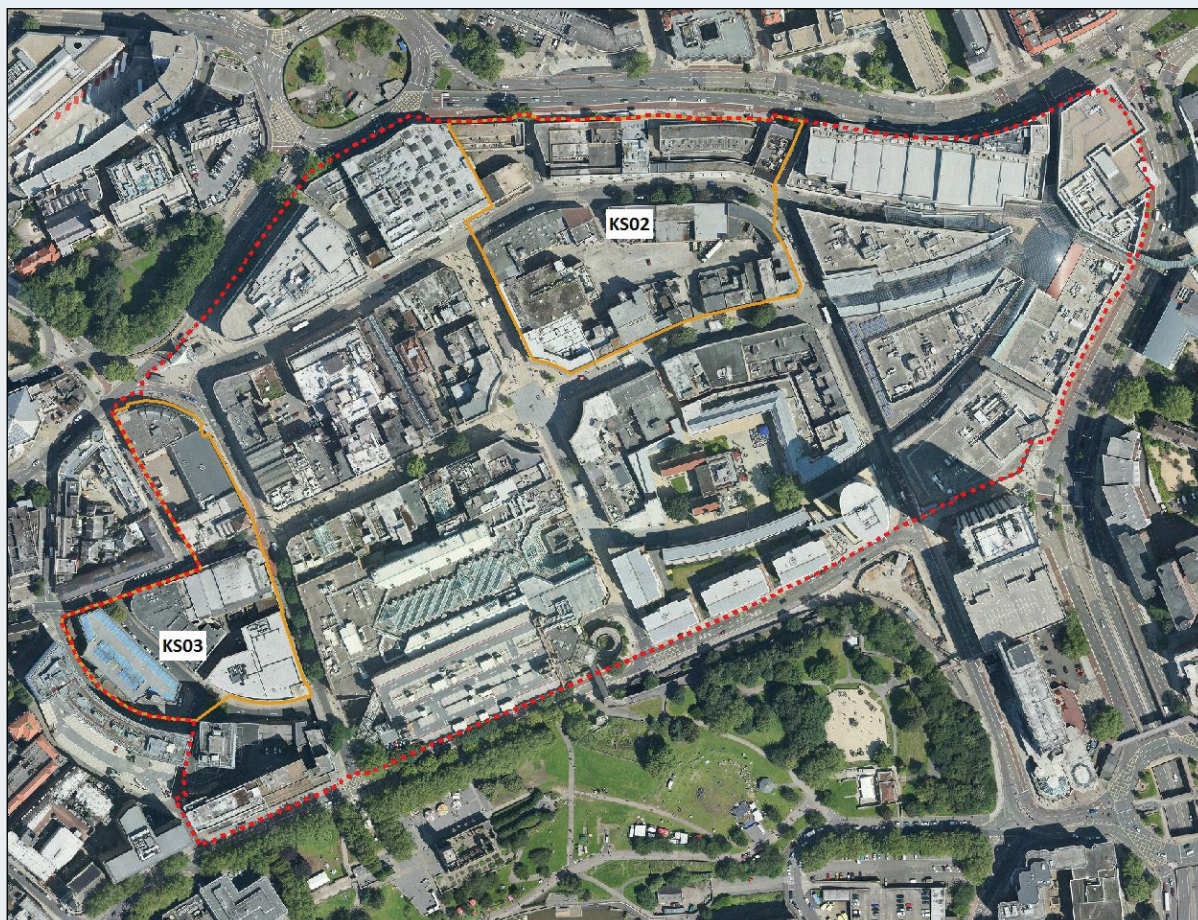
Development Considerations

See Policy

Retail Growth – Bristol Shopping Quarter

Policy reference:

BCAP 36: Bristol Shopping Quarter



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Site reference:

KS02

Site address/location:

Land at Horsefair and Callowhill Court, Broadmead

Site area: 2.3 hectares

Ward: Cabot

Suggested uses: See Policy

Suggested homes: See Policy

Development Considerations
See Policy



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Site reference:

KS03

Site address/location:

Land between Union Street and
Silver Street/ All Saints Street

Site area: 1.4 hectares

Ward: Cabot

Suggested uses: See Policy

Suggested homes: See Policy

Development Considerations
See Policy

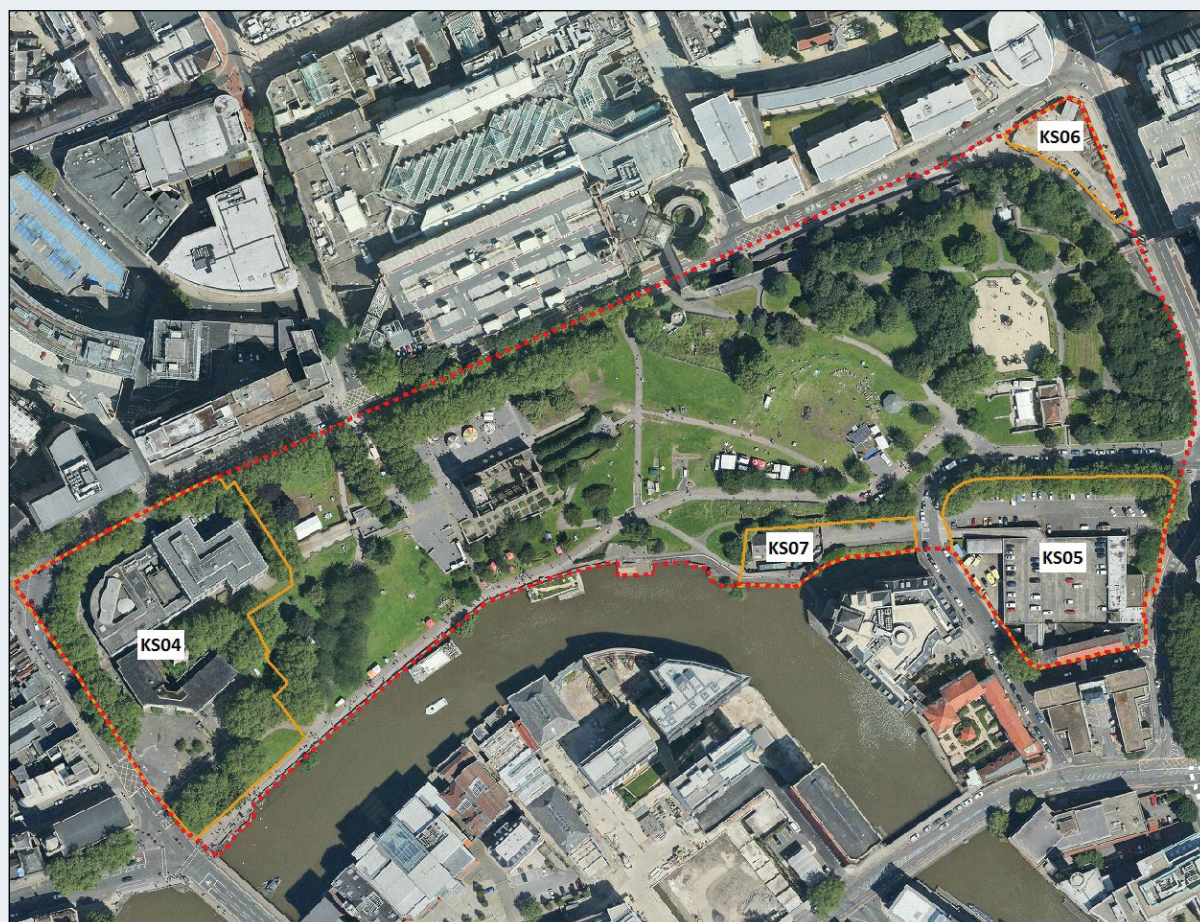


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High Street, Wine Street and Castle Park

Policy reference:

BCAP 37: High Street, Wine Street and Castle Park



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Site reference:

KS04

Site address/location:

Land at High Street/Wine Street
(St. Mary-le-Port)

Site area: 1.2 hectares

Ward: Cabot

Suggested uses: See Policy

Suggested homes: See Policy

Development Considerations
See Policy



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Site reference:**KS05****Site address/location:**

Central Ambulance Station, Tower Hill

Site area: 0.7 hectares**Ward:** Cabot**Suggested uses:** See Policy**Suggested homes:** See Policy**Development Considerations**

See Policy



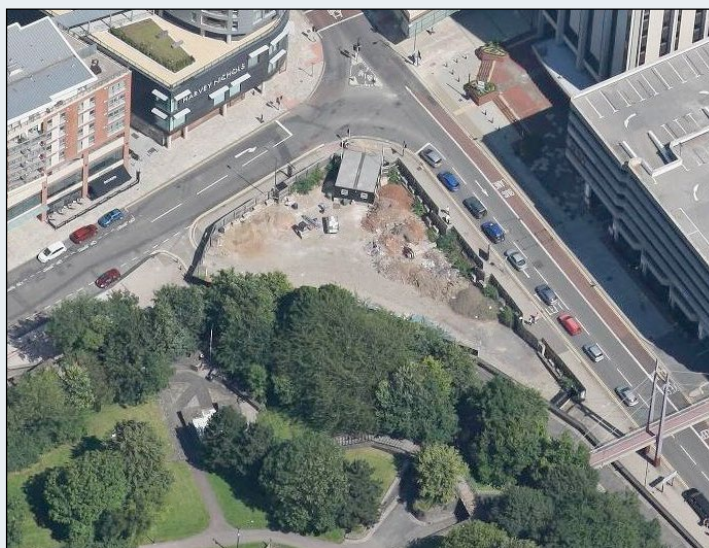
© Blom Pictometry 2013

Site reference:**KS06****Site address/location:** Land at

Lower Castle Street and Broad Weir

Site area: 0.1 hectares**Ward:** Cabot**Suggested uses:** See Policy**Suggested homes:** See Policy**Development Considerations**

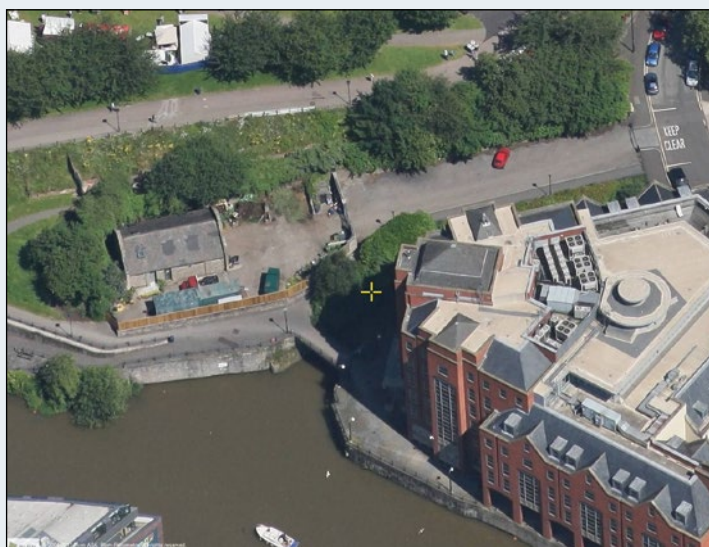
See Policy



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Site reference:**KS07****Site address/location:** Land to the west of Castle Street/Queen Street**Site area:** 0.2 hectares**Ward:** Cabot**Suggested uses:** See Policy**Suggested homes:** See Policy**Development Considerations**

See Policy



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Regeneration in Nelson Street & Lewins Mead

Policy reference:

BCAP 38: Nelson Street and Lewins Mead



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Site reference:

KS08

Site address/location:

Land adjacent to Nelson Street & Lewins Mead

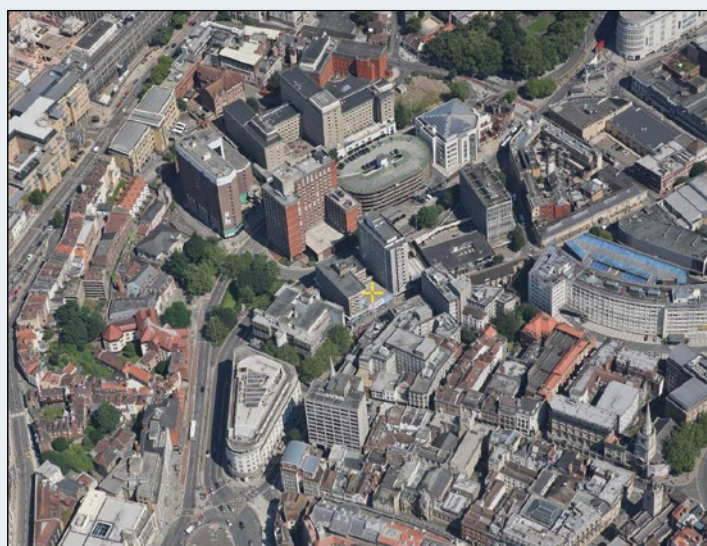
Site area: 7 hectares

Ward: Cabot

Suggested uses: See Policy

Suggested homes: See Policy

Development Considerations
See Policy



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City Centre Expansion – Newfoundland Way

Policy reference:

BCAP 39: Newfoundland Way



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Site reference:

KS09

Site address/location:

Land bounded by Houlton Street,
Wellington Road, Newfoundland Way
and Riverside Park

Site area: 2.2 hectares

Ward: Cabot

Suggested uses: See Policy

Suggested homes: See Policy

Development Considerations

See Policy

Transformation of Redcliffe Way

Policy reference:

BCAP 40: Redcliffe Way



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Site reference:

KS10

Site address/location:

Redcliffe Way Corridor and
Redcliffe Wharf

Site area: 8 hectares

Ward: Cabot

Suggested uses: See Policy

Suggested homes: See Policy

Development Considerations

See Policy

Site Allocations

Harbourside Neighbourhood

Policy reference:

BCAP 41: The Approach to Harbourside

BCAP SA1: Site Allocations in Harbourside

Site reference:

SA101

Site address/location:

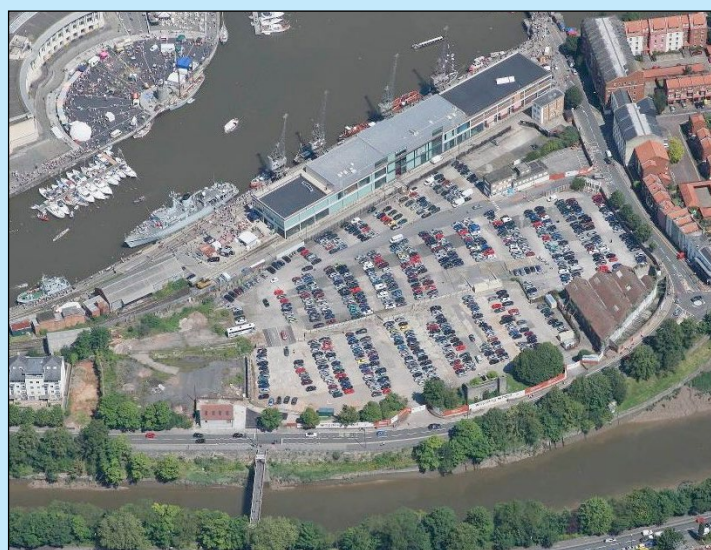
Wapping Wharf, Wapping Road

Site area: 3.45 hectares

Ward: Cabot

Suggested uses: Housing/Offices

Suggested homes: 600



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Development considerations

Development should:

- Incorporate active ground floor uses to Prince's Wharf / Wapping Wharf;
- Provide the secondary pedestrian route between the quayside walkway and Gaol Ferry Bridge;
- Provide an enhanced public realm in the area around M-Shed;
- Take account of the City Docks conservation area;
- Integrate surviving heritage assets such as building fragments and stone walls into its design;
- Be supported by a Flood Risk Assessment.

Site reference:

SA102

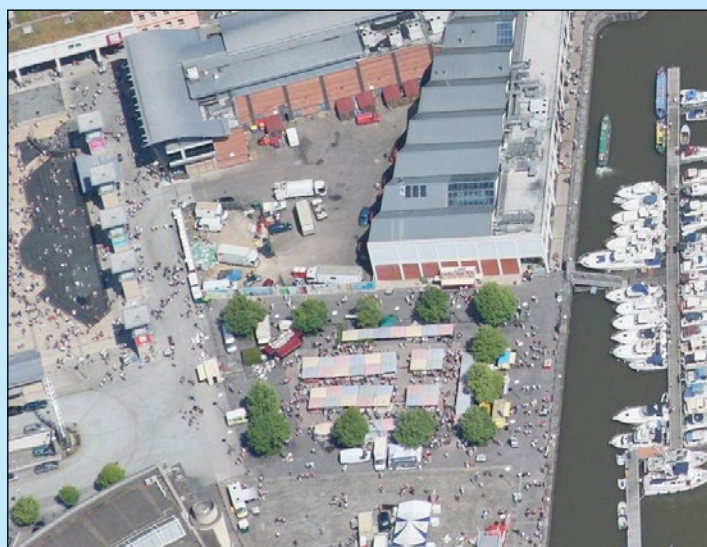
Site address/location:

Waterfront Site, Millennium Square

Site area: 0.45 hectares

Ward: Cabot

Suggested uses: Offices/Culture & Tourism



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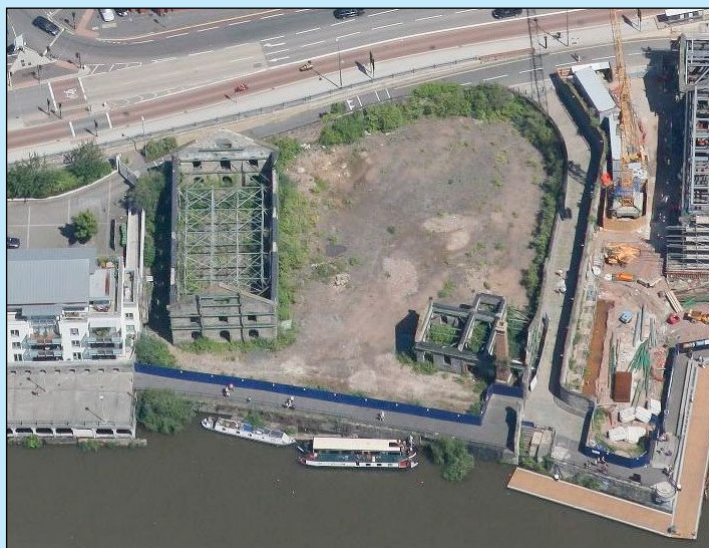
Development considerations

Development should:

- Be of high quality design to reflect the site's prominent position on the Floating Harbour;
- Provide improved enclosure to Millennium Square, the Amphitheatre and Bordeaux Quay and include active ground floor uses to all three frontages;
- Retain and enhance a high quality Quayside Walkway as shown on the Policies Map;
- Retain suitable access for vehicles and people to the Amphitheatre, recognising the importance of the area for events;
- Take account of the City Docks conservation area;
- Be supported by a Flood Risk Assessment.

Site reference:**SA103****Site address/location:**

Purifier House West, Anchor Road

Site area: 0.37 hectares**Ward:** Cabot**Suggested uses:** Offices/Housing

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Development considerations

Development should:

- Reuse the existing gasworks buildings and integrate other surviving heritage assets such as stone walls and setts into its design;
- Deliver a significantly improved Quayside Walkway to replace the present temporary surface as shown on the Policies Map;
- Provide any vehicular access from Lime Kiln Road;
- Take account of the City Docks conservation area;
- Be supported by a Flood Risk Assessment.

Site reference:

SA104

Site address/location:

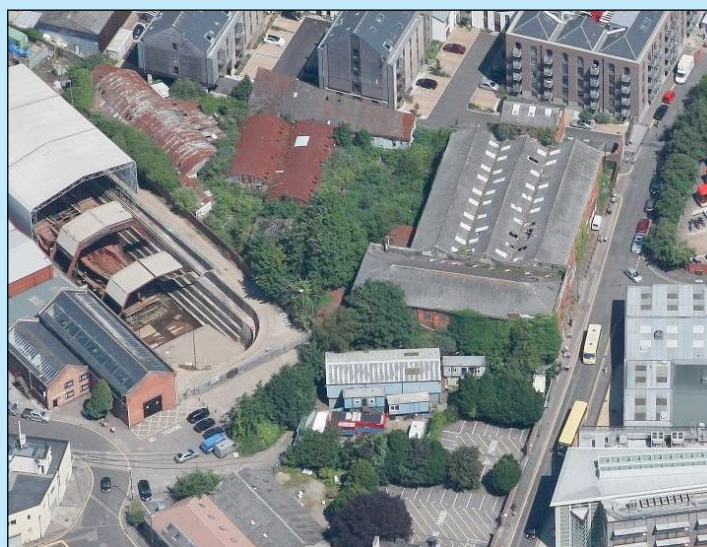
McArthur's Warehouse,
Gasferry Road

Site area: 0.58 hectares

Ward: Cabot

Suggested uses:

Housing/Offices/Workspace



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Development considerations

Development should:

- Incorporate, at ground floor level, an element of small-scale flexible floorspace suitable for maritime or creative industry uses;
- Ensure that any residential component is laid out and designed to mitigate the impact of noise from the adjoining Albion Dock and ensure that the continued use of the Albion Dock is not threatened by the introduction of incompatible uses;
- Provide a significantly improved pedestrian and cycle link between Gasferry Road and Hanover Place as part of the Quayside Walkway shown on the Policies Map, including improved surveillance;
- Take account of the City Docks conservation area;
- Be supported by a Flood Risk Assessment.

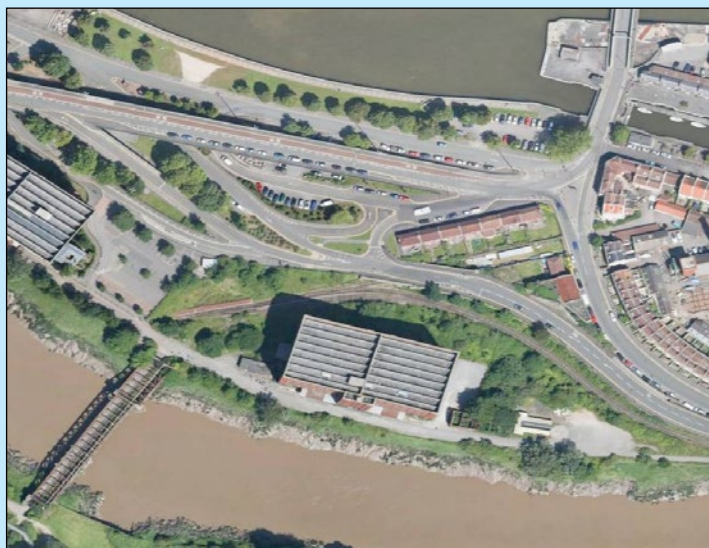
Site reference:**SA105****Site address/location:**

Land and buildings south of Brunel Lock Road, including A-Bond Warehouse

Site area: 3.14 hectares

Ward: Cabot

Suggested uses: Housing/Offices



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Development considerations

Development should:

- Explore the opportunities for rationalisation of the existing highway infrastructure and deliver significant public realm improvements, including providing the proposed Primary Pedestrian Route between Avon Crescent and Ashton Avenue as shown on the Policies Map;
- Accommodate the route of the proposed MetroBus system;
- Retain suitable access and turning provision for service vehicles to the former bonded warehouses;
- Take account of the City Docks conservation area;
- Reuse the existing bonded warehouse building;
- Respond to the green infrastructure linkages and assets in the surrounding area and integrate existing green infrastructure where possible;
- Explore the potential for habitat creation on the River Avon New Cut;
- Address noise and pollution issues from the Cumberland Basin road system;
- Be supported by a Flood Risk Assessment.

Proposals that take account of the Hotwells and Cliftonwood Community Traffic Strategy (CHASE/HCCA) will be encouraged.

West End Neighbourhood

Policy reference:

BCAP 42: The Approach to West End

BCAP SA2: Site Allocations in West End

Site reference:

SA202

Site address/location:

Land to the west of Lodge Street

Site area: 0.1 hectares

Ward: Cabot

Suggested uses:

Housing, specialist student accommodation

Suggested homes: 20



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Development considerations

Development should:

- Take account of the Tyndall's Park conservation area;
- Reflect the descending rhythm, height, scale and massing of development on the east side of Lodge Street.

An active ground floor use to the Trenchard Street / Lodge Street corner will be encouraged.

St. Michael's Neighbourhood

Policy reference:

BCAP 43: The Approach to St. Michael's

BCAP SA3: Site Allocations in St. Michael's

Site reference:

SA301

Site address/location:

55-59 St. Michael's Hill

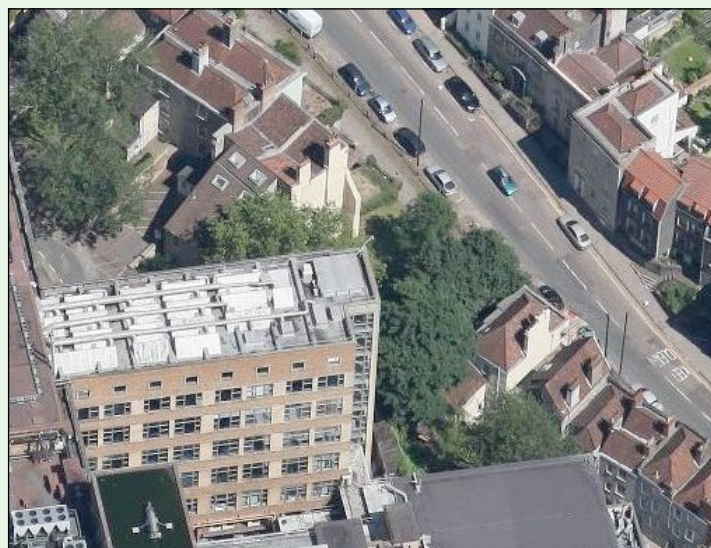
Site area: 0.06 hectares

Ward: Cabot

Suggested uses:

Housing, specialist student accommodation, educational use

Suggested homes: 15



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Development considerations

Development should:

- Take account of the St. Michael's Hill and Christmas Steps conservation area;
- Reflect the descending rhythm, height, scale and massing of nearby buildings on the west side of St. Michael's Hill;
- Respect the character and setting of adjoining listed buildings;
- Retain the historic pedestrian route through the site.

Old City Neighbourhood

Policy reference:

BCAP 44: The Approach to Old City

BCAP SA4: site Allocations in Old City

Site reference:

SA401

Site address/location:

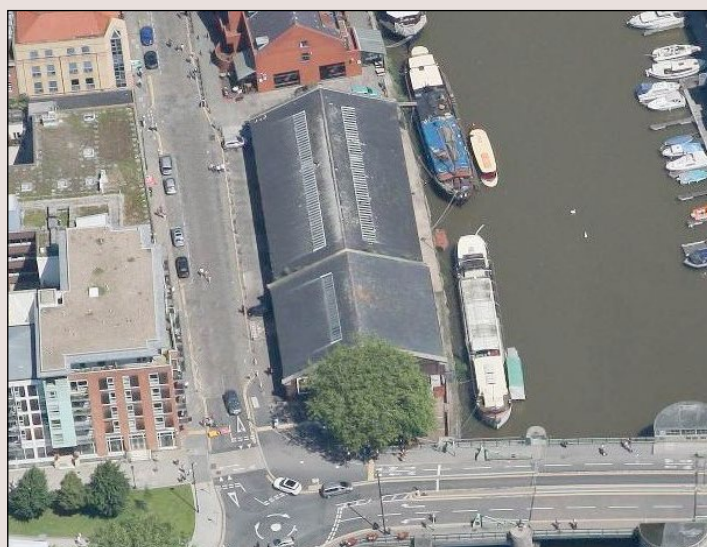
Disused transit sheds at
Welsh Back / Redcliffe Way

Site area: 0.2 hectares

Ward: Cabot

Suggested uses:

Offices/Workspace/Leisure



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Development considerations

Development should:

- Secure the reuse of the existing transit shed buildings;
- Provide an enhanced pedestrian route from the Quayside Walkway north of the site to Redcliffe Bridge as shown on the Policies Map;
- Take account of the City & Queen Square conservation area;
- Preserve the setting of the Grade II listed harbour wall;
- Retain secure, independent access to existing residential moorings;
- Be supported by a Flood Risk Assessment.

Development will not be expected to provide a quayside walkway at the water's edge if the buildings are retained, due to the lack of available space and the need to retain private residential moorings.

Site reference:**SA402****Site address/location:**

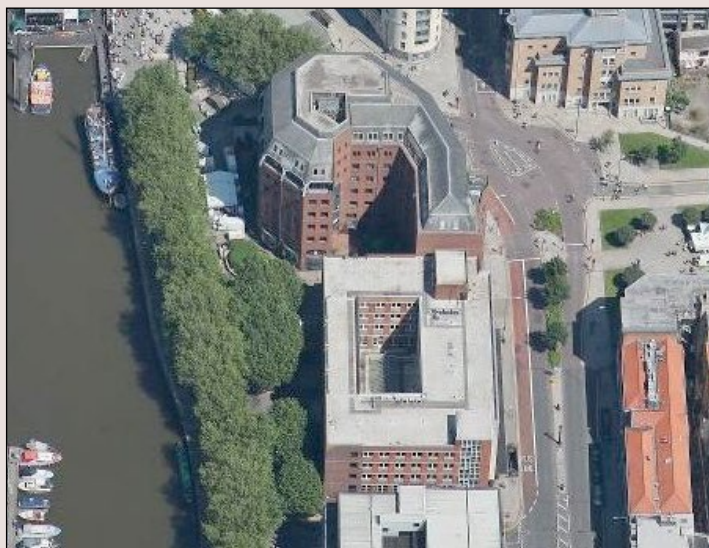
Broad Quay House / Narrow Quay House, Broad Quay / Prince Street

Site area:

0.51 hectares

Ward: Cabot**Suggested uses:**

Offices/Culture & Tourism



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Development considerations

Development should:

- Take account of the City & Queen Square conservation area;
- Consider the incorporation of active ground floor uses, particularly to Narrow Quay;
- Be supported by a Flood Risk Assessment.

Site reference:**SA403****Site address/location:**

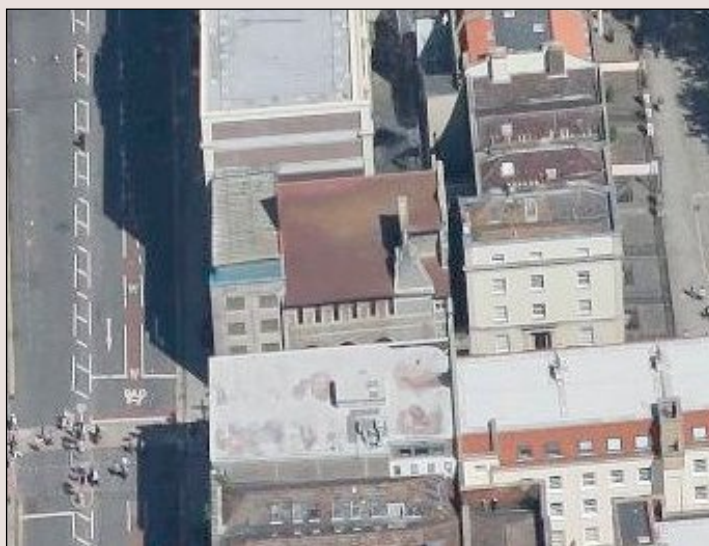
Old Seaman's Chapel, Royal Oak Avenue, fronting Prince Street

Site area:

0.02 hectares

Ward: Cabot**Suggested uses:**

Office/Workspace/Leisure/Housing



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Development considerations

Development should:

- Take account of the City & Queen Square conservation area;
 - Reuse the existing chapel building;
 - Be supported by a Flood Risk Assessment.
- The incorporation of active ground floor uses will be encouraged.

Site reference:

SA404

Site address/location:

Gap site, 16 Narrow Quay

Site area:

0.03 hectares

Ward: Cabot

Suggested uses:

Office/Workspace/Leisure/Housing



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Development considerations

Development should:

- Take account of the City & Queen Square conservation area;
- Be supported by a Flood Risk Assessment.

The incorporation of active ground floor uses will be encouraged.

Site reference:

SA405

Site address/location:

Harris Wharf, Farris Lane

Site area:

0.04 hectares

Ward: Cabot

Suggested uses:

Office/Workspace/Leisure/Housing



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Development considerations

Development should:

- Take account of the City & Queen Square conservation area;
- Be supported by a Flood Risk Assessment.

The incorporation of active ground floor uses will be encouraged.

St Paul's and Stokes Croft Neighbourhood

Policy reference:

BCAP 45: The Approach to St. Paul's & Stokes Croft

BCAP SA5: Site Allocations in St. Paul's & Stokes Croft

Site reference:

SA501

Site address/location:

Lakota Nightclub / Former Coroner's Court, Upper York Street / Backfields

Site area:

0.25 hectares

Ward: Ashley

Suggested uses: Housing

Suggested homes: 60



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Development considerations

Development should:

- Take account of the Stokes Croft conservation area;
- Retain and sensitively restore the Grade II listed former Coroner's Court and the Lakota nightclub building which is identified as an unlisted building of merit in the Stokes Croft Conservation Area Character Appraisal.

The incorporation of active ground floor uses to Upper York Street will be encouraged.

Site reference:

SA502

Site address/location:

Land at Dean Street / Bishop Street
(former Kango site)

Site area:

0.1 hectares

Ward: Ashley

Suggested uses: Housing/Offices

Suggested homes: 35



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Development considerations

Development should:

- Retain an element of employment;
- Take account of the Portland and Brunswick Square conservation area;
- Increase the building height of the site to reflect the historic character of the Conservation Area.

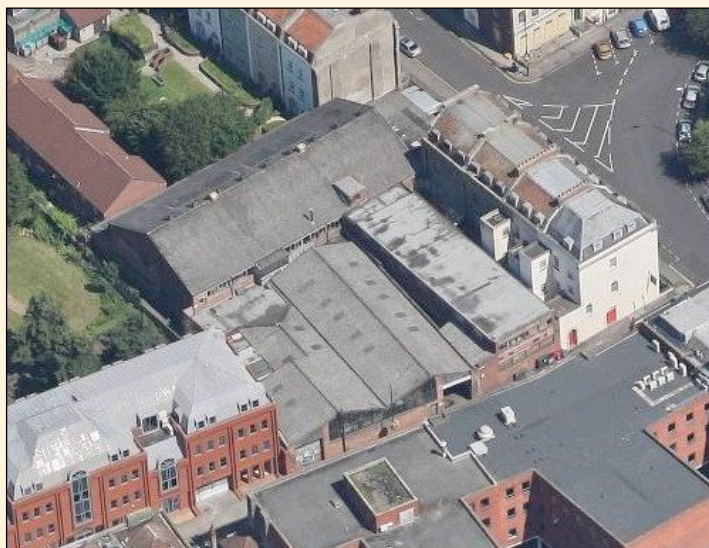
Regard will also be had to the additional considerations set out in SPD10 in considering any proposals for this site.

Site reference:**SA503****Site address/location:**

Land at Surrey Street / Portland Square (Sandhu's Warehouse)

Site area:

0.23 hectares

Ward: Ashley**Suggested uses:** Housing**Suggested homes:** 60

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Development considerations

Development should:

- Take account of the Portland and Brunswick Square conservation area;
- Retain and sensitively restore the Grade I listed buildings fronting Portland Square;
- Aim to reinstate the historic appearance of the west side of Portland Square across the full width of the site;
- Provide a significant element of green infrastructure to Surrey Street as part of the proposed green link shown on the Policies Map.

Regard will also be had to the additional considerations set out in SPD10 in considering any proposals for this site.

Site reference:

SA504

Site address/location:

Car Park On South East Side Of
Wilder Street

Site area: 0.06 hectares

Ward: Ashley

Suggested uses: Housing

Suggested homes: 9



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Development considerations

Development should:

- Take account of the Portland and Brunswick Square conservation area;
- Create a suitable frontage to Wilder Street;
- Retain an enhanced pedestrian link between Wilder Street and Brunswick Cemetery;
- Provide enhanced surveillance of Brunswick Cemetery.

Site reference:**SA505****Site address/location:**

The Carriage Works & Westmoreland House

Site area: 0.51 hectares**Ward:** Ashley**Suggested uses:**

Housing/Business/Retail/Culture & Tourism/Leisure/Community Facilities

Suggested homes: 100

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Development considerations

Development should have regard to the Carriageworks Community Vision (December 2011) in its layout and design and particularly the mixture of uses provided.

In accordance with the Community Vision, development will be expected to:

- Take account of the Stokes Croft conservation area;
- Retain and sensitively restore the Grade II* listed Carriageworks;
- Provide a mix of uses including a mix of housing types and employment space suitable for small businesses;
- Provide flexible ground floor spaces to accommodate a range of active uses such as shops, art spaces, cafés, workshops, performance spaces and meeting spaces;
- If possible, create new public routes and spaces through the site suitable for activities such as markets and performances;
- Promote walking, cycling and public transport over car use;
- Achieve a high standard of sustainable design, incorporating green roofs and garden space.

Development should also:

- Address noise and pollution issues from Stokes Croft and Ashley Road.

Regard will also be had to the additional considerations set out in SPD10 in considering any proposals for this site.

Site reference:

SA506

Site address/location:

97-101 Stokes Croft

Site area: 0.07 hectares

Ward: Cabot

Suggested uses: Housing

Suggested homes: 20



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Development considerations

Development should:

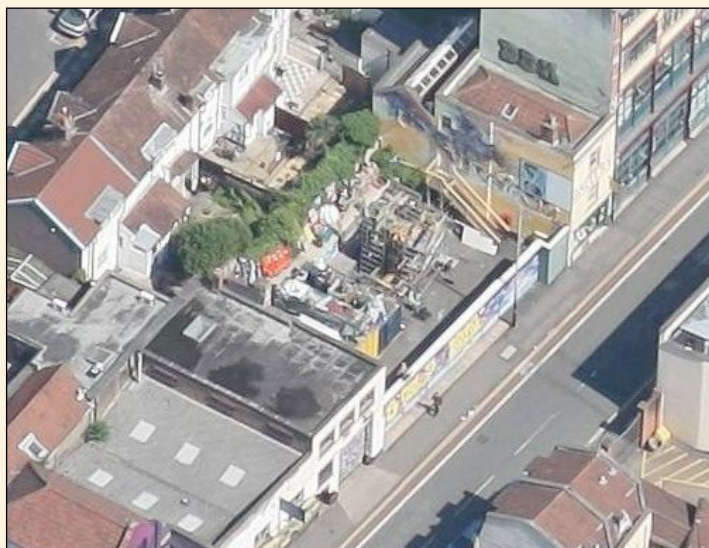
- Take account of the Stokes Croft conservation area;
- Retain and reuse the existing buildings on the Stokes Croft frontage of the site, which are identified as unlisted buildings of merit in the Stokes Croft Conservation Area Character Appraisal;
- Incorporate active ground floor uses appropriate to a secondary shopping frontage;
- Address noise and pollution issues from Stokes Croft.

Site reference:**SA507****Site address/location:**

27-33 Jamaica Street

Site area: 0.02 hectares**Ward:** Cabot**Suggested uses:**

Arts & Cultural/Housing/Office

Suggested homes: 5

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Development considerations

Development should:

- Take account of the Stokes Croft conservation area;
- Incorporate employment uses or active uses to the ground floor;
- Create a suitable frontage to Jamaica Street that contributes positively to the character of the Conservation Area.

Site reference:

SA508

Site address/location:

35, 37, 41 Stokes Croft

Site area: 0.07 hectares

Ward: Cabot

Suggested uses: Housing

Suggested homes: 10



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Development considerations

Development should:

- Take account of the Stokes Croft conservation area;
- Retain and sensitively restore the existing Grade II listed buildings;
- Incorporate active ground floor uses appropriate to a secondary shopping frontage;
- Address noise and pollution issues from Stokes Croft.

Site reference:**SA509****Site address/location:**

Land at Wilder Street / Argyle Road

Site area: 0.29 hectares**Ward:** Ashley**Suggested uses:**

Housing/Office/Workspace

Suggested homes: 30

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Development considerations

Development should:

- Take account of the Portland and Brunswick Square conservation area;
- Create suitable frontages to all the surrounding streets;
- Retain a significant element of employment and/or commercial training uses on the site, particularly on the Brigstocke Road and/or Wilder Street frontages;
- Retain and reuse Nos.105-107 Wilder Street, which are identified as unlisted buildings of merit in the Portland and Brunswick Square Conservation Area Character Appraisal;
- Be of a scale appropriate to a city centre location, but stepping down to reflect the more domestic-scaled residential context to the north of the site.

Site reference:

SA510

Site address/location:

Land at Dove Lane / Ervine Terrace /
Wilson Place / Cheapside

Site area: 1.59 hectares

Ward: Ashley

Suggested uses:

Housing/Office/Workspace/
Community Facilities

Suggested homes: 250



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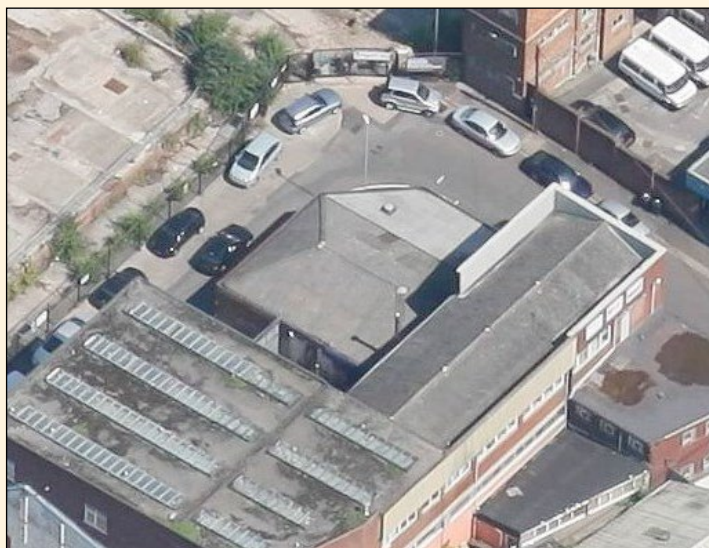
Development considerations

Development should:

- Be comprehensive in nature, providing a mix of housing and employment uses;
- Be permeable by a range of modes of transport without encouraging through traffic or rat-running;
- Improve connections between St. Paul's and Newfoundland Road, providing new linkages to St. Paul's Park, Prince's Street and towards Halston Drive;
- Incorporate active ground floor uses at appropriate locations to provide local services, which may include a small amount of retail to meet local needs;
- Provide enhanced surveillance of St. Paul's Park;
- Provide a significant element of green infrastructure to Dove Lane and the link between St. Paul's Park and Prince's Street as part of the proposed green link shown on the Policies Map.
- Be supported by a flood risk assessment.

Site reference:**SA511****Site address/location:**

F C Hammonds, 13-17 Dove Lane

Site area: 0.03 hectares**Ward:** Ashley**Suggested uses:** Housing/Offices**Suggested homes:** 5

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Development considerations

Development should:

- Integrate effectively with any development of the wider Dove Lane site (SA510).

Site reference:**SA512****Site address/location:**

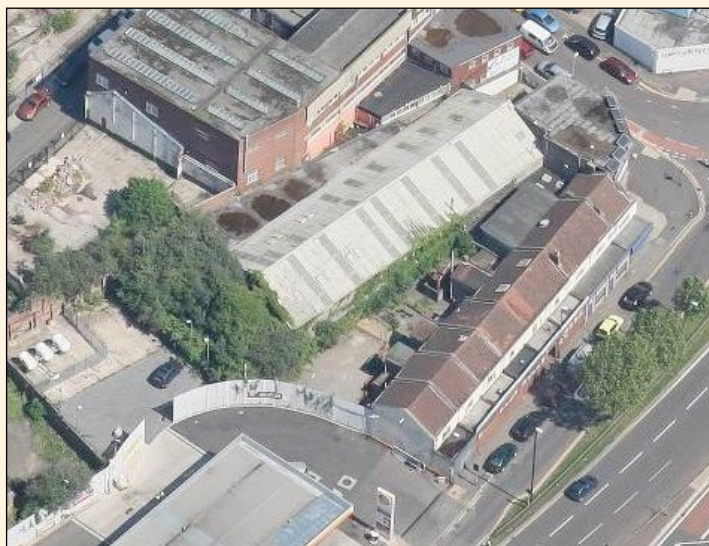
109 - 119 Newfoundland Road

Site area:

0.08 hectares

Ward: Ashley**Suggested uses:**

Offices/Workspace/Culture & Tourism



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Development considerations

Development should:

- Provide or maintain a strategic cycle route along Newfoundland Road as part of the Concorde Way;
- Provide a strong frontage to Newfoundland Road including enhanced surveillance.

Site reference:

SA513

Site address/location:

Former Macey Rewinds site,
Franklyn Street

Site area: 0.03 hectares

Ward: Ashley

Suggested uses: Housing

Suggested homes: 5



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Development considerations

Development should:

- Be designed to limit any impact on neighbouring residential properties;
- Be supported by a flood risk assessment.

Redcliffe Neighbourhood

Policy reference:

BCAP 47: The Approach to Redcliffe

BCAP SA6: Site Allocations in Redcliffe

Site reference:

SA601

Site address/location:

Former Courage Brewery, Bath Street

Site area: 1.89 hectares

Ward: Lawrence Hill

Suggested uses:

Housing/Offices/Retail/Leisure

Suggested homes: 400



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Development considerations

Development of the remaining plots should:

- Incorporate a high density mixture of uses including a significant element of both employment and residential to create a lively, contemporary, compact urban quarter;
- Incorporate an appropriate mix of active ground floor uses to key pedestrian routes and spaces within the site;
- Take account of the Redcliffe conservation area;
- Reuse and sensitively restore the Grade II* listed former Tramway Generating Station;
- Aim to reuse the existing former brewery buildings, which are identified as unlisted buildings of merit in the Redcliffe Conservation Area Character Appraisal;
- Respect the scale and character of the retained historic buildings and the dominant landmark role of the Generating Station;
- Deliver a new pedestrian bridge to Castle Park as part of the proposed secondary pedestrian route;
- Deliver a new pedestrian route across the site from the new bridge as part of the same secondary pedestrian route;
- Deliver a continuous quayside walkway around the harbour frontage of the site as shown on the Policies Map;
- Contribute more generally to enhanced connectivity and permeability in this part of Redcliffe, with reference to the historic street pattern of the area and the aspirations set out in SPD3;
- Be supported by a flood risk assessment.

Regard will be had to the additional considerations set out in SPD3 in considering any proposals for this site.

Site reference:

SA602

Site address/location:

33-49 Victoria Street

Site area: 0.12 hectares

Ward: Lawrence Hill

Suggested uses: Offices/Leisure



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Development considerations

Development should:

- Provide any vehicular access and servicing arrangements to St. Thomas' Street;
- Take account of the Redcliffe conservation area;
- Incorporate active ground floor uses to the Victoria Street frontage;
- Provide a new landmark feature for the flatiron corner of Victoria Street and St. Thomas' Street, while respecting the historic scale and character of the nearby listed buildings, particularly the Grade II* listed St. Thomas' Church;
- Contribute generally to connectivity and permeability in this part of Redcliffe, with reference to the historic street pattern of the area and the aspirations set out in SPD3;
- Address noise and pollution issues from Victoria Street.

Regard will be had to the additional considerations set out in SPD3 in considering any proposals for this site.

Site reference:**SA603****Site address/location:**

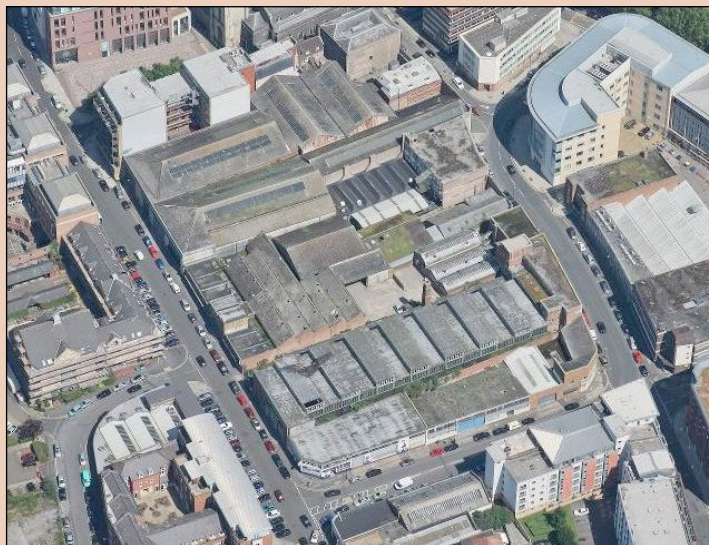
Redcliffe Village

Site area:

1.4 hectares

Ward: Lawrence Hill**Suggested uses:**

Housing/Offices/Leisure

Suggested homes: 570 (SA603-SA605)

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Development considerations

Development should:

- Provide safe vehicular access;
- Explore the opportunities to narrow the surrounding streets, particularly St. Thomas' Street and Three Queens' Lane, or otherwise remodel and enhance them to include wider footways, trees and informal pedestrian crossing facilities;
- Take account of the Redcliffe conservation area;
- Provide street trees, particularly where streets are not proposed to be narrowed;
- Be supported by a flood risk assessment.

Regard will be had to the additional considerations set out in SPD3 in considering any proposals for this site.

Site reference:

SA604

Site address/location:

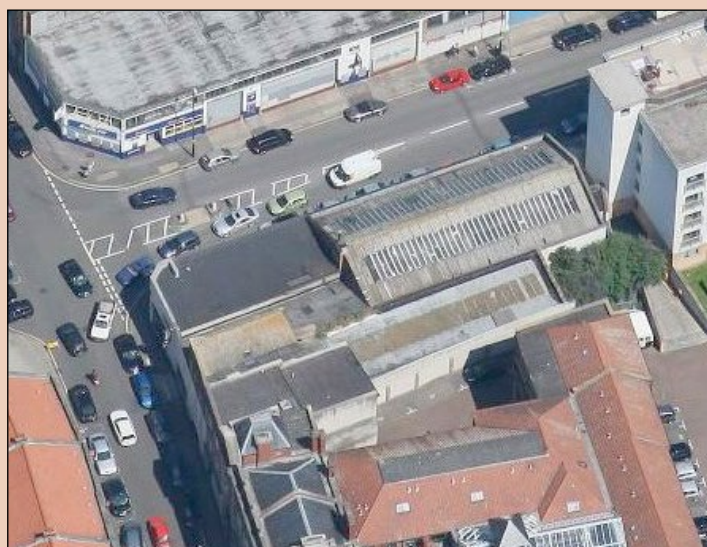
Bathroom Solutions, Redcliff Street /
Three Queens Lane

Site area: 0.06 hectares

Ward: Lawrence Hill

Suggested uses:

Housing/Offices/Leisure



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Development considerations

The considerations for this site are as for site SA603, with which it shares an outline planning permission.

Site reference:

SA605

Site address/location:

Former Gas World site, Redcliff
Street / Ferry Street

Site area:

0.07 hectares

Ward: Lawrence Hill

Suggested uses:

Housing/Offices/Leisure



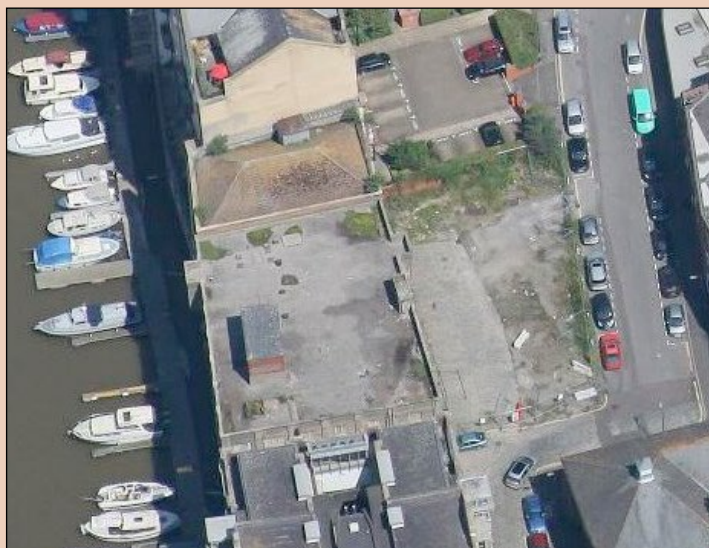
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Development considerations

The considerations for this site are as for site SA603, with which it shares an outline planning permission.

Site reference:**SA606****Site address/location:**

Land at Ferry Street / Redcliff Backs

Site area: 0.14 hectares**Ward:** Lawrence Hill**Suggested uses:** Housing/Leisure**Suggested homes:** 55

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Development considerations

Development should:

- Take account of the Redcliffe conservation area;
- Reuse and sensitively restore the Grade II listed Huller House and the Cheese Warehouse, identified in the Redcliffe Conservation Area Character Appraisal as an unlisted building of merit;
- Provide a canted or colonnaded quayside walkway at the water's edge as shown on the Policies Map;
- Improve the existing link between the quayside walkway and Redcliff Backs;
- Deliver an enhanced public space in Ferry Street;
- Be supported by a Flood Risk Assessment.

Regard will be had to the additional considerations set out in SPD3 in considering any proposals for this site.

Site reference:

SA607

Site address/location:

Fire Station, Temple Back

Site area: 0.9 hectares

Ward: Lawrence Hill

Suggested uses: Office/Housing



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Development considerations

Development should:

- Take account of the Redcliffe conservation area;
- Provide public realm improvements to Temple Street as part of the proposed primary pedestrian route shown on the Policies Map;
- Explore the potential to provide active ground floor uses to Temple Street as part of that primary pedestrian route, particularly opposite the Cornubia;
- Be supported by a Flood Risk Assessment.

The development may include a fire station of smaller scale.

Opportunities should be explored to realign Temple Street closer to its historic alignment as set out in SPD3.

Regard will be had to the additional considerations set out in SPD3 in considering any proposals for this site.

Site reference:**SA608****Site address/location:**Land and buildings at
Victoria Street / Temple Street**Site area:** 0.59 hectares**Ward:** Lawrence Hill**Suggested uses:** Offices/Housing

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Development considerations

Redevelopment of this currently occupied site is not essential to the delivery of Core Strategy growth targets for the city centre, but would make a significant contribution to the regeneration of the Redcliffe neighbourhood.

Development should:

- Take account of the Redcliffe conservation area;
- Provide a strong frontage to all surrounding streets;
- Respond positively to the scale and character of surviving historic buildings on Victoria Street / Temple Street;
- Reinststate a pedestrian link between Victoria Street and the Cornubia, with reference to the historic street alignment of Long Row;
- Provide public realm improvements to Temple Street as part of the proposed primary pedestrian route shown on the Policies Map;
- Provide active ground floor uses to Temple Street as part of that primary pedestrian route;
- Address noise and pollution issues from Victoria Street;
- Be supported by a Flood Risk Assessment.

A comprehensive solution will be encouraged to the development of the site. Opportunities should be explored to narrow Temple Street closer to its historic alignment, create a new public space to the northwest of Temple Church and reinststate a flatiron building to the corner of Victoria Street and Temple Street as set out in SPD3.

Regard will be had to the additional considerations set out in SPD3 in considering any proposals for this site.

Site reference:

SA609

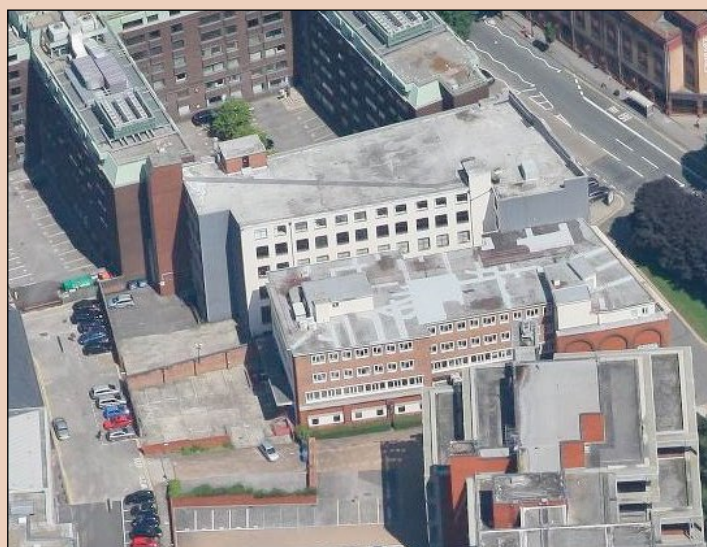
Site address/location:

103 Temple Street /
111 Victoria Street

Site area: 0.32 hectares

Ward: Lawrence Hill

Suggested uses: Offices



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Development considerations

Development should:

- Provide any vehicular access and servicing arrangements to Canynge Street;
- Provide an appropriate frontage to Canynge Street, including improved surveillance;
- Address noise and pollution issues from Victoria Street and Temple Circus;
- Be supported by a Flood Risk Assessment.

Regard will be had to the additional considerations set out in SPD3 in considering any proposals for this site.

Site reference:**SA610****Site address/location:**

Railway cutting, Lower Guinea Street

Site area:

0.17 hectares

Ward: Cabot**Suggested uses:**

Offices/Workspace/Leisure



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Development considerations

Development should:

- Maintain vehicular access for maintenance purposes to the railway tunnel;
- Take account of the Redcliffe conservation area;
- Safeguard the amenity of adjoining residential development;
- Be supported by a Flood Risk Assessment.

Regard will be had to the additional considerations set out in SPD3 in considering any proposals for this site.

Site reference:

SA612

Site address/location:

The Bell and adjoining buildings,
Prewett Street

Site area: 0.13 hectares

Ward: Lawrence Hill

Suggested uses:

Housing/Pub and housing

Suggested homes: 15



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Development considerations

Development should:

- Retain the existing public house building and features to contribute to local character and distinctiveness.

Regard will be had to the additional considerations set out in SPD3 in considering any proposals for this site.

