



FOREWORD



The Future of Redcliffe Supplementary Planning Document has been guided by a groundbreaking initiative between Bristol City Council and the local community of Redcliffe working together on how the area shall be developed.

Redcliffe Futures* brings together residents, businesses, developers and other agencies in a partnership where everyone can have a say about the changes happening in the area. The group started developing these ideas in 2001 and published the Redcliffe Neighbourhood Framework in November 2002.

“Redcliffe Futures has been fully involved in developing this SPD. Both the Neighbourhood Framework and General Principles are the foundations of this Supplementary Planning Document and the Council thanks the group for all their hard work in helping to prepare this document. The Council and community now wish to work with landowners and developers to deliver the vision of this SPD.”

Councillor Dennis Brown,

Executive Member for Transport and Development Control,
Bristol City Council

* The group's membership has included representatives from:

Avon Fire Brigade, Arup, Business West, Bristol City Council, Bristol Civic Society, South West Primary Care Trust, Bristol Urban Villages Initiative, Buchanans' Wharf Management Company, Lyons Davidson Solicitors, Midshires Estates Ltd, Pattersons (Bristol) Ltd, Redcliffe Community Forum, Redcliffe Residents Association, Redcliffe Parade Environmental Association, St Mary Redcliffe Church, English Heritage, St Mary Redcliffe Church of England Primary School, United Bristol Healthcare Trust (UBHT), Custom House Management Company, Beckett Hall, Byzantium Restaurant.



THE VISION FOR REDCLIFFE IS:

A sustainable neighbourhood of compact, mixed-use development that is human-scale, accessible to all and respectful of the area's history and character.



Aerial view of North Redcliffe



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The following documents should be read in conjunction with this SPD.

- SPD3 Sustainability Appraisal
- SPD3 Consultation Statement

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1. INTRODUCTION

- 1.1. This Supplementary Planning Document (SPD) provides guidance to landowners, developers and the community for the Redcliffe neighbourhood area as shown on Figure 1.1 (Present Day Redcliffe) and supplements relevant national, regional and local policies within the adopted Bristol Local Plan.
- 1.2. This SPD will supplement spatial planning, urban design and conservation policies, principles and recommendations that Bristol City Council will use, to determine planning applications for development in the Redcliffe area. It will have formal status as a material consideration within the planning process.

The Redcliffe Neighbourhood

1.3.



Redcliffe is one of nine neighbourhoods that make up Bristol City Centre Figure 2.1 (City Centre Neighbourhoods Plan). It is an island bounded by the loop of the Floating Harbour to the west, north and east, the New Cut to the south and Temple Way and Temple Gate to the south-east. These features create a geographically well-defined neighbourhood although Redcliffe Way tends to subdivide the area into south and north Redcliffe.

1.4.



It is an historic area with relatively few attractive buildings, many from the Georgian and Victorian periods. In north Redcliffe parts of the medieval street pattern survive showing that a tight urban form once existed.

1.5.



Unsympathetic post-war development and highway works have degraded the area causing blank frontages, a poor pedestrian environment and severance between north and south. The setting of St Mary Redcliffe church in particular has suffered.

- 1.6. In north Redcliffe significant development and major planning permissions for residential-led mixed use development has begun to change the character of the area in a piecemeal fashion. This SPD expects a more holistic regeneration of the neighbourhood.
- 1.7. In south Redcliffe there has been significant residential redevelopment in the last forty years, including the Redcliffe estate of five high-rise blocks, owned and managed by Bristol City Council. Adjacent to this is the Caxton Gate estate of lower rise flats.



Figure 1.1 – Present Day Redcliffe

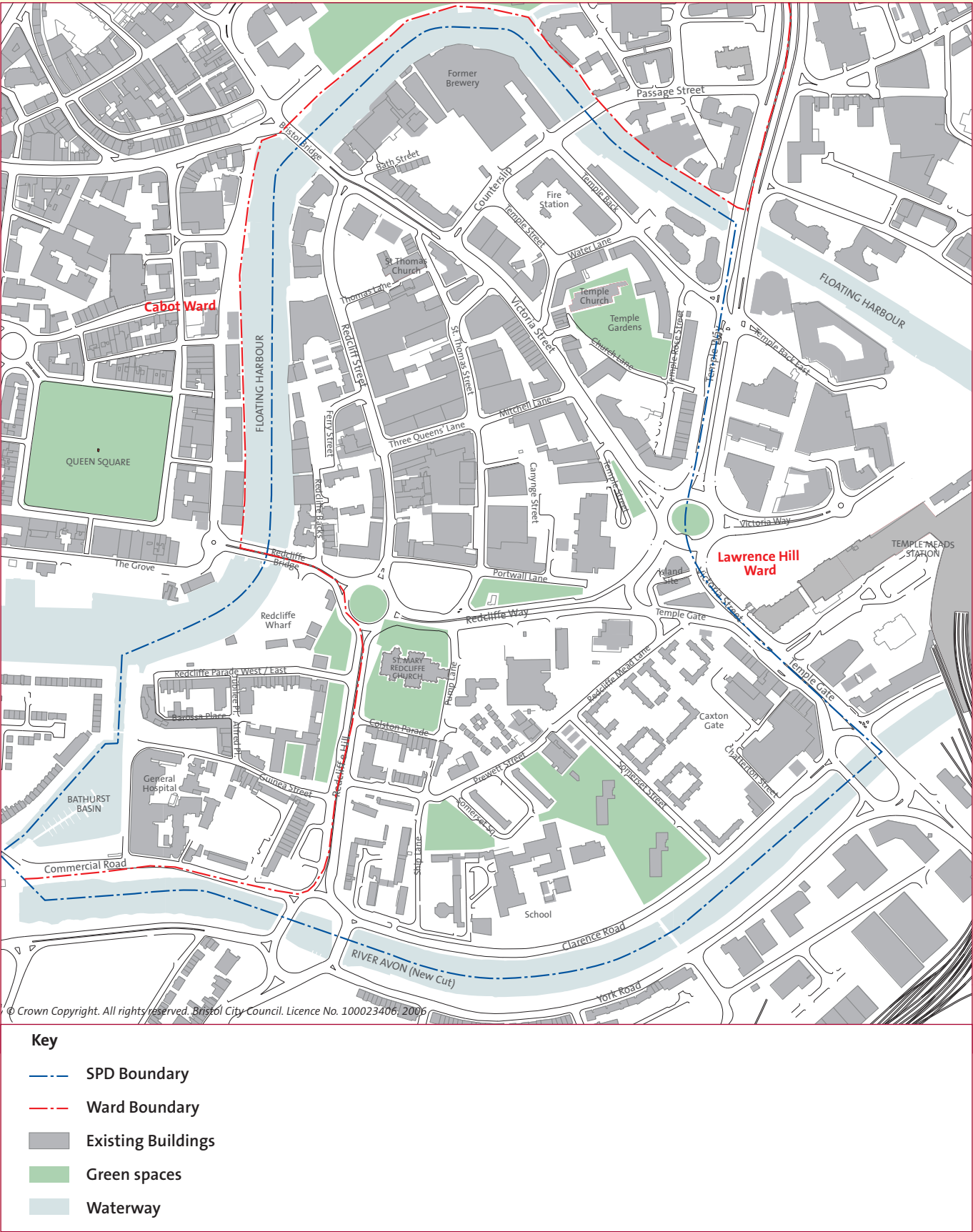




Figure 1.2 - Aerial view of Redcliffe





Study Process

- 1.8. The Future of Redcliffe (SPD3) follows the 'Redcliffe Neighbourhood Framework - A Local Action Programme for a Sustainable Future' prepared by Redcliffe Futures in November 2002.
- 1.9. The 'Redcliffe Neighbourhood Framework' sets out Redcliffe's problems, opportunities and aspirations from the community's point of view. From this Redcliffe Futures developed a set of general principles which they wish to see applied to development across Redcliffe (see Appendix 4 for information). Both documents underpin SPD3 with new updated material developed in consultation with Redcliffe Futures.
- 1.10. New material has been drawn from a variety of sources including,
 - Further refinement and development of Redcliffe Futures ideas.
 - Traffic movement and management studies commissioned by the City council from consultants Faber Maunsell and Urban Initiatives.
- 1.11. SPD3 will replace the current North Redcliffe Development Framework adopted in October 2001. This guidance was based on initial development proposals by a significant landowner in the area and focused on a small area in north Redcliffe between Redcliffe Street and St Thomas Street.
- 1.12. A Sustainability Appraisal has been prepared. This is to ensure that the proposals put forward in SPD3 are fully considered in relation to sustainable development. The Sustainability Appraisal is subject to the same consultation process as the SPD and is freely available to the public.

Objectives

- 1.13. The principal objectives of SPD3 process are:**
- a. To achieve a detailed, deliverable and feasible development framework that reflects the aspirations of the Redcliffe community and provides guidance for developers on the form development proposals should take.
 - b. To involve the community and additional stakeholders within the Redcliffe area throughout the process of developing the SPD.
 - c. To inform a co-ordinated strategy for planning agreements and obligations (Section 106) in terms of where they will be required and how they will be applied to areas within Redcliffe.
 - d. To promote and facilitate high quality and sustainable development.

Community Involvement

- 1.14. Community involvement and consultation has been fundamental to the development of SPD3.
- 1.15. Redcliffe Futures represents many views of the local community. The group undertook consultation with the public, consisting of planning weekends in 2002 and 2003. The group produced the Redcliffe Neighbourhood Framework in 2002. They held a public exhibition during Urban Design Week 2003 at the Architecture Centre, to identify the community issues and aspirations.





1.16. Redcliffe Futures was involved throughout the process of producing SPD3. Project meetings between Bristol City Council officers, members of Redcliffe Futures and consultants, ensured that the local community were involved during the production of the Draft SPD.

1.17.



Exhibition board used in July '05

An exhibition on the draft SPD was held in July 2005 to provide the general public with an opportunity to comment on the ideas and proposals. The exhibition was held at Redcliffe Wharf (1 day) and St Mary Redcliffe Church (3 days) and contained the draft vision, objectives, framework plan and options for Redcliffe Way. Redcliffe Futures' work was also available for the public to view at the exhibition.

1.18. Over 2,000 leaflets were sent to residents and businesses advertising the exhibition. A website, online questionnaire and web forum were also set up to accompany the exhibition.

1.19. There were 127 questionnaires completed in response to this consultation. There was significant support for the vision and objectives of the SPD. While the majority of residents agreed that Redcliffe needs some new development, there were a number of concerns raised about some development areas. As a result changes have been made to the draft SPD to reflect these concerns.

1.20. Further information regarding community involvement as part of the production of the SPD can be found in the consultation statement accompanying the SPD.



Attendees at July 2005 Exhibition



2. POLICY CONTEXT

Status of SPD3 and its use in the decision making process

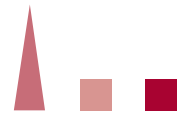
- 2.1. The Future of Redcliffe (SPD3) supplements relevant policies within the Bristol Local Plan. It conforms to Local Plan policy, which in turn accords with national and regional policy guidance. SPD3 also sits alongside and complements other city council strategies and plans affecting the Redcliffe area. These are listed in Appendix 2.
- 2.2. Proposals for development within the Redcliffe area should be made in accordance with the relevant policies of the adopted Bristol Local Plan and this SPD3. SPD3 is incorporated within Bristol's Local Development Scheme thus confirming its material significance in the determination of planning applications.
- 2.3. The Future of Redcliffe (SPD3) has been prepared in accordance with PPS 12 -Local Development Frameworks (2004) and the associated Town and Country Planning (Local Development) (England) Regulations 2004. Bristol City Council is currently preparing its Local Development Framework and consequently the adopted Bristol Local Plan (1997) and its policies will be 'saved' until replaced by Local Development Documents.



- 2.4. Within the Proposed Alterations to the Bristol Local Plan (2003), specific reference is made to the Redcliffe Futures initiative. This demonstrates the city council's commitment to responding in detail to the community's land use aspirations and pursuing an appropriate strategy to deliver sustainable development in accordance with Bristol City Council and community's objectives.

Bristol Local Plan

- 2.5. The Bristol Local Plan was adopted in December 1997 and provides a comprehensive land use and sustainable development framework for the Bristol area. Alterations to the Local Plan were placed on first deposit in February 2003. These alterations, which include a new statement on the Redcliffe Futures Initiative in the City Centre chapter of the plan, provide a clear reference and recognition of the significance of this initiative.
- 2.6. In the Bristol Local Plan, much of Redcliffe is identified as a Mixed Commercial Area. Policy CC2 Mixed Commercial Areas of the Adopted Bristol Local Plan identifies the area as appropriate for a mix of uses including office, research and development, light industrial, residential, leisure, institutional and small scale retail uses. SPD3 will expand upon and provide further detail to this policy.
- 2.7. Whilst the Plan as a whole should be considered in regard to redevelopment in Redcliffe, there are a number of policies contained within the Adopted Local Plan that have particular relevance to the Redcliffe area.



Bristol's Local Transport Plan

- 2.8. Bristol's Local Transport Plan (LTP), a vital document for the securing of funding for transport and transport-related schemes, sets out the Council's transport strategy and proposals for the period 2001/02 to 2005/06. The long-term strategy of the LTP seeks to reduce dependence on the car by developing and promoting alternatives. This is to be achieved through the provision of high quality public transport and the creation of an accessible environment for pedestrians and cyclists.
- 2.9. The Light Rapid Transit (LRT) is no longer being progressed by the City Council. However, a route for a possible future rapid transit system, running through the Redcliffe Way/Portwall Lane corridor, is to be preserved.
- 2.10. A Cycle Strategy For Bristol, A Walking Strategy For Bristol, Towards a Parking Strategy and Passenger Rail Strategy all form part of the LTP.
- 2.11. The 2001 LTP will be superseded by a Joint LTP (JLTP) prepared together with the neighbouring authorities of Bath & North East Somerset, North Somerset, and South Gloucestershire. The Provisional JLTP was submitted to Government in July 2005, with a full JLTP submitted in March 2006. The JLTP sets out detailed implementation plans for the period 2006 to 2011 and the four authorities' transport vision for the next 20-30 years.

Community Strategy 2006

- 2.12. This strategy has been prepared to influence all major public strategies and plans in Bristol and to take a long-term strategic view of the city's future ambitions, needs and priorities.
- 2.13. It sets out a vision for Bristol and identifies a number of important environmental goals, these include:
 - Tackle the causes of climate change by reducing carbon dioxide emissions and improving energy efficiency in homes;
 - Zero-waste policy and practices;
 - Secure a modern efficient sustainable transport network;
 - Create sustainable neighbourhoods and communities;
 - Improve the quality of the built and natural environment.

City Centre Strategy

- 2.14. The City Centre Strategy defines key aspirations for the city centre and identifies key actions to realise them. The strategy emphasises the distinctive qualities of its nine neighbourhoods within the city centre. (Figure 2.1 City Centre neighbourhoods plan)
- 2.15. Redcliffe is identified as an area going through major change, creating the opportunity to regain the traditional character of the area. The City Centre Strategy provides detailed information on how the City Council wishes to see the implementation of policies contained within Local Plan and deals with corporate and management issues outside the scope of the Local Plan.
- 2.16. A reviewed draft strategy 2005-2010 was published for consultation in November 2005.



Sustainable Building Design and Construction SPD5

2.17. This SPD is good practice guide to promote and assist developers to adopt more sustainable approaches to design and construction. The document encourages developers to consider a range of issues from community consultation to renewable energy and recycling at the earliest possible stage in the site planning and design process before finalising their project and submitting it for consideration.

Other Guidance

2.19. Bristol City Council has a variety of supplementary planning guidance and documents that are relevant to the Redcliffe Area, see appendix 2.

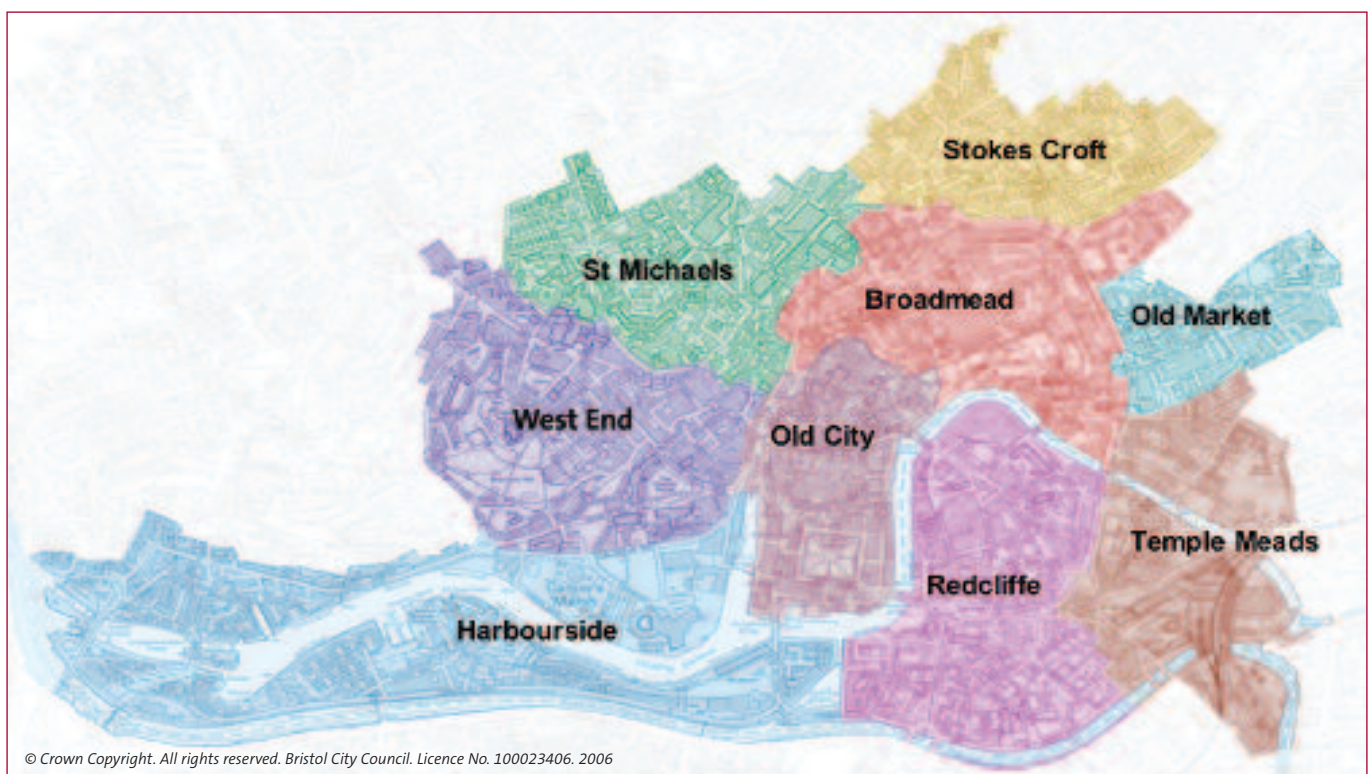
National and Regional Policy

2.20. The implications of national and regional planning policy on Redcliffe on the aims and guidance in this SPD as set out in the Replacement Structure Plan and the emerging Regional Spatial Strategy for the South West are described in Appendix 2.

Temple Meads Area Development Framework

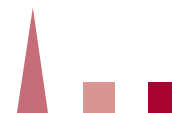
2.21. An area development framework is being prepared for the Temple Meads area of Bristol. The study will look at the development opportunities that will improve both the Temple Meads railway station area and the significant potential development sites surrounding it as well as its links to the city centre.

2.22. The Temple Meads study area overlaps with the Redcliffe Futures Initiative area with the Island site located within each area. The proposals for the area are anticipated to complement those proposed within Redcliffe SPD.



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Figure 2.1 - City Centre Neighbourhoods Plan



St Mary Redcliffe - before rebuilding the spire



Redcliffe Plan 1673



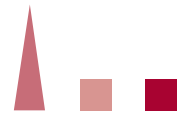
Redcliffe Plan 1823



3. REDCLIFFE PAST AND PRESENT

Historical Development

- 3.1. The settlement at Redcliffe was founded by Robert, earl of Gloucester in the early 12th century. Part of Robert's manor of Bedminster, in the county of Somerset, it remained outside the jurisdiction of Bristol, until it was absorbed into the new County of Bristol in 1373. The earl had the western half of Redcliffe laid out according to a clear plan. Long, narrow house plots each a uniform width, were created on the main streets and stretched back to ditches, known as "lawditches" mid-way between the streets. New parish churches - St. Thomas and the spectacular St. Mary Redcliffe - were built to serve the new population. At the end of the 12th century St. Mary was given rights to a well in Knowle and the water was piped to a conduit head by the church. This supply also served the Hospital of St. John the Baptist on the opposite side of Redcliffe Hill. The hermitage in the hospital's garden can still be seen cut into the cliff face below Guinea Street.
- 3.2. The eastern half of Redcliffe, on the other hand, was donated to the Knights Templar (probably in the later 1120s) who created a preceptory there with a round church very similar to the church at the Temple in London. The Knights also built houses to give the order more income, and this legacy is still apparent today in street names like Temple Street and Temple Back. In 1312 the Knights Templar were suppressed and their land in Redcliffe was given to the Order of St. John of Jerusalem or Knights Hospitaller. The Hospitallers allowed the construction of a new parish church, the landmark of Temple or Holy Cross Church with its famous leaning tower, on the site of the Knights Templar church.
- 3.3. Redcliffe shared in the great wealth generated by the trade through the port of Bristol. Documents record a wide range of trades, but in particular the processing and finishing of cloth before it was exported to Europe was concentrated in the area. Archaeological excavation has found evidence of dyeing in several locations and in Temple Meads the cloth was hung on tenter racks. A new town wall, the Portwall, was built in the mid-thirteenth century to enclose the suburb and stone gates were built across Temple Street and Redcliffe Street. Portwall Lane has its origins as the lane, which ran along the inside of the wall.
- 3.4. The prosperity of Redcliffe waned in the 16th century as Bristol experienced an economic recession, and during the Civil Wars of the 1640s the area was twice attacked as the rival Parliamentary and Royalist armies fought to gain control of the city. With the peace, Bristol built a new fortune through trade with the new colonies in the West Indies and North America. This trade in tobacco, sugar and other luxuries caused a rapid growth of new industries in Bristol to process the raw goods, and this, in turn, led to significant population growth. New industries also grew up, glass furnaces and potteries taking over from the previous supremacy of the wool trade. Their conical brick furnaces were major landmarks in the townscape, although only one of these today survives, incorporated into the Jarvis Hotel on Redcliffe Way. By the end of the 18th century Redcliffe's character was one of industry and warehouses serving its port activities, intermixed with places of worship (including the first synagogue to be established after the Jewish community returned to Bristol in mid-century), schools and dwellings.



3.5. The 19th century saw major new development in Redcliffe. The tidal nature of the river Avon made navigation to the port increasingly difficult for shipping and at the beginning of the century a vast scheme to create a constant water level in the docks was undertaken. At the beginning of the century the City undertook a vast scheme to create a constant level of still, silt free water in the harbour. This entailed digging a new channel, the 'New Cut' to carry the main flow of the river past the harbour to the south of Redcliffe. Between 1839 and 1841 Isambard Kingdom Brunel built a new Temple Meads railway terminus for the Great Western Railway at the south-east edge of the area. In 1871, the route between Temple Meads and Bristol Bridge was made more direct by the creation of Victoria Street. This destroyed much of the line of Temple Street in the process, creating sharply angled flat-iron corners on several of the streets it bisected (e.g. Temple Street and St Thomas Street). By the end of the century the area was highly industrialised. Extensive areas of new housing had been created but much of it (particularly around St. Mary Redcliffe) had a reputation for poverty and squalor.

3.6. During the Second World War Redcliffe was badly damaged by bombing. The landmark E & S. A. Robinson Building at the north end of Redcliffe Street, the Talbot Hotel in Victoria Street, Temple Church and The Shakespeare public house in Temple Street were all among the buildings damaged or destroyed. The bomb

damage created the imperative for widespread redevelopment after the war and in the 1950s, 1960s and 1970s new housing and commercial schemes swept away much of the historic fabric of the area. This loss was further compounded by unsympathetic road schemes, including the widening of Victoria Street, and of Redcliffe Hill for which the 18th-century Redcliffe Shot Tower (where the lead shot-making process was invented) was demolished.

Redcliffe Today

- 3.7 Redcliffe is an area of great contrasts; to its north the area is dominated by the dramatic warehouses, which spring from the water's edge. To the south the elegant nature of St Mary Redcliffe Church and the fine Georgian Terraces of Redcliffe Parade give evidence of the areas passed wealth as vibrant port and home to industry, which nestled along the waters edge.
- 3.8 Today the area is also home to the modern business district of the city with glass-fronted blocks of the twentieth century located on the area's eastern boundary, which brings new challenges to accommodate the needs of growing businesses and residential developments within the areas historic framework.
- 3.9 The scars of the twentieth century are evident in the form of infill development following the bomb damage of the Second World War. This development often differs from the historic grain of the area due to its alien modern horizontal emphasis, and grey concrete hues.
- 3.10 The area's historic grain however survives with clusters of similar buildings located in close proximity to each other. The variety of these clusters contributes to Redcliffe's unique sense of vitality and interest.
- 3.11. Whilst Redcliffe today is still a single definable area, large sections of its historic past have been removed or reconfigured to the extent that it does not present a coherent whole to the visitor.



Victoria Street c.1880



3.12. Redcliffe Way and Redcliffe Hill have sub divided the neighbourhood into:

- North Redcliffe is surrounded by water on three sides. This mixed-use area includes the historic Temple Church, with a few active frontages along Victoria Street and Redcliffe Street. There is a mix of residential, business, retail and warehousing.

The tall, former warehouse buildings adjoining the floating harbour create a commercial dockside character with a comfortable mix of contemporary and historic architecture. A residential mooring of narrow boats provides further variety.



Cathay, South Redcliffe



Redcliffe Backs

- West Redcliffe and Redcliffe Wharf - the area includes the Victorian General Hospital and a Georgian terrace along Redcliffe Parade and was added to in the 1960s by the imposing Phoenix House and the large blocks of council owned flats. The small-scale quay and dockside buildings at Redcliffe Wharf provide variety and interest with some moorings and traditional boat repair activities.
- South Redcliffe - radical post-war redevelopment has largely removed the historic street pattern and replaced it with buildings set well back from the street, isolated in space and low in building densities. Much of the architecture is bland, although this ensures that the few quality buildings stand out as precious jewels.

3.13. The character of the area has started to change, and at an increasing rate, in recent years. Pressure in north Redcliffe for both residential and commercial development has increased. Warehousing and trade outlets are being forced out of the area.

3.14. Time-expired permissions and the pressure for more central commercial space in easy reach of Temple Meads has led to a number of sites becoming available for development.



Redcliffe Wharf



4. DEVELOPING A FRAMEWORK

The overarching theme of this SPD is sustainable development. Sustainable development means a better quality of life for everyone, now and for generations to come. Bristol's vision (a set out in the Community Strategy) is to create balanced and sustainable communities with a high quality of life where no-one is disadvantaged.

Redcliffe has the potential to become a more balanced and sustainable neighbourhood. The following analysis of the built urban form touches on aspects of sustainable development eg pedestrian / cycle movement, mix of uses. A more detailed analysis of Redcliffe's sustainability at present is within the Sustainability Appraisal accompanying this SPD. The SA highlights specific weaknesses which has informed the content of this SPD.

It is vital to understand the current urban form in order to produce a robust development framework and a holistic appraisal of the area. This appraisal has used the objectives set out in "By Design: Urban design in the planning system".

Character - A place with its own identity

- 4.1. The land is predominantly low lying and flat. Within the southern area, the topography is more varied with the ground rising up from Redcliffe Way to a ridge along the approximate line of Guinea Street and Prewett Street, before falling gently back down to the River Avon. From Redcliffe Wharf, a more spectacular level change is provided by the 'red cliff', which rises vertically by 8m. This provides excellent views across the city from Redcliffe Parade East and West. (See figure 4.1)
- 4.2. The area has a strong historic character. There is a wide variety of architecture, ranging from churches to shops, medieval to twentieth century. This variety is stimulating and gives a feeling of continuity and connection to the past.

4.3.



Redcliffe Way cuts a wide swathe through the area, with development on both sides, often set back with "leftover" green space and surface car parking. Along Redcliffe Way all sense of enclosure is lost with the dominance of the highway. Traffic movement is often fast, although with the exception of short peak periods, not especially heavy.

4.4.



Victoria Street provides a busy vehicle and pedestrian route, being the main route between the city centre and Temple Meads station. For such an important city centre street it is disappointingly shapeless and unnecessarily wide in places.

4.5.

Development in north Redcliffe is predominantly medium density, between 3-6 storeys, as shown in Figure 4.6. Buildings facing the Floating Harbour building are generally 5-6 storeys. The E.S & A Robinson building on the junction of Redcliffe Street and Victoria Street provides the only significant tall building in north Redcliffe. In south Redcliffe residential blocks extend up to 10 storeys.

The map illustrates the Floating Harbour area in Bristol, highlighting various landmarks and conservation areas. Key locations include the Floating Harbour/Courage Brewery, St. Thomas Church, Temple Church, Queen Square, Ferry Street, Redcliffe Wharf, St. Mary Redcliffe, Somerset Square, Bathurst Basin, and Temple Meads Station. The map uses color coding to distinguish between different types of areas and buildings, and includes a key to explain the symbols used.

Key

- SPD Boundary
- Conservation Area Boundary
- Site of Nature Conservation Interest (SNCI)
- Scheduled Ancient Monument
- Existing buildings
- Waterway
- Green Space
- Listed Buildings
 - Grade I
 - Grade II/II*
- Landmark
- Important view
- Place of interest
- Floating Harbour Walkway
- Missing section of Floating Harbour Walkway



Continuity and enclosure - places where public and private spaces are defined

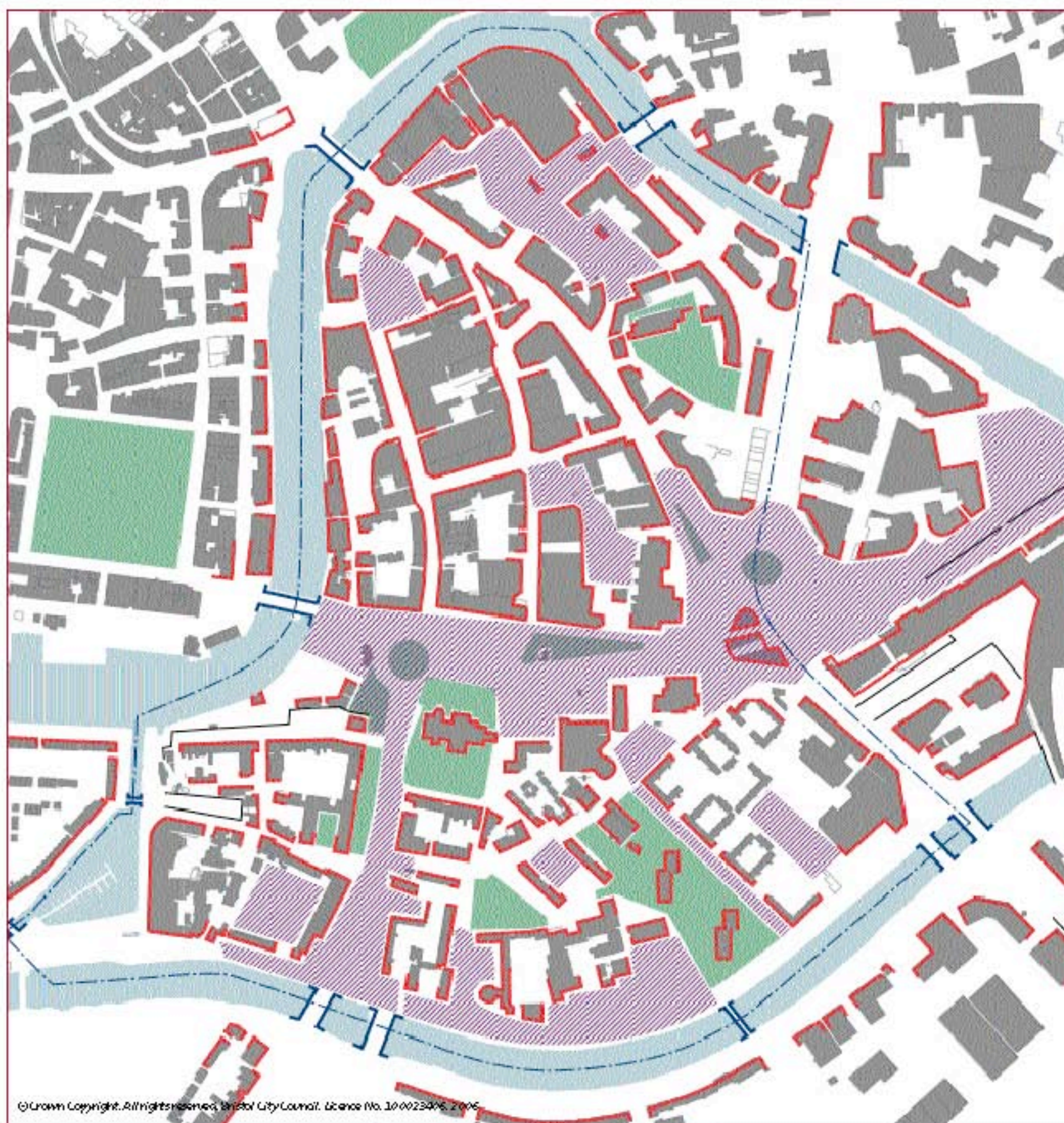
4.6. In south Redcliffe there are a number of tall "slab" blocks of flats set in poorly defined public spaces and parkland. Other post-war redevelopment also gives poor continuity and enclosure.

4.7. Where highways have been created, buildings are set back from the road and "left-over" poor quality open landscaped spaces prevail.

Figure 4.2 - Lack of enclosure

Key

- SPD boundary
- Waterway
- Existing buildings
- Green space
- Existing Building Frontage
- Retaining wall
- Bridge
- Ill-defined urban space



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Quality of the public realm- A place with attractive and successful public spaces

- 4.8. The area lacks a network of good quality and linked open spaces. Areas of weak and ill-defined urban space are identified on Figure 4.2.

4.9.



There is a lot of green space within south Redcliffe. In the north are Temple Church gardens.

- 4.10. Other public space is plentiful in supply but there is little of good quality, especially around key nodes, so there is much potential for improvement.
- 4.11. Generally the public realm is disjointed by roads dominated by cars offering little to the pedestrian.
- 4.12.



Where spaces have been formed, they are often under-used with a lack of surveillance and permeability.

- 4.13. While some recent development has tried to address this, there is a lack of coherence within the public realm emphasised by the wide variety of different materials and street furniture styles.

Ease of movement - A place that is easy to move through

The basic structure of the area is shown in Figure 4.3

- 4.14. Redcliffe Way, Victoria Street, Redcliffe Hill, Temple Way and Temple Gate act as barriers to pedestrian crossing movement. This is exacerbated by the gyratory junctions at Redcliffe Hill and Temple Gate.
- 4.15. Victoria Street is a slightly more pedestrian friendly environment than others mentioned above; although crossing points do not always correspond to desire lines.
- 4.16. Throughout the area post-war redevelopment has tended to combine adjoining sites, leading to a less permeable urban structure and coarser “grain”.
- 4.17.

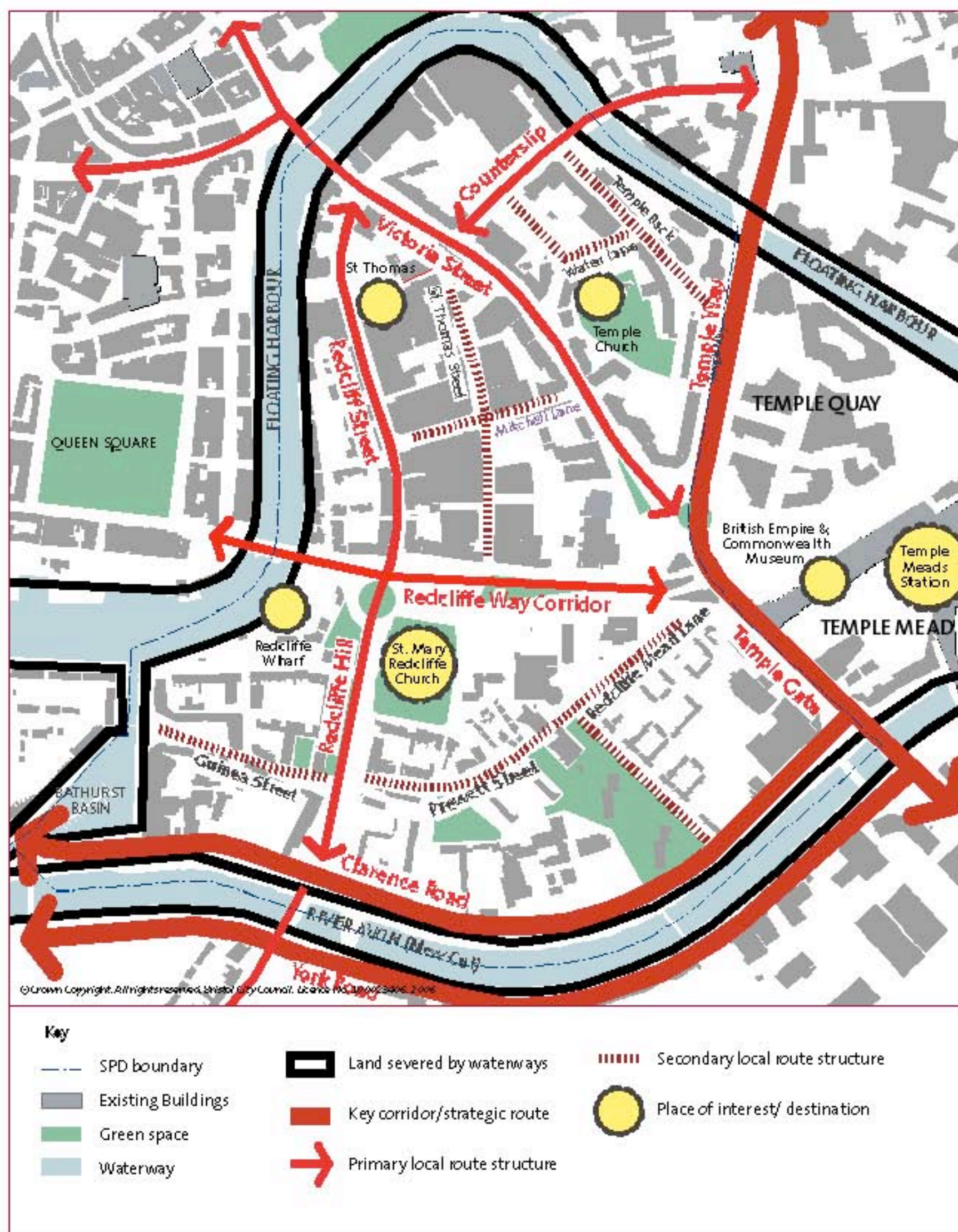


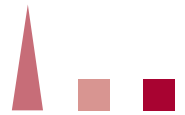
The lack of a continuous walkway around the Floating Harbour restricts movement and hinders the full use of one of the area's greatest assets. Limited water crossings also restrict the area's accessibility to the city centre and easy use of its many facilities including the amenity of Castle Park.

Existing bridges on the Floating Harbour have been predominantly designed for vehicles.



Figure 4.3 - Urban Structure





Legibility- A place that has a clear image and is easy to understand

- 4.18. Redcliffe Way and Victoria Street are generally straight and therefore legible routes, however both terminate in traffic roundabouts that create very illegible environments for the pedestrian.
- 4.19. Redcliffe Hill is straight but due to its topography does not provide such a legible route.
- 4.20. Redcliffe Street on the other hand turns gently through its length and also provides a legible route from the Bristol Bridge to St Mary Redcliffe.
- 4.21. Elsewhere within north Redcliffe, predominantly to the east of Victoria Street, the lack of a defined street hierarchy combined with generally unremarkable architecture combine to make a fairly illegible environment.
- 4.22. One exception to this is the leaning tower of Temple Church, a valuable landmark, however poorly defined by its surrounding area.
- 4.23. Within south Redcliffe the street layout and predominance of undistinguished housing makes the area generally very illegible.
- 4.24. Landmarks in the area are few however there is one major exception, St Mary Redcliffe, a local and city scale landmark for the area.
- 4.25. Historic landmarks in the area and indicated on Figure 4.1, include Temple Church with its leaning tower, St Thomas's Church and the Tramway Generating Station on Counterslip. More recent landmarks include One Redcliffe Street (The Robinson Building) and Custom House, the new flats on the corner of Portwall Lane and Redcliffe Backs.

Figure 4.4 - Figure ground study





Adaptability- A place that can change easily

4.26.



The fragments of historical townscape that have survived in Redcliffe are a tribute to the adaptability of these buildings but could also be considered as classic examples of insensitive planning. These include shops, warehouses, factories and houses. For example The Cornubia pub on Temple Street (see above).

- 4.27. There is a high level of building occupancy in the area, with many also awaiting approval for refurbishment and reuse. Former warehouses and factories have proved particularly adaptable with several now converted to attractive residential and office developments.



- 4.28. More recent development has often not proved to be so adaptable, many of the office blocks are suitable only for office activities because of their large floor plate and layout.

Diversity - A place with a mix of uses

The area's mix of land uses and built form has evolved, first through its historic links with the city docks, post war redevelopment and major highway construction. Figure 4.5 show the current uses.

- 4.29. In the past, during the 1950's this focused on warehousing/distribution followed in the 1970's and 1980's by a number of large purpose built blocks. This has led to a limited mix within blocks.

- 4.30 The location is key for employment space development and future economic growth of the city. It is close to all public transport infrastructure including buses and the train station. Some of the sites currently providing under-utilised employment space may provide opportunities for redevelopment into modern office and industrial/ warehousing/trade units.

- 4.31. It has become popular as a place for secondary office development with a number of professional organisations moving into the area.

- 4.32. Also in recent times residential development has increased, and this has contributed some mixed-use buildings with active ground floor uses.

4.33.



Other uses distributed throughout the area include shops, restaurants, pubs and light industrial/warehousing.

- 4.34. Within south Redcliffe, the area south of Redcliffe Way, the area is predominantly residential, with some community buildings with a scarcity of local shopping facilities.



Figure 4.5 - Existing uses

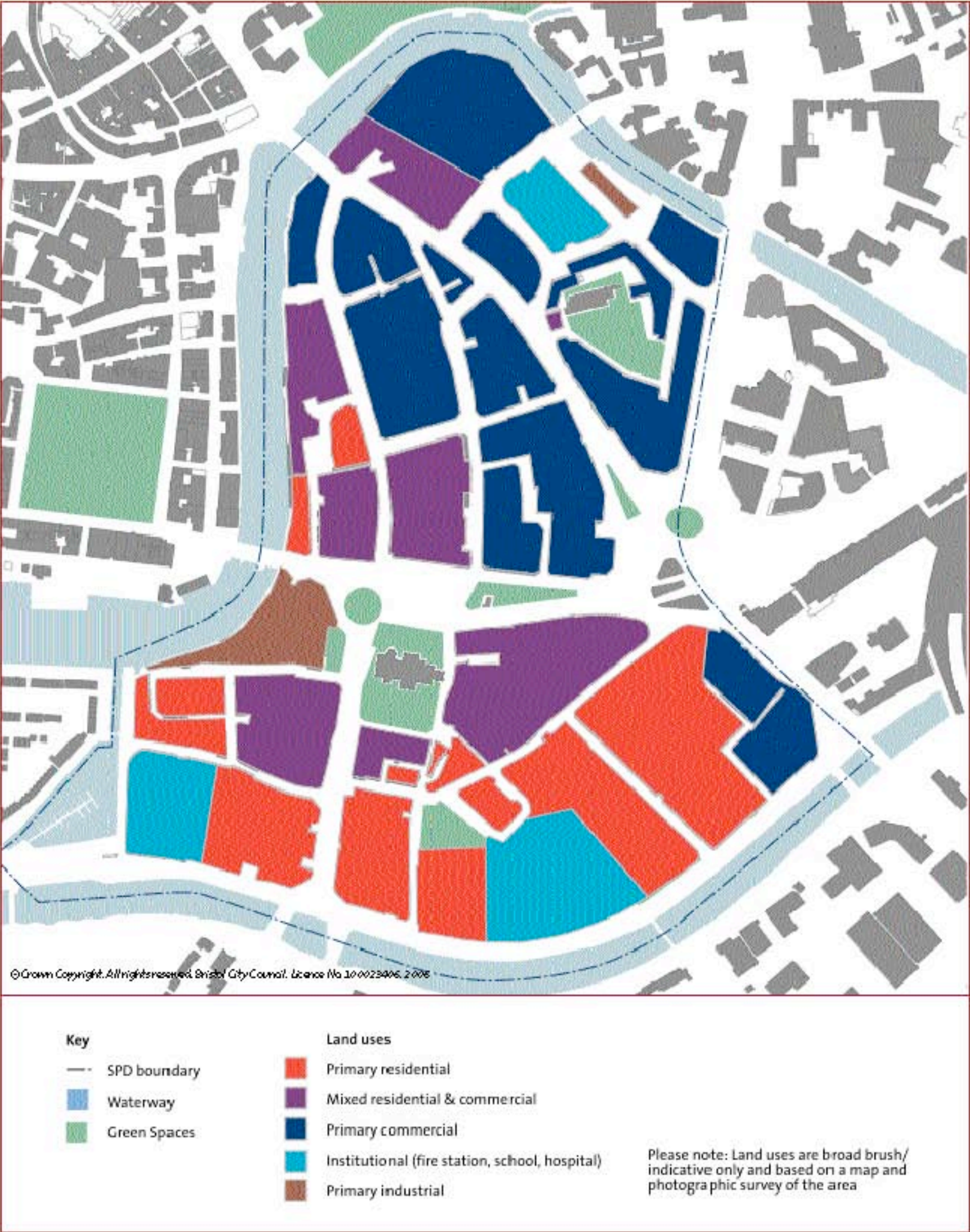
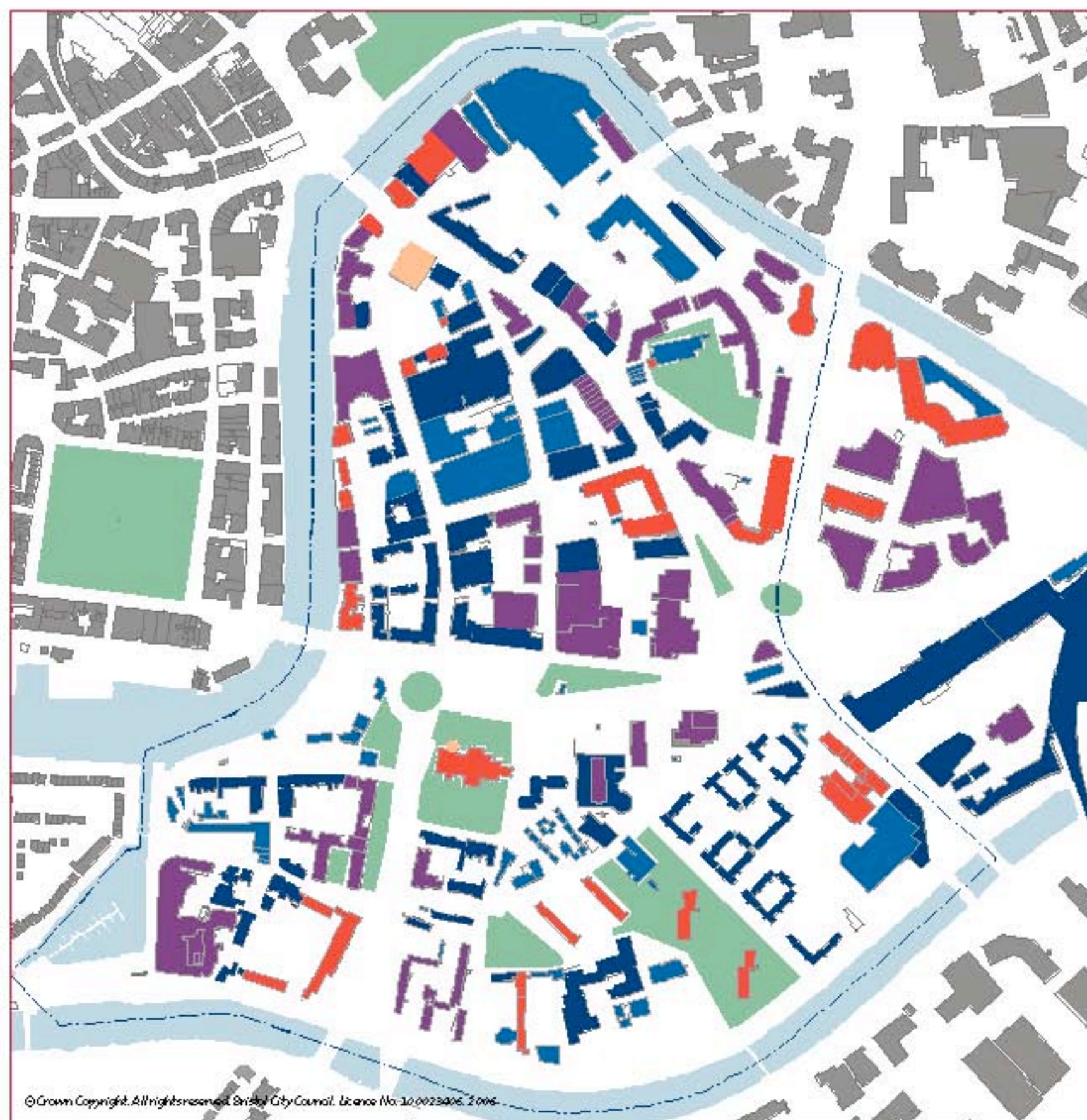




Figure 4.6 - Existing building heights



Key

- SPD boundary
- Waterway
- Green space

Heights

(Heights are broad brush/indicative only and based on aerial photographs)

- >10 floors
- 6-10 floors
- 5-6 floors
- 3-4 floors
- <3 floors



5. THE PLAN FOR REDCLIFFE

Vision

5.1. The vision for Redcliffe is

“A sustainable neighbourhood of compact, mixed-use development that is human scale, accessible to all and respectful of the area's history and character.”

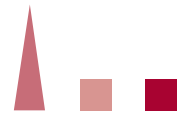
Objectives

5.2. Complementing this vision are six objectives, which set out in more detail the guiding principles for future development in Redcliffe.

1. Integration and balance of economic, social, environmental, transport and townscape factors.
2. Provision for transport and parking that makes a positive contribution to Redcliffe and prioritises local movements, especially on foot and by bicycle.
3. A quality townscape that builds on the distinctiveness and character of Redcliffe, with particular regard to historical assets and the relationship to the harbour.
4. A network of high quality public streets and spaces which maximises connections both within and beyond Redcliffe.
5. The development of a vibrant mixed-use economy, with emphasis on expanding the local economy
6. The development of a range of community facilities.

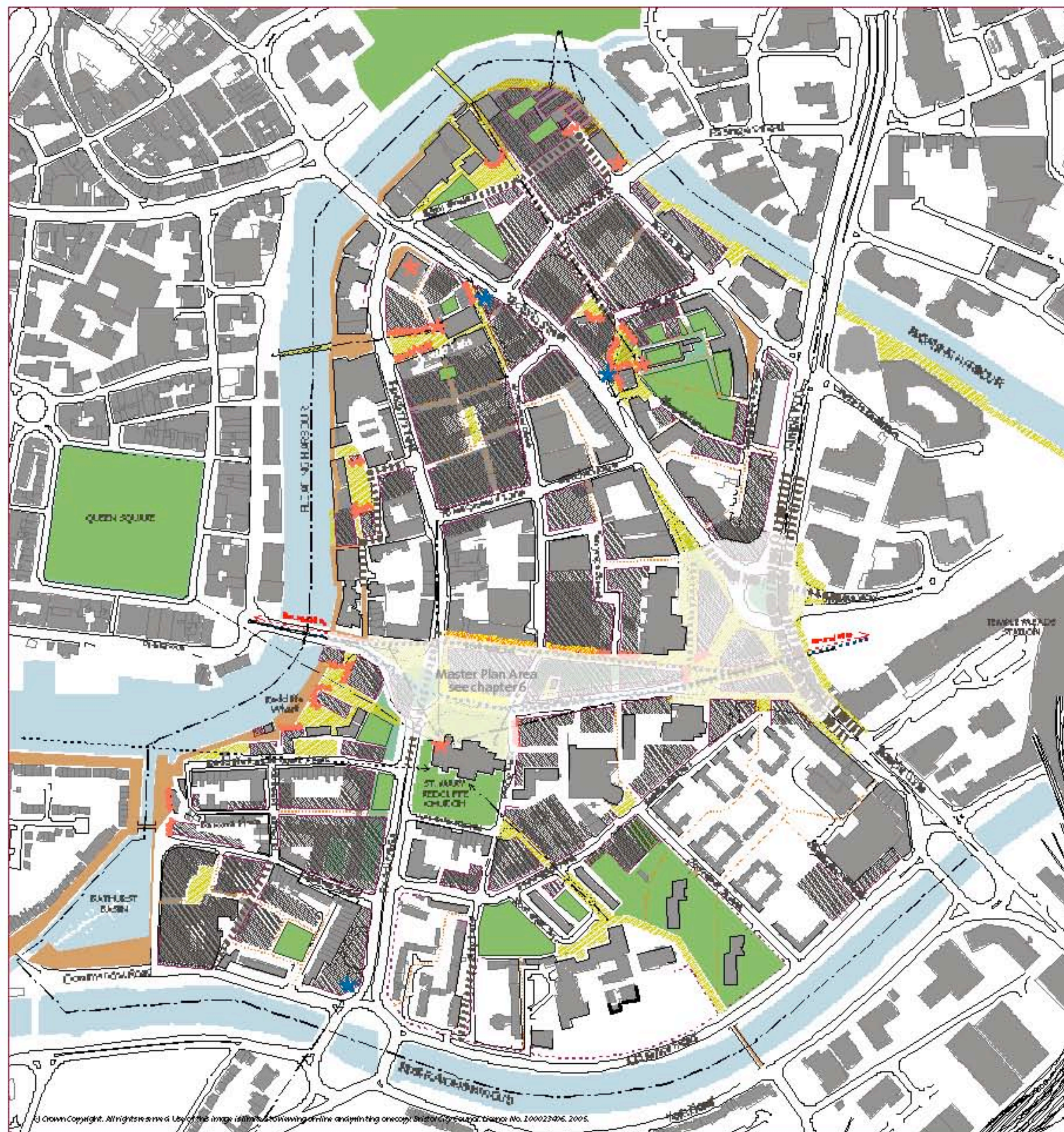
Strategy

- 5.3. Figure 5.1 illustrates a potential for new buildings, streets and spaces for the next 10-15 years. It is intended to regenerate the area as a whole rather than piecemeal. Development interest in the area has created an opportunity to bring together the different parts of Redcliffe neighbourhood and to integrate it better with the city as a whole.
- 5.4. The areas identified as development opportunities provide the general layout of building blocks, and particularly how buildings should front onto streets. Under-used areas of land taken up by highway are used to create new potential development sites. Figure 5.1 should be read in conjunction with Appendix 3 which suggests the form and function of the streets in Redcliffe which, if delivered, would represent opportunities for street narrowing. The redevelopment of sites and buildings which do not make a positive contribution to the urban environment of Redcliffe have also been identified as development opportunities.
- 5.5. This document provides policy guidance to deliver the plan in terms of:
 - Townscape
 - Movement
 - Social
 - Economy



Townscape

- 5.6. Redcliffe benefits from a few very good quality areas and part of the neighbourhood is a conservation area. It suffers from a poor network of public spaces and indistinct legibility.
- 5.7. Figure 5.1 describes how this can be remedied, based on a holistic, area-wide view. It addresses practicalities of urban form and grain but is not constrained at this scale by details of ownership and delivery.
- 5.8. The area contains historic fabric and there are still traces of an historic street pattern and several listed buildings.
- 5.9. Post-war development has produced a much coarser grain that ignores traditional plot sizes to realise larger footprints. While some of these buildings provide an element of mixed-use with retail on the ground floor, the majority are single use, anonymous buildings which lack a relationship with the street through poor continuity of building line, excessive set backs, undercroft car-parking and a lack of active frontage.
- 5.10. Heights of buildings vary. In north Redcliffe they are predominantly 3-6 storeys (see Figure 4.7), with the exception of the Robinson building on the corner of Redcliffe Street and Victoria Street which is 18 storeys. In south Redcliffe there are a number of residential slab blocks of 9-14 storeys. The spire of St Mary Redcliffe Church is the tallest building in Redcliffe with a height of 87m.
- 5.11. The townscape has been damaged by giving motor vehicles priority when considering highway design.
- 5.12. Redcliffe has very few street trees. Of these, many of these are the result of a tree planting programme during the 1970's, designed to mask unsightly buildings. Other tree planting is found around the few green spaces. Notable is the avenue of mature limes in Temple Gardens. Removal of existing healthy trees will be resisted, in view of their scarcity and their role in the green character of south Redcliffe. The existing distribution of trees is variable across the area, and some areas, such as that between Redcliffe Way and Victoria Street, remains very hard and austere in outlook.
- 5.13. As well as safeguarding existing trees, it will be important to establish new ones in sustainable conditions, as trees will:
 - contribute a unifying, green structure and reinforce local distinctiveness,
 - help define and enclose spaces in relation to buildings,
 - soften and define movement routes,
 - act as air conditioners in an intense urban area, and
 - calm winds around tall buildings or along movement corridors
- 5.14. Utilities may create problems for street tree planting, however, the City Council believe that most of these issues can be overcome through early consideration in the development of design proposals, careful siting and appropriate tree pit construction.
- 5.15. Redcliffe is an area of significant archaeological importance, with below ground features anticipated to have survived over much of the area. Remains date from both the medieval and post medieval/industrial periods. There are two scheduled ancient monuments in the Redcliffe area and two historic landscapes. SPD7 (Archaeology and Development) provides a detailed explanation of the Development Control aspect of legislation and national planning guidance on archaeology.
- 5.16. Much of north Redcliffe, especially to the west of Victoria Street can be considered an historic landscape, since historic street patterns survive, as well as early property divisions which are respected by the post war development, despite amalgamation of plots to create larger warehouse type units.



- Key**
- Existing building
 - Development opportunity
 - Existing building frontage
 - New building frontage
 - New street-alignment
 - New/ enhanced pedestrian links
 - Existing pedestrian space
 - New/ enhanced pedestrian space
 - Existing/proposed green space
 - Existing pedestrian/cycle bridge
 - Proposed new pedestrian/ cycle bridge
 - Existing landmark - views to which should be protected and enhanced
 - New landmark
 - Spill out space
 - Important view
 - Potential for Enclosure
 - SPD Boundary

Figure 5.1 - Plan for Redcliffe



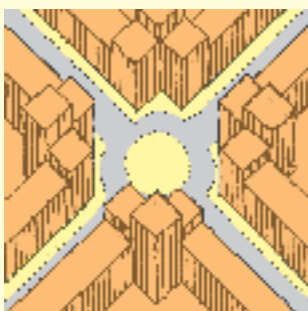
Townscape Policy Guidance:

(This supplements the policies of the Built Environment Chapter of the Bristol Local Plan)

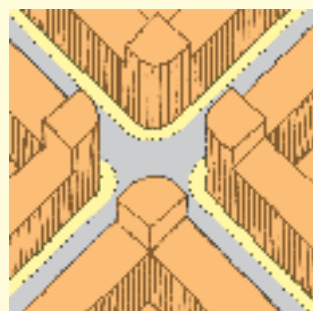
- T1 Development should relate to the street, block and plot relationship as defined on Figure 5.1. The consolidation of several plots to create large floor plate uses will be discouraged.
- T2 Development should be fine grain with strong vertical rhythm to ensure human scale.
- T3 In instances of the redevelopment of existing large floor plate sites, fine grain development should be wrapped around the ground floor to create active frontages.
- T4 Developments should respond to the historic context of the area.
- T5 Building heights should respond to the predominant existing context of 3-6 storeys, and should relate to the site's context, surrounding development and urban design considerations. Redcliffe is not generally considered an appropriate location for tall buildings.
- T6 Corner sites are visually prominent, have two frontages and provide special opportunities for mixing uses. Memorable corners must be created to increase the legibility of the area. Flat-iron buildings should be encouraged where Victoria Street's intrusion into North Redcliffe has produced acute-angled corners.
- T7 Important views must be maintained.
- T8 Development near to landmarks and listed buildings should preserve and enhance their setting. All buildings in the vicinity of historic landmarks to be a height which allows the existing landmark to be dominant, both from near and from more distant views.
- T9 All building frontages should be active ie they should have frequent doors and windows with few blank walls as identified on Figure 5.2.
- T10 Active ground floor uses and spill out space is expected in areas identified in Figure 5.2.



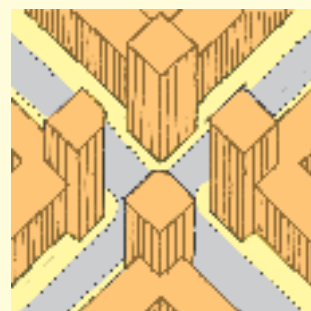
Strong vertical rhythm



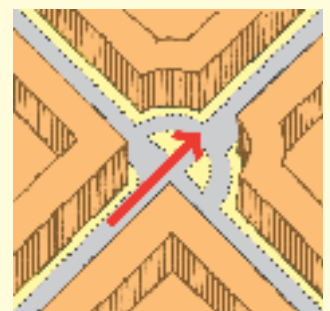
Set backs and increased building heights create a sense formality



Corners heightened to emphasises node



Projected forward



A symmetrical building line emphasises particular direction

Source: Urban Design Compendium, English Partnership

[illegible]

Spill out frontage - activities which spill out onto streets and spaces



- T11 Developments facing onto the Floating Harbour should contribute to the creation of a continuous accessible harbourside walkway open at all hours. Arcaded walkway or cantilevered structures will be accepted in certain circumstances.
- T12 Public art consultants, lead and other artists should be appointed to work with other design professionals on defining the appearance and relationship of new major developments to the area's existing physical and social assets. This includes incorporating the Bristol Legible City initiative in major developments.
- T13 Minimum levels of lighting throughout the streets and spaces should be adopted, sufficient to ensure public safety / deter crime but low enough to produce exciting and uplifting contrast with more pronounced flood and focus lighting on spaces and buildings of special interest. Landmark floodlighting should be carefully controlled to minimise light pollution and unnecessary energy use. The commissioning of lighting designers will be expected.
- T14 Interpretation features, both temporary and permanent that help to communicate and explain Redcliffe's past, are encouraged within development proposals.
- T15 Two new pedestrian bridges (at King Street and the Courage Brewery site) are being brought forward to increase connections between Redcliffe and the city centre. These are essential to improve connectivity and the creation of an enhanced public realm. Contributions will be sought for their delivery.
- T16 Major developments should provide physical and financial contributions to an improvement of the streets and spaces (see planning obligations page 65) .
- T17 Developments should be designed to limit surface water runoff and help prevent and alleviate the risk of flooding. If detrimental consequences to the water environment are likely, then agreed mitigation measures would be necessary. Consideration should be given to any possible impact on ground water recharge, flows and levels.
- T18 Developments should demonstrate how they are improving the biodiversity of Redcliffe, especially those adjacent to SNCIs or in areas of particular deficit, such as the area bounded by Redcliffe Street, Victoria Street and Redcliffe Way. The floating harbour is important in its function as a wild life corridor and should be enhanced with appropriate planting schemes.



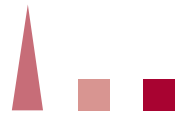
Legible City signage in Redcliffe will be promoted



Pero's Bridge - a recent example of a new pedestrian bridge



Example of SUDS from Stockholm



T19 Public Realm:

- Street furniture should be minimised to reduce street clutter.
- Lighting should be hung off building facades, where possible. In the case of listed buildings, discussions will be required to discuss the impact on the character and appearance of the list buildings.
- Street names should be attached to buildings
- Legible Cities signage should be incorporated (www.bristollegiblecity.info)
- In areas of traditional materials these should be retained and new materials laid to match existing. The following materials are prevalent in the neighbourhood and new developments should aim to link up materials where they are missing:
 - Traditional cast iron kerbs
 - Pennant stone kerbs
 - Pennant sets
- The harbourside walkway should be consistent with completed parts of the walkway (detailed specification available from BCC)
- Road and other direction signs to be rationalised to a minimum required to achieve public safety and ease of access, taking account of the complete package of measures and all the psychological messages reinforced by blurring the distinction between pedestrians, cyclists and motorists.
- Where new spaces are created materials should complement the local palette and emphasis should be placed on providing quality in order to preserve and enhance the character of the area.



Traditional materials retained



Waste bins on the street will be discouraged



Pennant stone kerb



Traditional cast iron kerb



Pennant setts



T20 The removal of existing healthy trees is strongly discouraged. In instances of this being unavoidable replacement tree planting at a quantity of at least three to every one removed is expected with specimens being extra heavy standards as a minimum. Where additional trees cannot be provided onsite, alternative locations should be proposed, focussing on Redcliffe Hill, Redcliffe Street and Victoria Street.

Developers are urged to discuss potential opportunities for sustainable tree planting with the Landscape Design team at the earliest stage. They should also discuss proposals with the Arboricultural Officer, particularly where locations fall within areas to be publicly managed

T21 A desk-based archaeological assessment should be undertaken as early as possible, and preferably before an application is made, for all development proposals that could adversely affect sites, structures, landscapes or buildings of archaeological interest. Depending on the outcome of this work, an archaeological evaluation may also be required, either at pre-application or pre-determination.

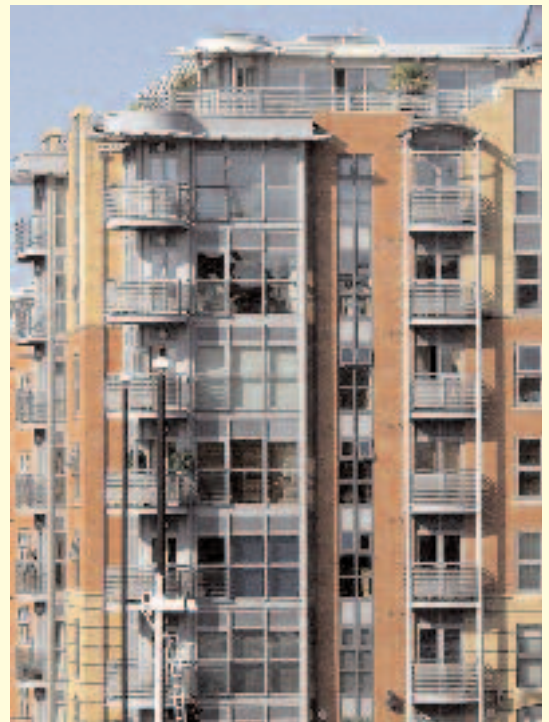
T22 Developers are encouraged to provide adequate amenity outside space for all residential units, either in the form of a balcony (large enough for two chairs and a table), roof garden or communal courtyard.

T23 Roof space should be considered as an opportunity for additional amenity space and/or ecological enhancements through the provision of green / brown roofs.

T24 A varied roof scape that positively contributes to the city centre skyline will be encouraged.

T25 Design buildings which integrate building servicing equipment to minimise their impact. Utility boxes should be hidden within the entrances of individual buildings.

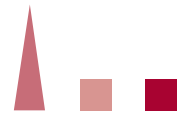
T26 All development must provide adequately sized, positioned and accessible waste and recycling facilities within the footprint of the building, alternatively within well designed, discreet structures.



Balconies



A local example of a green roof - Bedminster



Movement, Parking and Servicing

5.17. Pedestrian and cycle movements should generally take priority over that of motor vehicles, while accommodating local needs for parking and servicing. Some of Redcliffe suffers from highway infrastructure that is excessively wide and/or dominated by moving vehicles. Some traffic passes through Redcliffe that has its origin and destination outside the area. This degrades the local environment and can hinder movements on foot and by bicycle. Examples include: inappropriate physical scale of some roads (e.g. Redcliffe Way); high levels of traffic on minor roads (e.g. St Thomas Street); large junctions that are awkward to negotiate on foot or by cycle (e.g. the junctions of Redcliffe Way with both Temple Gate and Redcliffe Hill / Redcliffe Street), and streets in which there is conflict between vehicles pedestrian crossing movements.



5.18. To summarise, movement and parking should mainly serve the area. Although some through traffic is inevitable such movement should take place with less adverse impact on Redcliffe itself. The Draft City Centre Strategy aspires to reduce vehicle speeds to less than 20mph across the city centre and within Redcliffe 20mph will be sought where appropriate designs can be introduced.

- 5.19. The future provision for movement and parking in Redcliffe should
 - (a) increase the priority given to local movements by people, especially on foot and by bike;
 - (b) support local businesses; and
 - (c) encourage movement patterns that minimise the negative impacts of transport on the environment.
- 5.20. A specific urban design aspiration wherever feasible, is that streets should be narrowed through the advancing of building lines, in order to create more attractive and legible street layouts.
- 5.21. Measures to vary and supplement existing traffic restrictions will be required to support the objectives of this SPD.

The final form and extent of these measures will be determined by the Council as Traffic and Highway Authority following appropriate consultation.
- 5.22. 'Rat running' in Redcliffe is undesirable, although occasionally unavoidable given levels of congestion on peripheral routes. Such movement should be discouraged through design measures suggested by street typologies.
- 5.23. The amount, form and management of parking in Redcliffe is important since parking is viewed as both necessary to support the local economy and, in the absence of control, a source of traffic and potential obstruction.
- 5.24. A ferry service runs the length of the harbour and passes the outskirts of Redcliffe. Currently there is not a ferry stop sited in the neighbourhood.

Movement Policy Guidance

This supplements the policies in the Movement Chapter of the Bristol Local Plan.

- M1 All significant development proposals (“major” planning applications) must include a Transport Assessment to establish impacts of proposals and identify appropriate mitigation measures.
- M2 The Council will seek to manage the amount of traffic on streets within Redcliffe, especially through traffic, by both strategic measures to encourage fewer journeys by car to and from the city centre, and by the effective management of the highway network both within and surrounding the Redcliffe area.
- M3 It is proposed to manage streets in Redcliffe based on clearly-defined hierarchical networks and on the application of flexible street typologies that set out how space in any street should be used, in accordance with the street's function and built form. These are illustrated in Appendix 3.
- M4 Pedestrian movements occur and must be provided for along all streets and at appropriate safe crossing points on the numerous pedestrian-only and pedestrian/cycle-only paths. It is the intention to move towards blurring the distinction between pedestrian, cycle and vehicular movement routes.
- M5 The implementation of the Brunel Mile will provide an important new pedestrian route and high quality public realm in Redcliffe. It will link Temple Meads station to ss Great Britain and is proposed to run through Redcliffe along Portwall Lane.
- M6 All roads must provide for safe and convenient movement by cyclists on carriageway.
- M7 The needs of all members of the travelling public must be taken into account in the design of transport infrastructure and the provision of transport services.
- M8 Development should be designed to support and improve the use of public transport
- M9 On a development-by-development basis, Travel Plans are required as an integral part of any Transport Assessments undertaken. Travel Plan forums should be promoted and, as necessary, convened by the Council.
- M10 The setting up of car clubs, especially in conjunction with new residential developments for which parking provision is agreed at a low or very low level relative to the maximum allowable under the prevailing parking standards will be required.
- M11 A ferry top should be located in the neighbourhood, the most appropriate location is Redcliffe or Alfred Wharf.





Parking

- M12 Where off-street car parking is proposed, it should be incorporated below ground or within perimeter blocks within a well considered landscaped scheme. Proposals for underground car parks will be considered on their merits and must include thorough consideration of local archaeology .
- M13 Provision should be made within development for secure, covered, convenient, accessible and prominent cycle parking. Quality of provision is more important than quantity.
- M14 Provision should be made on street at suitable locations for convenient and attractive public cycle parking.
- M15 The use of mechanical stacked parking systems should be thoroughly investigated for new private developments. Such parking provision could help to minimise the space taken and be more readily convertible to other uses in the future. Vehicle queuing provision should be provided off the highway.
- M16 Existing and visible surface-level off-street parking (e.g. the Portwall Lane car park) should be removed and relocated within structures.
- M17 No further residents' parking permits will be issued within the Controlled Parking Zone, that are directly linked to new developments, albeit dispensation should be made for spaces to accommodate disabled individuals, car club initiatives or equivalent.
- M18 Where yellow-line controls are unnecessary, the use of kerbside spaces should be on the basis of direct payment, permit or time restrictions, during controlled hours. The design should accord with the recommendations of street typologies set out in Appendix 3. On-street parking must be controlled, priced and managed to support local residential and commercial development and to discourage commuter parking in Redcliffe. Developers should make new occupants aware of the Council's parking policies.



Servicing

- M19 Where the type or scale of use would lead to significant disruption on the street, off street servicing should be provided. Otherwise vehicular servicing and delivery activity of premises within Redcliffe should be provided on-street, in laybys if necessary.
- M20 The design of streets should allow on-street, short-stay loading bays and encourage slow speeds and safe driving. With on-street servicing adequate space in the correct locations needs to be provided and this must be rejected in the street typologies.



Social profile and community

5.25. Community activity and identity has potential for marked strengthening and improvement. There has been a tendency for residential development to be used as serviced apartments, resulting in a transient population. In the Redcliffe area there is a marked division between north and south. The expanding population in north Redcliffe is mostly 25-44 year olds who are employed, educated to degree level and without children. The more established population in south Redcliffe is made up of predominately elderly residents and young families. There is a high number of sole parent households as well as a high number of residents with a long term limiting illness.

5.26. Within south Redcliffe there is a high level of social need and the population being 'hard to reach' exacerbates this. The majority of Redcliffe falls within Lawrence Hill ward, which is in the top 5% most deprived wards in the country. The community consists of two main groups: people who reside for a short time (one-year) and those who stay a considerable length of time.

5.27. It is projected that Redcliffe's residential population will grow by 2,000 over the next five years. This will effectively double the existing population. This growth of population is the result of new residential development in the north, which has provided 358 private and 3 affordable housing units in the past 4 years.

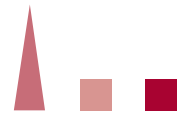
5.28. Despite the lack of community activity in Redcliffe, there are a variety of community organisations. The Redcliffe Community Forum is the umbrella organisation for some of these.

5.29. Projected population growth in Redcliffe will strain existing community facilities. The long-term aspiration is for a new community building in the Redcliffe Way vicinity.

5.30. The successful Redcliffe Early Years Centre is a small centre with a programme of day care and family support activities linked into nursery education sessions. There are plans to expand childcare services at the centre, through the Neighbourhood Nursery Initiative. St Mary Redcliffe & Temple School is a secondary school with 1300 students including a sixth form of 300. In 2004 the school redeveloped Dulverton House to be used as a sixth-form college. The Open University Regional Centre is located on Portwall Lane.



5.31. There are presently no doctor's surgeries in Redcliffe and the two closest surgeries are full. The South West Primary Care Trust believe there is a demand for surgery for two doctors to serve the growing population.



Social Profile and Community Policy Guidance:

This supplements the Statement of Community Involvement and policies within Housing Chapter of the Bristol Local Plan

- S1 The community should be effectively consulted at the earliest opportunity on development proposals. Redcliffe Futures expects to be pro-actively involved in the nature and type of regeneration in the area from the very beginning of the planning for redevelopment of major sites.
- S2 Contributions to physical improvements to existing community facilities within the Redcliffe will be sought from residential developments.
- S3 Contributions towards a new community building to provide a range of community facilities will be sought from residential developments. The preferred location for a new building would be in the vicinity of Redcliffe Way in order that a highly visible link between north and south Redcliffe can be created.
- S4 A new health facility is sought within Redcliffe. These could be delivered through a development proposal or perhaps within the new community building.
- S5 Proposals for residential development should include a wide mix of tenures and housing types including family sized accommodation. Family accommodation is either individual houses with a minimum of two bedrooms or flats with a minimum of three bedrooms.
- S6 For all residential developments over 25 units affordable housing will be expected at a level of 10% - 30% and should be provided and distributed on-site (as set out in PAN12 and SPD 4). The requirement is for on-site provision, however, in exceptional circumstances, and at the council's discretion, commuted sums for off-site provision may be considered.





Economic

5.32. This SPD reinforces of Redcliffe's designation as a mixed commercial area in the Local Plan. This will help foster the vitality and diversity of economic activity in Redcliffe by providing for the continuation and strengthening of businesses, specialist and creative uses.

5.33. The area is well served by transport and building occupancy is high. However, there has not been a co-ordinated view of the future of Redcliffe in the past to guide the development process and to ensure that the benefits of one development can be spread more equitably across the area.

5.34. Redcliffe has a history of significant industrial production from the early middle ages right through to the Second World War. Such production was then replaced with retailing, warehousing and office uses – continuing to provide a low cost location for business serving the city centre, neighbouring residential areas and the larger inner city residential area (e.g. bathroom showroom/ builder's merchant, glass installation, car showrooms, Open University). These are now under threat of being squeezed out by higher value residential development. However, policies within the Local Plan aim to protect valuable employment floorspace (EC4).

5.35. To enhance a range and diversity of uses the following activities are considered appropriate:

professional offices in design, IT, legal and media sectors, independent retailers, niche restaurants, local and regional tourism, craft workshops and health and education services.

5.36. Redcliffe has many assets which can generate tourism: St Mary Redcliffe Church, Redcliffe Wharf and caves and Temple Church among others

5.37. The Brunel Mile will increase pedestrian traffic through Redcliffe and potentially visitors to the sites of interest along the route. By linking key attractions, increasing footfall and having a route in high quality materials with interpretation and signage, the Brunel Mile will act as a catalyst for other enhancement proposals in the area.

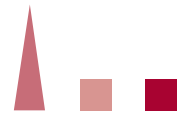


Redcliffe Parade with Alfred Wharf beneath

Table 5.1: Design Considerations of mixed-use buildings

| | |
|----------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Entrances | Separate entries from the street to upper floors. Position so not to break up ground floor retail continuity. |
| Parking | Opportunities for sharing on-site parking spaces between users (eg daytime use for offices, evening use for residents) should be sought. |
| Service and rubbish areas | Commercial servicing and refuse facilities should not conflict with residential amenity. Such facilities should be shared wherever possible. |
| Sound insulation and internal planning | Mitigate noise impact with sound insulation and sensitive internal planning. Acoustic barriers are particularly necessary between restaurants or nightclubs and residential accommodation. |
| Vents | Extend vents from smell or pollution sources (such as basement parking emissions and restaurants away from housing). |

Source Urban Design Compendium, English Partnerships



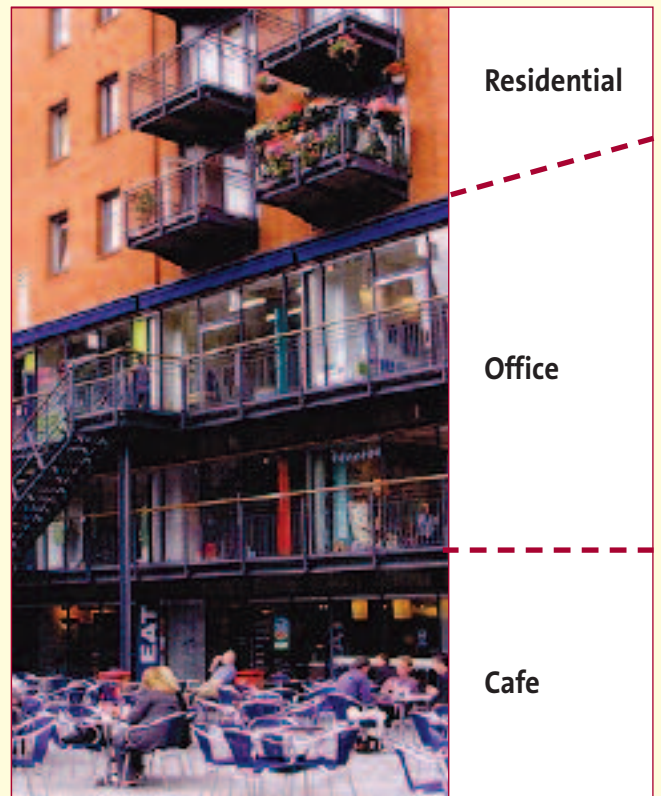
Economic Policy Guidance:

These supplement policy CC2 of the Bristol Local Plan

- E1 Uses which support the mixed use character of Redcliffe are sought to maintain an appropriate balance no one single land use, other than commercial uses, should dominate or be over concentrated within specific locations.
- E2 Where possible mixed-use development should extend horizontally along the street and vertically within buildings. Table 5.1 sets out recommendations for detailed design of mixed buildings.
- E3 Small offices, workshops and studios providing premises for new enterprise, business and creative industry are encouraged. Some of these should be affordable, incubator units.
- E4 Units containing living accommodation as well as workspace are encouraged. These will require a planning agreement to ensure continuation of the employment use.
- E5 All proposals for new development should be designed so that buildings are capable of being subdivided to enable the provision of a range of accommodation.



Existing businesses on Redcliffe Hill



Example of a mixed-use development



St Thomas

- 6.2. St Thomas the Martyr Church is a listed building, which is a valuable landmark, with a height of 30.5m. The church currently suffers from a poor setting of surface car parking and an unsympathetic office development. This building is a key punctuation point on the route between the proposed King Street footbridge over the Floating Harbour, Counterslip, the Courage Brewery footbridge and St Philip's Road bridge. Redevelopment proposals will need to reflect the listed status of St Thomas' and neighbouring buildings.



Car park next to St. Thomas Street

1. Redevelop part of the surface car park to create a public plaza, well connected into the surrounding urban fabric. A development block fronting onto Redcliffe Street and the new plaza with active ground floor uses.
2. Create a pedestrian link north to Redcliffe Street and Victoria Street.
3. Retain the view from proposed King Street Bridge to church tower.
4. Enclose the public plaza by buildings with active frontage and a variety of active uses with outdoor seating to bring vitality to the space.
5. Create a new “flat iron” building at the junction of Victoria Street and St Thomas Street.
6. Create a pedestrian route from Counterslip to the proposed King Street footbridge to improve the legibility and permeability of the area.
7. Reduce the impact of the vehicle entrance to underground car parking, to effect an enclosed street façade to Redcliffe Street as much as possible.
8. Redevelop existing single storey pilotti to enclose the north side of the garden to St Thomas Church. Allow access to garden as a semi-public space.
9. Plant trees in front of Robinson building to continue the frontages of Redcliffe and Victoria Street.
10. Trees should line Redcliffe Street.
11. Subject to safety requirements, remove the central reservation on Victoria Street.
12. Create a new footbridge linking Redcliffe to King Street which allows tall masted vessels to proceed as far as Bristol Bridge (Policy CC7 in Bristol Local Plan).
13. The ground floor car park at the base of a building on Thomas Lane is undesirable . The aspiration is for this to be active ground floor use which spills out onto the plaza. Delivery of this should be explored.



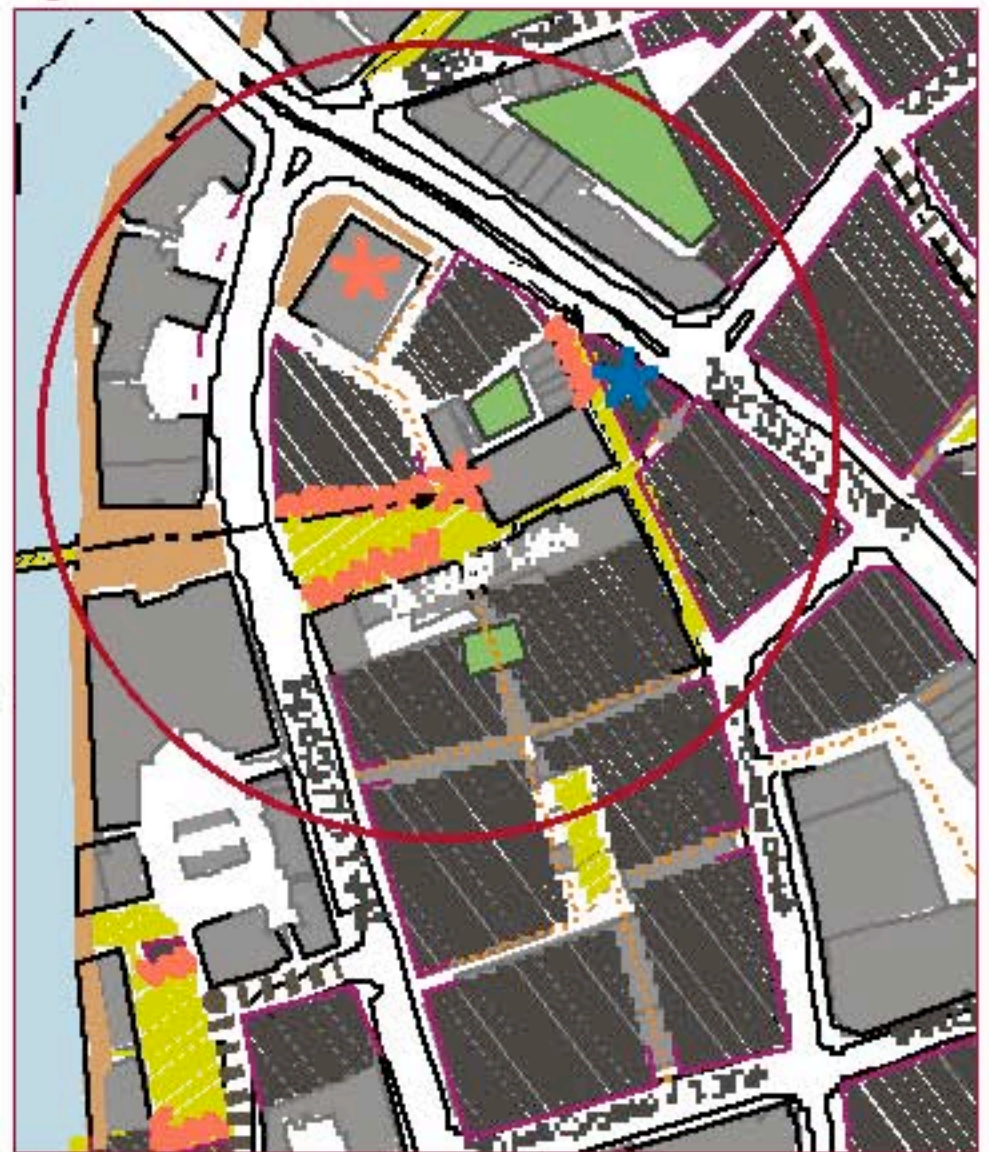
Junction of Victoria Street/St Thomas Street
a flat iron building is expected



Key

-  Existing building
-  Development opportunity
-  Existing building frontage
-  New building frontage
-  New street-alignment
-  New/ enhanced pedestrian links
-  Existing pedestrian space
-  New/ enhanced pedestrian space
-  Existing/proposed green space
-  Existing pedestrian/cycle bridge
-  Proposed new pedestrian/ cycle bridge
-  Existing landmark
-  New landmark
-  Spill out space
-  Important view
-  Potential for Enclosure
-  SPD Boundary

Figure 6.2 St Thomas



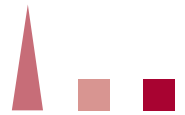
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St. Thomas Church



View of church from King Street must be retained



Temple

- 6.3. Temple Church, with its leaning tower is a valuable landmark. The adjacent gardens are one of the few green spaces in north Redcliffe and have an impressive avenue of mature lime trees. The Fire Station currently occupies a site, larger than it needs. The Cornubia Pub is an 18th century building which preserves Temple Street's medieval alignment and is isolated and overwhelmed by poor quality modern development. The running carriageway on Counterslip is unnecessarily wide.



Counterslip

1. Create a new public space in front of the church by pedestrianising the section of Temple Street from its junction with Victoria Street and Water Lane. This new public space is envisaged as a vibrant, busy space and a key meeting place or lunchtime spot for local workers. The space should be landscaped with high quality natural stone with seating and tree planting.
2. Create a "flat iron" corner at the junction of Temple and Victoria Street as a reference to the historic meeting of the two streets, also as a means of containment of the Kings Head and adjoining medieval group of buildings on a scale.
3. Create a new pedestrian link from Victoria Street past the Cornubia Pub, across Temple Street, through the Fire station site and on to reconnect into a new section of the riverside walk. This will better reconnect the pub into the urban fabric, as this is currently a hidden and poorly connected building. The permeability of the area will also be improved.
4. Narrow Temple Street by bringing forward of the building lines on both sides of the road, where feasible.
5. Narrow Counterslip by bringing forward of the building lines on both sides of the road, where feasible.
6. Create a small public space in front of the Cornubia pub connected by pedestrian links to the surrounding urban fabric. This would be green courtyard area and whilst public, this space is envisaged as having a neighbourhood character for use predominantly by the customers of the pub.
7. Develop the Fire Station site with a perimeter building. Establish pedestrian ways through this site to allow ease of permeability as well as vehicle access ways to service the site.
8. Reconfigure line of Temple Street to create long view of the leaning tower of Temple Church from a view point where Temple Street emerges from Counterslip.
9. Encourage an architectural interpretation of the ancient line of Temple Street through the block proposed for Bristol House.

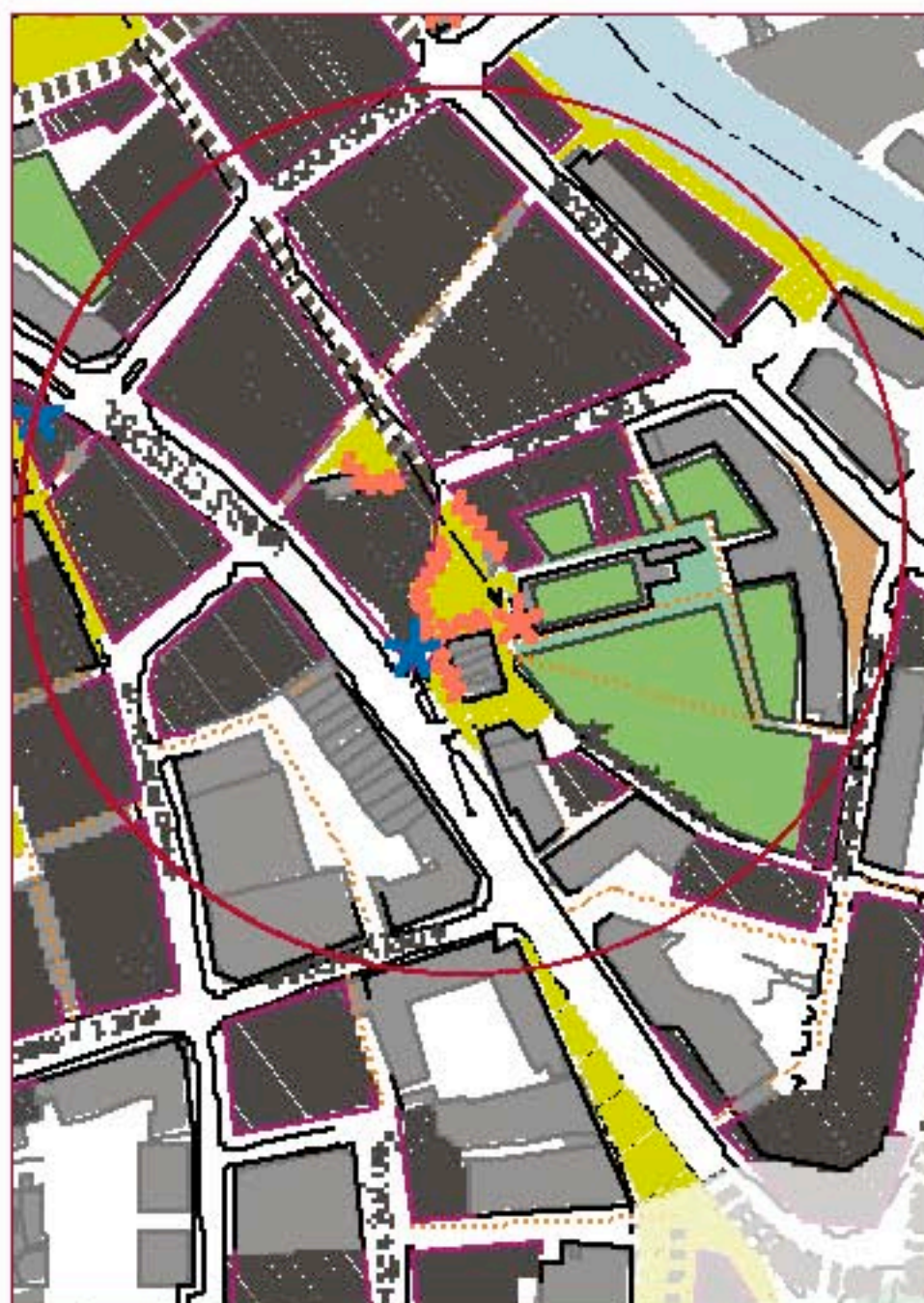


Area to be pedestrianised



- Key**
- Existing building
 - Development opportunity
 - Existing building frontage
 - New building frontage
 - New street-alignment
 - New/ enhanced pedestrian links
 - Existing pedestrian space
 - New/ enhanced pedestrian space
 - Existing/proposed green space
 - Existing pedestrian/cycle bridge
 - Proposed new pedestrian/ cycle bridge
 - Existing landmark
 - New landmark
 - Spill out space
 - Important view
 - Potential for Enclosure
 - SPD Boundary

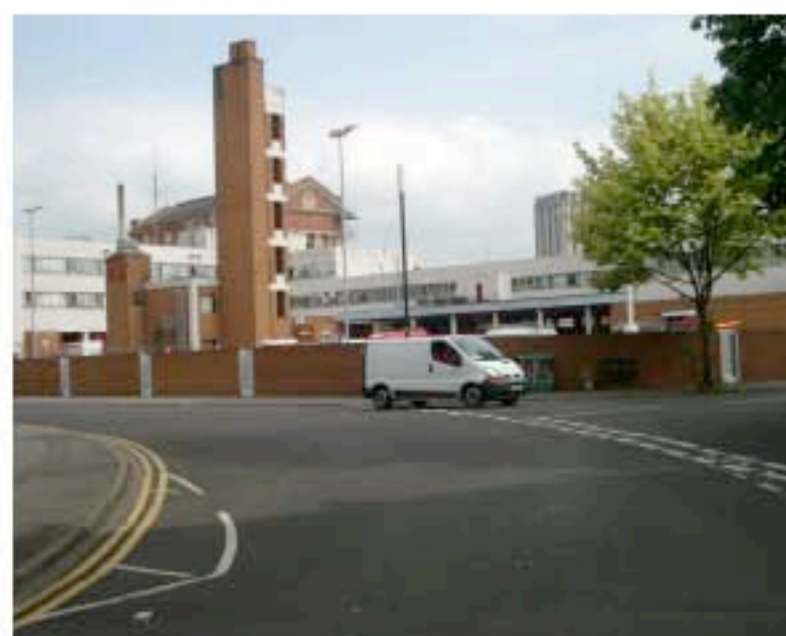
Figure 6.3 - Temple



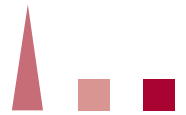
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Statue of Neptune at Victoria Street/Temple Street junction



The Fire Station currently occupies a large site



Ferry Street

- 6.4. Ferry Street runs behind the backs of waterside warehouses. Ferry Street and the adjacent gravelled space is used for car parking. Huller House, an attractive listed building on the Floating Harbour, is currently derelict.

1. Create a public plaza to the rear of Buchanan's Wharf and Huller House.
2. Accommodate Buchanan's Wharf's existing car parking in new development.
3. Create strong visual and physical pedestrian links to the riverside walkway and Redcliffe Street.
4. The plaza to be landscaped in high quality natural stone, with tree planting and seating.
5. Develop a high quality, contemporary building up to four storeys at the southern end of the plaza which reinstates Redcliffe Backs and fronts onto the new plaza. This will also narrow Ferry Street to approximately seven metres wide (building to building). Appropriate uses include residential and / or commercial office, with active frontage on the ground floor. Active frontage could be provided through workshop based live work or retail.
6. Create a new riverside walkway to link into the existing. The walkway should run through the building to ensure the retention of existing residential moorings.
7. Tighten Ferry Street/Redcliffe Street junction to create a right-angled corner with the resultant extension of the existing Gas World plot to form one side of the new plaza.



Example of a new building creating tight urban grain and an enclosed public square - Murcia, Spain



Key

- Existing building
- Development opportunity
- Existing building frontage
- New building frontage
- New street-alignment
- New/ enhanced pedestrian links
- Existing pedestrian space
- New/ enhanced pedestrian space
- Existing/proposed green space
- Existing pedestrian/cycle bridge
- Proposed new pedestrian/ cycle bridge
- Existing landmark
- New landmark
- Spill out space
- Important view
- Potential for Enclosure
- SPD Boundary

Figure 6.4 - Ferry Street



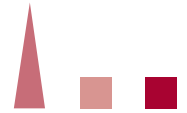
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Huller House



Ferry Street is currently dominated by cars



Redcliffe Wharf

6.5. Redcliffe Wharf lies at the eastern end of the Floating Harbour, which, with the adjacent St Mary Redcliffe Church, Redcliffe Parade above the red sandstone cliffs, and the Bascule Bridge, gives it a unique identity. The site played an important role in the historic docks, but during the last 40 years has suffered from a series of temporary uses. Existing buildings date back to 17th and 18th century and are some of the oldest building on the docks. Together with Alfred Wharf, Redcliffe Wharf is the last echo of the commercial maritime history of Bristol. The Matthew was built on the site and since then it has been home to a shipwright.



Redcliffe Wharf

6.6. This site is subject to a detailed development brief which responds to the proposals set out in the Redcliffe Wharf Alive document prepared by Redcliffe Futures. The work will include a views analysis and 3D modelling of proposed development opportunities to ensure appropriate building heights and massing are identified to maintain important views to St Mary Redcliffe Church.

Piecemeal development of this important historic site will not be acceptable. Any scheme should deliver the following:

1. Redevelop and reuse the wharf as a new harbour attraction for Bristol residents and tourists.
2. Create high quality public realm that responds to the Wharf's heritage and working character, through the use of granite sets, where possible reusing the existing stock.
3. Retain the riverside walkway.
4. Create a new public events area for markets, music and arts.
5. Improve the waterfront mooring facilities and create a ferry stop at Redcliffe or Alfred Wharf.
6. Create pedestrian links from harbour walkway through site and Quaker Burial Ground to St Mary Redcliffe.
7. Protect and enhance the Quaker Burial Ground.
8. Consolidate existing boat/building repair activity and provide access for facilities to crane vessels in and out of the water.
9. All development must respect the archaeological importance of the site and retain access to the caves.
10. Refurbish the derelict industrial buildings in the south east corner for reuse, if feasible.
11. New enabling commercial development will be permitted. Suggested uses include hotel, office or residential, with active ground floor uses (A3).
12. The height and roofscape of development must respond to the outcome of the views analysis and 3D modelling exercise.



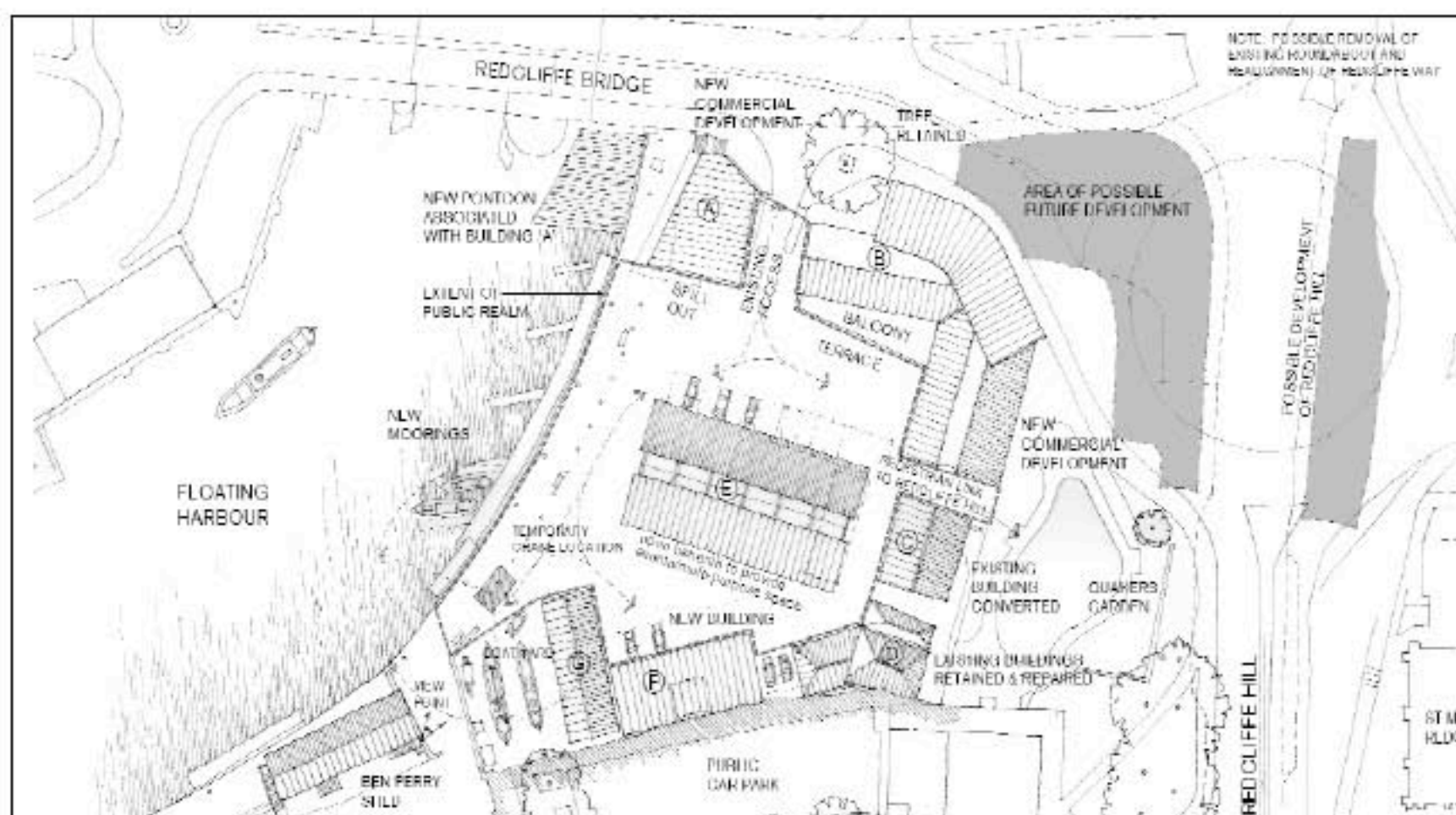
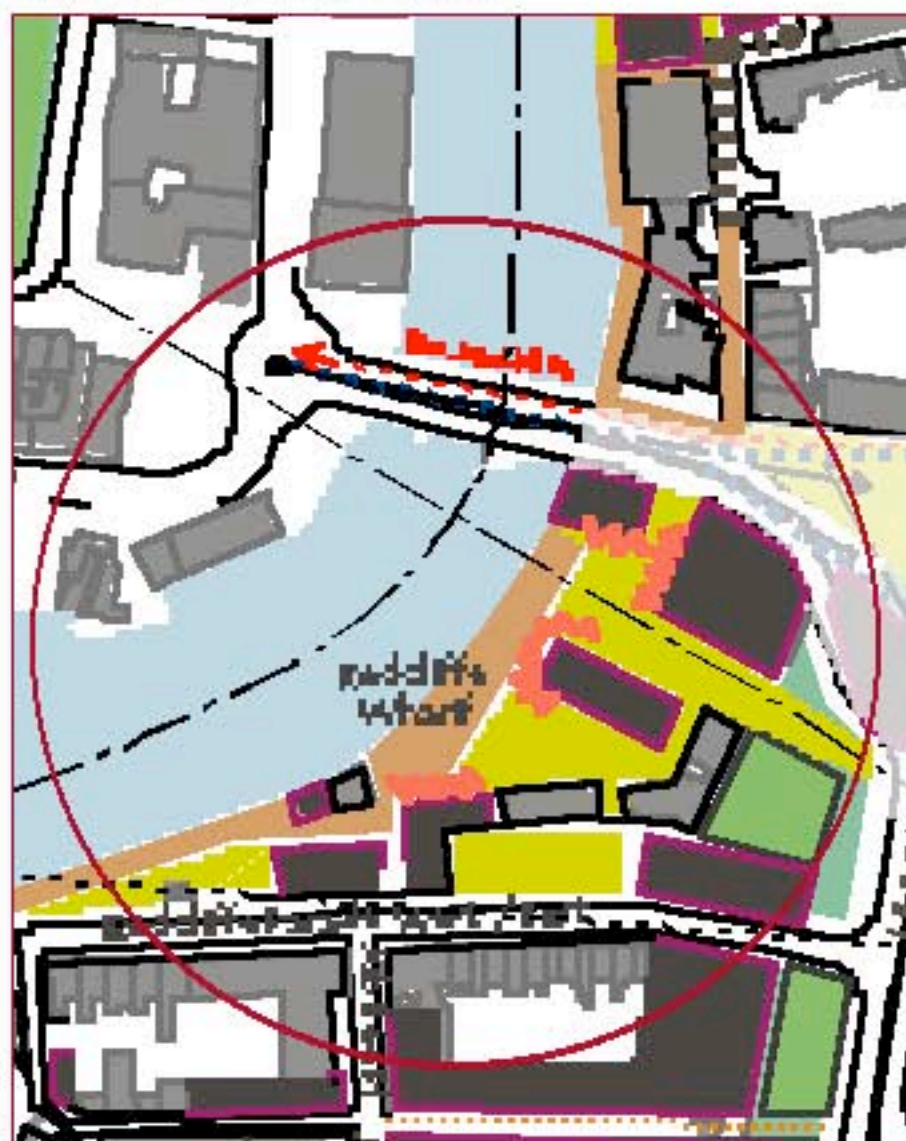
Important view from Prince Street bridge



Figure 6.5 - Redcliffe Wharf

- Key**
- Existing building
 - Development opportunity
 - Existing building frontage
 - New building frontage
 - New street-alignment
 - New/ enhanced pedestrian links
 - Existing pedestrian space
 - New/ enhanced pedestrian space
 - Existing/proposed green space
 - Existing pedestrian/cycle bridge
 - Proposed new pedestrian/ cycle bridge
 - Existing landmark
 - New landmark
 - Spill out space
 - Important view
 - Potential for Enclosure
 - SPD Boundary

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Illustrative scheme for future development



West Redcliffe

6.7. Phoenix House is a large 1960s office block, which is to the rear of the listed Georgian terrace Redcliffe Parade East and West. The impressive Victorian General Hospital is shortly to be decommissioned. Bathurst Basin has boat moorings and is enclosed on two of its three sides. Three large residential council-owned blocks dominate the south entrance to Redcliffe. These blocks enclose an open court overcrowded by surface parked cars. The Redcliffe Hill side of these blocks is a neglected and unsightly space. Redcliffe Hill was once a narrow commercial street, but now is a four-lane highway.



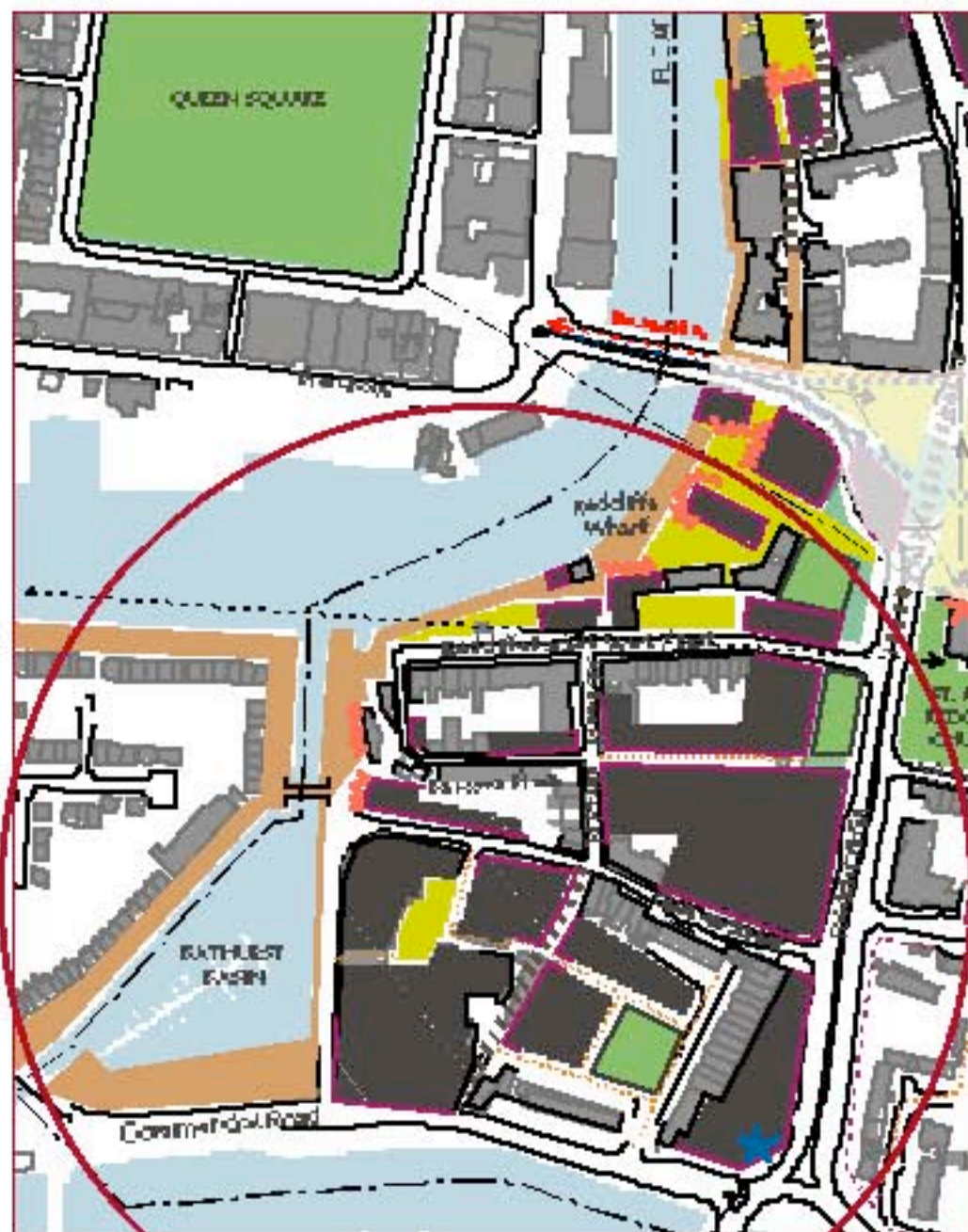
1. Restore the west side of Redcliffe Hill as active street frontage and retain mature plane trees north of the main entrance to Phoenix House.
2. Redevelop Phoenix House to bring a lively mix of activities and users.
3. Create a pedestrian route through Phoenix House site and create new street frontage.
4. Develop land in front of Waring House – a tall single storey building, with perimeter residential rising above a retail frontage on the Commercial Road / Redcliffe Hill corner.
5. Shops that currently serve local custom to be offered new accommodation within this development. Rear service to these shops to be converted to housing within the ground floor of Waring House.
6. Improve the internal courtyard of the city-owned residential blocks by accommodating existing surface car parking within a new block, whose roof garden can provide new amenity space and a green outlook for residents.
7. Preserve the unique characteristics of the railway cutting ('Barossa Valley'), namely its proportions and sense of openness, the dramatic form of the tunnel and approach, and its historical, geological and wildlife interest. Ensure that any future use of the cutting maintains the tranquil nature and security of the site, and is responsive to the character of both the entire Redcliffe area with its industrial heritage, and the immediate built environment.
8. Remove and redevelop all unsightly additions to the original to the hospital architecture which are mainly in the south west corner.
9. Reopen the pedestrian route from Alfred Place to Commercial Road. Develop new housing along this route, incorporating existing landscape features and amenity spaces.
10. Improve the existing public realm on the southern edge of Bathurst Basin, ensuring that access to the boat moorings is provided.



Figure 6.6 - West Redcliffe

- Key**
- Existing building
 - Development opportunity
 - Existing building frontage
 - New building frontage
 - New street-alignment
 - New/ enhanced pedestrian links
 - Existing pedestrian space
 - New/ enhanced pedestrian space
 - Existing/proposed green space
 - Existing pedestrian/cycle bridge
 - Proposed new pedestrian/ cycle bridge
 - Existing landmark
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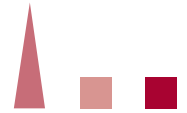


Aerial view of Bathurst Basin and General Hospital



Retail units at the bottom of Waring House





South Redcliffe

6.8. The high rise residential flats dominate this area. There are two education establishments, the Redcliffe Early Years Centre and St Mary Redcliffe and Temple School. The River Avon (New Cut) runs adjacent to the major road on the southern boundary. St Mary Redcliffe Church and a number of historic town houses lie to the north. Existing paths through the area are generally in poor condition. Routes are not clear or signposted. There are many open spaces around the housing, ranging from pleasant to derelict. In 2005 a community-led environmental improvements scheme for Somerset Square was completed.



1. Rationalise the use of spaces between the high-rise flats of Somerset Street and Somerset Square.
2. Create a sense of protective enclosure of the green spaces – further consultation is required with residents to define the type of enclosure that is suitable.
3. Develop and narrow Prewett Street to provide an active street frontage.
4. Create a small public square to the east of Colston Parade with views to the church gardens.
5. Narrow Redcliffe Mead Lane with buildings to the northern edge.
6. Improve pedestrian and cycle movement through the area by upgrading of existing paths and creating new where appropriate.
7. Along Prewett Street and Somerset Square residential uses are sought with secondary uses such as retail, education and community facilities.
8. Improve existing open space.



Prewett Street



Figure 6.7 - South Redcliffe



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Key

- Existing building
- Development opportunity
- Existing building frontage
- New building frontage
- New street-alignment
- New/ enhanced pedestrian links
- Existing pedestrian space
- New/ enhanced pedestrian space
- Existing/proposed green space
- Existing pedestrian/cycle bridge
- Proposed new pedestrian/ cycle bridge
- Existing landmark
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- Potential for Enclosure
- SPD Boundary



Prewett Street flats



Central North Redcliffe (or Redcliffe Village)

6.9. Outline planning permission has been approved for a mixed-use scheme with residential, commercial, leisure and community uses. Figure 6.9 shows the layout for this scheme. However, this SPD has identified the opportunity create suitable entrance to the large block and provide a punctuation point at the southern end, with a small public space. This is achievable through the narrowing of Three Queens Lane and St Thomas Street to provide additional building footprint. see figure 6.10.



Three Queen's Lane is unnecessarily wide

1. Improve permeability of the central block by creating pedestrian way and public spaces through the centre.
2. Narrow St Thomas Street by bringing forward the building lines.
3. Provide active ground floor uses.
4. Street trees should be planted on Redcliffe Street.

If the opportunity arises to amend the outline planning permission:

5. Create a public space at the middle of Three Queen's Lane which is south facing. This space to be designed as one of the principal pedestrian entrances, creating a place of pedestrian dominance and traffic calm midway along the street.



Key

-  Existing building
-  Development opportunity
-  Existing building frontage
-  New building frontage
-  New street-alignment
-  New/ enhanced pedestrian links
-  Existing pedestrian space
-  New/ enhanced pedestrian space
-  Existing/proposed green space
-  Existing pedestrian/cycle bridge
-  Proposed new pedestrian/ cycle bridge
-  Existing landmark
-  New landmark
-  Spill out space
-  Important view
-  Potential for Enclosure
-  SPD Boundary

Figure 6.8 - Outline planning permission

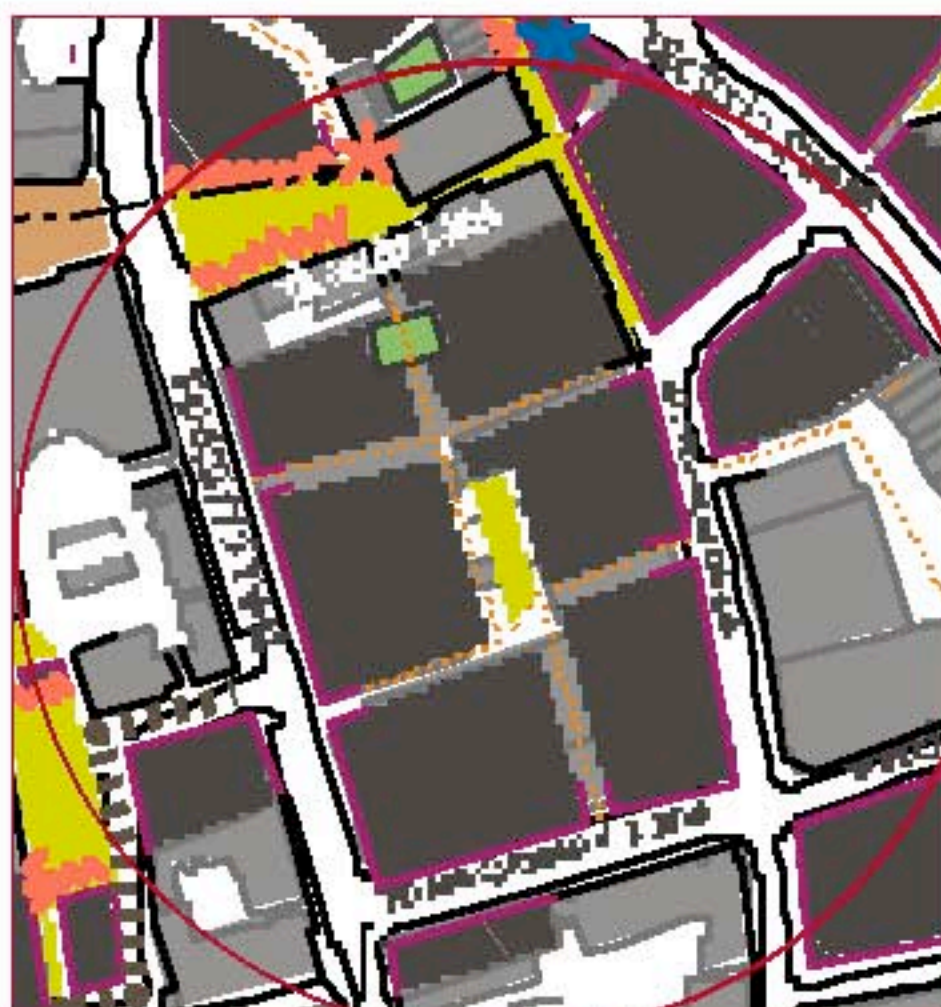


Figure 6.9 - New opportunity to create public space





Former Brewery Site

6.10. The site occupies a very prominent waterside location within the heart of the city centre, opposite Castle Park. The site has lain derelict since 1999, when the previous owners, Scottish Courage left. A Grade II* listed building, known as the Generator Building, occupies part of the site next to St Philip's Bridge on Counterslip. Several other important historic buildings, which previously housed brewing and sugar refining industries, overlook the Floating Harbour. These rise out of the water creating a dramatic 'cliff wall' effect. The remainder of the site is largely open or covered by the modern cask warehouse shed. There are significant historic structures surviving within the site which also retains considerable archaeological interest.

Planning permission was granted in May 2003 for a high density mixed use development, but this has not been implemented. The new owners have devised a new masterplan which the City Council has accepted in principle.

1. Comprehensively redevelop the site to create a lively, contemporary, compact urban quarter.
2. Proposals should be conservation led and retain the listed Generator Building and other important historic buildings and structures identified within the site, especially those which front onto the Floating Harbour.
3. Incorporate a high density mix of uses, with employment uses continuing to predominate. The inclusion of a 'micro-brewery', to reflect the sites long association with the brewing industry is strongly encouraged.
4. Any scheme should also include a significant residential element. This site provides an ideal opportunity to provide apartments suitable for families.
5. New buildings should respond to the scale of the Generator Building which must be maintained as the dominant landmark building within the site.
6. New build elements should be designed to respect the historic context of the site, especially alongside the Floating Harbour.
7. Create a permeable network of pedestrian friendly streets and spaces which respect the historic plot boundaries which are still very evident within the site. Designs should take every opportunity to provide spill out space to support active ground floor uses along the key routes.
8. Provide a continuous harbourside walkway and a pedestrian/cycle bridge to Castle Park.
9. Provide a safe and attractive residential and working environment, to include semi-private gardens/landscaped spaces.
10. All new development must respect the archaeological value of the site.
11. Create a new pedestrian footbridge linking Redcliffe to Castle Park (Policy CC7 of Bristol Local Plan).



Generator Building



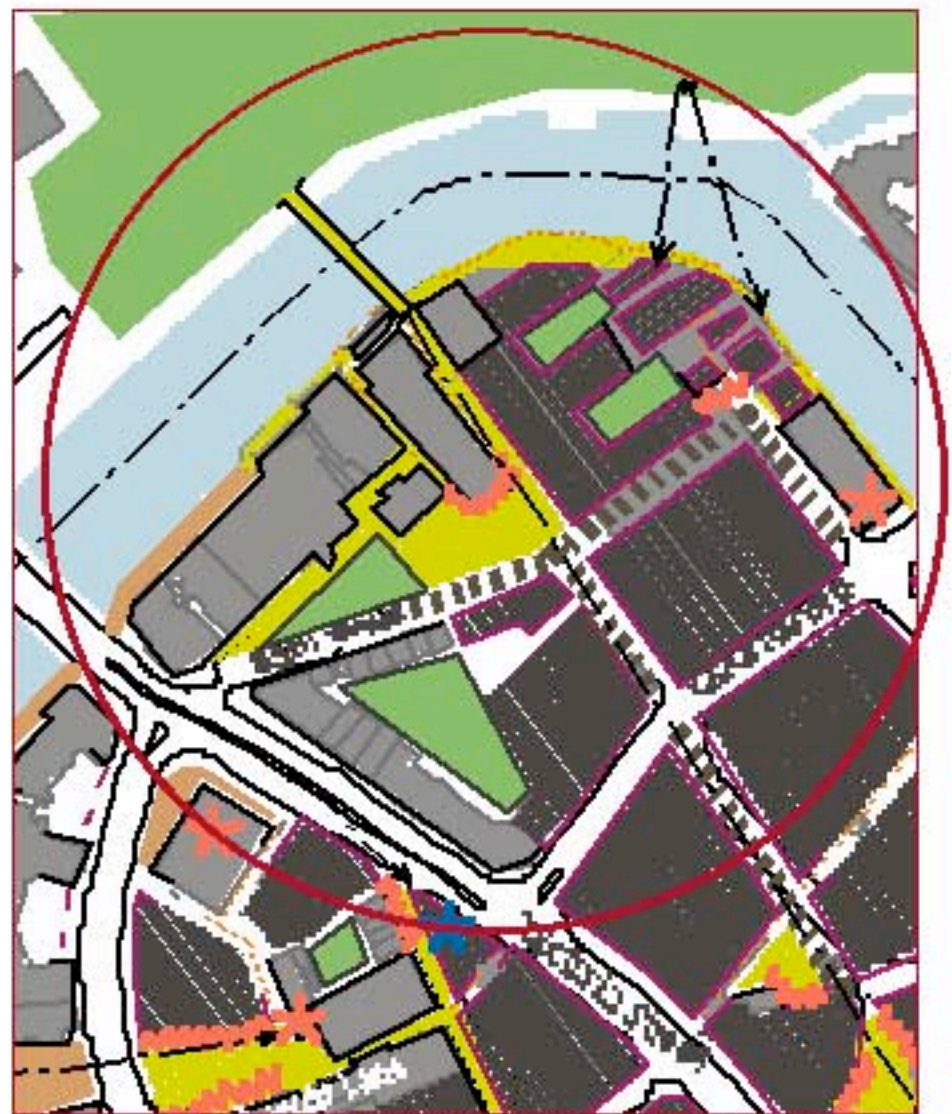
The Keg Store



Key

-  Existing building
-  Development opportunity
-  Existing building frontage
-  New building frontage
-  New street-alignment
-  New/ enhanced pedestrian links
-  Existing pedestrian space
-  New/ enhanced pedestrian space
-  Existing/proposed green space
-  Existing pedestrian/cycle bridge
-  Proposed new pedestrian/ cycle bridge
-  Existing landmark
-  New landmark
-  Spill out space
-  Important view
-  Potential for Enclosure
-  SPD Boundary

Figure 6.10 - Former Brewery



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Former Brewery site

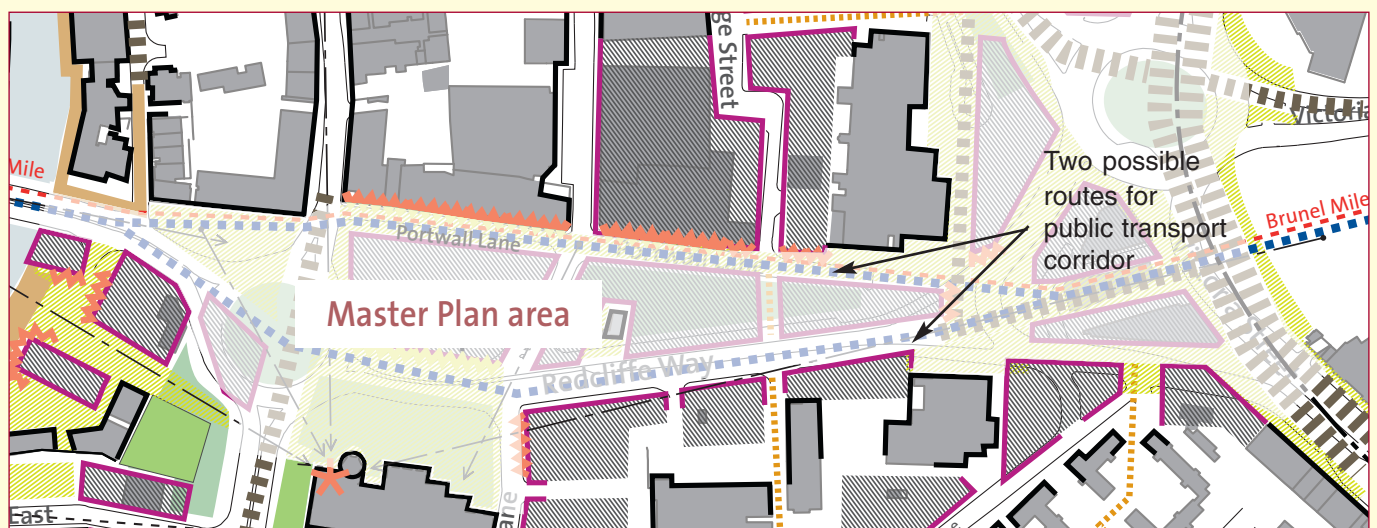




Redcliffe Way

- 6.11. A major part to the regeneration of Redcliffe is the redevelopment of the Redcliffe Way corridor, formerly dominated by the inner circuit road, and bounded by Portwall Lane, the former Grosvenor Hotel “Island” site, Redcliffe Way/St Mary Redcliffe Church and Redcliffe Wharf. The Redcliffe Way corridor is perceived by the community as a barrier between areas to the north and south, partly because of the volume and speed of traffic but mainly because of the width of roads and poor townscape quality. Currently the area is dominated by a dual carriageway and large roundabout, and is generally of poor urban quality including derelict/poorly used land and buildings in some prominent locations. St Mary Redcliffe Church is the dominant building, and is edged by dual carriageways to the north and west. Portwall Lane surface ‘pay and display’ car park holds 170 cars.
- 6.12. Redcliffe Way is “safeguarded” for a public transport route. Two options are currently being considered for the public transport route. One along Redcliffe Way, and the other along Portwall Lane, the latter being the preferred route of Redcliffe futures and the local community. Both routes are being tested in engineering terms and at the same time in social, economic and environmental terms.
- 6.13. This area offers the potential to form the new heart to Redcliffe, providing a more appropriate setting for St Mary Redcliffe Church. A master plan for the area is required which will address all issues around the future role and function of Redcliffe Way, once further studies on options for public transport routes, private vehicular traffic and urban design solutions have been undertaken.
- 6.14. The Master Plan should promote the area as a tight grain, compact urban environment, based upon local architectural character, accommodating a mixed-use local economy, social facilities and a network of pedestrian friendly public places that unite the north and south of the neighbourhood. This will include a public square at the north side of St Mary Redcliffe. The master plan will be subject to extensive community involvement.
- 6.15 There is potential for significant changes in the designs at both the Redcliffe Hill/Redcliffe Street/Redcliffe Way junction, as well as the major Temple Gate gyratory. Work is underway to see whether the strategic requirements (eg the wider role of both Redcliffe Hill and Temple Gate/Temple Way), can be maintained, while creating a better urban design solution and an overall reduction in the scale of the junctions.

Figure 6.11 - The extent of the Master Plan Area of Redcliffe Way



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1. Create a significant public square to the northern side of St Mary Redcliffe Church, surrounded by active uses.
2. Identify deliverable development opportunities, ensuring that land is safeguarded for the future use as a public transport corridor, servicing and other east - west movements.
3. Subject to the outcome of the work referred to in 6.15, reduce traffic flows through the corridor, with the intentions of removing private through traffic in the long term.
4. Replace the roundabout at Redcliffe Way/ Redcliffe Hill junction with a crossroads.
5. Consider options for alternatives to the Temple Gate gyratory. A longer term option is to consider the viability of replacing the roundabout with a crossroads. Improve pedestrian movement through the “Island site” as part of a comprehensive development.
6. Replace car parking (170 spaces) from Portwall Lane car park to within a development block in the near vicinity.
7. Demonstrate how developments will enhance the setting of St Mary Redcliffe Church (Grade 1 Listed).
9. Enhance and reintegrate Chatterton’s house into the urban fabric; this may include the provision of an information centre at this location.
10. Improve north south pedestrian /cycle movement.
11. Improve east - west pedestrian / cycle movement through the implementation of the Brunel Mile and other measures.
12. Create of a focal point / space for Redcliffe community. New development to include space for community building (possibly health services) .

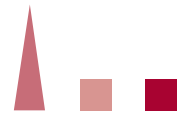


Redcliffe Way



7. DELIVERY

- 7.1. This SPD sets out the local planning authority's Policy Guidance that will guide future development in the Redcliffe area as an expansion upon and further detail to the policies of the Local Plan.
- 7.2. Successful implementation of proposals will require a partnership approach between developers, landowners, the city council and the community. This will facilitate high quality, appropriate and timely development and will be absolutely critical for projects that cross ownership boundaries. To assist such partnership working, Bristol City Council welcome pre-application discussions.
- 7.3. In addition collaboration with a number of other agencies will be required to ensure the implementation of proposals such as the South West Bristol PCT for provision of a health facility.
- 7.4. It is anticipated that the majority of the public realm proposals will be funded through planning obligations, however other proposals and aspirations will require other methods of intervention. These include the the objective of narrowing streets, which will require the co-operation of developers and adjacent landowners, with proposals for land assembly options with adjoining sites encouraged.
- 7.5. In cases where developers/ landowners/ occupiers can demonstrate that land assembly difficulties are preventing the timely delivery of the SPD objectives, the council will consider the use of its Compulsory Purchase Order powers.
- 7.6. Bristol City Council has produced two other supplementary planning documents to ensure that new development within Bristol makes a positive contribution to providing social, economic and environmental benefits to the community as a whole.
- 7.7. SPD4 'Achieving Positive Planning through the use of Planning Obligations' aims to provide clarity to developers, development control officers, stakeholders and local residents regarding the basis on which planning obligations will be sought.
- 7.8. SPD6 'Economic contributions from new development' identifies a range of local economic contributions to assist in meeting wider economic and regeneration objectives in Bristol. SPD6 is particularly useful in identifying mechanisms to implement aspirations within this SPD such as encouraging independent local businesses.
- 7.9. The need to enable and support the local business community, especially small businesses is also being addressed by the Bristol Partnership through the Bristol Charter for Local Recruitment, Training and Enterprise Support. The charter sets out some basic principles and codes of practice relating to recruitment and enterprise support, which investors, developers and major contractors involved in developments around the city are invited to sign up to.
- 7.10. The principles and practical mechanisms of the Charter will be backed up by existing and new public sector initiatives for local employment, training and enterprise support, as well as resources for 'local/community benefit' projects negotiated with developers under Section 106 of the Town and Country Planning Act 1990.
- 7.11. Bristol City Council seek to encourage developers to sign-up to the Charter. Further details on the Charter are available from the Bristol City Council Economic Regeneration Team.



Planning Applications

- 7.12. Major planning applications should include a 'Design Statement' which demonstrates how proposals respond to the overall vision for Redcliffe. The integration of townscape, movement, social and economic benefits must be clearly set out and how the integration of these factors has been addressed.
- 7.13. Major applications should provide context drawings and images illustrating the proposed development within the existing surrounding environment, demonstrating how a development has responded to the issues and recommendations contained within this SPD.
- 7.14. Major planning applications (ie large buildings in excess of 1,000 square metres, and developments of 10 houses or more) submitted for development within Redcliffe are expected to include the following information;
- Planning Statement (including proposal package of SPD4 obligations).
 - Sustainable Development Profile
 - Transport Assessment
 - Travel Plan
 - Urban Design Statement
 - Landscape Strategy
 - Conservation Plan if proposals include an historic building within the Conservation Area and/or a listed building
 - Public Art Plan
 - Assessment of the impact of the proposals in the light of the findings of a desk-based archaeological assessment and evaluation
 - Ground Investigation Report

- A Statement of Community Involvement, including details of involvement events, the issues raised by the community and how those issues have been addressed within the development proposals.

- 7.15. Applicants should also provide comprehensive and detailed information including contextual drawings and models (if appropriate) to enable the planning application to be easily understood by officers, members and the public.

Consultation

- 7.16. Bristol City Council and Redcliffe Futures welcome pre-application discussions. This will give developers the opportunity to confirm the information, which will be required to be submitted with the planning application. The Consultation Statement includes further information on Redcliffe Futures.
- 7.17. Policies in this SPD have set out the importance of early and effective consultation with the community. A consultation statement is required for all major planning applications. This statement must provide evidence of the amount and effect of consultation which has been undertaken prior to the submission of the planning application, which could include:
- Meetings with Redcliffe Futures to discuss the proposed development nature of potential planning obligations;
 - Information for and involvement of adjacent local residents through letters, meetings or exhibitions regarding the proposed development (larger proposals will require consultation with a wider community);
 - Meetings with adjacent landowners to discuss the potential for land assembly, development phasing and/or development collaboration.



- 7.18. Details of consultation, such as letters, minutes of meetings, information provided to consultees and the outcome of this consultation in terms of how issues raised by the community have been reflected in the proposals, shall be included.
- 7.19. The LDF's Statement of Community Involvement sets out the standards to be achieved by the Council in involving the community and stakeholders in the preparation, alteration and review of planning applications.

Planning Obligations

- 7.20. Planning obligations will be sought from development within Redcliffe to ensure that the necessary infrastructure and mitigating measures are provided at the time of development. Obligations will also be negotiated with the aim of reducing any negative impacts the development may have on the local community.
- 7.21. Bristol City Council considers that planning obligations are an important tool in achieving positive planning. SPD4 sets out the Council's approach to planning obligations, lists possible obligations and provides formulae to be used in calculating the level of financial contributions.
- 7.22. SPD4, also provides specific guidance on thresholds and formulae where appropriate for calculating financial contributions for 13 types of obligations. This SPD should be the basis for calculating financial contributions for development within Redcliffe. In particular the following obligations from this SPD should be applied to development within Redcliffe (not in priority order).
- Obligation (i) Affordable Housing
 - Obligation (ii) Educational Facilities
 - Obligation (iii) Recreational Facilities
 - Obligation (iv) Landscape Schemes
 - Obligation (v) Travel Plan Initiatives

- Obligation (vii) Highway Infrastructure Work
- Obligation (viii) Site Specific Measures
- Obligation (ix) Economic Contributions from New Development
- Obligation (x) Areas of Public Realm
- Obligation (xi) Public Art
- Obligation (xiii) Library Facilities

- 7.23. Redcliffe is a tightly defined neighbourhood and it is therefore considered appropriate for certain contributions (e.g. health, education, public art, openspace) from development in the area to be spent at appropriate locations across Redcliffe neighbourhood, depending on identified priorities.
- 7.24. Obligation (ix) Economic Contributions from New Development in SPD4 is set out in detail in SPD6. Included in this detail are 13 fact sheets, which contain examples of contributions and example clauses for planning agreements.
- 7.25. Obligation (viii) Site Specific Measures covers obligations which relate specifically to matters not covered through formulae based financial contributions or on site provision. Figure 7.1 sets out s106 priorities for different areas of Redcliffe, related to known development opportunities.
- 7.26. It is important to note that each application will be negotiated on a case by case basis having regard to its individual impact. It is acknowledged that developments cannot be expected to fund every aspiration. Further information is available in SPD4.
- 7.27. This SPD identifies general priorities for the planning obligations from specific locations sought within the Redcliffe area (see Figure 7.1). This list is indicative, and not necessarily exhaustive.
- 7.28. Planning obligations will be sought within the constraints of the tests specified in Circular 05/2005.

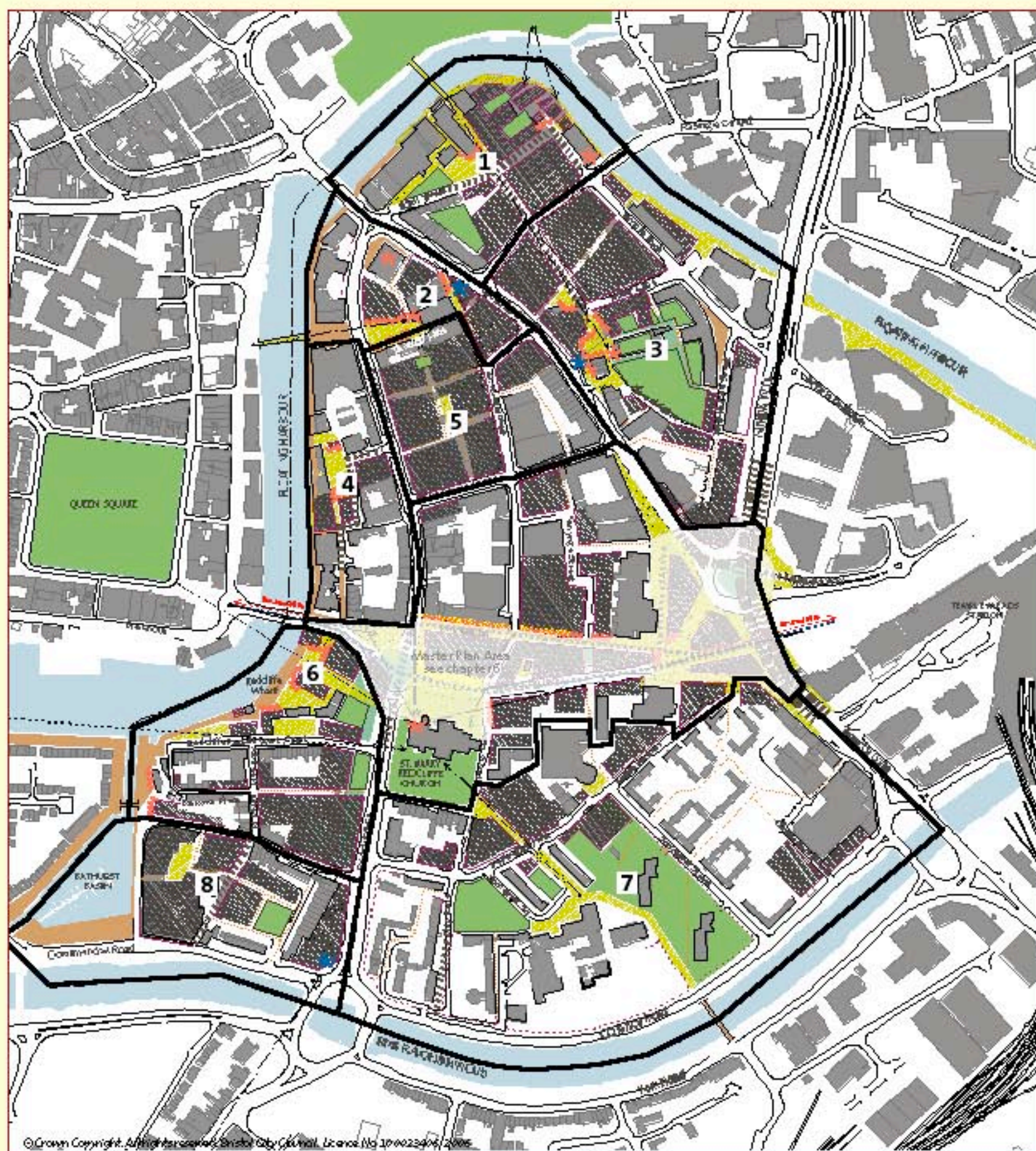
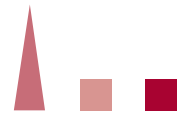




Figure 7.1 Planning Obligations

| | |
|-----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. Former Brewery | Pedestrian Bridge Strategic pedestrian/cycle improvements (including the harbourside walkway) Health Facilities Travel Plan |
| 2. St Thomas Church | Strategic pedestrian/cycle improvements (including King Street Bridge) Local Public Realm (including development of plaza in front of the church) Travel Plan |
| 3. Temple Church | Local Public Realm Improvements to Temple Park/Church Strategic pedestrian/cycle improvements (including harbourside walkway) Travel Plan Health Facilities |
| 4. Ferry Street | Local Public Realm (including the development of public square in Ferry Street) Strategic pedestrian/cycle improvements (including the harbourside walkway) Health Centre Travel Plans Strategic Highways – Redcliffe Way |
| 5. Central North Redcliffe | Health Facilities Strategic pedestrian/cycle improvements (including King Street Bridge) Strategic Highways – Redcliffe Way Local Public Realm |
| 6. Redcliffe Wharf | Local Public Realm Event programme Events space Affordable business space Improvements to Quakers Burial Ground |
| 7. South East Redcliffe | Local public realm Strategic Highways (including contributions to CPZ throughout Redcliffe) Health Facilities Community Facilities |
| 8. South West Redcliffe | Health Centre Community Facilities Strategic Highways (including contributions to CPZ throughout Redcliffe) Local Public Realm (including improvements to Waring House) |



Phasing

- 7.33. The vision that is set out for Redcliffe will evolve over a number of years. Some, generally small scale works, form part of on-going Council initiatives and projects may be partly or mostly funded by the public sector. Others are more complicated and longer term, requires significant investment from private development or elsewhere. A phasing plan indicating the range of projects and potential timing is set out in Figure 7.2.
- 7.34. Much of these projects include Policy Guidance such as highway narrowing, the creation of new routes and the construction of major pieces of infrastructure such as bridges and car parks. Some public funding has been made available for these works. More complicated projects involving the private sector may take longer to realise. A phasing plan identifying key projects with the lead agents is set out in Figure 7.2.



Figure 7.2 Phasing Plan

| Studies | Partners | | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|-------------|--------------|--------------|---------------------------------------------------------------------------|
| | 0-6 months | 6-12 Months | 12-18 months | 18-24 months | 2-6 years |
| Redcliffe Way Master Plan | | | | | Bristol City Council / Redcliffe Futures |
| Development Brief for General Hospital | | | | | Bristol City Council / Redcliffe Futures/ United Bristol Healthcare Trust |
| Review of Parking | | | | | Bristol City Council |
| Develop a street scape palette for Redcliffe | | | | | Bristol City Council / Redcliffe Futures |
| Consultation on development opportunities in South Redcliffe | | | | | Bristol City Council / Redcliffe Futures/ Local Residents |
| Works (funding for delivery not yet identified, but anticipated that the majority will come through planning obligations and other external funding sources. | | | | | |
| New highways regime | | | | | Bristol City Council |
| Pedestrian and cycle improvements | | | | | Bristol City Council |
| Harbourside Walkway | | | | | Bristol City Council |
| Provision of Landmark Community Building | | | | | Bristol City Council / Redcliffe Futures |
| Lighting of landmark buildings | | | | | Building owners |
| Health Facilities | | | | | South West Primary Healthcare Trust |
| King Street Foot Bridge | | | | | Bristol City Council |
| Brunel Mile | | | | | Bristol City Council |
| Brewery Foot Bridge | | | | | Private Developer |
| Main Development Areas | | | | | |
| St Thomas | | | | | Private Developer/ Bristol City Council |
| Ferry Street | | | | | Private Developer/ Bristol City Council |
| Temple | | | | | Private Developer/ Bristol City Council |
| Redcliffe Wharf | | | | | Bristol City Council / Private Developer |
| West Redcliffe | | | | | Bristol City Council / UBHT / Private Developer |
| Central North Redcliffe | | | | | Private Developer/ Bristol City Council |
| Redcliffe Way | | | | | Bristol City Council / Private Developer |
| Initiatives | | | | | |
| Set up Redcliffe Development Trust | | | | | Redcliffe Futures |



APPENDIX 1 - GLOSSARY

Accessibility - the ability of people to move round an area and to reach places and facilities. This includes the elderly and disabled, those with young children or baggage.

Active frontage - making frontages 'active' adds interest, life and vitality to the public realm. Active frontage should consist of the following:

- Frequent doors and windows, with few blank walls
- Articulated facades with bays and porches
- Lively internal uses visible from the outside, or spilling onto the street

Active Use - land use which creates activity involving people visiting the site. Generally includes A1, A2 and A3 use classes and may include D1 and D2 use classes.

Balanced Communities - A balanced and sustainable community is one where there is a mix of housing tenure to rent and to buy, and a balanced range of size type and affordability. It should meet the needs of different population groups at different stages of their life cycles so that no one is forced, through lack of choice, to leave their community to buy a house or flat, to house a family or to downsize as they grow older. Where people live should be within walking distance (no more than 15 minutes), of a community hub offering shopping, local services and community facilities in addition to place of work. Jobs, shops, schools, hospitals, leisure and recreational opportunities should be accessible through good and reliable public transport where these are not available locally. They should be well designed, environmentally sustainable, safe and cohesive.

Biodiversity - of plants and animals.

Block - the area bounded by a set of streets and undivided by any other significant streets.

Build form - see 'form'.

Building line - The line formed by the frontage of building along a street.

Community Capacity - activities, resources and support that strengthen the skills and abilities of people enabling them to take effective action and leading roles in the development of their communities. Community capacity building involves three main types of activity:

- Developing skills - learning and training opportunities for individuals and groups, and sharing through networks and mutual support, to develop skills, knowledge and confidence
- Developing structures – developing the organisational structures and strengths of community groups, communities of interest and networks
- Developing support – developing the availability of practical support to enable the development of skills and structures

Conservation Area - one designated by a local authority under the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 as possessing special architectural or historical interest.

Context - the setting of a site or area, including factors such as traffic, activities and land use as well as landscape and built form.

Density - the floor space of a building or buildings or some other unit measure in relation to a given area of land. Built density can be expressed in terms of plot ratio (for commercial development); number of units or habitable rooms per hectare (for residential development); site coverage plus the number of floors or a maximum building height; or a combination of these.

Design Statement (a) A pre-application design statement is made by a developer to indicate the design principles on which a development proposal is based. It enables the local authority to give an initial response to the main issues raised by the proposal. (b) A planning application design statement sets out the design principles that the planning applicant has adopted in relation to the site and its wider context, as required by planning law (PPS1).

Desire line - An imaginary line linking facilities or places which people would follow if convenient and safe.



Development Brief – A document providing guidance on how a specific site of significant size or sensitivity should be developed in line with the relevant planning and design policies. It will usually contain some indicative, but flexible, vision for of future development form. A development brief usually refers to a site most of which is likely to be developed in the near future.

Elevation - The facade of a building, or the drawing of a facade.

Enabling development – Commercial development whose profitability makes possible another development of restoration of social, historic or environmental value.

Enclosure - The use of buildings, hard or soft landscaping to create a sense of defined space.

Façade – the principal face of a building.

Figure/ground study – a plan showing the relationship between built form and space by presenting the former in black and the latter as a white background.

Fine grain - see 'grain'.

Flat iron - a building which follows a narrow triangular floor plan, determined by the intersection of two roads. The most famous example is the Flat Iron building in New York, designed by Daniel Burham and built in 1903.

Floorplate – The area of a single floor of a building

Form - the layout (structure and grain), density, scale (height and massing), appearance (materials and details) and landscape of development.

Grain - the pattern of the arrangement and size of buildings and their plots in a settlement; and the degree to which an area's pattern of street-blocks and street junctions is respectively small and frequent, or large and infrequent.

Height - the height of a building can be expressed in terms of a maximum number of floors; a maximum height of parapet or ridge; a maximum overall height; any of these maximum heights in combination with a maximum number of floors; a ratio of building height to street or space width; height relative to particular landmarks or background buildings; or strategic views.

Human scale - the use within the development of elements, which relate well in size to an individual human being, and their assembly in a way which makes people feel comfortable rather than overwhelmed.

Landmark - a building or structure that stands out from its background by virtue of height, size, detail, material or some other aspect of design.

Landscape - the character and appearance of land, including its shape, form, ecology, natural features, colours and elements and the way these components combine. Landscape character can be expressed through landscape appraisal, and maps or plans.

Landscape Design - involves the collective organisation of human activities, natural processes and physical components in the process of shaping external space. It encompasses both the built environment, and is allied with urban design in sharing the purpose of creating varied, distinctive and engaging places.

Layout - the way buildings, routes and open spaces are placed in relation to each other.

Legibility - the degree to which a place can be easily understood and traversed.



Major development:

- the development of, or change to residential use for more than 10 units or a site area of 0.5 hectares or more, and/or;
- significant developments of, or change of use to retail, business, leisure, health or educational floor space over 1000m² (gross) and/or;
- an industrial development.

Massing - the combined effect of the height, bulk and silhouette of a building or group of buildings.

Mixed uses - a mix of uses within a building, on a site or within a particular area. 'Horizontal' mixed uses are side by side, usually in different buildings. 'Vertical' mixed uses are on different floors of the same building

Movement – the passage of people or vehicles through buildings, places and spaces.

Natural surveillance - the discouragement to wrong doing by the presence of passers-by or the ability of people to be seen from surrounding windows.

Node - a junction where activity and routes are concentrated.

On-site parking/servicing - Parking/servicing within a building's site boundary , rather than on a public street or space.

Perimeter block - this is the term given to street blocks where the buildings follow a continuous building line around the block and contain private space within backyards or courtyards. This is opposed to individual buildings that sit in the middle of plots. Buildings face the street and can accommodate a diversity of uses. The private areas enclosed to the rear may contain car parking, servicing and open space.

Permeability - the degree to which an area has a variety of pleasant, convenient and safe routes through it.

Piloti – The cylindrical concrete stilts or pillars used to carry a building, raising it to a first floor level and leaving the ground floor free and open.

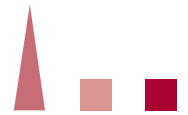
Public art - the appointment of Public Art Consultants, Lead and other Artists to work with other professionals and local people on the design of buildings, streets and open spaces and the development and implementation of temporary projects and initiatives. Successful Public Art commissions: involve artists at the earliest stage; promote quality, innovation and flexibility in terms of the artist's role; are site and context specific; have the support of and involve the community; have a regional and national significance; promote equality of opportunity, encourage cultural diversity and address social exclusion.

For further information contact Bristol City Council's Art Project Manager on 0117 922 3064.

Public realm - the parts of a village, town or city (Whether publicly or privately owned) that are available, without charge, for everyone to use or see, including streets, squares and parks.

Scale - the impression of a building when seen in relation to its surroundings, or the size of parts of a building or its details, particularly as experienced in relation to the size of a person. Sometimes it is the total dimensions which give it its sense of scale and at other times it is the size of elements and the way they are combined.

Section 106 Agreements - An agreement made under section 106 of the Town and Country Planning Act 1990, between a local planning authority and a developer specifying, for instance, that a proportion of a development site be reserved for affordable housing.



Spill-out frontage - land uses that facilitate activities, which spill-out on to the space in front of the building.

Sustainable Development - as defined by the Bruntland Commission (1987, and quoted in PPG1) as 'Development which meets present needs without compromising the ability of future generations to achieve their needs and aspirations.'

Travel Plan - A strategy encompassing measures to promote travel by sustainable measures. It can apply to any workplace, or visitor attractor such as a college, cinema, shopping centre or leisure facility.

Urban design - the art of making places. Urban design involves the design of buildings, spaces and landscapes, in villages, towns and cities, and the establishment of frameworks and processes which facilitate successful development.'

View - what is visible from a certain point.

Walkable neighbourhood/environment - a neighbourhood that designed for ease of walking. The quality of the routes should be designed to give walking priority and discourage car use. People should be able to walk to local facilities e.g. newsagent, bus stop, health centre, primary school etc.



APPENDIX 2 - DETAILED POLICY REFERENCES

Relevant National Planning Policy Guidance includes:

1. PPS1 (Creating Sustainable Communities)

This sets out the overarching planning policies on the delivery of sustainable development through the planning system. Guidance is given on planning for social cohesion and inclusion, protection and enhancement of the environment, the prudent use of natural resources and achieving sustainable economic development. It emphasises the importance of a plan led system and the integration of sustainable development into development plans. Spatial planning is promoted, which goes beyond traditional land use planning to integrate policies for the development and use of land with other policies and programmes, which influence the nature of places and their functionality. Design is strongly promoted and states that 'Good design is indivisible from good planning'. Community involvement is recognised as vitally important to planning.

2. By Design - (CABE DETR) a companion guide to PPS1

This sets out Government's best practice on urban design. It identifies seven objectives of good urban design that need to be considered within the context of an environment. These objectives allow the analysis of the factors that contribute to successful streets, spaces, villages, towns and cities.

3. Planning Policy Guidance 3: Housing

This sets out the Government's objectives for housing and promotes more sustainable forms of development through making better use of previously developed land and that the focus for additional housing should be in existing towns and cities. It requires that new housing and its environment should be well designed and makes a significant contribution to promoting urban renaissance and improving the quality of life.

4. Planning Policy Guidance 6: Town Centres and Retail Development

Provides guidance on promoting mixed-use town centres and the retention of key existing town centres.

5. Planning Policy Guidance 13: Transport

This guidance emphasises the key role land use planning has in delivering the Government's integrated transport strategy. The objectives of this guidance are to integrate planning and transport at the national, regional, strategic and local level to:

- promote more sustainable transport choices for both people and for moving freight;
- promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and
- reduce the need to travel, especially by car.

6. Planning Policy Guidance 15: Planning And The Historic Environment

Provides a full statement of Government policies for the identification and protection of historic buildings, conservation areas, and other elements of the historic environment.

7. Planning Policy Guidance 16: Archaeology and Planning

This guidance sets out the Government's policy on archaeological remains, and how they should be preserved or recorded both in an urban setting and in the countryside. It gives advice on the handling of archaeological remains and discoveries under the development plan and control systems, including the weight to be given to them in planning decisions and the use of planning conditions.



8. Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation

This guidance highlights the need to protect open space of high quality, or of particular value to the local community and assess future needs for open space, sport and recreation.

9. Planning Policy Guidance 25: Development and Flood Risk.

This guidance introduces the concept of the 'precautionary principle' in relation to flooding. It defines development that is likely to be inappropriate on the basis of flood risk and seeks to limit development in these areas.

Emerging policy of relevance includes:

- Manual for Streets, the replacement policy for Design Bulletin 32

Good Practice Guide:

- Planning and Access for disabled people - The needs of disabled people must be properly considered as an integral part of the development process. This good practice guide describes how all those involved in the development process can play their part in delivering physical environments which can be used by everyone.

Regional Policy

1. Bath and North East Somerset, Bristol, North Somerset & South Gloucestershire Joint Replacement Structure Plan.

The Joint Replacement Structure Plan provides a strategic policy framework for land use and transport planning. The plan contains policies on the environment and natural resources, employment, housing, shopping, recreation and transport. New infrastructure improvements are proposed in Bristol to complement growth and include enhanced conditions for cyclists and pedestrians, and the introduction of a LRT system. They relate in particular to Bristol city centre and

enable the City to satisfy its role as the regional capital for business, shopping leisure and cultural activity. Enhancements are to be achieved through increasing the diversity of uses in particular by expanding the residential role of the Bristol city centre and making provision for new and refurbished office development.

2. Regional Spatial Strategy for the South West (RSS10)

Regional Planning Guidance for the South West (RPG 10) provides a 15 to 20 year spatial and development framework and highlights the potential of the Northern Sub-Region, within which Bristol is contained, to continue as a major focus of economic growth. It anticipates that economic expansion in this part of the region is likely to be above the regional average. Also, it emphasises the need to manage development pressures so that the environmental qualities of the region are conserved, both for their own sake and to underpin the region's attractiveness as a place in which to live and work. RPG 10 recognises a key role for Bristol in economic development both regionally and nationally. It recognises the City as a key location for future investment which can not easily be replicated elsewhere in the region and highlights the urgent need to tackle the City's problems, in particular those relating to transport.



ADOPTED BRISTOL LOCAL PLAN POLICIES

- CC2 Mixed Commercial Areas (see page 9)
- CC3 Development Opportunities - Redcliffe Way south side and Redcliffe Wharf & Caves

Ten key sites in Redcliffe have been allocated for specific development. However, the altered plan removes completed or progressed development sites, leaving two sites in the Redcliffe area. These two sites are Redcliffe Wharf and Caves where development opportunities for tourism and leisure uses have been identified and the Redcliffe Way site where housing and business uses have been identified.

- CC7 Pedestrian Links

The Quayside walkway around the Floating Harbour will be extended in conjunction with development of adjoining sites.

- CC8 Streets for People

The enhancement of Redcliffe Way has been identified as a high priority to provide a fitting setting for St Mary Redcliffe Church, along with the remodelling of the Temple Way/Redcliffe Way junction. Redcliffe Way is to remain open as a vehicular route, however the capacity will be reduced by downgrading Redcliffe Way to a single carriageway route, and incorporating public transport priority measures.

- M21 Primary Route Network Amendments: Redcliffe Way

Redcliffe Way will no longer form part of the primary route network. This is consistent with the proposals described in the City Centre Chapter (Policy CC8) for the remodelling of Redcliffe Way.

- EC3 Promoting Growth: B1 Development - Barossa Place/Alfred Place/Guinea Street, Templar House, Redcliffe Way south side and 4-22 Victoria Street

Sites have been identified for office, research and

development and light industrial purposes.

- EC4 Protection: Existing Employment Opportunities & EC5 Protection: Industrial Sites and Premises.

The Courage Brewery site is identified in the Adopted Plan for principal industrial and warehousing uses, however the policy allows for other uses where the character of an area has changed significantly and industry and warehousing are no longer predominant uses. It is considered that this is the case in Redcliffe and this change in circumstances is a material consideration that enables the site to be considered for a housing and business use.

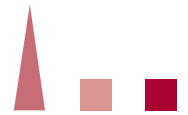
- EC6 Protection and Promotion: Small Businesses

A local economy of small businesses is encouraged in Redcliffe. New accommodation could be provided through the refurbishment and conversion of historic buildings as well as new build. Live/work premises are considered particularly appropriate within Redcliffe, although planning agreements will be required to ensure the retention of the work element.

- M13 Public Transport: Light Rapid Transit Safeguarded Routes

This policy safeguards a rapid transit route. The proposals map identifies this route as being along Victoria Street where it passes through Redcliffe. The Altered Plan amends this route to along Redcliffe Way to reflect the route protected in the Bath and North East Somerset, Bristol, North Somerset & South Gloucestershire Joint Replacement Structure Plan. In August 2004 Bristol City Council formally resolved to not proceed with the Light Rapid Transit but to safeguard the identified route for general public transport improvements.

- H3 Maintaining a supply of housing - 101-107 Redcliffe Street, Huller House/South Warehouse Redcliffe Backs, Redcliffe



Backs/Redcliffe Way, Victoria Street/Church St/
Cart Lane, Barossa Place/Alfred Place/Guinea
Street and Redcliffe Way south side.

- S2, S5 & S6 Frontages: Primary - Redcliffe Hill & Prewett St and Secondary - Victoria St

This promotes a mix of retail and non-retail uses including financial and professional services, food and drink and other general public uses within the three defined shopping frontages in the area.

- L10 Public Art

Further information is set out in the Public Art Strategy. This aims to embed public art in key renewal projects to promote city and neighbourhood identity. Public art is to be secured with major developments within Redcliffe through the use of Sec 106. Developers are encouraged to appoint artists at an early stage of the design process.

- L11 Tourism: Leisure Development - Redcliffe Wharf & Caves
- NE5 Sites of Nature Conservation Interest - Redcliffe Caves
- NE9 Historic Landscapes - Somerset Square & Friends Garden for the Blind
- B22 Sites of archeological Significance - Temple Church, Church Tower, Hermitage in Quaker burial ground

BRISTOL CITY COUNCIL DESIGN GUIDANCE

- Policy Advice Note 8 Shop front Guidelines
- Policy Advice Note 11 Creating an Accessible Environment
- Policy Advice Note 14 Safety and Security
- Policy Advice Note 15 Responding to Local Character
- Policy Advice Note 17 Retail Diversity
- SPD 1 Tall Buildings
- Public Art Policy and Strategy
- Policy Advice Note 1- Residential Guidelines
- Parks and Green Space Strategy (emerging SDP 13)
- SPD 2 -A Guide for Designing Householder Alterations and Extensions
- SPD 5 - Sustainable Building Design and Construction



CONSERVATION & ARCHAEOLOGY GUIDANCE

- Policy Advice Note 2 Conservation Area Enhancement Statements
- SPD 7 Archaeology and Development
- Policy Advice Note 7 Conservation Policies

ECONOMICS AND PLANNING OBLIGATIONS

- SPD 4 Achieving Positive Planning through the use of Planning Obligations
- SPD 6 Economic Contributions from New Development

POLICY IMPACT ON THE AREA'S DEVELOPMENT POTENTIAL

1. Contamination

The historic industrial land uses in Redcliffe result in the potential for land to be contaminated in the area. Some of the industries common to the area include glass, pottery, vinegar, starch and colour works, a tobacco manufacturer, sugar refinery, a lead shot works, an electricity works and a chemical manure works. The City Council's Schedule of Landfill Sites indicates that there are no known landfill sites or waste management facilities listed in the Redcliffe and at present, no sites within the area have been determined as 'contaminated land', as defined by the Environmental Protections Act 1990.

Contaminants in the area will largely depend upon the historical uses of each site and the materials produced or used there. Site investigations will be required to determine the exact nature of the contamination associated with individual sites. Planning permissions for development in Redcliffe

will require a ground investigation report to be submitted to Council, with the cost of any remediation born by the developer. It is unlikely that the level of ground contamination in Redcliffe will result in restrictions on the use of sites. Remediation of all ground contamination is anticipated to be able to be undertaken to an acceptable level, however this may result in an increase to the cost of development for some sites in Redcliffe.

2. Ground conditions

Redcliffe is generally flat with no known landfill sites. It is therefore, not anticipated that there are any major land instability issues in Redcliffe. However, typical geology for the Redcliffe area is Estuarine Alluvium over sandstone, and it is likely that most developments will be piled.

3. Flooding

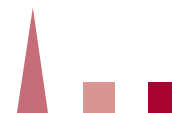
A significant portion of Redcliffe is located within the Environment Agency's indicative flood plain. The Environment Agency is unable to provide details on the level of flood protection required, so advise Bristol City Council to apply a minimum level of 9.4 AOD for all new development on a precautionary principle. Proposed development in these areas will require appropriate flood protection measures to be considered on a site by site basis. This will increase to the cost of development for low lying sites in Redcliffe.

4. Light Rapid Transit (LRT)

The City Council is not currently pursuing the LRT and the route shown in the adopted Development Plan along Victoria Street has been dropped. An alternative route along Redcliffe Way had been proposed before the Council decided not to pursue the LRT and this remains safeguarded for the potential alignment of other public transport options.

5. Archaeology

Redcliffe is an area of significant archaeological importance, with below ground features anticipated to have survived over much of the area.



Remains date from both the medieval and post medieval/industrial periods. There are two scheduled ancient monuments in the Redcliffe area and two historic landscapes. In view of this, the City Council requires for all development proposals that could adversely affect sites, structures, landscapes or buildings of archaeological interest the undertaking of an archaeological desktop study at the pre-application stage. Depending on the outcome of this work, an archaeological evaluation may also be required, either at pre-application or pre-determination. The City Council's current policy is set out in the Alterations to the Local Plan Policy B22 Sites of archaeological Significance and it is anticipated that this will be reflected in an adopted LDF. Further advice is set out in SPD 7 Archaeology and Development.

6. Conservation Area

The northern and western portions of the Redcliffe area are located within the Redcliffe Conservation Area as shown in Figure 4.1. Proposed developments are required to preserve or enhance the character or appearance of the Conservation Area. Conservation area consent will be required for demolition of buildings and works to trees within the Redcliffe conservation area. In addition, when determining planning applications for development within the conservation area consideration must be given to the conservation area policies within the Adopted Plan. These are as follows:

- B13 - Conservation Areas and Listed Buildings: General Principles
- B15 - Conservation Areas: Streets and Open Spaces
- B16 - Conservation Areas: New Buildings
- B17 - Conservation Areas: Extensions to Buildings
- B18 - Alterations to Unlisted Buildings that Contribute to the Character of Conservation Areas
- B21 - Demolition: Listed Buildings and Buildings in Conservation Areas

Proposed developments are required to preserve or enhance the character of the conservation area. New buildings within a formal group of historic buildings are required to reproduce the appearance of the architectural design elements, which contribute to the overall design of the group of buildings. Extensions to buildings that contribute to the conservation area should not dominate the original building and must be sympathetic to the architectural style of the building. Demolition of buildings, which contribute to the conservation area, will not be permitted unless there are overriding environmental or economic reasons.

7. Important Views and Landmarks

The Tall Buildings SPD identifies a number of important views and landmarks in the Redcliffe Area. This guidance supports the Adopted policies B1, B2 and B5 and supplements the proposed Policy B7A Tall Buildings of the Altered Bristol Local Plan. It identifies the information required to accompany planning applications for tall buildings. This includes an assessment of the impact a tall building will have on strategic views to the city centre's key monuments/landmarks. The important views to be considered which are located within the Redcliffe area are those to the following prominent landmarks:

- St Mary Redcliffe Church
- Temple Church
- Courage Brewery
- Thomas the Martyr
- Temple Meads Station

These views are illustrated on Fig 5.1 of the SPD.



APPENDIX 3 - STREET TYPOLOGIES

- I. An understanding of the movement function and of the demands for parking and servicing in any given street, along with a broad understanding of townscape aspiration in each location, enables each street to be assigned to a specific 'street typology'. Typologies set parameters for how a street should be designed and how movement on it should be managed. It is recommended that a street typology-based approach should be adopted in Redcliffe to assist not only in improving the livability of many streets but also in making short-distance local movements within the area, on foot and by cycle, more easy.
- II. In pursuit of the aspirations of Bristol City Council and Redcliffe Futures, opportunities should be taken, as appropriate, to alter the built form of streets through the reallocation of excess highway land (i.e. that not needed for future carriageways, footways, or servicing/parking bays) to adjacent sites. Enlarged sites, when redeveloped, would not only generate increased values but would also, in advancing building lines from their current location, contribute in some measure to the restoration of the historic, more narrow pattern of streets in Redcliffe.
- III. In turn, the narrowing of streets, as opposed to just carriageways, can strongly influence driver behaviour, contributing to traffic calming and making the reduction of speed limits from 30mph to 20mph a more practicable proposition.
- IV. Based on an understanding of route hierarchies, on-street parking and servicing, it is further recommended that each street in Redcliffe should be designed and managed on the basis of 10 standard street typologies. These are described briefly in the table below and illustrated by the accompanying plan (A1) and vertical sections (Figures A1 to A9). Figure A1 shows each street and movement link in Redcliffe according to the typology to which it has been assigned. These typologies are indicative templates that are not intended as rigid requirements.
- V. These typologies are illustrative proposals to guide the design of highway corridors. Requirements may vary along the lengths of roads, and not all roads and routes are shown on the plan. More detailed plans will be drawn up for particular locations and the final form and extent of changes will be determined by the Council as traffic and Highway authority, following consultation.

Basic Description & Variations

- R1 **Temple Way/Temple Gate. To remain more or less as is.** Dual carriageway with generally 2-3 lanes in each direction. Infrequent, signal-controlled pedestrian/ cycle crossings. 30mph speed limit. Adjacent development set back and not providing active ground floor frontage uses. Generous footway widths but little longitudinal pedestrian activity. Generally, a high level of priority for moving vehicles over other users and uses.
- R2 **Clarence Road/Commercial Road. To remain more or less as is.** Busy, 30mph single carriageway elements of the City Centre Loop: predominantly a single, wide transit lane in each direction with on-street parking on one side. Little or no built development on one side due to adjacent river Avon and little active frontage development on other. Opportunity to provide some central refuges to encourage informal crossing activity.

Continued..



- R3 **Victoria Street. Scope for significant change.** 30mph single carriageway with two general traffic lanes and nearside cycle lane in each direction; inset bus/parking/ loading bay on one side. Victoria Street varies in character along its length and 24m-wide and 21m-wide variants are shown in Figure A1. Further variations are possible. 24m template has 3.25m footways and a bay on one. 21m template deletes the bay and has 3m footways. Where frontage-frontage >24m, could have parking bays on both sides or, alternatively, could narrow the street width through redevelopment of adjacent sites. Where a 2m median strip might be helpful to enforce banned turns, or a 2m central refuge to assist informal crossing, bus/parking/loading bays should be absent. Street trees and street furniture (incl. bus shelters & cycle parking racks) aligned with bays. Flare for southbound bus lane approaching Temple Circus maintained. Encourage redevelopment of adjacent sites to strengthen continuity of built edge at back of footway. Increase ground floor activity.
- R4 **Redcliffe Hill. Need for major change.** Transform from traffic-dominated dual carriageway transit corridor to busy, mixed-use urban street, linking areas to east and west. Essential to redevelop adjacent properties (e.g. Phoenix and Waring Houses) to address street, with ground floor activity. Basic future layout as 20mph four-lane single carriageway, with nearside lanes used for most part as bus lanes. Flaring to three lanes on approach to key junctions and to provide bus bays, if necessary. Remove subway at Redcliffe Hill/Prewett Street junction. Remove central balustrade and replace with trees.
- R5 **Redcliffe Way. Scope for significant change,** but extent of downgrading of traffic role yet to be determined in light of reserved alignment for future rapid transit and Council decision on possible changes at Temple Gate/Circus gyratory. Change to be determined by Master Plan.
- R6 **Redcliffe Street & Counterslip. Scope for significant change** to balance continuing important local traffic function with increased pedestrian priority and improved townscape. Frontage to frontage width can be reduced to 14.5m, allowing encroachment of property into existing highway land. Basic design: two-lane single carriageway with 3m footways on both sides and 2.5m parking/loading bay on one side. On Counterslip, could add two 1.5m cycle lanes and reduce footway width to 2m. Street trees and furniture on nibs in line with parking bays. The opportunity for new development to encroach on highway land and reduce frontage-to-frontage widths will be greater if/where parking/loading bays deemed unnecessary. Design for 20mph speed limit.
- R7 **St Thomas Street (part) & Three Queens Lane.** Scope for major change. Existing frontage-to-frontage width of around 18m, can be reduced to 12m, allowing encroachment of property into existing highway land. R7 responds to the proposal to change to one-way working, but must to accommodate possible future return to two-way working (see R8). Basic layout is 2m footways on both sides; one-way single carriageway of 4m; and 2m parking/loading bays on both sides. Reduction of total width below 10m would compromise future flexibility (see R8). Design 20mph speed limit.



- R8 **Majority of Local Access Streets permitting through movements. Scope for change.** General approach to ensure better priority to pedestrian movements as opposed to local traffic circulation. Standard street profile of 12m deployed as 2m footways on either side of a 6m single, two-way carriageway, with a 2m parking/loading bay on one side where desirable. Loss of parking bay would reduce overall highway width to 10m. Suggest single grade level across entire profile, with visual distinction of pedestrian area. Where existing frontage-to-frontage widths are greater, opportunity for sites to encroach or additional parking/loading bay, as preferred. Design for 20mph speed limit.
- R9 **Existing very narrow streets not carrying through movements.** No standard layout due to range of existing constraints (e.g. compare Barossa Place with Ferry Street). Recommended minimum of 2m footway on one side, with 2m footways to both sides ideal. As necessary, implement one-way traffic working to ensure carriageway does not dominate. Shared surface layout could be adopted on narrowest streets. No on-street parking/loading provision. Design for maximum 20mph speed limit, with possibility of 10mph as appropriate.
- R10 **Portwall Lane/"Brunel Mile".** Key link in Legible City movement concept; an important city pedestrian and cycle route, with low priority to general traffic movements. Draft basic proposal for a 5m shared or segregated footway/cycleway zone working south from existing southern kerbline. 10mph speed limit.

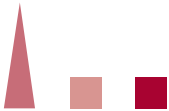


Figure A1 - Street Typologies for Redcliffe



Type R3: Indicative Layout for Victoria Street (21m option)

The diagram illustrates the layout for Type R3 streets. The top part is a cross-section showing a 21m wide highway with a 15m wide carriageway. It includes footways (3m each side), cycle ways (1.5m each side), and trees. The bottom part is a plan view showing the layout of the highway, including the carriageway, cycle ways, and footways. The plan view shows a 21m wide highway with a 15m wide carriageway. It includes footways (3m each side), cycle ways (1.5m each side), and trees. The plan view also shows the layout of the highway, including the carriageway, cycle ways, and footways.

Details

| | |
|-------------------|---------------------|
| Highway width | 21 metres |
| Carriageway width | 15 metres |
| Parking | No |
| Footway width | 3 metres both sides |
| Street Trees | Yes |

Key

- fw - footway
- cw - cycle way
- vw - vehicle way

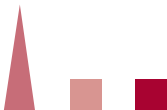
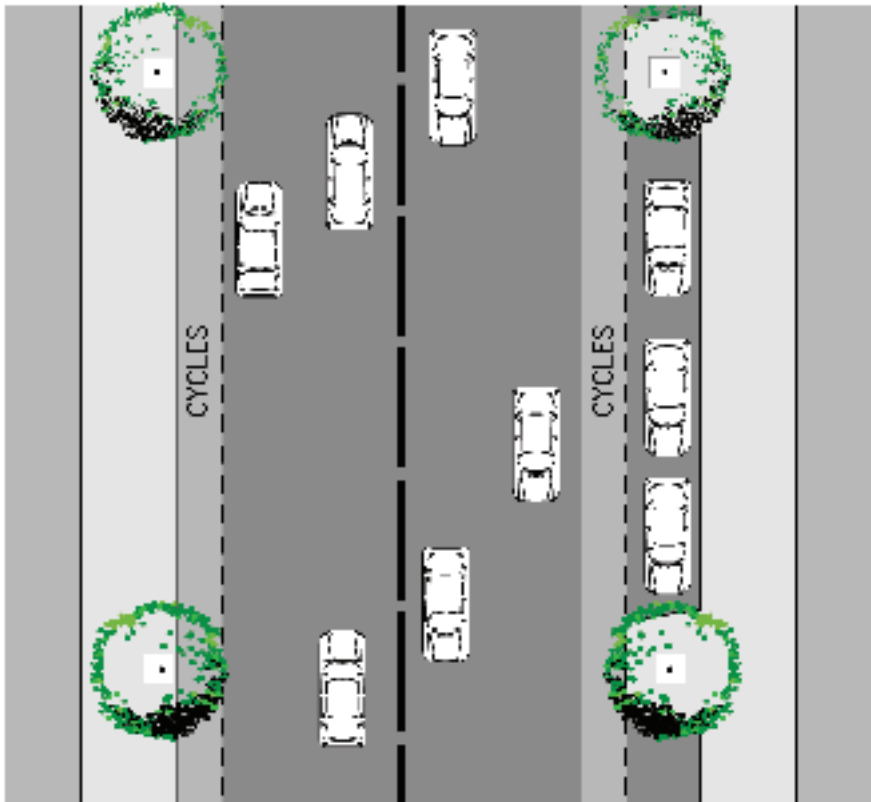
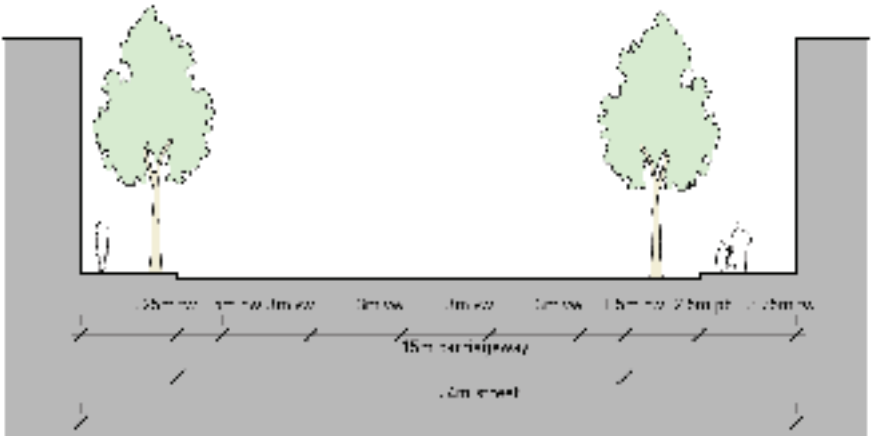


Figure A3

Type R3: Indicative Layout for Victoria Street (24m option)



Details

| | |
|-------------------|---------------------------|
| Highway width | 24 metres |
| Carriageway width | 15 metres |
| Parking | Parallel parking one side |
| Footway width | 3.25 metres both sides |
| Street Trees | Yes |

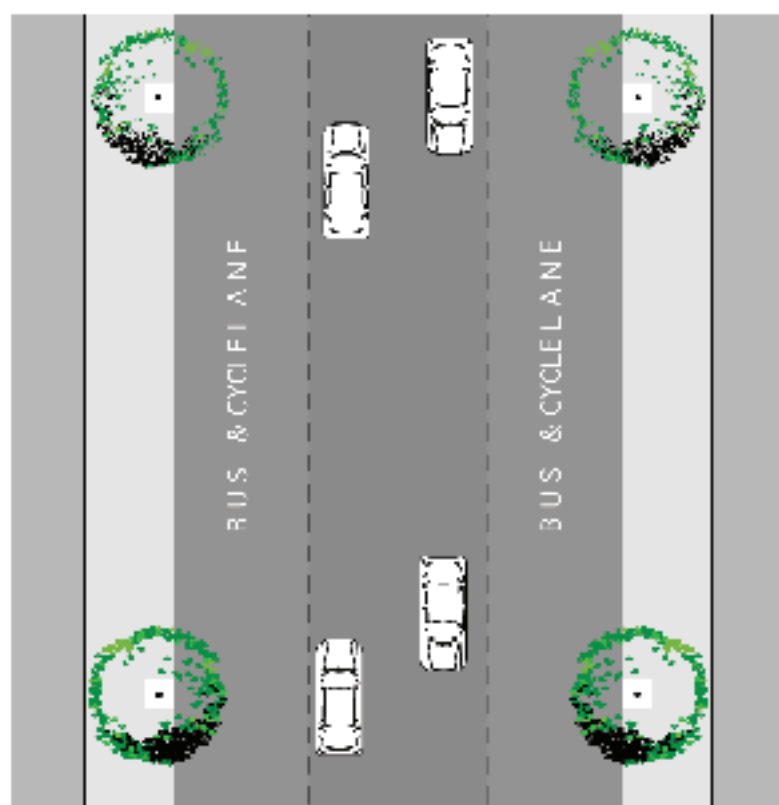
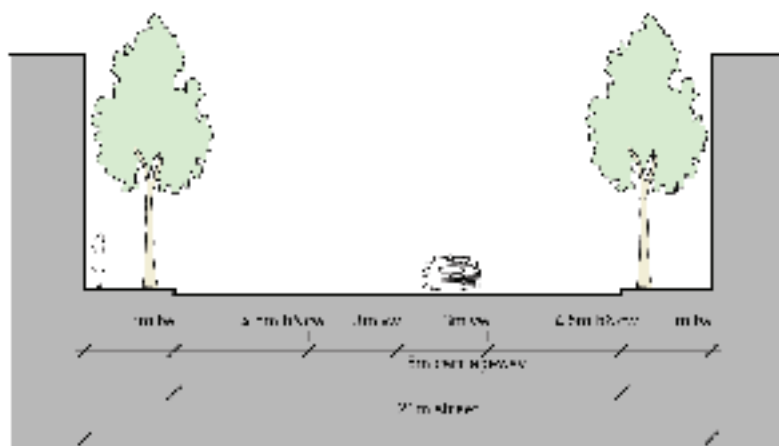
Key

| | |
|----|---------------|
| fw | - footway |
| cw | - cycle way |
| vw | - vehicle way |
| pb | - parking bay |



Figure A4

Type R4: Indicative Layout for Redcliffe Hill



Details

| | |
|-------------------|---------------------|
| Highway width | 21 metres |
| Carriageway width | 13 metres |
| Parking | none |
| Footway width | 3 metres both sides |
| Street Trees | Yes |

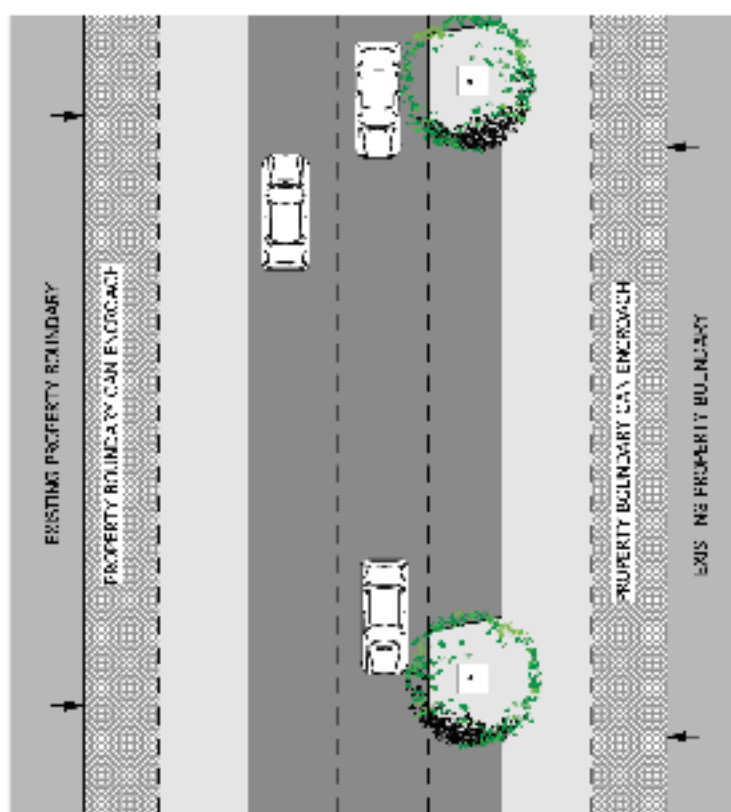
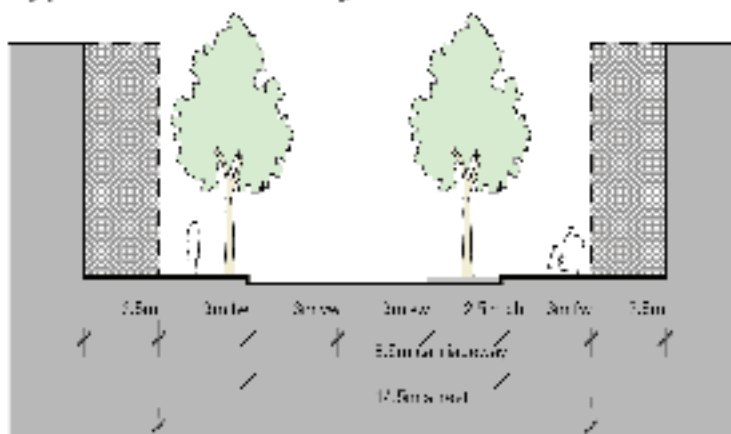
Key

| | |
|------|-------------------|
| fw | - footway |
| b&cw | - bus & cycle way |
| vw | - vehicle way |



Figure A5

Type R6: Indicative Layout for Redcliffe Street



Details

| | |
|-------------------|---------------------------------|
| Highway width | 14.5 metres |
| Carriageway width | 8.5 metres |
| Parking | Parallel parking on one side |
| Footway width | 3 metres both sides |
| Street Trees | Yes |

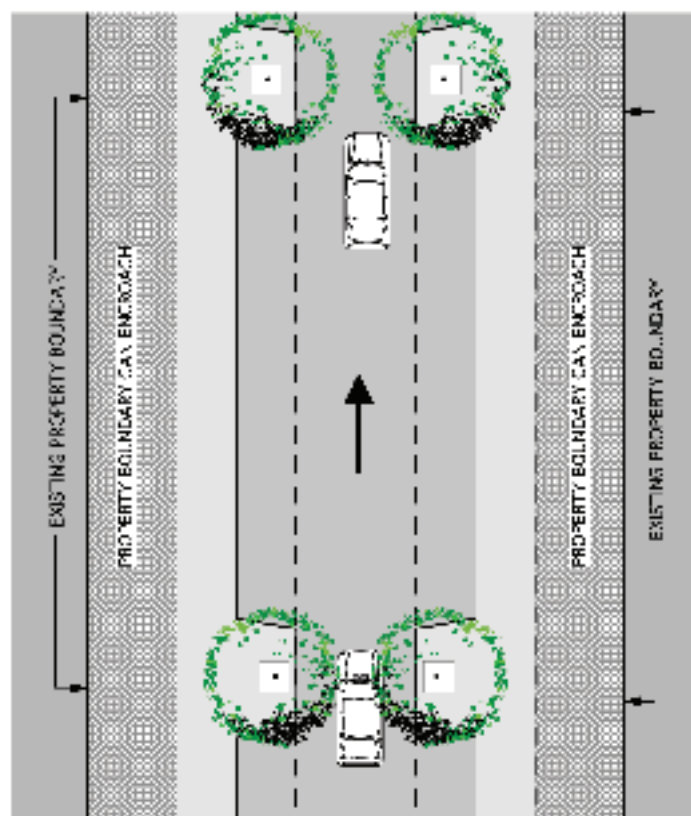
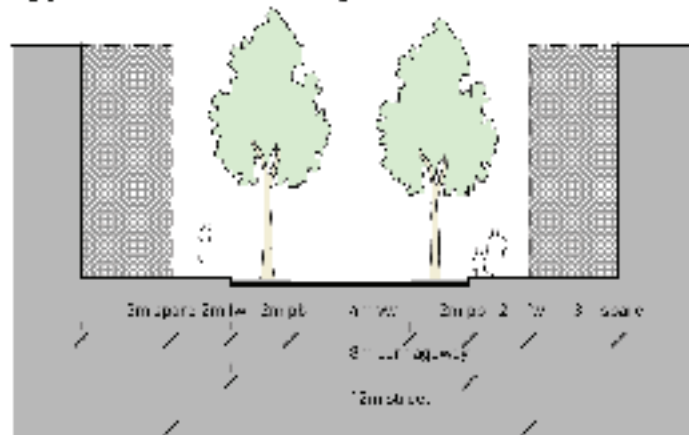
Key

| |
|------------------|
| fw - footway |
| vw - vehicle way |
| pb - parking bay |



Figure A6

Type R7: Indicative Layout for St. Thomas Street



Details

| | |
|-------------------|-----------------------------|
| Highway width | 12 metres |
| Carriageway width | 8 metres |
| Parking | Parallel parking both sides |
| Footway width | 2.5 metres both sides |
| Street Trees | Yes |

Key

| |
|------------------|
| fw - footway |
| vw - vehicle way |
| pb - parking bay |

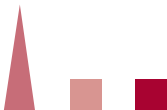


Figure A7

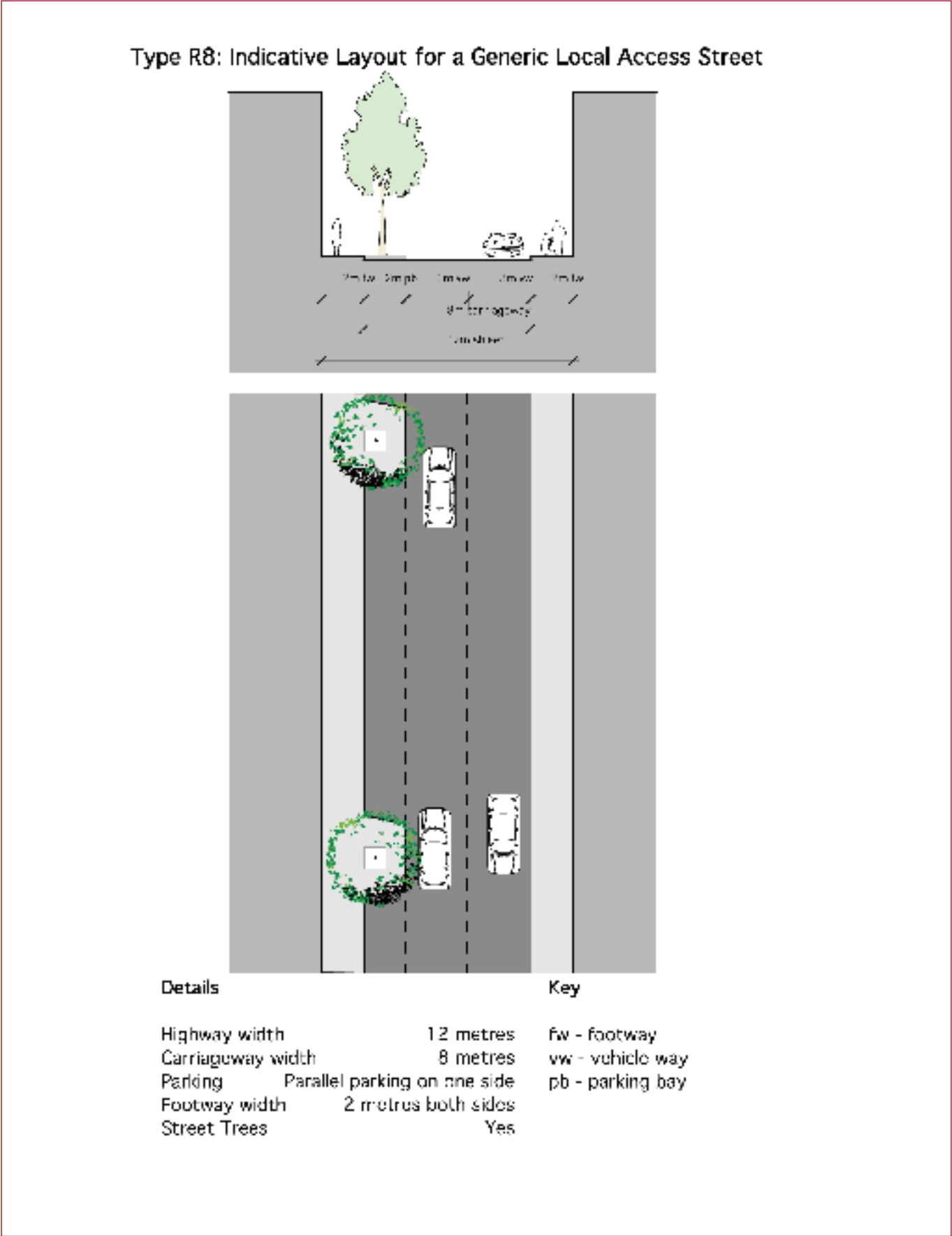
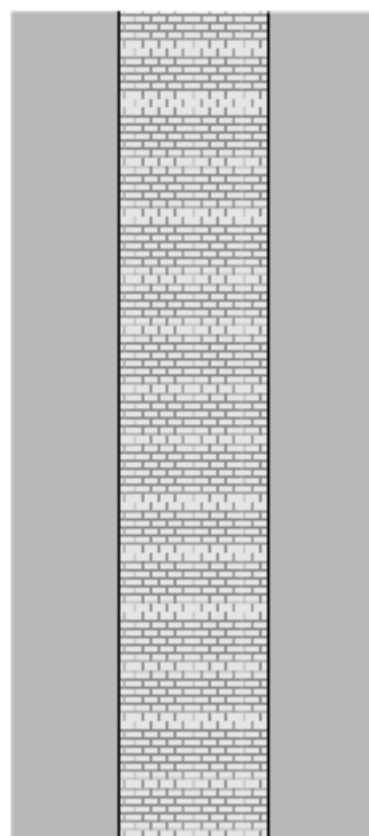


Figure A8

Type R9: e.g. Barossa Place



Details

| | |
|-------------------|---------------------------|
| Highway width | 5 metres |
| Carriageway width | 5 metres (shared surface) |
| Parking | No |
| Footway width | N/A |
| Street Trees | No |



APPENDIX 4 - REDCLIFFE FUTURES GENERAL PRINCIPLES

This SPD is based on the work of Redcliffe Futures. Members of the group are signed up to the following principles which they wish to see applied to Redcliffe neighbourhoods. In the main, these principles are reflected in this SPD. Details of how they have been applied can be found in the Consultation Statement.

Create an Environment to Sustain a Strong, Local Economy

Aim to revitalise a strong and sustainable local economy concentrating on opportunities for independent developers, businesses and occupants to thrive.

Limit the size of individual plots by the natural division created by pedestrian ways through, thus producing greater variety of styles and uses - and encouragement of smaller, independent developers, their consultants, business/occupancy/uses into the regeneration process.

Encourage the regeneration of Redcliffe as a place for smaller-scale/ independent businesses/uses to thrive in preference to Multiples/Global businesses.

Encourage a diverse range of uses throughout the Redcliffe area, the mix of uses being both vertical and horizontal, i.e. within buildings as well as between neighbouring buildings.

The principle of mixed use is to apply within use-classes as much as by promoting different uses, e.g. mixture of housing types - social mix, mix of sizes and bed spaces, procurement methods, i.e. for sale, rent, affordable etc. - is essential to help create a sustainable, lively and diverse community.

A Socially Sustainable Community

Strengthen the existing community and encourage a new socially sustainable community through a policy of social inclusion, i.e. mix of housing types, sizes, procurement methods, tenure and ownerships etc.

Compact, high density, tight urban 'grain'

Complete the city jigsaw by filling in ugly and under-used gaps between buildings.

Reduce distances between buildings, i.e. narrow streets.

Active uses/social & economic exchange

Seek active ground floor uses throughout the area together with a mix of uses designed to promote a sustainable social and economic climate.

Streets and open spaces for people, first and foremost

Design streets and open spaces - and the building uses which frame them - to encourage social and commercial exchange throughout a majority of the day and night to create a culture of activity which brings life to the area for citizens.

Place equal emphasis on making beautiful, human-scale spaces between buildings as on the architecture which contains the spaces.

Demand high quality design and construction through out the Redcliffe area, never allowing mediocrity.



Visual permeability

Street frontages, at ground storey level, to be designed to offer views into, through and/or alongside buildings to emphasise the sense of public access, public use and permeation as much as possible throughout.

Diversity of style

Diversity of style and materials, within relatively small plot sizes, is an essential part of Bristol's architectural/urban vocabulary in the parts of the city most admired by its citizens, friends and visitors. This vocabulary should inform all new proposals.

Massing, storeyheights & scale

Create a grain and scale in the European tradition of compact, tight-knit urban form.

Extend the Bristol tradition of diversity in building styles, mix of uses and materials also to include variety of heights and massing.

Widths of buildings/frontages to reflect the smaller scale character of the area's remaining Victorian and earlier fabric; this does not preclude larger development although the design and articulation of buildings should avoid monolithic appearance.

'Unnatural' buildings

Deep plan buildings are unnatural to the urban grain sought for the area; stand alone buildings also.

Existing stand alone buildings can be reduced in their impact by introducing smaller-scale infill development.

Incremental regeneration

Organic, incremental regeneration is encouraged; site assembly that creates large-scale, comprehensive development will be discouraged.

Organic, incremental regeneration allows for natural change which:

encourages a scale of development which reflects the variety of styles and mix of uses which respond to different owners' and users' interests.

is driven by the local economy, reflecting local needs, ploughing back local resources into the economical cycle, encouraging existing successful businesses to stay and consolidate.

helps the area to remain active and interesting during the regeneration process.

Look beyond individual sites

All planning applications must show evidence of successful consultation with neighbours which takes account of the relationship between the proposal and adjoining properties, to effect holistic urbanism rather than stand-alone, independent regeneration within strict site boundaries.

Relationship to the wider city - network of pedestrian routes

Regeneration proposals must relate to the wider city, reinforcing existing and creating a new network of pedestrian routes from one part of the city to another.



Take account of public realm

Development must also take account of the design of the spaces which occur 'beyond' the strict boundaries of site into the public realm.

Historic street patterns

Development proposals are encouraged to promote the re-introduction of ancient street patterns, also to help heal the damage done by the last 150 years of road widening, redundant with the changing pattern of uses in the area.

Archaeology

Redcliffe has a rich and diverse history. There will be a presumption in favour of preserving and incorporating good archaeological remains in any new development.

Retain existing buildings

With the exception of St Mary Redcliffe and other churches and Listed structures in the area, Redcliffe has few buildings of any great merit. Nonetheless, existing structures should be reused where possible to be recycled intelligently.

Any proposal to remove an existing building for redevelopment must demonstrate, by audit, that the existing structure is at the end of its useful life cycle or that it is unable to be incorporated into redevelopment proposals - for sustainability reasons - eco, social and economic - to question the balance between loss of energy embodied in an existing building (plus energy involved in its demolition and removal to tip) against sustainability benefits of new proposals.

Green Issues

Strong ecological bias in the design and construction of the area's regeneration is of primary concern as a principle to be adopted.

All planning applications will require a Green Audit to justify development proposals with evidence of holistic energy consumption across the board of energy efficiency in design, construction and performance in use in total.

Public Open Space

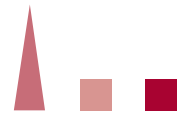
Redcliffe is well supplied with underused and under-valued open space - Redcliffe Wharf and the Floating Harbour, areas of poorly managed land around the South Redcliffe flats and other stand alone buildings along Redcliffe Way, also the exceptionally wide roads throughout the area.

All this underused and undervalued land requires is to be brought into use in a way which makes beauty where redundancy exists, creates public spaces to be loved and well-used, cherishes St Mary Redcliffe, the leaning tower of Temple Church, St Thomas' etc. in new settings worthy of their importance - all at the same time as bringing forward development opportunities whose 'discovered' value can help finance much of the Vision for Redcliffe.

Retain Trees

Retain existing mature trees and plant new trees of stately species throughout the area.





Roads & other Public Realm spaces

A sustainable Redcliffe is a place for people more so than traffic, a place (or series of places) contained by the built environment where exchange and activity of all kinds is to be encouraged.

Roads & other Public Realm spaces

Squares, piazzas, courts and yards are for people to gather, linger and enjoy - a celebration of social exchange; the 'public realm'.

Roads in Redcliffe are primarily to be shared between people on foot and bike together with people in motor vehicles; also part of the 'public realm'.

No roads in the area, except those designated as busy through-routes, should be considered as if only for traffic to move through; people come first.

The quality of all public realm space - roads included - is dependent on the buildings which contain them, i.e. the urban design of the public realm must be the driver for the massing, scale and architectural design of the buildings which frame it, not the other way round.

The narrowing of existing, unnecessarily wide roads over the majority of their length, opening out into small civic spaces (which retain the existing road widths) before diving back into narrowed sections of street beyond, will create a succession of gathering places for people, on the move or there to stay awhile, throughout the Redcliffe area.

Private space

Generally private spaces are to be discouraged in the centre of the city where open space should be available for use by all citizens as of right.

'New' development opportunities which increase density can help provide funds to achieve the Vision

There are many unrecognised development opportunities in Redcliffe - together with sites which will derive increased development footprint from road narrowing. These may be used to bring forward significant funding to help achieve the SPD proposals in addition to section 106 contributions.

Movement through Redcliffe - pedestrian, cycle & motor vehicle

A feature of Redcliffe's central position is that many pedestrian, cycle and motor vehicle journeys from one side of the city to the other - or within the city centre - require passage through the area as much or more than any other area of the city.

This argues for special consideration to be given to enhancing the existing and creating a new network of routes through the area, principally for pedestrians and cyclists, vehicle use confined to service access in the main.

Limit car use

Limit car use, prevent rat-running, reduce road widths.



Create pedestrian-predominant environment

Blur distinction between roads and pavements by adopting paving 'at grade' throughout streets and other spaces in the public realm, of uniform material (see later under 'Legibility').

Blurring the distinction between areas of the public realm dedicated to pedestrian and vehicle should be considered as an imperative along with vehicle speed restriction throughout Redcliffe.

Speed Limits

20 mph speed limits should be studied against slower speeds to resolve and implement the optimum for pedestrian safety - against the background of acceptance that peak traffic movement is often already slower than these limits and will be increasingly so with greater congestion expected in the future.

Rationalise/minimise traffic signs, traffic lights and other features which regulate the distinction between pedestrian, cycle and vehicular traffic.

Pedestrian permeability - network of routes

Allow maximum permeability for pedestrians and cyclists by introducing new ways through development as much as possible not only to ensure that movement through the area (from one part of the city to another) functions efficiently but also to help sustain the Redcliffe regeneration area.

Maximising ways through building blocks has a value in addition to ease of access - that it helps to break down the scale of redevelopment into more human-scale, manageable chunks.

This should be organised to encourage smaller-scale, incremental regeneration which will moderate the damaging effects of comprehensive building works on the social, economic and visual environment; noise and other pollution, congestion, disruption and stress which would be brought about by uncontrolled, comprehensive regeneration.

Brunel Mile

The success of Brunel Mile on its route through Queen Square, Pero's bridge and At Bristol signals a need for similar effort and inspiration to complete the Mile as it passes through Redcliffe. Brunel Mile and St Mary Redcliffe combine as the foremost gateway to Bristol by train and on foot.

Heal the Divide between North, South and West Redcliffe

Special concern is to be given to help bring together the three areas of Redcliffe by removing the physical and psychological barriers of Redcliffe Way and Redcliffe Hill. Also to make the Redcliffe area more accessible to and from other areas of the city centre by the introduction of new bridges across the Floating Harbour.

LRT and Redcliffe

The LRT affects the Redcliffe area where its reserved corridor is proposed to run along Redcliffe Way.

Matters of concern about this reserved route are:

- keep the route away from St Mary Redcliffe.
- careful integration of tram stations into surrounding development to avoid visual intrusion.
- no overhead electrical supplies to power the tram in its passage through Redcliffe.



Car Parking

It is quite conceivable that private vehicle use will be curtailed to minimal proportions within the useful life of Redcliffe as it is now being proposed. However, Market perceptions will demand that current expectations of parking provision are met.

There can be no reliance on public restraint of vehicle use until an efficient and cheap public transport alternative is provided - or penal taxation, congestion charging etc.

The clear probability, in the foreseeable future, of policies being introduced which actively constrain vehicle use in the city suggests that car parking buildings which are developed must be eminently re-usable/recyclable for other purposes.

Open surface car parking will not be permitted.

All new long-term car parking to conceal cars from view.

On-street car parking is to be limited to short-stay.

Parking vouchers to be made available at affordable rates for existing Redcliffe residents.

Multi-storey car parking of the conventional pattern will not be permissible unless it can be provided without open frontages/sides, i.e. that it can be completely concealed from view.

Underground car parking will be discouraged on grounds of high energy consumption in construction, traffic congestion and pollution arising from excavation transport of spoil to tip and construction materials to site - also to avoid damage to archaeological remains.

Entrances to car parking buildings are to be on street frontages with dimensions of access limited to one car-width only, with doors to secure.

A multiplicity of small car parking/storage buildings each holding 20 - 40 cars, well distributed throughout Redcliffe is encouraged, to manage the proposed highway infrastructure freely to cope with access, without undue impact on general traffic movement.

This multiplicity of small car parks is sought to enable more incremental regeneration of the area, speeding up the regeneration cycle, minimising heavy front-end costs of creating the development 'platform' and providing quicker returns to the developer. Minimising disruption to existing inhabitants, businesses and workers in the surrounding areas is seen as an important benefit.

Above-ground automated car storage will be favoured providing that the envelope buildings are designed to be re-usable for other purposes.



Service Access

Assumptions will be made in favour of service to the frontages of buildings, to avoid unnecessary and ugly service yards, so often blighted by garbage and other detritus which arises from poor management, also from crime and other unsavoury activities.

Where service to and from frontages may cause disruption to others using larger delivery vehicles, smaller distribution vehicles delivering in off-peak hours will be enforced through planning condition.

Encouragement will be given to create/develop active frontages to existing service yards and open car parking in the Redcliffe Area, e.g. Mitchell Court, Phoenix House etc.

Road widths for Emergency Vehicle Access

Emergency and Service vehicle access is to dictate road widths in areas where traffic is designated for service access only.

Note that some UK cities have adopted smaller emergency and service vehicles which are designed for use in unusually narrow confines. Assumptions will be made in favour of adopting the use of such vehicles in Redcliffe in order to justify the minimisation of road widths.

Note that 'shared space', i.e. carriageways and footways at grade, allow emergency vehicles to use the full width of the shared space, not limited by highway kerbs.

Create Distinctive Legibility

Adopt uniform paving between buildings, in squares for Redcliffe and all other spaces within the public realm, at grade, i.e. 'shared space'.

Adopt this uniformity of street/pavement/highway surface throughout Redcliffe in the long term, funding this work from section 106 monies derived from areas of more comprehensive regeneration.

In the shorter term, the area across which uniformity of paving will occur is throughout the major regeneration area where streets will be altered substantially by changes in their widths and disturbances which result from work to underground services.

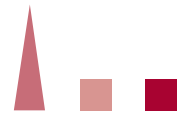
Incrementally and in the short-term, this uniformity of paving can be achieved by each development creating a speed table along the length of its boundary with the public highway/footpath; this table to be paved with the new* see below material laid direct onto the existing surface of the road.

In the longer term, it is intended that such speed tables will be linked up to create a uniformity of paving throughout the whole Redcliffe area.

* note that the designated material for this uniform paving is to be agreed by a process of public consultation.

Street/public space furniture to be of the same design family to help reinforce the legibility of the area.

Celebrate legibility within public realm eg. in well-designed bus/tram stops, signage and other features as part of integrated legibility experience for citizens and visitors alike.



Signage and Lighting

Adopt minimum levels of lighting throughout the public realm, sufficient only to ensure public safety/deter crime but low enough to produce exciting and uplifting contrast with more pronounced flood and focus lighting on spaces and buildings of special interest.

Signage to follow this principle; all advertising and directional signs to be within a range of styles and sizes to create a Redcliffe family vocabulary.

Road and other direction signs to be rationalised to an absolute minimum required to achieve public safety and ease of access, taking account of the complete package of measures including reduced speed limits and all the psychological messages reinforced by blurring of distinction between pedestrians, cyclists and motorists.

Flood Prevention measures

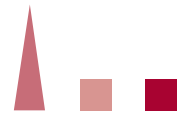
Adopt Environment Agency measures in connection with limitation of effects of predicted flood levels.



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| | |
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| Appendix A | Redcliffe Futures Terms of Reference |
| Appendix B | Redcliffe Futures Newsletter July 02 and July 03 |
| Appendix C | Redcliffe Futures Concept Diagrams |
| Appendix D | 'Future of Redcliffe' Exhibition Board July 05 |
| Appendix E | 'Future of Redcliffe' Leaflet July 05 |
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| Appendix H | Written representations and Council response (Stage 2) |





1. INTRODUCTION

This statement outlines the participation and involvement of the public in the preparation of the Supplementary Planning Document 3 (SPD 3) The Future of Redcliffe, and the steps taken to publicise this consultation process. This meets the requirements set out in Regulation 17 of the Town and County Planning (Local Development) (England) Regulations 2004.

2. BACKGROUND

Redcliffe is one of Bristol's historic neighbourhoods which is undergoing rapid change. The combination of development pressure and a strong community voice (through Redcliffe Futures Group) has led to the development of this area-based planning document.

Redcliffe Futures Group (RFG) is a forum in which community organisations from Redcliffe and the wider city can research, form proposals, and agree by consensus to petition executive bodies on the future of Redcliffe an area bounded by the Floating Harbour, Temple Way, Temple Gate, the Cut and Bathurst Basin. See Appendix A for Redcliffe Futures' terms of reference.

The group produced the 'Redcliffe Neighbourhood Framework' a local action programme for a sustainable future in November 2002, following which the city council agreed to use this as a basis for a Supplementary Planning Document.

Bristol City Council employed consultants Urban Initiatives in July 2004 to produce an SPD based on the Neighbourhood Framework. Redcliffe Futures formed part of the project team that steered and managed the work undertaken by the consultants.

3. REDCLIFFE FUTURES CONSULTATION

Commencing in July 2002, this work has been undertaken with the support of Bristol City Council.

Redcliffe Futures Planning Weekend - Thursday 11th to Saturday 13th July 2002.

Event held in a marquee on Redcliffe Wharf to identify the community's issues and aspirations. Around 325 people attended the event over the weekend. Techniques used to collect information included the 'sticky dot' census, wipeable boards for people to draw on, seminars on specific sites, walk and talk guide of Redcliffe.

A Landowners and Agents seminar was held as part of this event. This informed how detailed the framework should be, which sites should have specific guidance, and how the group could effectively communicate with landowners and developers in the area. Forty people attended the seminar.

A newsletter was sent to all residents and businesses in the Redcliffe neighbourhood to promote the event (see Appendix B).

Views and aspirations expressed on the weekend were used to form the Neighbourhood Framework.



Redcliffe Futures Planning Weekend - Thursday 17th to Saturday 19th July 2003

Event held in a marquee on Redcliffe Wharf to consult on the draft Redcliffe Neighbourhood Framework, and develop ideas for the future of Redcliffe Wharf. Similar techniques as described above were used.

A newsletter was sent to all residents and businesses in the Redcliffe neighbourhood to promote the event (see Appendix B).

Urban Design Week September 2003

Event held at the Architecture Centre. Redcliffe Futures presented their ideas in an exhibition and a physical model (see Figure 1).

General Principles

Redcliffe Futures produced a set of general principles to be applied to development across Redcliffe (Appendix 4 of SPD). Appendix F sets out how these principles are reflected in SPD3.

Site specific guidance / ideas

Redcliffe Futures produced guidance/ideas for sites across Redcliffe, which have been used in discussion with developers, and have informed the SPD.

Appendix C shows the work the group produced.

The group felt it important they set out the process for developing the ideas for each specific guidance, and ensure that members of the group were signed up to the ideas being put forward. Figure 2 is the example of how the ideas for the Phoenix House / Waring House area were developed.



Figure 1 Redcliffe Futures model of Redcliffe

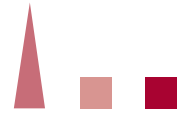


Figure 2 - Example of how Redcliffe Futures develop their ideas

Phoenix House / Waring House environs

A meeting was convened by the Redcliffe Futures Officer to which members of Redcliffe Futures were invited to consider local stakeholder interests planning, social, environmental and economic and the strategies needed to hope to influence future development of Phoenix House and environs.

Redcliffe Futures have discussed Phoenix House and its environs on many occasions during previous 12-18 months. However, at no time had the group found the opportunity to give the area its comprehensive, unreserved and focussed attention. RF's Neighbourhood framework document, was non-specific about Phoenix House at that time.

A meeting was convened to consider planning and other strategies for Phoenix House and environs. Eight Redcliffe Futures members attended, each elected or nominated to represent a community group making up the Redcliffe constituency.

The application drawings were tabled by the Redcliffe Futures Officer however, it was agreed that these should be set aside and not considered until Redcliffe Futures had been able to agree planning and other strategic issues and arrive at a group consensus about these. It was felt that Redcliffe Futures should avoid being drawn into a process of reacting to a planning application, before having arrived at a clear, proactive and consensual series of strategies.

The meeting explored these strategies with rigorous and comprehensive debate, ranging beyond the site itself to cover the wider Redcliffe and city context in as holistic way as possible.

One of those members attending the meeting volunteered to document the points agreed and to circulate a draft to all others who attended, for their edition and amendment to ensure that the draft accurately represented the meeting's agreements.

3-4 days later, this draft was received by all attendees of the meeting. Edits were received by the Redcliffe Futures Officer and the appropriately amended document circulated to the wider group after short presentation at the monthly Main RF meeting. All members circulated were invited to present any final edits or comments by a set date beyond which the final document was agreed to be passed to the development control section of BCC.

Finally, the Redcliffe Futures Officer convened a joint meeting between the DC officers and representatives of Redcliffe Futures. The ideas were then passed on to the consultants to incorporate in the SPD.



4. DIFFERENCES BETWEEN REDCLIFFE FUTURES AND SPD3

The SPD follows many of the ideas put forward by Redcliffe Futures, however there are some areas where the SPD differs from Redcliffe Futures.

■ Bath Street

SPD – promotes a small amount of open space on the triangular site, south of George’s Square office development. Other buildings surrounding the space include:

- Keg store – converted recently to residential units, some with balconies.
- The Tower – a fine example of restoration of historic buildings.
- Bath Street Terrace – Georgian Terrace.

Currently the space is used for parking, with a few trees, small amount of public realm.

Redcliffe Futures – promote new development on triangular site, south of George’s Square. Redcliffe Futures feel this site developed would help re-instate an appropriate urban grain for the area overlooking the public space proposed in the permitted and current planning application scheme for the Courages site.

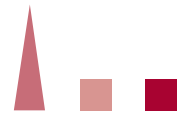
Bristol City Council agree that the space south of George’s Square could be improved with better definition to be given to the public space. However, do not feel a building in this position should be promoted because:

- A building here would have to be exceptional quality, and as the available footprint is small, it is anticipated that this would not be financially viable for the landowner.
- There would be confusion between the front and backs of the building. All four sides of the building would need to provide a frontage, which is difficult to achieve.

■ Temple Street

SPD - Promotes the creation of two new pedestrian links: from Victoria Street past the Cornubia Pub, across Temple Street, through Fire Station Site, with creation of new public space in front of Cornubia; from Temple Church past Cornubia, over Counterslip, towards the new footbridge. This route is slightly north of the old line of Temple Street. This creates a view corridor along a direct line from Courage's Bridge towards the leaning tower of Temple Church. This will improve legibility, draw people into the area and enhance the presence of Temple Church with its gardens in the context of Redcliffe. At the junction of Victoria Street and Temple Street a ‘flat-iron’ building is promoted as per Redcliffe Futures’ plans.

Redcliffe Futures – In addition to creating the view corridor towards the church, Redcliffe Futures also want to reinstate the old line of Temple Street in front of the Cornubia, bisecting the current Bristol House site. They would also like to create a ‘pocket square’ on Temple Street site of 34 Victoria Street.



Bristol City Council do not support the layout promoted by Redcliffe Futures because:

- As in Bath Street above, Redcliffe Futures promote a building footprint that is not considered to be financially viable.
- As above, there would be confusion between the front and backs of the building. All four sides of the building would need to provide a frontage, which is difficult to achieve.

■ St Thomas

SPD – promotes a plaza in front of the church, enclosed on the north side by a new building on the existing surface car park. A planning application for this site (2 Redcliffe Street) is expected soon.

Redcliffe Futures - Reduce Thomas Lane to approximately half its width by building a 3-4 storey terrace to narrow pedestrian way through from Woolhall / Seven Stars. A smaller public space would be created in front of the church.

Bristol City Council do not agree that a building on Thomas Lane would benefit the space because:

- The occupation of part of the public space by an additional building would mean that the opportunity for maximising public space would not be realised. A key issue arising from the first round of consultation, respondents felt that more public space should be proposed in Redcliffe.
- The space proposed is considered to be suitably contained by existing buildings on Thomas Lane, the church, Beckett Hall and the new courts building.
- There would be confusion between the front and backs of the building. All four sides of the building would need to provide a frontage, which is difficult to achieve.
- There is concern that a building on Thomas Lane would interrupt the view of St Thomas Church front King Street.

5. SUSTAINABILITY APPRAISAL CONSULTATION

The Sustainability Appraisal (SA) is a process which evaluates the SPD in relation to the extent which implementation of the plan will achieve the social environmental and economic objectives of sustainable development. A scoping report presented baseline information on the situation in Redcliffe and identified current sustainability issues facing each of the the area. The plans, programmes and policies that would impact upon the content of the SPD were also assessed. The scoping report also identified sustainability objectives against which the SPD would be assessed.

The SA Scoping Report was sent to the Environment Agency, English Nature, English Heritage and the Countryside Agency for consultation on the content and scope of the SA. The Environment Agency responded with a recommendation to make specific reference to the Redcliffe Conservation Area and St Mary Redcliffe Church in the SA objective relating to the historic assets of Redcliffe.



6. SPD EXHIBITION (STAGE 1)

To introduce the SPD to the wider community and exhibition of the vision, objectives and framework plan took place from 28 – 31st July 2005. Appendix D shows the exhibition boards that were displayed at the event.

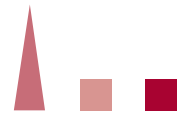
The exhibition started on Thursday 28th July at 'On-Site' offices on Redcliffe Wharf. Officers from the Council, Urban Initiatives and Redcliffe Futures Group were on hand to answer questions/ queries raised by visitors.

Over 100 people came along to the exhibition.



The exhibition moved to St Mary Redcliffe Church from Friday 29th – Sunday 31st July, where it was unmanned. It is estimated that over 100 people came along to the exhibition.

Visitors were asked to complete a questionnaire which was available in paper form at the exhibition, and online at www.bristol-city.gov.uk/redcliffe and return by 19th August 05.



Consultation Promotion

- Leaflets - Around 2500 leaflets were sent to businesses and residents in Redcliffe, property agents, landowners, city wide interest groups and statutory consultees – see Appendix E.
- Website: www.bristol-city.gov.uk/redcliffe - Dedicated web pages were set up to promote the exhibition and consultation process. Members of the public were invited to download the framework plan. People were encouraged to complete the questionnaire online and join in the online discussion forum.
- Press Articles - Three articles appeared in the Evening Post promoting the exhibition and the consultation process on 27 July, 5 August and 11 August. News article on Star FM on Tuesday 16th August 05.
- Bristol Property Agents Association / BCC Liaison meeting 25 July 05.
- Civic Society / BCC liaison meeting 17 August 05.

Responses

- In total 127 questionnaires were completed.
- 100 questionnaires were completed online, and 27 were completed by hand.
- 44 entries were made on the online discussion forum.
- 9 letters / e-mails were received.
- All respondents to the questionnaire were white.

7. SUMMARY OF CONSULTATION RESPONSES

The key findings were as follows:

- Majority of respondents agreed with the vision statement, and felt that the objectives broadly covered the main issues in Redcliffe, however there were concerns raised regarding difficulties understanding some of the terminology used.
- Nearly all respondents agreed that Redcliffe needs some new development/ redevelopment to improve the area and that active frontages will enhance the area, creating interesting places to attract people. Over half of respondents agreed with the amount of development sought however some respondents objected to some of the specific areas where development opportunities were identified, including Bathurst Basin and land to the rear of Barossa Valley.
- Majority of respondents support new public spaces, although many felt that not enough green space was identified.
- The relationship with the harbour was important to a number of respondents and the retention of boat related activity / workshops / local arts and crafts at Redcliffe Wharf was important.
- Majority of respondents preferred the Portwall Lane alignment for the public transport corridor.



8. RESPONSE TO CONSULTATION FINDINGS

In response to the feedback the vision, objectives and plan was amended in the following ways:

- Changes to the wording of the Vision and Key Objectives to ensure they are clear and understandable. A detailed glossary of terms has been included in the SPD to ensure planning and urban design concepts and technical terms can be understood.
- There were a number of specific areas where some respondents were not happy with the development opportunity sought, such as Bathurst Basin and Guinea Street Tunnel entrance 'Barossa Valley'.
- Guinea Street – Agreed that the development opportunity should not be promoted, and the site should be preserved due to its historic interest and ecological importance. Local residents put forward the following statement which has been incorporated within the SPD.
"Preserve the unique characteristics of the railway cutting ('Barossa Valley'), namely its proportions and sense of openness, the dramatic form of the tunnel and approach, and its historical, geological and wildlife interest. Ensure that any future use of the cutting maintains the tranquil nature and security of the site, and is responsive to the character of both the entire Redcliffe area with its industrial heritage, and the immediate built environment."
- Bathurst Basin - Local residents were clear at a meeting that building on Bathurst Basin site is not desirable. However improvements to the public realm and some form of enclosure to the southern edge is desirable. The further consultation process has been included in the phasing programme contained in the delivery section of the SPD.
- There is a significant amount of public space proposed on the development plan, which could be either hard or soft landscaping. However, the colours used to identify these areas do not link the existing and proposed public spaces effectively. The colours of these areas have therefore been altered so that these areas are visually associated together.
- Redcliffe Way – explain that work needs to be undertaken to determine the future of Redcliffe Way. The precise layout of the public transport route will be resolved via a Masterplan and consultation at that time. Include key principles of development.

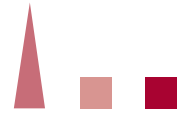
9. FORMAL CONSULTATION OF SPD3

The formal consultation period for SPD3 started on 28th November 2005. The deadline for responses was 10th January 2006. This was promoted through:

- Web pages www.bristol-city.gov.uk/redcliffe including links from the city council's Consultation Finder
- Mailing to extended stakeholder group, including planning agents, statutory consultees, regional government departments, neighbouring local authorities, local amenity groups (see Appendix F)
- Evening Post advert and article
- Copies of the draft SPD, draft Sustainability Appraisal and draft Consultation Statement were available for inspection at Brunel House, Central & Bedminster Library, St Mary Redcliffe Church, Redcliffe Community Forum offices.
- Posters around Redcliffe and neighbouring communities promoting the consultation.

Letters and e-mails promoting the consultation directed respondents to the consultation statement, which identified a number of differences of detail between Bristol City Council and Redcliffe Futures. In addition to general comments on the SPD, respondents were asked for their views on the differences outlined.

Respondents were offered a time to meet with officers to discuss any issues with SPD3 before submitting their comments. Over 70 respondents made written representations by e-mail and letter.



10. SUMMARY OF FORMAL CONSULTATION RESPONSES

- a. Redcliffe Futures' General Principles – respondents called for these to be 'up front' at the beginning of the document, rather than as an Appendix. As the principles have been used throughout the document it is felt to be unnecessary and confusing to include them in the main body of the report. The consultation statement sets this out in more detail.
- b. Exclusion of small development opportunities on Bath Street, Thomas Lane and Temple Street (on Figure 5.1) –the inclusion of these small plots is not supported as they are believed not to be financially viable and they fall short of urban design expectations. Again full reasons are set out in the consultation statement.
- c. Streetscape Palette – respondents called for more detail on streetscape requirements. The SPD has been amended in light of this to provide more detail on incorporating historic materials in new development.
- d. Narrowing streets – respondents support the principle of narrowing streets and some feel the council could go further to encourage this. The council has set out its support for narrowing streets, and has provided indicative street layouts for each street in the neighbourhood.
- e. Heights – developers called for further guidance on acceptable heights. However it is felt that the current guidance of 3-6 storeys is suitable for the area and will enhance the character of the neighbourhood. Nevertheless, any application for a building outside of this guidance will be judged on its merits.
- f. Level of detail – differing views expressed on the level of detail. Many felt that the guidance should provide more detail, along the lines of that produced by Redcliffe Futures (who produced detailed annotated diagrams). However one or two developers felt that the document was too detailed and rigid. Further guidance has been included on the biodiversity of Redcliffe, but in general the level of detail has not been altered. The SPD cannot create new policy and cannot allocate land. It is not considered to be 'rigid' – it provides a reasonable level of guidance to ensure change is undertaken to an appropriate form and quality.
- g. Central North Redcliffe – respondents called for inclusion of text to describe the plans for this area, to be consistent to the rest of the document. Guidance has been included.
- h. Redcliffe Way – respondents support the idea of a master plan, but expressed concern that community involvement is not mentioned. Consultation has revealed the public's preferred route of the public transport corridor. Reference to community involvement and the public's preferred route is included in the document.
- i. Planning Obligations – developers raised concern over the level of planning obligation requirements. This section has been amended to provide clearer links to SPD4 (Planning Obligations) and Circular 05/2005.

The full schedule of written representations and council response is set out in Appendix H.

11. CONCLUSION

The creation of planning guidance for Redcliffe was initiated by the local community, through Redcliffe Futures and they have been involved throughout production process. The general public have also been consulted on the draft SPD and changes have been made to the document in response to concerns raised. It is considered that the consultation undertaken is consistent with the strategy and methods for involving local people in planning and development issues as set out in Bristol Local Development Framework Draft Statement of Community Involvement January 2006.



APPENDIX 1 - REDCLIFFE FUTURES TERMS OF REFERENCE

Formation

Redcliffe Futures Steering Group was formed in October 2001, following pressure from the local community and a public meeting called by Bristol City Council (BCC). The meeting decided that membership should consist of:

Six representatives from the residential population of Redcliffe, four from the business community and one representative from each of the Fire Service; the Police; NHS; Bristol Civic Society; St Mary Redcliffe Church; Bristol Urban Villages Initiative; Redcliffe Early Years Centre and English Heritage. Permanent and appropriate BCC representation would be integral to the Group. Members were either appointed at that meeting or subsequently by the nominated organisations. Further members were admitted later.

A list of current members and their parent organisations is in Annex A.

Name

The original title of Redcliffe Futures Steering Group has been shortened over time to Redcliffe Futures (RF).

Purpose

Redcliffe Futures is a forum in which community organisations from Redcliffe and the wider city can research, form proposals, and agree by consensus to petition executive bodies on the future of Redcliffe (an area bounded by the Floating Harbour, Temple Way, Temple Gate, the Cut and Bathurst Basin). Redcliffe Futures is formally recognised by BCC as a means of implementing its statutory duty to ensure effective community involvement in shaping the future development of the area.

None of the members of Redcliffe Futures has any authority to bind the group or any other members of the group. It is a consultative body which can make proposals but has no decision-making powers on behalf of its constituent members or organisations. Neither Redcliffe Futures nor any of its members carries any responsibility to any third party arising out of its work.

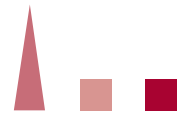
The aim of the group is the implementation of the Redcliffe Neighbourhood Framework, creating a sustainable neighbourhood for Redcliffe.

Membership

Any resident group, local business or cross city community organisation having direct interest in the social, economic or environmental future of Redcliffe can request to become a constituency of the Redcliffe Futures and would be entitled to send one member to RF main meetings. The request would be considered at a Redcliffe Futures Main Meeting and a decision made by consensus.

On becoming a constituency of RF an organisation must choose a representative to take part in RF work.

Should a member fail to attend or send apologies to three consecutive Main meetings, or if a member resigns, then the organisation represented by that member shall be invited to propose a replacement.



Meetings

Full group meetings are held at 6pm on the first Monday of each calendar month.

Once RF has made a decision in principle individuals or working groups may make statements on its behalf. RF will establish partnerships with BCC and other agencies to forward development in Redcliffe.

Much of the work is done by experienced members of working groups established for specific topics or projects, although any member of RF is welcome to attend these groups. The group's findings are reported to the next Main Meetings for ratification, via written briefs circulated before the meeting. Working groups do not have decision-making powers, they can only recommend to the Main Meeting.

A Work Programme forms the basis of the agenda at each Main Meeting and is the implementation document for RF. Updated monthly by the Redcliffe Futures Officer (RFO), each project has an identified status, project manager and working group members.

Convenor

A Convenor is appointed from and by the membership and normally holds the post for not less than three and not more than twelve months. The Convenor chairs Main Meetings and works closely with the RFO to co-ordinate the activities and communications of the group. The role of Convenor is to cultivate and encourage a consensus view on all issues.

The Convenor acts as the conduit in the Group's communications with senior BCC officers, Council members and others.

Redcliffe Futures Officer

The Redcliffe Futures Officer (RFO) is employed by Bristol City Council. The officer's role is to support Redcliffe Futures in achieving its aims and delivering the joint work programme. The officer is line managed within the Planning Transport and Sustainable Development Department of Bristol City Council.

Communications

All formal written work sent to outside bodies must state the Group's consultative role, to protect RF and individual members.

The Group's consensus decisions should be reported back by individual members to their constituent organisations. All reports to the BCC Executive should represent the consensus view of Redcliffe Futures. Ad hoc and bi-monthly reports to BCC Executive will go via the Convenor and copied to the BCC SD&SJ Scrutiny Commission and to other relevant BCC Executive members.

Much of RF communications is through e-mail. The RFO holds an up to date list of contacts and e-mail addresses.



Annex A - Redcliffe Futures Members and Constituent Organisations

| Members | Organisations | Type |
|------------------------------------------|--------------------------------------------|--------------|
| Balfry, Graham | Redcliffe Parade Environmental Association | Resident |
| Bannerman, Paddy | Redcliffe Community Forum | Resident |
| Bennett, Ben | Bristol South & West Primary Care Trust | Health |
| Brooks, Stefan (Crime Reduction Officer) | Avon and Somerset Constabulary | Police |
| Bunyan, Diane | Redcliffe Early Years Centre | Voluntary |
| Butt, Peter | Buchanan's Wharf Management Company | Resident |
| Cartledge, Margaret | St Mary Redcliffe Church | Voluntary |
| Denham, Tony | Custom House Management Company | Resident |
| Farnsworth, David | Bristol Civic Society | Civic |
| Rob Gregory | Beckett Hall | Business |
| Hallett, Keith | Bristol Urban Village Initiative | Civic |
| Hamilton-Baillie, Ben | Business West | Civic |
| Hawthorn, Malcolm | Avon Fire Brigade | Fire |
| Hicks, John | Lyons Davidson Solicitors | Business |
| Hugill, Brenda Cllr | Ward Councillor, BCC | BCC, Member |
| King, Jonathan | Bristol Wine Company | Business |
| O'Donnell, Sue | Ward Councillor, BCC | BCC, Member |
| Perkins, Julie (Clerk to) | Redcliffe Community Forum | Resident |
| Perry, Alf | Arup | Business |
| Price, Emily | Redcliffe Futures Officer, BCC | BCC, Officer |
| Pulteney, Clive | Midshires Estates Ltd | Business |
| Arne Ringer | Byzantium | Business |
| Tyas, Andy | Sustainable Projects Team Manager, BCC | BCC, Officer |
| Vine, Andrew | English Heritage | Civic |
| Whalen, Gina | Redcliffe Youth Action Group | Voluntary |
| White , Ian | Central Area Planning, BCC | BCC, Officer |
| White, Richard | WSP Development | Business |
| Witham, Julie | City Centre Projects and Urban Design, BCC | BCC, Officer |

REDCLIFFE FUTURES

ENTRANCE 8 JULY 2003

WHAT FUTURE FOR REDCLIFFE?

Redcliffe Futures Group

Redcliffe is changing rapidly and it is important that local people and businesses be the benefit of new development coming to the area.

In June 2002 AGS 000209, Future was formed – a group of local residents, business, developers, landowners agencies and local service providers who all have an interest in the future of the area.

The group's role is to bring all the parties together to consider themselves and opportunities in the area and to make proposals for the area's future as it changes over the coming years.

What are the group's proposals?

The group has focused on three key areas:

- **Woolcott Way and Woolcott Forum.**

The open area in front of St Mary Redcliffe Church, Woolcott Way and Woolcott Wharf will be subject to major changes in advance of the city council's upcoming scheme. This includes opening the area to public space, tourism, commercial or community use.

It is major step to turn the future of this area will be determined by the City Council in consultation with Redcliffe Futures.

Landmark Square and junctions

The group would like to see the quality of this open space improved and to realise the potential for better community facilities, possibly including a community garden.

Victoria Street / Temple Street

This is the commercial hub of the area where new restaurants and shops could bring the area alive.

The area just inside new community facilities, a health centre and a youth centre and the group would like to see a place for businesses within Redcliffe. In addition, we also have a number of opportunities for independent restaurants and what businesses involving a glass roofs.
- **Woolcott Way and Woolcott Forum.**

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The area just inside new community facilities, a health centre and a youth centre and the group would like to see a place for businesses within Redcliffe. In addition, we also have a number of opportunities for independent restaurants and what businesses involving a glass roofs.

Come and tell us what you think...

The Redcliffe Futures Group want you to come and tell us what you think of our proposals. We are holding an open weekend on the 12th, 13th and 14th July and we would like you to join us:

| | |
|----------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Thursday 12th July (1pm-5pm) Woolcott and Woolcott Wharf | Landmark and Agnes Square Presentation and opportunity to discuss the future of the group. For more contact James on 0117 803,020 or email info@redcliffefutures.co.uk |
| Thursday 13th July (1pm-5pm) Woolcott and Woolcott Wharf | Landmark Square Public meeting where the Redcliffe Futures Group will present their work on the area and you will talk about what you think. |
| Friday 14th July (11am-5pm) Woolcott and Woolcott Wharf | Exhibition An opportunity for you to come and look at our proposals. There will be an exhibit for you to see. Includes coffee and cake. Refreshments from 1pm. |
| Saturday 15th July (11am-5pm) Woolcott and Woolcott Wharf | Exhibition An opportunity for you to come and look at our proposals. There will be an exhibit for you to see. Includes coffee and cake. Refreshments from 1pm. |
| Saturday 16th July (11am-5pm) Woolcott and Woolcott Wharf | Exhibition An opportunity for you to come and look at our proposals. There will be an exhibit for you to see. Includes coffee and cake. Refreshments from 1pm. |
| Saturday 17th July (11am-5pm) Woolcott and Woolcott Wharf | Exhibition An opportunity for you to come and look at our proposals. There will be an exhibit for you to see. Includes coffee and cake. Refreshments from 1pm. |
| Saturday 18th July (11am-5pm) Woolcott and Woolcott Wharf | Exhibition An opportunity for you to come and look at our proposals. There will be an exhibit for you to see. Includes coffee and cake. Refreshments from 1pm. |

If you are unable to attend any of the events we would like to contact, please contact us or visit www.redcliffefutures.co.uk

To find out what is going on at contact us for further information. You can reach us by email: info@redcliffefutures.co.uk or by phone: 0117 803,020 or 0117 803,021. You can also visit us at: www.redcliffefutures.co.uk



Woolcott Way and Woolcott Wharf



Woolcott Way and Woolcott Wharf



Woolcott Way and Woolcott Wharf



Woolcott Way and Woolcott Wharf



Woolcott Way and Woolcott Wharf



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Woolcott Way and Woolcott Wharf



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Woolcott Way and Woolcott Wharf



Woolcott Way and Woolcott Wharf



APPENDIX C - REDCLIFFE FUTURES CONCEPT DIAGRAMS

This key applies to the following six diagrams.



Annotations for these plans are available online at: www.bristol-city.gov.uk/redcliffe
They can also be viewed at Brunel House.



APPENDIX C - REDCLIFFE FUTURES CONCEPT DIAGRAMS



FERRY STREET



APPENDIX C - REDCLIFFE FUTURES CONCEPT DIAGRAMS



SOUTH REDCLIFFE

APPENDIX C - REDCLIFFE FUTURES CONCEPT DIAGRAMS



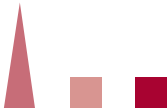
WEST REDCLIFFE



APPENDIX C - REDCLIFFE FUTURES CONCEPT DIAGRAMS



TEMPLE




APPENDIX C - REDCLIFFE FUTURES CONCEPT DIAGRAMS



ST THOMAS

NORTH REDCLIFFE VILLAGE
Redcliffe Street/Portwall Lane to Victoria Street

21 



APPENDIX D - EXHIBITION BOARDS JULY 2005

KEY PROPOSALS

These proposals are intended to provide a clear and concise summary of the key proposals for the development of the proposed scheme.

- 1. A new residential development of approximately 100 dwellings.
- 2. A new commercial development of approximately 10,000 sq. m.
- 3. A new public open space of approximately 10,000 sq. m.
- 4. A new pedestrian route of approximately 100m.
- 5. A new cycle route of approximately 100m.
- 6. A new bus route of approximately 100m.
- 7. A new car route of approximately 100m.
- 8. A new tram route of approximately 100m.
- 9. A new light rail route of approximately 100m.
- 10. A new metro route of approximately 100m.

www.bristol-city.gov.uk

REELIFE WAY

Reelife Way is a new residential development of approximately 100 dwellings.

- 1. A new residential development of approximately 100 dwellings.
- 2. A new commercial development of approximately 10,000 sq. m.
- 3. A new public open space of approximately 10,000 sq. m.
- 4. A new pedestrian route of approximately 100m.
- 5. A new cycle route of approximately 100m.
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- 8. A new tram route of approximately 100m.
- 9. A new light rail route of approximately 100m.
- 10. A new metro route of approximately 100m.

www.bristol-city.gov.uk

WHAT NEXT?

These proposals are intended to provide a clear and concise summary of the key proposals for the development of the proposed scheme.

- 1. A new residential development of approximately 100 dwellings.
- 2. A new commercial development of approximately 10,000 sq. m.
- 3. A new public open space of approximately 10,000 sq. m.
- 4. A new pedestrian route of approximately 100m.
- 5. A new cycle route of approximately 100m.
- 6. A new bus route of approximately 100m.
- 7. A new car route of approximately 100m.
- 8. A new tram route of approximately 100m.
- 9. A new light rail route of approximately 100m.
- 10. A new metro route of approximately 100m.

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REELIFE FUTURES

Reelife Futures is a new residential development of approximately 100 dwellings.

- 1. A new residential development of approximately 100 dwellings.
- 2. A new commercial development of approximately 10,000 sq. m.
- 3. A new public open space of approximately 10,000 sq. m.
- 4. A new pedestrian route of approximately 100m.
- 5. A new cycle route of approximately 100m.
- 6. A new bus route of approximately 100m.
- 7. A new car route of approximately 100m.
- 8. A new tram route of approximately 100m.
- 9. A new light rail route of approximately 100m.
- 10. A new metro route of approximately 100m.

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APPENDIX E - LEAFLET USED TO PROMOTE JULY 05 EXHIBITION



FUTURE OF REDCLIFFE

What is it?

The Future of Redcliffe is a planning policy document which has been produced by Bristol City Council with the support of Redcliffe Futures (the group which represents the Redcliffe community). The policy has been closely based on the Redcliffe Neighbourhood Framework which Redcliffe Futures produced in November 2002. You may remember Redcliffe Futures' planning weekends held on Redcliffe Wharf in 2002 and 2003 – we've taken these ideas to produce a draft planning policy document. The document will supplement existing planning policies and will be used to promote and guide development in the Redcliffe area.

Why is this document?

Bristol City Council is preparing to adapt the Future of Redcliffe as a Supplementary Planning Document. The document will supplement existing planning policies and will guide and promote development in the Redcliffe area.

What is the exhibition?

The exhibition will be launched on Thursday 28th July on Redcliffe Wharf (in the blue portacabin), where you will be able to chat to council officers about the plans. From Friday 29th – Sunday 31st July the exhibition will be available to view in St Mary Redcliffe Church.

Why should you come along?

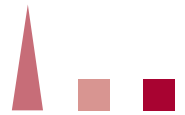
If you are a local resident, business, work or someone in the area then we want to hear from you. Join us to influence the character and vitality of Redcliffe in the future by commenting on the location and nature of new buildings, public spaces and green areas. Be involved in the Future of Redcliffe.

VISION FOR REDCLIFFE

Planning policies will guide the development of a vibrant and sustainable future for Redcliffe, which will be a positive contribution to the city's overall development. It will be a place where people can live, work and play, and where the community can thrive.

The Vision

- Integration and balance of economic, social, transport and townscape factors.
- Provision for transport and parking that makes a positive contribution to Redcliffe and promotes local movements, especially on foot and by bicycle.
- A quality townscape that builds on distinctiveness and character.
- A network of high quality streets and spaces which maximises connections both within and beyond Redcliffe.
- The development of a vibrant mixed-use economy.
- The development of community capacity and a range of community facilities.



APPENDIX E - CONTINUED

Future of Redcliffe

It's been talked about for ages... now we need to get it right and **we need you** to help us!

What does The Plan mean?
The Plan... illustrates a potential urban design, movement and public realm framework for Redcliffe. The plan shows the general way in which development will occur in Redcliffe. See the labels below to work out what it means.

Public Spaces: Potential areas for people to walk, gather, sit, relax.

Development Opportunities: Potential areas of new buildings.

Active Frontage: Potential areas to sit for lunch and a coffee.

Green Space: Open and tree and shrub.

YOUR IDEAS... YOUR VIEWS... YOUR REDCLIFFE

REDCLIFFE is one of Bristol's historic neighbourhoods, which is undergoing a change. We all want to develop an **ATTRACTIVE, VIBRANT AND WELL-CONNECTED NEIGHBOURHOOD**. The plan shows the way we want to achieve this. **USE YOUR VOICE** to help us get it right.

BE INVOLVED IN ACHIEVING A BRIGHTER FUTURE FOR REDCLIFFE

| When | What to do | Where to go / How to participate |
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| From Thursday 21th July | Consultation open | Redcliffe Wharf (for participation) |
| Friday 21th July to Sunday 23rd July | View the exhibition | St Mary Redcliffe Church |
| September 2015 | Consultation Draft | www.bristolcity.gov.uk/redcliffe Bristol City Council, Bristol House, St George's House, Bristol, BS1 1RN |

We've heard from you at previous exhibitions and our ideas have been shaped by others' thoughts.

This is your opportunity to comment on the draft Future of Redcliffe planning document.

What you have told us your views we will present in a consultation draft of the document which you can comment on.

When you have done so, we will start on preparing plans in early 2016.

SPD3 Consultation Statement Appendix G – Comparison between the General Principles and SPD3

This note illustrates where the General Principles are reflected throughout SPD3.

| | Redcliffe Futures General Principles | Supplementary Planning Document 3 |
|---|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Aim to revitalise a strong and sustainable local economy concentrating on opportunities for independent developers, businesses and occupants to thrive. | This is one of the main objectives of the SPD. P27, Objective 5. |
| 2 | Limit the size of individual plots by the natural division created by pedestrian ways through, thus producing greater variety of styles and uses - and encouragement of smaller, independent developers, their consultants, business/occupancy/uses into the regeneration process. | Figure 5.1 provides the framework and identifies block structure. T1 discourages large floor plates. |
| 3 | Encourage the regeneration of Redcliffe as a place for smaller-scale/ independent businesses/uses to thrive in preference to Multiples/Global businesses | E3 encourages small offices and workshops etc. Whilst there is a need to increase the number of small businesses and provide suitable space in the area, it must be recognised that 'global and multiple' businesses have a role to play. There are many large regional and national businesses in or close to the area providing employment opportunities. |
| 4 | Encourage a diverse range of uses throughout the Redcliffe area, the mix of uses being both vertical and horizontal, i.e. within buildings as well as between neighbouring buildings | Objective 5 promotes mixed use. E2 states 'Where possible mixed-use development should extend horizontally along the street and vertically within buildings'. Table 1 (p 40) shows design considerations of mixed-use buildings. |
| 5 | The principle of mixed use is to apply within use-classes as much as by promoting different uses, e.g. mixture of housing types - social mix, mix of sizes and bed spaces, procurement methods, i.e. for sale, rent, affordable etc. - is essential to help create a sustainable, lively and diverse community | S6 and S8 promotes a mix of housing types. |

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| | A socially sustainable community | |
| 6 | Strengthen the existing community and encourage a new socially sustainable community through a policy of social inclusion, i.e. mix of housing types, sizes, procurement methods, tenure and ownerships etc. | S6 and S8 promotes a range of housing types, sizes. |
| | Compact high density tight urban grain | |
| 7 | Complete the city jigsaw by filling in ugly and under-used gaps between buildings. | Figure 5.1 identifies opportunities for new developments. |
| 8 | Reduce distances between buildings, i.e. narrow streets | M3 - The street hierarchies identify where there is opportunity to narrow streets. Appendix 3 identifies where there is scope for change in the width of roads. Para 5.18 states 'a specific urban design aspiration wherever feasible, is that streets should be narrowed through the advancing of building lines, in order to create more efficient, attractive and legible street layouts'. |
| | Active uses / social & economic exchange | |
| 9 | Seek active ground floor uses throughout the area together with a mix of uses designed to promote a sustainable social and economic climate | T3, T9 and T10 relate to active frontage and uses. Figure 5.2 clarifies what we are seeking. |
| | Streets and open spaces for people, first and foremost | |
| 10 | Design streets and open spaces - and the building uses which frame them - to encourage social and commercial exchange throughout a majority of the day and night to create a culture of activity which brings life to the area for citizens | Figure 5.2 focus the active ground floor uses around activity nodes. |
| 11 | Place equal emphasis on making beautiful, human-scale spaces <i>between</i> buildings as on the architecture which contains the spaces | Public realm is identified in the document, and identifies how the buildings should relate to spaces eg active ground floor uses, active frontage etc. |
| 12 | Demand high quality design and construction through out | The council demands throughout the city. The guidance set |

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| | the Redcliffe area, never allowing mediocrity | out in the Townscape section of SPD3 is more specific on how high quality design can be achieved. |
| | Visual Permeability | |
| 13 | Street frontages, at ground storey level, to be designed to offer views into, through and/or alongside buildings to emphasize the sense of public access, public use and permeation as much as possible throughout. | Figure 5.2 states that all frontages should be active ie have frequent number of doors and windows. |
| | Diversity of style | |
| 14 | Diversity of style and materials, within relatively small plot sizes, is an essential part of Bristol's architectural/urban vocabulary in the parts of the city most admired by its citizens, friends and visitors. This vocabulary should inform all new proposals | As the majority of Redcliffe is in a conservation area, the materials used will be designed to conserve and enhance that character. |
| | Massing, storeyheights & scale | |
| 15 | Create a grain and scale in the European tradition of compact, tight-knit urban form | Vision states that Redcliffe should be compact. |
| 16 | Extend the Bristol tradition of diversity in building styles, mix of uses and materials also to include variety of heights and massing | SPD gives a range of building heights. |
| 17 | Widths of buildings/frontages to reflect the smaller scale character of the area's remaining Victorian and earlier fabric; this does not preclude larger development although the design and articulation of buildings should avoid monolithic appearance | T2 states that development should be fine grain with strong vertical rhythm. |
| | 'Unnatural' buildings | |
| 18 | Deep plan buildings are unnatural to the urban grain sought for the area; standalone buildings also | T1 states that the consolidation of several plots to create large floor plate uses will be discouraged. |
| | Incremental regeneration | |
| 19 | Existing standalone buildings can be reduced in their | Figure 5.1 identifies in the new development opportunities. |

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| | impact by introducing smaller-scale infill development | |
| 20 | Organic, incremental regeneration is encouraged; site assembly that creates large-scale, comprehensive development will be discouraged | T1 states that the consolidation of several plots to create large floor plate uses will be discouraged. |
| 21 | Organic, incremental regeneration allows for natural change which: <ul style="list-style-type: none"> • encourages a scale of development which reflects the variety of styles and mix of uses which respond to different owners' and users' interests. • is driven by the local economy, reflecting local needs, ploughing back local resources into the economical cycle, encouraging existing successful businesses to stay and consolidate. • helps the area to remain active and interesting during the regeneration process | <i>Difficult to put this into a planning document. The SPD provides a framework in which development can take place. It will promote development as well as control it.</i> |
| | Look beyond individual sites | |
| 22 | All planning applications must show evidence of successful consultation with neighbours which takes account of the relationship between the proposal and adjoining properties, to effect holistic urbanism rather than stand-alone, independent regeneration within strict site boundaries | Page 64 sets out the council's expectation of applicants with regard to consultation processes. |
| | Relationship to the wider city – network of pedestrian routes | |
| 23 | Regeneration proposals must relate to the wider city, reinforcing existing and creating a new network of pedestrian routes from one part of the city to another | The City Centre Strategy ties Redcliffe to the surrounding city centre neighbourhoods, along with the pedestrian links promoted in Figure 5.1. |
| | Take account of public realm | |
| 24 | Development must also take account of the design of the | 7.15 requests applicants to provide contextual drawings. Para |

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| | spaces which occur 'beyond' the strict boundaries of site into the public realm | 7.17 encourages applications to involve local residents, and have meetings with adjacent landowners. |
| | Historic street patterns | |
| 25 | Development proposals are encouraged to promote the re-introduction of ancient street patterns, also to help heal the damage done by the last 150 years of road widening, redundant with the changing pattern of uses in the area | Figure 5.1 identifies the street pattern we're promoting. Where appropriate the ancient street patterns are promoted. Page 31 states that Developments should respond to the historic context of the area. |
| | Archaeology | |
| 26 | Redcliffe has a rich and diverse history. There will be a presumption in favour of preserving and incorporating good archaeological remains in any new development | Agreed – page 79 sets out the requirements for Archaeology. SPD 7 provides further advice. |
| | Retain existing buildings | |
| 27 | With the exception of St Mary Redcliffe and other churches and Listed structures in the area, Redcliffe has few buildings of any great merit. Nonetheless, existing structures should be reused where possible to be recycled intelligently | Figure 5.1 outlines the framework for where new development takes place. It shows the footprint of the existing buildings. |
| 28 | Any proposal to remove an existing building for redevelopment must demonstrate, by audit, that the existing structure is at the end of its useful life cycle or that it is unable to be incorporated into redevelopment proposals - for sustainability reasons - eco, social and economic - to question the balance between loss of energy embodied in an existing building (plus energy involved in its demolition and removal to tip) against sustainability benefits of new proposals. | <i>This isn't something that is written into SPD3. SPD5 would cover this.</i> |
| | Green Issues | |
| 29 | Strong ecological bias in the design and construction of the area's regeneration is of primary concern as a principle | <i>SPD 5 – Sustainable Design and Construction is now adopted. There is no need to duplicate this in SPD3.</i> |

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| | to be adopted | |
| 30 | All planning applications will require a Green Audit to justify development proposals with evidence of holistic energy consumption across the board of energy efficiency in design, construction and performance in use <i>in total</i> . | <i>SPD 5 – Sustainable Design and Construction is now adopted. There is no need to duplicate this in SPD3.</i> |
| | Public Open Space | |
| 31 | Redcliffe is well supplied with underused and under-valued open space - Redcliffe Wharf and the Floating Harbour, areas of poorly managed land around the South Redcliffe flats and other standalone buildings along Redcliffe Way, also the exceptionally wide roads throughout the area | This is identified in the analysis in section 4. |
| 32 | All this underused and undervalued land requires is to be brought into use in a way which makes beauty where redundancy exists, creates public spaces to be loved and well-used, cherishes St Mary Redcliffe, the leaning tower of Temple Church, St Thomas' etc. in new settings worthy of their importance - all at the same time as bringing forward development opportunities whose 'discovered' value can help finance much of the Vision for Redcliffe | Figure 5.1 identifies opportunities for new development and encourages improvements to the setting of churches. |
| | Retain trees | |
| 33 | Retain existing mature trees and plant new trees of stately species throughout the area | T19 – Removal of existing healthy trees is strongly discouraged. Replacement planting at 3 to every one removed is required. |
| | Roads and other public realm spaces | |
| 34 | A sustainable Redcliffe is a place for people more so than traffic, a place (or series of places) contained by the built environment where exchange and activity of all kinds is to be encouraged | Suggest this is used in the introduction to 'Developing a Framework' page 17. |
| 35 | Squares, piazzas, courts and yards are for people to | Figure 5.1 identifies a series of spaces across Redcliffe. |

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| | gather, linger and enjoy - a celebration of social exchange; the 'public realm' | |
| 36 | Roads in Redcliffe are primarily to be shared between people on foot and bike together with people in motor vehicles; also part of the 'public realm' | Road hierarchy sets out the function and form of the Roads in the area. |
| 37 | No roads in the area, except those designated as busy through-routes, should be considered as if only for traffic to move through; people come first | Road hierarchies set out the form and function of all the roads in Redcliffe. |
| 38 | The quality of all public realm space - roads included - is dependent on the buildings which contain them, i.e. the urban design of the public realm must be the driver for the massing, scale and architectural design of the buildings which frame it, not the other way round | Guidance on the architectural design is set out in the Townscape section. This provides more detail than comments made here. |
| 39 | The narrowing of existing, unnecessarily wide roads over the majority of their length, opening out into small civic spaces (which retain the existing road widths) before diving back into narrowed sections of street beyond, will create a succession of gathering places for people, on the move or there to stay awhile, throughout the Redcliffe area | Figure 5.1 provides a framework, and shows a series of spaces throughout Redcliffe, and relates to the adjoining spaces of Queen Square and Castle Park. |
| | Private Space | |
| 40 | Generally private spaces are to be discouraged in the centre of the city where open space should be available for use by all citizens as of right. | Figure 5.1 identifies a series of spaces across Redcliffe, which are in the public domain. |
| 41 | There are many unrecognised development opportunities in Redcliffe - together with sites which will derive increased development footprint from road narrowing. These may be used to bring forward significant funding to help achieve the SPD proposals in addition to section 106 contributions | Figure 5.1 identifies opportunities for new development, including opportunities for road narrowing. See Road hierarchies also. |
| | Movement through Redcliffe | |

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| 42 | A feature of Redcliffe's central position is that many pedestrian, cycle and motor vehicle journeys from one side of the city to the other - or within the city centre - require passage through the area as much or more than any other area of the city. | This is outlined in the description of Movement and Servicing on page 35. |
| 43 | This argues for special consideration to be given to enhancing the existing and creating a new network of routes through the area, principally for pedestrians and cyclists, vehicle use confined to service access in the main. | Page 35 provides an analysis of existing movement in Redcliffe. M2 provides guidance on this. |
| | Limit Car Use | |
| 44 | Limit car use, prevent rat-running, reduce road widths | Para 5.15. Travel plans are essential and are set out as a planning obligation. |
| | Create Pedestrian friendly environment | |
| 45 | Blur distinction between roads and pavements by adopting paving 'at grade' throughout streets and other spaces in the public realm, of uniform material (see later under 'Legibility'). | This is included in the document under M4. |
| 46 | Blurring the distinction between areas of the public realm dedicated to pedestrian and vehicle should be considered as an imperative along with vehicle speed restriction throughout Redcliffe | M4 'Intention to move towards blurring the distinction between pedestrian, cycle and vehicular routes'. |
| | Speed limits | |
| 47 | 20 mph speed limits should be studied against slower speeds to resolve and implement the optimum for pedestrian safety - against the background of acceptance that peak traffic movement is often already slower than these limits and will be increasingly so with greater congestion expected in the future. | 20mph is sought where appropriate design can be introduced. Para 5.16. |

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| 48 | Rationalise/minimise traffic signs, traffic lights and other features which regulate the distinction between pedestrian, cycle and vehicular traffic | Reference to minimising signs in the public realm guidance (T18). |
| | Pedestrian Permeability – network of routes | |
| 49 | Allow maximum permeability for pedestrians and cyclists by introducing new ways through development as much as possible not only to ensure that movement through the area (from one part of the city to another) functions efficiently but also to help sustain the Redcliffe regeneration area. | Figure 5.1 identifies existing and new routes through Redcliffe. M4 sets out requirement for pedestrian movements. |
| 50 | Maximising ways through building blocks has a value in addition to ease of access - that it helps to break down the scale of redevelopment into more human-scale, manageable chunks. This should be organised to encourage smaller-scale, incremental regeneration which will moderate the damaging effects of comprehensive building works on the social, economic and visual environment; noise and other pollution, congestion, disruption and stress which would be brought about by uncontrolled, comprehensive regeneration | Figure 5.1 identifies pedestrian routes, and T1 discourages the consolidation of several plots to create large floor plates. |
| | Brunel Mile | |
| 52 | The success of Brunel Mile on its route through Queen Square, Pero's bridge and @ <i>bristol</i> signals a need for similar effort and inspiration to complete the Mile as it passes through Redcliffe. Brunel Mile and St Mary Redcliffe combine as the foremost gateway to Bristol by train and on foot. | M5 – Brunel Mile is identified as a priority. |
| | Heal the divide between north, south, and west | |

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| | Redcliffe | |
| 53 | Special concern is to be given to help bring together the three areas of Redcliffe by removing the physical and psychological barriers of Redcliffe Way and Redcliffe Hill. Also to make the Redcliffe area more accessible to and from other areas of the city centre by the introduction of new bridges across the Floating Harbour | Agree and this is outlined in the area appraisal section. |
| | LRT and Redcliffe | |
| 54 | The LRT affects the Redcliffe area where its reserved corridor is proposed to run along Redcliffe Way. | <i>This will be picked up in the Redcliffe Way masterplan.</i> |
| 55 | Matters of concern about this reserved route are: <ul style="list-style-type: none"> ❖ keep the route away from St Mary Redcliffe. ❖ careful integration of tram stations into surrounding development to avoid visual intrusion. ❖ no overhead electrical supplies to power the tram in its passage through Redcliffe. | <i>This will be picked up in the Redcliffe Way masterplan.</i> |
| | Car Parking | |
| 56 | It is quite conceivable that private vehicle use will be curtailed to minimal proportions within the useful life of Redcliffe as it is now being proposed. However, Market perceptions will demand that current expectations of parking provision are met | M2 – council will seek to manage the amount of traffic on the streets within Redcliffe. |
| 57 | There can be no reliance on public restraint of vehicle use until an efficient and cheap public transport alternative is provided - or penal taxation, congestion charging etc. | City-wide policy. |
| 58 | The clear probability, in the foreseeable future, of policies being introduced which actively constrain vehicle use in the city suggests that car parking buildings which are | E5 – All proposals for new development should be designed so that buildings are capable of being subdivided to enable the provision of a range of accommodation. |

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| | developed must be eminently re-usable/recyclable for other purposes. | |
| 59 | Open surface car parking will not be permitted. | M17 – visible parking should be provided within structures. |
| 60 | All new long-term car parking to conceal cars from view. | M17 – visible parking should be provided within structures. Page 60 (Redcliffe Way) states that Portwall Lane surface car park should be re-provided for, but within a structure. |
| 61 | On-street car parking is to be limited to short-stay | <i>This is outside the scope of the SPD – this is council parking policy which is a separate council policy.</i> |
| 62 | Parking vouchers to be made available at affordable rates for existing Redcliffe residents | <i>This is outside the scope of the SPD – this is council parking policy which is a separate council policy.</i> |
| 63 | Multi-storey car parking of the conventional pattern will not be permissible unless it can be provided without open frontages/sides, i.e. that it can be completely concealed from view | M17 covers this. |
| 64 | Underground car parking will be discouraged on grounds of high energy consumption in construction, traffic congestion and pollution arising from excavation transport of spoil to tip and construction materials to site - also to avoid damage to archaeological remains | <i>M15 – can't completely discourage underground car parking, as it isn't welcome on ground floor, or surface level. Where else can it go?</i> |
| 65 | Entrances to car parking buildings are to be on street frontages with dimensions of access limited to one car-width only, with doors to secure | <i>This is a detailed design issue.</i> |
| 66 | A multiplicity of small car parking/storage buildings each holding 20 - 40 cars, well distributed throughout Redcliffe is encouraged, to manage the proposed highway infrastructure freely to cope with access, without undue impact on general traffic movement. | <i>Urban Initiatives looked into this as part of the Traffic Management Study, but felt that the idea was unachievable, mainly due to funding issues.</i> |
| 67 | This multiplicity of small car parks is sought to enable | <i>Urban Initiatives looked into this as part of the Traffic</i> |

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| | more incremental regeneration of the area, speeding up the regeneration cycle, minimising heavy front-end costs of creating the development 'platform' and providing quicker returns to the developer. Minimising disruption to existing inhabitants, businesses and workers in the surrounding areas is seen as an important benefit. | <i>Management Study, but felt that the idea was unachievable, mainly due to funding issues.</i> |
| 68 | Above-ground automated car storage will be favoured providing that the envelope buildings are designed to be re-usable for other purposes. | M14 – mechanical stacked parking. |
| | Service Areas | |
| 69 | Assumptions will be made in favour of service to the frontages of buildings, to avoid unnecessary and ugly service yards, so often blighted by garbage and other detritus which arises from poor management, also from crime and other unsavoury activities | M19. |
| 70 | Where service to and from frontages may cause disruption to others using larger delivery vehicles, smaller distribution vehicles delivering in off-peak hours will be enforced through planning condition | <i>Difficult to enforce and control – this is outside the scope of the SPD.</i> |
| 71 | Encouragement will be given to create/develop active frontages to existing service yards and open car parking in the Redcliffe Area, e.g. Mitchell Court, Phoenix House etc. | Active street frontage Figure 5.2 identifies these. |
| | Road widths for Emergency Vehicle Access | |
| 72 | Emergency and Service vehicle access is to dictate road widths in areas where traffic is designated for service access only | The street hierarchies define the form and function of each street. These provide indicative templates. |
| 73 | Note that some UK cities have adopted smaller emergency and service vehicles which are designed for use in unusually narrow confines. Assumptions will be made in | <i>Difficult to promote through a Planning document. This decision would be made by the Emergency services. Outside the scope of this SPD.</i> |

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| | favour of adopting the use of such vehicles in Redcliffe in order to justify the minimisation of road widths. | |
| 74 | Note that 'shared space', i.e. carriageways and footways at grade, allow emergency vehicles to use the full width of the shared space, not limited by highway kerbs. | |

| | Create Distinctive Legibility | |
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| 75 | <p>Adopt uniform paving between buildings, in squares for Redcliffe and all other spaces within the public realm, at grade, i.e. 'shared space'.</p> <p>Adopt this uniformity of street/pavement/highway surface throughout Redcliffe in the long term, funding this work from section 106 monies derived from areas of more comprehensive regeneration</p> <p>In the shorter term, the area across which uniformity of paving will occur is throughout the major regeneration area where streets will be altered substantially by changes in their widths and disturbances which result from work to underground services.</p> <p>Incrementally and in the short-term, this uniformity of paving can be achieved by each development creating a speed table along the length of its boundary with the public highway/footpath; this table to be paved with the new material laid direct onto the existing surface of the road.</p> <p>In the longer term, it is intended that such speed tables will be linked up to create a uniformity of paving throughout the whole Redcliffe area.</p> <p>Street/public space furniture to be of the same design family to help reinforce the legibility of the area.</p> | <p>Street space palette is required. R8 (road hierarchy) will be altered to suggest that shared space can be considered. Guidance has been given related to historic materials.</p> |

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| 76 | Celebrate legibility within public realm eg. in well-designed bus/tram stops, signage and other features as part of integrated legibility experience for citizens and visitors alike | T12 – Public art consultants requirement. |
| | Signage and Lighting | |
| 77 | Adopt minimum levels of lighting throughout the public realm, sufficient only to ensure public safety/deter crime but low enough to produce exciting an uplifting contrast with more pronounced flood and focus lighting on spaces and buildings of special interest. | T13 – exact wording. |
| 78 | Signage to follow this principle; all advertising and directional signs to be within a range of styles and sizes to create a Redcliffe family vocabulary | SPD3 identifies the need for a streetscape palette for Redcliffe. |
| 79 | Road and other direction signs to be rationalised to an absolute minimum required to achieve public safety and ease of access, taking account of the complete package of measures including reduced speed limits and all the psychological messages reinforced by blurring of distinction between pedestrians, cyclists and motorists. | This is in the public realm section T18. |
| | Flood prevention methods | |
| 80 | Adopt Environment Agency measures in connection with limitation of effects of predicted flood levels. | Agreed – within the document. Comments received by the Environment Agency. |

| Ref | Name | Section | Comment | Officer Response | Alterations to the document |
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| 196 | Craig O'Brien, Turley Associates (on behalf of Edenlaw Ltd owners of 33-49 Victoria Street). | 8. Appendix | Appendices - The status of the appendices to the SPD is not clear, of particular concern are the street plans at Appendix 3 and the General Principles at Appendix 4. Neither should be included in the SPD. | Comments noted. Clarify in M3 the status of the Street Typologies for Redcliffe. Status of Appendix 4 to be clarified in Para 1.9. | Add to para 5 of page 81 - These typologies are indicative templates that are not intended as rigid requirements. |
| 173 | Craig O'Brien, Turley Associates (on behalf of Wescott Homes owners of land at St Thomas Street and Redcliffe Street) | 8. Appendix | Appendices - The status of the appendices to the SPD is not clear, of particular concern are the street plans at Appendix 3 and the General Principles at Appendix 4. Neither should be included in the SPD. | Comments noted. Clarify in M3 the status of the Street Typologies for Redcliffe. Status of Appendix 4 to be clarified in Para 1.9. | Add to para 5 of page 81 - These typologies are indicative templates that are not intended as rigid requirements. |
| 522 | Graham Balfry , Resident of Redcliffe | 8. Appendix | Appendix 3 - R3 - 30mph should not be perpetuated here. A speed limit of 20mph should be sought at the earliest possibility. Slower traffic speeds here will reduce noise, pollution and the threat to pedestrians crossing the road. | Comments noted. | Add at the end of para 5.16 p.35 - and within Redcliffe 20mph will be sought where appropriate designs can be introduced. |
| 521 | Graham Balfry , Resident of Redcliffe | 8. Appendix | Appendix 3 - R4 - subway should not be removed but redeveloped as for example an underground café, office, gallery, workshop. In combination with the new proposed building to front Redcliffe Hill this could be marketed and developed to become a useful and interesting structure. | Comments noted. Agree that the central reservation at present is ugly and impacts negatively on the Conservation Area, but are concerned about the impact on public safety if removed. | Insert new item on page 44 - 'Subject to safety requirements, remove the central reservation on Victoria Street. |

| Ref | Name | Section | Comment | Officer Response | Alterations to the document |
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| 426 | Redcliffe Futures | 8. Appendix | Appendix 3 - Some types are not illustrated. Others show trees etc. where this is not appropriate in certain circumstances. Amendment sought by RFG Insert missing street typology diagrams. Regularise all street typology diagrams to avoid confusion or misinterpretation. | Drawings for typologies that are to remain more or less as is have not been include in the appendix to keep the pages to a minimum and for the reader to concentrate on the roads which have been highlighted for change. However, this has caused confusion. | Insert missing street typology diagrams in Appendix 3. Regularise all street typology diagrams to avoid confusion or misinterpretation. |
| 338 | Dilwen Miller, Church Warden , St Mary Redcliffe Church | 5. Townscape | Archaeology - St Mary Redcliffe's Conservation Plan considers the history of former buildings around the church in some detail and recommends their closer examination | Comments noted. This may be looked at as part of the Redcliffe Way masterplan. | |
| 18 | Colin Harvey, Business in Redcliffe | General | Bristol City Council's guidance too widely open to interpretation. | The SPD can only supplement existing policy, rather than create new policy. | No change required. |
| 21 | Katy Hallett | General | Bristol City Council's guidance too widely open to interpretation. | The SPD can only supplement existing policy, rather than create new policy. | No change required. |
| 10 | Paul Bullivant | General | Bristol City Council's guidance too widely open to interpretation. | The SPD can only supplement existing policy, rather than create new policy. | No change required. |
| 514 | Linda Brightman, Open University, Portwall Lane | 5. Movement | Brunel Mile - support | Support welcomed. | |
| 566 | James Howard, Urban Splash (South West) Limited | 6. Central North Redcliffe | Central North Redcliffe - Generally the proposals seem sensible and have been the subject of an outline planning permission already. | Comments welcomed. | |

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| 386 | Redcliffe Futures | 6. Central North Redcliffe | <p>Central North Redcliffe - Neither Policy guidance nor masterplan mapping exists for the area of Canynge Street and St Thomas Street at its south; similarly for Mitchell Court.</p> <p>Amendment sought by RFG</p> <p>Add Policy Guidance</p> <p>Encourage development along the east side of Canynge Street. Bring forward the frontages to narrow the street to 7-8 metres between buildings on either side of the street.</p> <p>Encourage pedestrian permeability between Victoria/Temple Street and Canynge Street where private alleyways already exist.</p> <p>Create a pocket square/public space where Canynge Street takes a left then right-angled form.</p> <p>Create pedestrian way between the west end of Intercity House and the development site on the corner of Mitchell Lane and St Thomas Street (south eastern corner of the cross roads).</p> <p>Encourage development of Mitchell Court to create an active and well-presented city space in place of the inactive, ugly service yard which exists at present.</p> <p>Encourage the development of the Hartwell site to</p> | <p>Comments noted. Agree that principles for the Central North Redcliffe Area should be included in the SPD.</p> <p>Disagree that specific guidance for Mitchell Lane / Canynge Street need specific guidance. The overall plan for Redcliffe (Figure 5.1) suggests the block structure and highlights where development should take place. Appendix 3 suggests the road widths.</p> | Insert guidance for Central North Redcliffe. |

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| 385 | Redcliffe Futures | 6. Central North Redcliffe | <p>Central North Redcliffe - Policy Guidance is missing. Although outline permission exists for the area any opportunity to improve on that permission should be encouraged within this SPD.</p> <p>Add the following: Policy Guidance</p> <ol style="list-style-type: none"> 1. Improve permeability of the central block by creating pedestrian ways and public spaces as shown in the plan. 2. Narrow St Thomas Street between Three Queens Lane and the north (cobbled) end of St Thomas Street to 9-10 metres between buildings. This may be achieved by moving the West side frontages into the street. If underground services (fibre optics in particular) make it not viable to bring forward the building line on the west side, move the building line forward on the east side of the street, to achieve the desired 9-10metres distance between buildings across the street 3. Narrow Three Queens Lane by moving Bathroom Solutions frontage northwards and the south-eastern corner of the central block southwards. 4. Create a small public space in the scale shown in RFG's concept drawing ie. larger than shown in 6.10. This space to be designed as one of the prin | <p>Comments noted. Agree that principles for the Central North Redcliffe Area should be included in the SPD.</p> <ol style="list-style-type: none"> 1. Agree 2. This text is too prescriptive. The principle of narrowing the street is illustrated in Figure 6.10, and set out in the street typologies. 3. This is illustrated in Figure 6.10. 4. Agree 5. Cannot make this assumption at this stage. Street typology sets out the proposed width of road. | <p>Insert Policy Guidance for Central North Redcliffe:</p> <ol style="list-style-type: none"> 1. Improve permeability of the central block by creating pedestrian ways and public spaces as shown in the plan. 2. Narrow St Thomas Street 3. Provide active ground floor uses as shown on Figure 5.2. 4. Street trees should be planted on Redcliffe Street. <p><i>If the opportunity arises to amend the outline planning permission:</i></p> <ol style="list-style-type: none"> 5. Create a small public square to be designed as one of the principal pedestrian entrances to 'North Redcliffe Village', creating a place of pedestrian dominance and traffic calm midway along Three Queens Lane. |

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| 166 | Craig O'Brien, Turley Associates (on behalf of Wescott Homes owners of land at St Thomas Street and Redcliffe Street) | 6. Central North Redcliffe | <p>Central North Redcliffe - The Draft SPD refers to the area bounded by Redcliffe Street, Three Queens Lane, St Thomas Street and Thomas Lane as "Central North Redcliffe". This area has Outline Planning Permission for mixed-use development. ref 02/01862/P, granted on 20 May 2005. This scheme is referred to as "Redcliffe Village". This name has been associated with the area since 2001 and it is known to the local community by that name. For example in a report on development in Bristol in the Evening Post on 3 January 2006, the article refers to the area as "Redcliffe Village" in the context of regeneration in Redcliffe. In order to avoid any confusion it is considered that any reference to this area should be as "Redcliffe Village".</p> <p>The strategic importance of Redcliffe Village in the central part of the Redcliffe Area where a number of strategic pedestrian links converge should also be acknowledged in the document.</p> <p>The SPD sets out more detailed guidance for the development areas.</p> | <p>Comments noted. It was felt that the SPD3 should rename the area so it became integrated within the Redcliffe neighbourhood. 'Redcliffe Village' insinuates that this is separate from the rest of the neighbourhoods. This conflicts with the objectives of this SPD.</p> <p>Central North Redcliffe does have an important role to place in the framework, as do the other main development areas that have been identified.</p> <p>Agree that more guidance should be included for Central North Redcliffe.</p> | <p>Ensure that proposals in Figure 6.9 reflect the extant permission. Insert Policy Guidance for Central North Redcliffe:</p> <ol style="list-style-type: none"> 1. Improve permeability of the central block by creating pedestrian ways and public spaces as shown in the plan. 2. Narrow St Thomas Street 3. Provide active ground floor uses as shown on Figure 5.2. 4. Street trees should be planted on Redcliffe Street. <p><i>If the opportunity arises to amend the outline planning permission:</i></p> <ol style="list-style-type: none"> 5. Create a small public square to be designed as one of the principal pedestrian entrances to 'North Redcliffe Village', creating a place of pedestrian dominance and traffic calm midway along Three Queens Lane. |

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| 525 | Graham Balfry , Resident of Redcliffe | 6. Central North Redcliffe | Central North Redcliffe - The proposed “new opportunity to create public space” in Three Queens Lane is a very watered-down version of Redcliffe Futures’ suggestion; the latter is preferable in terms of traffic control, aesthetics and improved pedestrian spaces. It is particularly important to get this right now as I understand from Clive Pulteney that plans are soon to be commissioned for the south-east corner (St Thomas/3Queens junction). | Comments noted. | <p>Ensure that proposals in Figure 6.9 reflect the extant permission.</p> <p>Insert Policy Guidance for Central North Redcliffe:</p> <ol style="list-style-type: none"> 1. Improve permeability of the central block by creating pedestrian ways and public spaces as shown in the plan. 2. Narrow St Thomas Street 3. Provide active ground floor uses as shown on Figure 5.2. 4. Street trees should be planted on Redcliffe Street. <p><i>If the opportunity arises to amend the outline planning permission:</i></p> <ol style="list-style-type: none"> 5. Create a small public square to be designed as one of the principal pedestrian entrances to 'North Redcliffe Village', creating a place of pedestrian dominance and traffic calm midway along Three Queens Lane. |

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| 497 | Tony Denham | 6. Central North Redcliffe | Central North Redcliffe - There is no 'Policy Guidance' for Central North Redcliffe. As this document replaces the North Redcliffe Development Framework (See Section 1.11) then we should treat this area no differently from any other and include a 'Policy Guidance' section. If not the developers will have two different standards for adjacent parts of Redcliffe. · The above 'Policy Guidance' should be issued for a separate consultation before inclusion in the Final SPD. | Agree that principles for the Central North Redcliffe Area should be included in the SPD. The responses to the consultation will be available for consultation. | Ensure that proposals in Figure 6.9 reflect the extant permission. Insert Policy Guidance for Central North Redcliffe: 1. Improve permeability of the central block by creating pedestrian ways and public spaces as shown in the plan. 2. Narrow St Thomas Street 3. Provide active ground floor uses as shown on Figure 5.2. 4. Street trees should be planted on Redcliffe Street. <i>If the opportunity arises to amend the outline planning permission:</i> 5. Create a small public square to be designed as one of the principal pedestrian entrances to 'North Redcliffe Village', creating a place of pedestrian dominance and traffic calm midway along Three Queens Lane. |

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| 167 | Craig O'Brien, Turley Associates (on behalf of Wescott Homes owners of land at St Thomas Street and Redcliffe Street) | 6. Central North Redcliffe | Central North Redcliffe - very concerned that these proposals do not fully reflect the extant planning permission, granted in May 2005, which fixes the perimeter siting of the proposed buildings. It is therefore not possible to accommodate within the outline planning permission a further narrowing of Three Queens Lane. In any event, the width of Three Queens Lane, fixed in the outline planning permission reflects the minimum width which the Council's highways department are prepared to agree. Figure 6.10 appears to infur from the creation of a curved carriageway with restricted forward visibility that Three Queens Lane is proposed either for pedestrianisaion of as a one way street (Street typology R7 from figure A1, page 84). Any proposed pedestrianisation or traffic management measures must take account of the vehicular access points to the basement car parking approved under the outline planning permission. Access for residents would therefore have to be allowed if pedestrianisation were to go ahead. | Proposals shown in figure 6.9 should reflect the outline permission. | <p>Ensure that proposals in Figure 6.9 reflect the extant permission.</p> <p>Insert Policy Guidance for Central North Redcliffe:</p> <ol style="list-style-type: none"> 1. Improve permeability of the central block by creating pedestrian ways and public spaces as shown in the plan. 2. Narrow St Thomas Street 3. Provide active ground floor uses as shown on Figure 5.2. 4. Street trees should be planted on Redcliffe Street. <p><i>If the opportunity arises to amend the outline planning permission:</i></p> <ol style="list-style-type: none"> 5. Create a small public square to be designed as one of the principal pedestrian entrances to 'North Redcliffe Village', creating a place of pedestrian dominance and traffic calm midway along Three Queens Lane. |

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| 168 | Craig O'Brien, Turley Associates (on behalf of Wescott Homes owners of land at St Thomas Street and Redcliffe Street) | 6. Central North Redcliffe | <p>Central North Redcliffe - Westcott therefore object to these proposed changes for the following reasons.</p> <ul style="list-style-type: none"> · The proposals in figure 6.10 are not explained or justified in terms of their objective of achieving good urban design. · The perimeter siting of the buildings is fixed in the outline planning permission, the SPD should reflect the building lines approved under that extant planning permission. The reduced width of Three Queens Lane and open space on the northern side of the street cannot be accommodated in the outline planning permission. · The proposed creation of a small public space on the northern side of Three Queens Lane is unnecessary and inappropriate. The Redcliffe Village scheme comprises a central area of public open space, which is approached from one of four narrow pedestrian routes. The sense of arrival at this central space is enhanced by the approach along these narrow routes. · Any proposal to pedestrianise or traffic manage Three Queens Lane in the SPD must take into account the access points on Three Queens Lane to basement parking, approved under the outline p · The suggested narrowing of Three Queens Lane, | The council will seek to enhance the urban design quality of future proposals on the same site should they be forthcoming in the future, having regard to changes in the circumstances such as such an analysis of the area which suggests a small area of open space would be appropriate. | Amend SPD to reflect extent planning permission (Figure 6.9) but include reference to further thinking since permission has been granted. Include Redcliffe Futures' concept diagram, with bullet points which relate to the differences. |

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| 465 | Doug Heller, Redcliffe Parade Environmental Association | Central North Redcliffe | Central North Redcliffe - Why has Policy Guidance been omitted for the area of Central North Redcliffe? | Agree that policy guidance should be written for Central North Redcliffe. <i>(see North Redcliffe SPG),</i> | Insert Policy Guidance for Central North Redcliffe: 1. Improve permeability of the central block by creating pedestrian ways and public spaces as shown in the plan. 2. Narrow St Thomas Street 3. Provide active ground floor uses as shown on Figure 5.2. 4. Street trees should be planted on Redcliffe Street. <i>If the opportunity arises to amend the outline planning permission:</i> 5. Create a small public square to be designed as one of the principal pedestrian entrances to 'North Redcliffe Village', creating a place of pedestrian dominance and traffic calm midway along Three Queens Lane. |
| 498 | Tony Denham | 6. Central North Redcliffe | Central North Redcliffe - Why have the two maps been given titles and figure numbers when none of the other maps in section 6 been so dealt with? | Comments noted. | All figures and maps to be numbered. |
| 111 | Chris Chubb, Long John Silver Trust | 2. Policy Context | Chapter 2 is most valuable. | Support welcomed. | |
| 112 | Chris Chubb, Long John Silver Trust | 3. Redcliffe Past and Present | Chapter 3 - provides a readable summary, but makes no mention of the vital importance of the area in the sixteenth and seventeenth centuries, Bristol's "Golden Age", as the nations second largest port - fitting out voyages of exploration, the base for privateers in our disputes with Spain and France, and of its importance during the slave trade. | Comments noted. However paragraph 3.4 provides only a brief history of this period. | No change required. |

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| 176 | Craig O'Brien, Turley Associates (on behalf of Edenlaw Ltd owners of 33-49 Victoria Street). | 4. Developing a Framework | Chapter 4 - framework based on principles of sustainable development is supported. | Support welcomed. | |
| 113 | Chris Chubb, Long John Silver Trust | 4. Developing a Framework | Chapter 4, on developing a framework, is again comprehensive in analysis. We think that Figure 4.1 omits to identify the important waterscape views from Redcliffe Wharf looking North and West. We particularly endorse the comments in section 4.17 regarding the lack of pedestrian walkways along the Floating Harbour. | Comments noted. However these views have not been identified previously as important for Redcliffe. Views have been selected to both Redcliffe's primary and secondary landmarks. Comments welcomed on para 4.17. | No change required. |
| 122 | Chris Chubb, Long John Silver Trust | 7. Delivery | Chapter 7 addresses Delivery. We recognise that our Trust's proposals could in their own right be considered as development, but we would hope that there would be widespread public and executive support for the Treasure Island Trail. We hope that this will lead to developers having public art obligations, in accordance with the Delivery guidelines and Planning Obligations, which facilitate delivery of the Trail. We would emphasise that the Trust expects to at least partly fund the Trail through our own fund raising efforts, but of course we wish to explore all aspects of funding. We seek the support and active participation of the Redcliffe community in realisation, in partnership, of our ambition for the Treasure Island Trail. | Major developments will be expected to contribute to public art, but it is outside the scope of this SPD to define the form of it across the neighbourhood. | No change required. Action - Invite Long John Silver Trust to a Redcliffe Futures meeting. |

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| 380 | Redcliffe Futures | General | Clear legal or policy reasons should be given for a | Comments noted. The consultation statement will include this schedule of comments and responses. | No change required. |
| 216 | Chris Walsh, Resident of Merchants Landing | General | Complement Bristol City Council on the production of SPD3. Delighted to see that comments made during the first round of consultation have been accommodated. | Support welcomed. | |
| 15 | Colin Jefferson, Convenor, Transport Group, Civic Society | 8. Appendix 3 | Concerned that the maps show only minor changes to the existing road widths | Figure 5.1 reflects the drawings/ proposals set out in Appendix 3 which provides indicative form and function of the roads throughout the neighbourhood. | Insert reference to the Street Typologies (Appendix 3) in paragraph 5.4 p27. 'Figure 5.1 should be read in conjunction with Appendix 3 which suggests the form and function of the streets in Redcliffe'. |
| 28 | Neville Fay, Treeworks | 8. Appendix 3 | Concerned that the maps show only minor changes to the existing road widths | Figure 5.1 reflects the drawings/ proposals set out in Appendix 3 which provides indicative form and function of the roads throughout the neighbourhood. | Insert reference to the Street Typologies (Appendix 3) in paragraph 5.4 p27. 'Figure 5.1 should be read in conjunction with Appendix 3 which suggests the form and function of the streets in Redcliffe'. |
| 124 | Mark Rolt, Boat Builder, Redcliffe Wharf | 6. Redcliffe Wharf | Consultation Statement - makes reference to the support identified for boat-related activities. I made it clear that mobile crane access was necessary to the business. | Comments noted. | P50 point 8 add 'and provide access for facilities to crane vessels in and out of the water'. |

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| 471 | Tony Denham | General | <p>Contents page:</p> <p>There is no need for the leading zeros on the number for each section. The main text does not have these zeros.</p> <ul style="list-style-type: none"> Under section 5 'The plan for Redcliffe' the text (page 27) has a part entitled 'Strategy'. This should be included in this 'Contents' with the other parts. Section 7 'Delivery' starts on page 63 not 61 as shown here. The titles of the four Appendices should be in red to line up with the main text, as should the parts of section 5. Section 6 should include the main areas as sub-sections as in section 5. | Comments noted. | Amend contents page as suggested. |
| 221 | Dan Templeton, Turley Associates (on behalf of UNITE Group Plc) | General | Current draft is too prescriptive and would act as a rigid 'blueprint' for all future development. Policies are too inflexible and would discourage investment within the area. | SPD3 supplements existing policies within the Local Plan. It provides a framework for developers. It is unclear which "policies" the respondent feels are too inflexible. The SPD is not considered to be 'rigid'. It provides a reasonable level of guidance to ensure change is undertaken to an appropriate form and quality. | No change required. |
| 378 | Redcliffe Futures | General | <p>Developers and the planning authority should be reminded that The General Principles underpin the policy guidance.</p> <p>Amendment sought by RFG:</p> <p>In the chapter 06 Main Development Areas the following words should appear as item 1 within each of Policy Guidance panel: "The General Principles (page iii) should apply throughout development in the area."</p> | Comments noted. However the General Principles underpin the document. The guidance within Section 5 is applied to all areas within Redcliffe. | Amend 6.1 p43 to read: "The guidance within section 5 applies throughout development in the area." |

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| 473 | Tony Denham | 4. Developing a Framework | Developing a Framework Page 17 - - The paragraphs directly after the section heading are not numbered. I think these are the only paragraphs in the document like this. Should they come in line with the rest? | Comments noted. | Ensure all paragraphs are numbered throughout the document. |
| 60 | Julian Bolitho, White Young Green (on behalf of Commercial Estates Group - owner of 103 Temple Street / 111 Victoria Street). | 5. Figure 5.1 | Development opportunity to the rear of 103 Temple Street/111 Victoria Street (fronting Canynge Street) is fully supported as an appropriate site for a new building. | Support welcomed. | |
| 513 | Wendy Pollard | General | Developments that are 'clones' of developments in other towns and cities which lack such historical characteristics, would be a death knell to any pretence that Bristol is a forward looking city that cares for its townscape, communities and visitors. | Comments noted. The majority of Redcliffe is within a Conservation Area. The document aims to give guidance to ensure that we do not create clones of other towns. It specifically asks for consultation with Redcliffe Futures and adjacent landowners. Contextual drawings are required also (para 7.15). As the majority of the neighbourhood is within a conservation area, developments will be required to respond to the existing character. | No change required. |
| 16 | Andy King | General | Disappointing that the Redcliffe SPD does not take a firmer line on the development principles proposed by Redcliffe Futures. | General principles are scattered throughout the SPD. See additional report. | No change required. |

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| 67 | Julian Bolitho, White Young Green (on behalf of Commercial Estates Group - owner of 103 Temple Street / 111 Victoria Street). | 5. Economy | <p>E1 states that mixed use development is required within the SPD area but does not confirm that this could involved some single use building to contribute to the mix.</p> <p>Amend to confirm that, in some instances, single use developments will be appropriate.</p> | Comments noted. However, mixed use within a building is strongly encouraged as in E2. | No change required. |
| 318 | Kathie Burton, Soil Association | 5. Economy | E1-5 - The appropriate mix of uses ought to vary with the street typologies as given in Appendix 3. Not everywhere will suit mixed use. Some tertiary streets may not suit ground floor commercial activity - if this is the case, it may be better to have new blocks on these streets designed as residential terraces rather than to build flats above commercial units which are hard to service, have limited footfall and may be permanently unlet? It would seem likely that the scale of building types and the mix of uses would have a strong correlation with the ten street typologies included in the document | The SPD cannot allocate land uses. It supplements existing planning policy, in this case CC2 Mixed Commercial Use. | No change required. |

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| 68 | Julian Bolitho, White Young Green (on behalf of Commercial Estates Group - owner of 103 Temple Street / 111 Victoria Street). | 5. Economy | E5 is supported in that it requires new commercial development to be capable of being subdivided rather than it having to be subdivided from the outset. No change sought. | Support welcomed. | |
| 236 | Dan Templeton, Turley Associates (on behalf of UNITE Group Plc) | 5. Social Profile | Element of transient population can add to an area's vitality and attractiveness. SPD should recognise that student and / or key worker accommodation is a permanent use. The document should not make the mistake of assuming that it is the specific resident that produces demand for facilities: the type of resident and permanent nature of the use is what drives the development. | Comments noted. However the SPD does not suggest otherwise. | No change required. |
| 114 | Chris Chubb, Long John Silver Trust | 4. Developing a Framework | Endorse Chapter 5 - Plan for Redcliffe. T7, T8, T9, T11, T12, T14, T15. | Support welcomed. | |
| 262 | Trudi Jones, Environment Agency | 5. Townscape | Environmental Protection - A high priority should be given to the potential for pollution of water during the construction phases. General requirements should be agreed with this Agency and applied to the entire development, to ensure common objectives and practices throughout. | Comments noted. However, this point is covered in SPD5. | No change required. |
| 26 | Arne Ringer, Redcliffe business owner | General | Establish a legal role for Redcliffe Futures to implement the General Principles. | Comments noted. However, as the local planning authority, the city council is the responsible authority to determine planning applications. | No change required. |

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| 420 | Redcliffe Futures | 6. Ferry Street | <p>Ferry Street - New buildings on waste ground behind Huller House and The Cheese Warehouse are shown incorrectly on the map.</p> <p>Amendment sought by RFG</p> <p>Amend map (Figure 6.4) to show the larger new building's frontage extended further northwards, and the smaller new building shown even smaller, as shown on RFG's concept map.</p> | Comments noted. | Amend map as suggested on p49 and Figure 5.1. |
| 562 | James Howard, Urban Splash (South West) Limited | 6. Ferry Street | <p>Ferry Street - The importance of the highways could be completely reduced and the street semi-pedestrianised to create a high quality intimate environment. Options to provide a mechanism to current property owners to improve their current parking arrangements e.g. underground car park on any new developments, could be explored.</p> <p>A public piazza may not be appropriate as enough public space can more easily be provided elsewhere in the vicinity. A tight urban grain with pedestrian only wharf like routes between buildings may be more appropriate as per Butler's Wharf near Tower Bridge in London. Creation of such development opportunities will enhance the possibility of contributions towards improving car parking situation, and public realm improvements in and around the site.</p> | Comments noted. Currently working with owners / developers to explore these options. Public space in this vicinity is sought as there is a lack of public space in the area. | No change required. |
| 549 | Hugh Pratt, Redcliffe landowner | 2. Policy Context | Figure 2.1 SPD boundary has taken in "Harbourside" area. | Comments noted | No change required. |

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| 475 | Tony Denham | 4. Developing a Framework | Figure 4.1 - - St Nicholas Market is shown in a different red tone to the other Grade 2/2* buildings. What does this signify and should it be on the index? - Redcliffe Bascule bridge, Huller House and the Brewery site are correctly shown as 'missing section of Floating Harbour (walkway)', but the Bristol Bridge is not shown like this when it is the glaring gap in this walkway. | Comments noted. | Amend 'missing harbour walkway' on Figure 4.1 p18. Amend colour of St Nic's Market to dark red. |
| 341 | Alison Priestley, CSJ Planning (on behalf of the owner of the Auction Rooms, Pruett Street). | 4. Developing a Framework | Figure 4.1 (+others) site plans identify area to the east of the auction rooms as 'green space'. This is an error and should be corrected as this is correctly a car park / garage court yard. | Comments noted. | Amend all plans to show Garage site as an area of existing development. |
| 296 | Anna Cheney Hephher Dixon (on behalf of MacDonald Hotels Bristol Ltd) | 4. Developing a Framework | Figure 4.1, Redcliffe's Assets - views need to be balanced with the economic progression and vitality of this area. | Comments noted. The city council feel that the views identified help define the character of Redcliffe and help their enhancement can help make the neighbourhood more legible. It is not clear whether or not the respondent agrees with the choice of views. These have been chosen in consultation with the local community. | No change required. |
| 476 | Tony Denham | 4. Developing a Framework | Figure 4.2 - - Redcliffe Street, Victoria Street, Three Queens Street, etc should be shown as 'ill-defined urban space' as Redcliffe Way and Hill have. | All three streets have clear frontages. They are not in the same category as Ill defined urban space. | No change required. |

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| 179 | Craig O'Brien, Turley Associates (on behalf of Edenlaw Ltd owners of 33-49 Victoria Street). | 4. Developing a Framework | Figure 4.2 - The identification of building frontages on this diagram requires further clarification. The existing frontages should be classified into active, inactive or negative frontages. | Comments noted. However the council feel it is sufficient to identify only the existing building frontage on this diagram as it is highlighting lack of enclosure. It is important to identify where proposed new frontages and status - this has been done on Figure 5.2 p32. | No change required. |
| 340 | Alison Priestley, CSJ Planning (on behalf of the owner of the Auction Rooms, Prewett Street). | 5. Plan for Redcliffe | Figure 5.1 - identification of site to north west of Proctor House is supported. We would suggest that this identified block is enlarged slightly to include the adjoining land to the west of the site (existing children's play area). This would deal with issues identified in para 4.7. Para 6.8 should be altered to support this recommendation. | Comments noted. However it is essential to enclose the space currently a children's play area, but retain open space for the residents of South Redcliffe. | No change required. |
| 308 | Kathie Burton, Soil Association | 5. Plan for Redcliffe | Figure 5.1 - impressed with the block structuring plan - feel that more advice needed on storey height and mix of uses. | Comments noted. Advice set out in Townscape section on reasonable heights of buildings. The predominant height of buildings in the area are between 3 and 6 storeys. However any application for a building outside of this guidance will be judged on its merits. Developers will be required to justify why their scheme differs from the guidance. Unable to specify exact mix of uses with SPD - this is outside the scope of an SPD. | No change required. |

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| 59 | Julian Bolitho, White Young Green (on behalf of Commercial Estates Group - owner of 103 Temple Street / 111 Victoria Street). | 5. Plan for Redcliffe | <p>Figure 5.1 - 'new street alignment' to the south elevation of 103 Temple Street. Not existing street or pedestrian route in this location to realign. Land in question provides private car parking and access to adjacent buildings, within a number of different private ownerships.</p> <p>Request that annotation indicating 'new street alignment' is deleted.</p> | The new street alignment has been put forward to break up the large building frontage onto Temple Street. As it is envisaged that this area will become an important crossing point from Temple into Redcliffe. In urban design terms this is very desirable. | No change required. |
| 184 | Craig O'Brien, Turley Associates (on behalf of Edenlaw Ltd owners of 33-49 Victoria Street). | 5. Plan for Redcliffe | <p>Figure 5.1 - The identification of a need for a new landmark at the junction of St Thomas Street and Victoria Street is supported as is the creation of new pedestrian space with 'spill out space' on St Thomas Street.</p> <p>We object to the identification of a new/enhanced pedestrian link between Victoria Street and St Thomas Lane. This is not a strong pedestrian desire line, the route is poorly overlooked and there are a number of other options for pedestrians to make this journey.</p> | <p>Comments noted.</p> <p>Pedestrian route between Victoria Street / Thomas Lane is to be encourage as a route from Counterslip to King Street Bridge. It is anticipated that this will become a strong desire line once the bridge is in place.</p> | No change required. |
| 558 | James Howard, Urban Splash (South West) Limited | 5. Plan for Redcliffe | Figure 5.1- identifies development opportunities, however, there are a number of Bristol City Council owned properties excluded particularly to the areas either side of Redcliffe Hill. Substantial long term opportunity exists to create mixed tenure communities and redress the current imbalance in favour of social rented accommodation through efficient land use. | Some opportunities for development have been identified in South Redcliffe, with areas which also identified as 'areas for potential enclosure'. The phasing plan has identified the need for further consultation in South Redcliffe about the opportunities here. | No change required. |

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| 63 | Julian Bolitho, White Young Green (on behalf of Commercial Estates Group - owner of 103 Temple Street / 111 Victoria Street). | 5. Plan for Redcliffe | Figure 5.2 frontages contradicts Figure 5.1, in relation to land immediately in front of 103 Temple Street / 111 Victoria Street. Amend 5.2 to be in line with 5.1. | Comments noted. | Amend Figure 5.2 p32 to be in line with Figure 5.1. |
| 194 | Craig O'Brien, Turley Associates (on behalf of Edenlaw Ltd owners of 33-49 Victoria Street). | 7. Delivery | Figure 7.1 - does not define the boundaries of the areas to which specific planning obligations may apply., | Comments noted | Amend Figure 7.2 p66 to show boundaries. |
| 195 | Craig O'Brien, Turley Associates (on behalf of Edenlaw Ltd owners of 33-49 Victoria Street). | 7. Delivery | Figure 7.2 - Phasing does not have a start date., | Phasing plan start date is assumed to be the adoption date of the SPD. Agree that further clarification is required. | Enter start dates on Figure 7.2 p66. |

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| 172 | Craig O'Brien, Turley Associates (on behalf of Wescott Homes owners of land at St Thomas Street and Redcliffe Street) | 7. Delivery | Figure 7.2 Phasing Plan does not have a start date. | Phasing plan start date is assumed to be the adoption date of the SPD. Agree that further clarification is required. | Enter start dates on Figure 7.2 p66. |
| 256 | Trudi Jones, Environment Agency | 8. Appendix | Flood Defence - Minimum habitable floor level is to be set at least 9.4mAOD(N). | Agreed. This is set out in Appendix 2. | No change required. |
| 337 | Dilwen Miller, Church Warden | 8. Appendix | <p>Flooding - find precaution on page 79 astonishing and unacceptable. The Environment Agency, by insisting upon a 9.4m ground level for all new development, will commit the majority of Redcliffe (with a ground level around 8.5m) to more expensive new buildings and leaving existing buildings, by far the largest number and representing huge sums invested, apparently at risk of flooding.</p> <p>Surely this must be addressed by flood protection works – or else many of the hopes for a lively neighbourhood may have been lost before it is begun!</p> | The Environment Agency set this advice and the council is unable to recommend a standard which contradicts this advice. A considerable proportion of the city centre is also affected by potential flooding and has been for many years since when reasonable design measures have been employed to resolve any concern in consultation with the Environment Agency. | No change required. |

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| 504 | Jeff Bishop, Redcliffe business | General | For many years, and with a high level of City Council support, what has been happening in Redcliffe, largely through the work of Redcliffe Futures and officers such as yourself, has been about trying to adapt to an urban setting much of what my colleagues and I have shown time and again works effectively with rural communities. | Comments noted. The city council believe that the consultation process for SPD 3 has been extensive and effective. Further information is found in the consultation statement. | No change required. |
| 527 | Graham Balfry , Resident of Redcliffe | 6. Former Brewery | Former Brewery - Another such example of a space for a small building which would improve the public realm as well as provide useful development is the Bath Street site. A building on the triangular carpark as proposed by RFG has historical precedence as well as making sense in aesthetic and urban design terms. | Comments noted. Consultation Statement outlined the following reasons why the city council does not support this: - Building here would have to be exceptional quality, and as the available footprint is small, it is anticipated that this would not be financially viable for the landowner. - Confusion between the front and back of the building - all four sides would need to provide a frontage which is difficult to achieve. | No change required. |

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| 415 | Redcliffe Futures | 6. Former Brewery | <p>Former Brewery - The triangular left-over space opposite the Bath Street terrace had a small building until its demolition in 1960s. The comment by planning officers that replacement of this building would not be viable should be determined by the market.</p> <p>Amendment sought by RFG: Show a building on the map as on RFG's concept map.</p> | <p>Comments noted. Consultation Statement outlined the following reasons why the city council does not support this:</p> <ul style="list-style-type: none"> - Building here would have to be exceptional quality, and as the available footprint is small, it is anticipated that this would not be financially viable for the landowner. - Confusion between the front and back of the building - all four sides would need to provide a frontage which is difficult to achieve. | No change required. |
| 128 | Michael Wilberforce | General | General - could play an important part in the transformation of North Redcliffe, but might not do all for South Redcliffe that is possibly could. | Some opportunities for development have been identified in South Redcliffe, with areas which also identified as 'areas for potential enclosure'. The phasing plan has identified the need for further consultation in South Redcliffe about the opportunities here. | No change required. |
| 290 | Anna Cheney Hephher Dixon (on behalf of MacDonald Hotels Bristol Ltd) | General | General - provides useful advice to developers and other interested parties for the aspirations for the future development of Redcliffe. Guides developers on the form that development should take, and the sustainability issues that should be considered. A positive step in formalising the consultations that have been undertaken to date and the interest of local groups and stakeholders in the ongoing regeneration of this area. | Support welcomed. | |

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| 307 | Kathie Burton, Soil Association | General | General - share anxieties expressed by some interested parties that the wording of the document is not sufficiently robust to ensure common understanding between developers and planning officers; further clarity will be necessary if the guidance is to achieve high quality appropriate development. Agree that the document must be flexible, but feel that the SPD can be more robust in certain areas. | Comments noted. The SPD is supplementary to existing policies and cannot create new policies. It is not clear where the respondent wishes the document to be more robust. However officers feel that the SPD offers clear guidance on what is expected from development in Redcliffe. | No change required. |
| 242 | Dan Templeton, Turley Associates (on behalf of UNITE Group Plc) | General | General - SPD lacking robust commercial basis, proposing a form of development that is aspirational and largely unachievable. Document should be rewritten to avoid acting as a prescriptive development brief. A new draft SPD should be issued and be subject to a further round of public consultation. | Comments noted. However the document is meant to supplement existing policies in the Local Plan, rather be a review of policies that are relevant to the area. It has been subject to extensive public consultation. | No change required. |
| 198 | Ned Cussen, King Sturge (on behalf of Avon Fire Brigade) | General | General - SPD to guide the future planning of Redcliffe area is generally welcomed. | Support welcomed. | |
| 291 | Anna Cheney Hepher Dixon (on behalf of MacDonald Hotels Bristol Ltd) | General | General - the ethos of the document is supported to ensure that specific pockets of this area receive regeneration and progression in the combination of physical, social and economic ways that it requires and deserves. | Support welcomed. | |

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| 502 | Tony Denham | General | General - The SPD is a great way forward for the residents of Redcliffe and we should not let anything stand in the way of its adoption, as soon as possible. Having said that, I am disappointed about the lack of incorporation of the Faber Maunsell report recommendations in the SPD. I would have liked to see the removal of 'rat runs' as a priority, along with the narrowing of Three Queens and St Thomas Street, and making them one-way, to ease flow and congestion. Having put so much time into this project some time ago it is disappointing not to see more use made of the report. | Support for SPD is welcomed. The Faber Maunsell will be referred to in the Redcliffe Way section | Add a new paragraph in Redcliffe Way section p60 - A study has been completed examining the scope for the closing / downgrading Redcliffe Way and identified a number of options the council will examine further in order to create the Redcliffe Way masterplan. |
| 467 | Doug Heller, Redcliffe Parade Environmental Association | General | General Principles - Why have Redcliffe Futures Group's General Principles been relegated to the back? They must be shown in a more important position than in the appendix. | The General Principles have been incorporated throughout the SPD. (see separate document) | No change required. |
| 455 | Ben Hamilton Baillie, Hamilton Baillie Associates | General | general principles of 'shared space' street design, so essential to achieving the vision of the Redcliffe Futures Group, is not included in any of the specific proposals, and requires much greater prominence. The principles were discussed and supported by members of the Council and by the Group when presented in October, but do not seem to appear in the draft SPD. They should be fully explained and included, with precedent examples and studies if appropriate. | Comments noted. | Amend Street Typology R8 to include reference to shared space. Include an image of Redcliffe Backs as an example of how shared space can be achieved in Redcliffe. |
| 24 | Arne Ringer, Redcliffe business owner | General | General Principles should be at the front of the SPD policy. | The General Principles have been incorporated throughout the SPD. (see separate document) | No change required. |

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| 4 | Ben Rose | General | General Principles should be at the front of the SPD policy. | The General Principles have been incorporated throughout the SPD. (see separate document) | No change required. |
| 535 | C Begg, Bristol resident | General | General Principles should be at the front of the SPD policy. | The General Principles have been incorporated throughout the SPD. (see separate document) | No change required. |
| 19 | Colin Harvey, Business in Redcliffe | General | General Principles should be at the front of the SPD policy. | The General Principles have been incorporated throughout the SPD. (see separate document) | No change required. |
| 13 | Colin Jefferson, Convenor, Transport Group, Civic Society | General | General Principles should be at the front of the SPD policy. | The General Principles have been incorporated throughout the SPD. (see separate document) | No change required. |
| 528 | Graham Balfry, Resident of Redcliffe | General | General Principles should be at the front of the SPD policy. | The General Principles have been incorporated throughout the SPD. (see separate document) | No change required. |
| 3 | Jeremy Dain, Inscape | General | General Principles should be at the front of the SPD policy. | The General Principles have been incorporated throughout the SPD. (see separate document) | No change required. |
| 22 | Katy Hallett | General | General Principles should be at the front of the SPD policy. | The General Principles have been incorporated throughout the SPD. (see separate document) | No change required. |
| 23 | Kavita Heyn | General | General Principles should be at the front of the SPD policy. | The General Principles have been incorporated throughout the SPD. (see separate document) | No change required. |
| 2 | Luke Fay | General | General Principles should be at the front of the SPD policy. | The General Principles have been incorporated throughout the SPD. (see separate document) | No change required. |
| 27 | Neville Fay, Treeworks | General | General Principles should be at the front of the SPD policy. | The General Principles have been incorporated throughout the SPD. (see separate document) | No change required. |
| 11 | Paul Bullivant | General | General Principles should be at the front of the SPD policy. | The General Principles have been incorporated throughout the SPD. (see separate document) | No change required. |

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| 8 | Paul Richold | General | General Principles should be at the front of the SPD policy. | The General Principles have been incorporated throughout the SPD. (see separate document) | No change required. |
| 6 | Peter Lipman | General | General Principles should be at the front of the SPD policy. | The General Principles have been incorporated throughout the SPD. (see separate document) | No change required. |
| 12 | Simon Talbot-Ponsonby | General | General Principles should be at the front of the SPD policy. | The General Principles have been incorporated throughout the SPD. (see separate document) | No change required. |
| 7 | Sue Baynes | General | General Principles should be at the front of the SPD policy. | The General Principles have been incorporated throughout the SPD. (see separate document) | No change required. |
| 35 | Toby Mason | General | General Principles should be at the front of the SPD policy. | The General Principles have been incorporated throughout the SPD. (see separate document) | No change required. |
| 454 | Ben Hamilton Baillie, Hamilton Baillie Associates | General | General principles ² , worked on so long by the Redcliffe Futures Group, and agreed early in the development process, should be given much greater prominence in the main body of the text. Leaving them in Appendix 4 gives them insufficient status. Ideally they should form the key points of the executive summary, since they encapsulate the principles the participants have been trying to achieve. | The General Principles have been incorporated throughout the SPD. (see separate document) | No change required. |
| 126 | Michael Wilberforce | General | General support for the proposals set out in the document. | Support welcomed. | |
| 537 | Tony Kerr, Arup | General | Generally endorse the findings of Redcliffe Futures. | Comments noted. | See responses to Redcliffe Futures' comments. |
| 472 | Tony Denham | General | Images - - Throughout the document some of these small photographs are titled (p 15) and some are not. What is the logic and is it consistent? | We have tried to incorporate the images into relevant paragraphs to avoid repeating titles. Where a photo sits alone we have provided a title. | No change required. |
| 108 | Chris Chubb, Long John Silver Trust | 6. Former Brewery | Impressed with the quality of analysis and interpretation that has gone into the production of this highly readable consultation document. | Support welcomed. | |

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| 458 | Dave Sutton , Bristol resident | 6. Former Brewery | In practical terms this means recognising the critical importance to South Bristol of maintaining an alternative access route (other than by Temple Meads/ Temple Way – Inner Circuit Road) to the City Centre from Bedminster Bridge. Proposals for the Redcliffe Area which fail to address this City wide function of the area. The SPD therefore needs an additional early chapter which specifically recognises the role of the area within the wider City Context (including South Bristol – not just the City Centre) and which sets a framework for maintaining and developing this role. | Comments noted. One of the reasons we are unable to include detail on Redcliffe Way is that we have not yet clarified the full impact of the wider network. Figure 4.3 shows Redcliffe and the links outside of the area. It refers to the City Centre Strategy and is supplementary to city-wide planning documents which take a more strategic view. | No change required. |
| 507 | Jeff Bishop, Redcliffe business | 6. Former Brewery | In summary, in terms of both content and process, the SPD as it exists at present is seriously flawed. Speaking as a resident, a tax payer, a local business and a committed and experienced professional, it must not be adopted in this form. | This SPD has been prepared in line with government guidance. The process is outlined in Section 1 and within the consultation statement. | No change required. |
| 539 | Tony Kerr, Arup | 5. Townscape | It is important that there is an agreement to road narrowing over a whole section before any frontage application can be considered. Therefore it is appropriate to be absolutely specific about the location of the frontage movement and the location of the road edge changes. | The council has signed up to the principle of road narrowing. We can promote the widths of each road, however we are unable to say exactly which building frontage should be bought forward. | No change required. |

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| 109 | Chris Chubb, Long John Silver Trust | General | It is perhaps unfortunate that the SPD boundary (fig 1.1) runs down the midline of the Floating Harbour, when one of the major townscape features is the visual corridor created by the developments and spaces on both banks. It is possible that some cohesive aspects of looking outside the SPD boundaries may be lost unless there is specific reference in the SPD to the integration with adjacent neighbourhood plans. It might be worth considering "softer" boundaries for townscape features that extend outside the SPD boundaries, e.g. ensuring that both banks are considered. | Redcliffe is a clearly defined city centre neighbourhood and the boundary which is in the draft SPD recognises this. | No change required. |
| 339 | Dilwen Miller, Church Warden , St Mary Redcliffe Church | General | Its approval will, we hope, lead to the continuation of existing and creation of new partnerships to develop further environmental details and to open up social and economic possibilities in Redcliffe. Subject to the comments we have offered above, St Mary Redcliffe Church supports the adoption of Future of Redcliffe by BCC as SPD3. | Comments welcomed. | |
| 1 | Richard Silverman, Under the Sky | General | Keen to see a document which is fully endorsed by Redcliffe Futures and BCC | Comments noted. | Seek support from Redcliffe Futures when document has been amended following this consultation. Request a quote to sit alongside Dennis Brown's in the foreword. |

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| 546 | Rob Salvidge, Master Matthew of Bristol & Owner Director Bristol Ferry Boat Co. | 6. St Thomas | King Street Bridge - like to bring the ship right to the heart of the city and moor her at Welsh back at the end of King Street alongside the Merchant navy memorial - which is something we do occasionally at the moment. This is the closest we can get our "Medieval" ship to the old medieval heart of the city and I think this little stretch of cobbled quay is an important one to still make available for reasonable sized vessels when the occasion is right. So any Bridge across this reach would have to enable the passage of a ship with tall masts. I think that any new bridges upstream of Bristol Bridge would be fine within reason, but as Bristol Bridge has for hundreds of years been the last fixed point crossing on the river I don't think it's appropriate to change it now. | Comments noted. | Insert new guidance on page 44 'Create a new footbridge linking Redcliffe to King Street. Tall misted vessels must be able to proceed as far up the Harbour as Bristol Bridge, therefore a moveable bridge is required.' |
| 107 | Chris Chubb, Long John Silver Trust | General | Long John Silver Trust commends Bristol City Council and Redcliffe Futures for the excellent work done to date in developing the Future of Redcliffe, and for the comprehensive planning policy proposals contained in the draft SPD. | Support welcomed. | |
| 532 | Ben Bennett, South West Primary Healthcare Trust | 5. Social Profile | Looking at current and future need - Malago needs approximately 300 m2 to provide a branch surgery. There is roughly one whole time GP for every 1800-1900 residents. Having looked at the proposed redevelopment of Redcliffe, the current spread of registered patients across the practices that border Redcliffe and other primary care services available to Redcliffe, the PCT has concluded that no more than a branch surgery is required to meet the primary care health needs of the growing population. | Comments noted. | Clarify the demand for the health facility in the Social Profile and Community section p38 p5.28 However, there is a demand for a surgery large enough two doctors to serve the growing population of Redcliffe. |

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| 164 | Peter Holloway, SWRDA | 5. Movement | <p>LRT Route - I know that the Council has decided not to proceed with the LRT system, but continues to safeguard the route. I support this safeguarding (for what may be a bus-based RTS system) and have a comment on its alignment in the Island Site area as a result of two interests:</p> <p>A) The RDA/NR JV land - RDA/NR are just completing a development feasibility study, which will contain options for development both with and without an LRT reservation through the JV land, and with/without a land reservation for a potential crossroads at Temple Circus.</p> <p>B) Temple Meads ADF - the UI study will shortly be complete, and the council will then prepare draft SPD for the area. The study will contain options for an LRT route either as currently reserved, or into (and terminating at) the Temple Meads station ramp. I favour an RTS alignment into the station ramp and the deletion of the JV land route, and with NR will be pressing for this. Accordingly, could your draft Redcliffe SPD contain a suitable "hook" for this route change in the future, together with a consequential potential reservation in the Island Site area?</p> | Comments noted. This comment will be taken on board when preparing the masterplan for Redcliffe Way. The SPD sets out the principles which the masterplan will cover. | No change required. |
| 428 | Redcliffe Futures | 5. Movement | <p>M11 - 18 - Does not accord with General Principles</p> <p>Amendment sought by RFG: Modify text to accord with General Principles.</p> | Where possible the General Principles have been followed (see separate paper). | No change required. |

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| 331 | Dilwen Miller, Church Warden, St Mary Redcliffe Church | 5. Movement | M11 - M18 - References are made to Public off street parking in SPD3, but there appears to be no policy to provide any and we are concerned that a single poscp close to St Mary Redcliffe will always be full and never available for our many services and other public events which are held day and night, seven days a week. | Comments noted. Council policies aim to limit long-stay parking spaces. Additional short-stay spaces could be provided in new facilities, possibly on Redcliffe Way. Masterplan to consider this further. | No change required. |
| 317 | Kathie Burton, Soil Association | 5. Movement | M11 / M13-17 - In small development sites it will be extremely difficult to accommodate car parking within buildings, especially where there are archaeological concerns, without detrimental effect on the street/ townscape. It is not clear how the conflict between parking, active frontage and respect for archaeology might be resolved. | The SPD cannot design each building. This is a challenge that architects / developers face in Redcliffe. | No change required. |
| 234 | Dan Templeton, Turley Associates (on behalf of UNITE Group Plc) | 5. Movement | M11 / M15 / M17 - confusing. Should be re-written as a single criteria based supplementary policy. | Comments noted. | Merge M11 and M15. Remove reference to off street parking in M17. |
| 483 | Tony Denham | 5. Movement | M3 states that the 'Council will seek to manage the amount of traffic'. It would be useful to state that the Council intend to actively manage the level of traffic DOWN, not just control it. | Comments noted. | Amend text as suggested on p36. |
| 484 | Tony Denham | 5. Movement | M3 would be the ideal place to talk about 'rat-runs' (section 5.19) and the results of the Faber Maunsell study to include a one-way system. | Comments noted. | Results of the Faber Maunsell study should be referred to within the Redcliffe Way section p60. |

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| 429 | Redcliffe Futures | 6. Main development areas | <p>Main Development Areas - Some of the maps are not numbered affecting consistency and ease of reference.</p> <p>Amendment sought by RFG Add Figure [number] where missing.</p> | Comments noted | Insert figure numbers to all plans in Section 6. |
| 519 | Linda Brightman, Open University, Portwall Lane | 5. Economy | Mixed use P 41 - We were particularly taken with the 'example of mixed-use development' you give on p41. A practical example of an 'active frontage' for us might be access to educational opportunities, a coffee bar, a small library or book shop – perhaps with some meeting space that could be booked out. This seems to us to be precisely in line with the vision you have of Redcliffe future. | Support welcomed. | |
| 25 | Arne Ringer, Redcliffe business owner | 8. Appendix | More attempts should be made to narrow roads | Figure 5.1 reflects the drawings/ proposals set out in Appendix 3 which provides indicative form and function of the roads throughout the neighbourhood. | Insert reference to the Street Typologies (Appendix 3) in paragraph 5.4 p27. 'Figure 5.1 should be read in conjunction with Appendix 3 which suggests the form and function of the streets in Redcliffe'. |
| 116 | Chris Chubb, Long John Silver Trust | 5. Movement | Movement Policy Guidance, we recognise the dominance of vehicular and pedestrian traffic issues, but feel an opportunity has been missed to emphasise the huge potential of the Floating Harbour as a waterborne public transport conduit. | Comments noted. | <p>Insert reference to a ferry stop in the Redcliffe Wharf section.</p> <p>Insert new paragraph in movement section which refers to ferry services. 'A ferry service runs the length of the harbour and passes the outskirts of Redcliffe. Currently there is not a stop sited within the neighbourhood'.</p> <p>New policy guidance - 'A ferry stop should be located in the neighbourhood, the most appropriate location is Redcliffe Wharf or Alfred Wharf'.</p> |

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| 520 | Graham Balfry , Resident of Redcliffe | General | Much of Redcliffe Futures' work has not been recognised in the drafts. I suggest that all the text accompanying the concept maps be published alongside the maps in the consultation statement. The ideas contained within this text will then not be lost from the public domain and will remain available to inspire and inform further proposals. | The notes accompanying Redcliffe Futures' concept diagrams are too prescriptive to be included. The SPD can only supplement existing policy and cannot create new. Some of the work by Redcliffe Futures is outside the scope of the SPD. They are currently online and the drawings will form part of the consultation statement. | No change required. |
| 205 | Ned Cussen, King Sturge (on behalf of Avon Fire Brigade) | 8. Appendix | Narrowing Streets - We need to consider whether this narrowing will affect the ability of appliances to access and egress any new fire station on the site. The location of any new station is likely to be on Water Lane or Temple Street away from the prime frontages in Counterslip and Temple Back. | Water Lane / Temple Street are promoted as 8m carriageway. | No change required. |
| 325 | Kathie Burton, Soil Association | 5. Townscape | Not evident how the council will determine: a) whether development respects local character and distinctiveness, given the qualitative nature of such assessments 4.3.6, The 'precautionary principle' (SA Objective 7) perhaps points a way forward b) the requirement of parking provision for new developments and how that can be achieved on compact sites with sensitive archaeology, where parking cannot be contained in a central core wrapped by active frontage, not on surface parking nor underground. The suggestion is that car-stacking 'be investigated; - is this the only option or will the need for provision of parking be limited or waived for certain sites, bearing in mind that 'car ownership in Redcliffe is relatively low' 4.2.11? | a) Further information on assessing the character and distinctiveness of Redcliffe will be included in the forthcoming Conservation Area Appraisal. This is outside the scope of the SPD. b) the current parking policy in the local plan is set as a maximum so there is scope for low car parking levels in Redcliffe due to its location in the city centre, close to public transport links. Planning applications will be judged on a case by case basis. | No change required. |

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| 220 | Dan Templeton, Turley Associates (on behalf of UNITE Group Plc) | General | Overall principles behind the preparation and adoption of a SPD for Redcliffe are supported. | Support welcomed. | |
| 464 | Dave Sutton , Bristol resident | General | Overall the draft SPD leaves lot to be desired. However rather than rushing the draft SPD formally though (on the usual "consult and ignore" approach) – I am specifically requesting that a further draft SPD2 is prepared which addresses the comments made – and which involves Redcliffe Futures in developing a policy framework which buildings on the comments on this first worthy, but flawed, draft. | Comments noted. The council will not be consult on a second draft as there has been so much consultation in previous years. This is outlined in the consultation statement. | No change required. |
| 110 | Chris Chubb, Long John Silver Trust | 1. Introduction | Para 1.13 - Agree with the principal objectives. | Support welcomed. | |
| 547 | Hugh Pratt, Redcliffe landowner | 1. Introduction | Para 1.16 – I was not notified – so no input from me till Oct 2005. | Comments noted. Two summer events were organised by Redcliffe Futures - July 2002 and 2003. Representatives of Redcliffe Futures sat on the project board, which organised the first stage of the SPD consultation in July 2005 and the second stage between November - January. | No change required. |
| 292 | Anna Cheney Hepher Dixon (on behalf of MacDonald Hotels Bristol Ltd) | 1. Introduction | Para 1.5 - Supported. Improvement of these areas is clearly required. In particular St Mary Redcliffe Church is seen to have suffered and any improvement to this area is seen to be warranted. | Support welcomed. | |

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| 293 | Anna Cheney Hepher Dixon (on behalf of MacDonald Hotels Bristol Ltd) | 2. Policy Context | Para 2.14 - City Centre Strategy is supported so far as it identifies Redcliffe as an area going through significant change. Suggestion of an opportunity to regain the traditional character of the area may be difficult to deliver due to the scale of post war development and large sections of the historic fabric that have been removed or reconfigured as acknowledged through the SPD. | It is the intention of the SPD and the Conservation Area statement to identify the character of the neighbourhood which we want to encourage. The document identifies certain areas where post war development contributes negatively to the character of the neighbourhood. | No change required. |
| 82 | Julie-Marie Laming, CSJ | 2. Policy Context | Para 2.4 / 2.5 refers to the Proposed Alterations to the Bristol Local Plan (2003). These are no longer relevant as this document has been halted in favour of the Local Development Framework. It has no status whatsoever and all references to this document should be removed from this SPD. | Comments noted. Policies and proposals of the Plan, as proposed to be altered, are capable of being material considerations and may thus be appropriate to refer to in the development control process. The weight attached to any altered policy will decline over the next few years as the altered policies themselves become outdated and as they are replaced by documents forming part of the Local Development Framework. Further clarification available on the council's website. | No change required. |
| 294 | Anna Cheney Hepher Dixon (on behalf of MacDonald Hotels Bristol Ltd) | 3. Redcliffe Past and Present | Para 3.8 - Stronger emphasis should be given to the reuse of buildings such as Phoenix House that has stood vacant for almost 3 years. | Comments noted. However Phoenix House has negative impact on the conservation area and the comprehensive redevelopment of this site should be encouraged. Para 3.8 describes Redcliffe today rather than proposals for the future. P52/53 sets out more detail for the area near Phoenix House. | No change required. |

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| 180 | Craig O'Brien, Turley Associates (on behalf of Edenlaw Ltd owners of 33-49 Victoria Street). | 4. Developing a Framework | Para 4.10 - We agree that there is little in the way of good quality public space but feel that this should be qualified to state that there is a lack of high quality urban spaces at important pedestrian nodes. | Comments noted. | Amend para 4.10 p20 insert 'especially around key nodes' after good quality. |
| 298 | Anna Cheney Hepher Dixon (on behalf of MacDonald Hotels Bristol Ltd) | 4. Developing a Framework | Para 4.12 - under use and lack of surveillance of open areas can be improved by active frontages that can form an important part of the regeneration and redesign of underused development in this area. | Comments noted and agree, hence the inclusion of Figure 5.2 and guidance point T9 & T10 on p31 on active frontages and active ground floor uses. | No change required. |
| 478 | Tony Denham | 4. Developing a Framework | Para 4.14 includes Victoria Street as a barrier to pedestrian crossing; whereas section 4.15 says that Victoria Street is slightly more pedestrian friendly. This is confusing. | Comments noted. | Amend 4.15 p20 - insert 'than others mentioned above' after 'environment'. |
| 56 | Julian Bolitho, White Young Green (on behalf of Commercial Estates Group - owner of 103 Temple Street / 111 Victoria Street). | 4. Developing a Framework | <p>Para 4.16 implies that all post war development involving the combination of sites has been detrimental to the character of the area. However, a number of such developments have brought about benefits.</p> <p>Request that para 4.16 is amended to reflect the fact that combining sites can, at times, be desirable.</p> | Comments noted. Combining large site has led to impermeable blocks, and an illegible neighbourhood. Figure 5.1 identifies where new streets, spaces and pedestrian routes should be sought to eliminate this. | No change required. |

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| 181 | Craig O'Brien, Turley Associates (on behalf of Edenlaw Ltd owners of 33-49 Victoria Street). | 4. Developing a Framework | Para 4.18 - It should be stated that the junction between St Thomas Street and Victoria Street is currently poorly defined and that there is an opportunity to improve legibility by reintroducing a "flat iron" shaped form of development to mark this important junction. | Comments noted. this section is not the place for proposals. This proposal is included in Figure 5.1 and page 44/45. | No change required. |
| 177 | Craig O'Brien, Turley Associates (on behalf of Edenlaw Ltd owners of 33-49 Victoria Street). | 4. Developing a Framework | Para 4.2 - agree that there is a wide variety of architecture. | Comments welcomed. | No change required. |
| 299 | Anna Cheney Hephher Dixon (on behalf of MacDonald Hotels Bristol Ltd) | 4. Developing a Framework | Para 4.28 - In order to encourage a mix of uses any deliverable alternative use that can provide vitality to street level, particularly in the evening, should be encouraged. | Comments noted. However this section is not the place for proposals. The SPD promotes a mix of uses on p40/41. | No change required. |
| 479 | Tony Denham | 4. Developing a Framework | Para 4.28 talks about old office blocks being only suitable for office activities, but we know that they can be used for Key Worker accommodation, as stated later in document, and for Hotels. Should this be brought out here? | Comments noted. The paragraph suggests that 'many of the office block are only suitable only for office activities'. It is unnecessary to mention other uses here. | No change required. |
| 84 | Julie-Marie Laming, CSJ | 4. Developing a Framework | Para 4.29 - is slightly misleading as it would appear from the section on the historical development of Redcliffe that the northern area of Redcliffe has always been an area of predominantly industrial and warehousing uses. | Comments noted. However the paragraph refers to 1950s / 70s / 80s when the area was predominantly industrial and warehousing uses. | No change required. |

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| 474 | Tony Denham | 4. Developing a Framework | Para 4.3 - states that the 'surface car park' is identified on Fig 4.2, it is not. Should this refer to just the green spaces or has the car park been left off? | Comments noted. | Amend 4.3 p17 - remove reference to Figure 4.2 as it is confusing. |
| 57 | Julian Bolitho, White Young Green (on behalf of Commercial Estates Group - owner of 103 Temple Street / 111 Victoria Street). | 4. Developing a Framework | Para 4.30 states that the area is increasingly a place for secondary office development. Request that para4.30 is amended to reflect that the SPD area is increasingly becoming an area for prime office space. | Comments noted. | Amend 4.30 p23 to include information on demand for office space. 'There is a strong demand for small office and industrial units in Bristol City centre. SPD needs to make reference to the West of England of Small Workspace Strategy, adopted by the West of England Partnership on 3 November. It states 'the decline in the number of small (0-3,000sq ft in size) office units available in the Central Bristol/Clifton (from 130 in early 2004 to under 70 in early 2005) could become problematic if this trend were to continue.' |
| 178 | Craig O'Brien, Turley Associates (on behalf of Edenlaw Ltd owners of 33-49 Victoria Street). | 4. Developing a Framework | Para 4.4 - We agree that Victoria Street is unnecessarily wide in places. The text should suggest that new buildings along this route should be of a height sufficient to provide an appropriate enclosure ratio. | Comments noted. Advice set out in Townscape section on reasonable heights of buildings. The predominant height of buildings in the area are between 3 and 6 storeys. However any application for a building outside of this guidance will be judged on its merits. Developers will be required to justify why their scheme differs from the guidance. | No change required. |
| 550 | Hugh Pratt, Redcliffe landowner | 4. Developing a Framework | Para 4.5 add "buildings facing River Avon (New Cut) also 5-6 stories". | Comment noted. However the buildings facing on to the new cut range from 3 storeys to 10 storeys. Figure 4.6 p25 shows existing building heights. | No change required. |

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| 55 | Julian Bolitho, White Young Green (on behalf of Commercial Estates Group - owner of 103 Temple Street / 111 Victoria Street). | 4. Developing a Framework | <p>Para 4.5 states that development in north Redcliffe is generally between 3-6 storeys, with only one significant tall building.</p> <p>Request that para 4.5 is amended to more comprehensively describe the scale / height of existing buildings throughout the whole SPD area, not just parts of it. Explicit reference to there being a number of existing building of greater than 6 storeys.</p> | Comments noted. | Add to para 4.5 p17 'In south Redcliffe residential blocks extend up to 10 storeys'. |
| 297 | Anna Cheney Hepher Dixon (on behalf of MacDonald Hotels Bristol Ltd) | 4. Developing a Framework | Para 4.6 - Improvements to post-war development are required to upgrade the environment, improve enclosure and create more attractive landscaped areas, support should be given to proposals where the vitality of the area will be increased and building brought back into beneficial use. | Comments noted. However this section provides the analysis of the existing situation. | No change required. |

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| 85 | Julie-Marie Laming, CSJ | 4. Developing a Framework | <p>Para 4.6 - There are some inaccuracies in the colour coding of the building heights of some of the buildings on the former Courage Brewery site. The 1980s office block situated between the Generator Building and the 1930s Cask Store is four storeys and should be dark blue. There are a series of connected buildings in the centre of the site, two are the equivalent of nine (27m) and eight (25m) storeys and one is six storeys in height and all should be coloured red. This is also clearly shown on the photograph of the former Courage Brewery site that has been used on page 59.</p> <p>In addition to the inaccuracies on the former Courage Brewery site, there are also inaccuracies on the adjacent George's Square development. The Tower is seven storeys in height (including the roof, as there is accommodation in the roof) and should be coloured red. The George's Square office building is six storeys, which should be coloured purple.</p> <p>The buildings on the corner of Counterslip and Victoria Street (10 – 22 Victoria Street) is five storeys in height and should be purple, not dark blue.</p> | Review Figure 4.6. | Amend Figure 4.6 as appropriate. |
| 477 | Tony Denham | 4. Developing a Framework | Para 4.8 states that 'ill-defined urban structure' is identified on Fig 4.2. It is not, but 'ill-defined urban space' is identified. Can this be corrected? | Comments noted. | Amend paragraph 4.8 p 20 to refer to ill-defined urban space. |

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| 182 | Craig O'Brien, Turley Associates (on behalf of Edenlaw Ltd owners of 33-49 Victoria Street). | 5. The Plan for Redcliffe | Para 5.1 - We consider that the vision should be amended to include the words "high density" after the words "mixed-use" in order that the vision is in accordance with national planning policy. | Original vision included 'high-density', but many respondents did not agree. It was felt that high-density had negative connotations. Therefore it was replaced with 'compact'. | No change required. |
| 58 | Julian Bolitho, White Young Green (on behalf of Commercial Estates Group - owner of 103 Temple Street / 111 Victoria Street). | 5. Townscape | Para 5.10 - Request that para 5.10 is amended to more comprehensively describe the scale / height of existing buildings throughout the whole SPD area, not just parts of it. Explicit reference to there being a number of existing building of greater than 6 storeys. | Comments noted. However paragraph 5.10 rightly describes the heights of buildings across the Redcliffe area and includes reference to Figure 4.7 which shows the heights of buildings across Redcliffe. | No change required. |
| 480 | Tony Denham | 5. Townscape | Para 5.10 refers to Fig 4.7. This should be Fig 4.6 on page 25. | Comments noted. | Amend paragraph 5.10 p28 to refer to Figure 4.6. |
| 481 | Tony Denham | 5. Townscape | Para 5.10 states that the Redcliffe flats are up to 14 storeys, whereas Fig 4.6 has them at less than 10 floors – which is correct? | Review Figure 4.6. | Amend Figure 4.6 as appropriate. |
| 482 | Tony Denham | 5. Movement | Para 5.15 to 5.20 talk about the traffic movement in Redcliffe without mentioning the results of the Faber Maunsell study, although the study is referred to as a source document in section 1.10. These sections should be re-written to include the results of the study, particularly the inclusion of a one-way system for Three Queens and St Thomas Streets. | Comments noted. The one-way system for Three Queens Lane and St Thomas St relates to the closure of Redcliffe Way. Therefore it's more relevant to mention the Faber Maunsell study in the section on Redcliffe Way. The study provided options for the council rather than results. | Insert reference to Faber Maunsell study in section on Redcliffe Way. |

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| 96 | Julie-Marie Laming, CSJ | 5. Movement | Para 5.17 - What is actually meant by local people – residents only? Why just increase priority to local people? How can this be achieved and how do you know if a pedestrian or a cyclist is a local person? What about people that work in the area or move through Redcliffe to access other areas where they live work or shop or to get to other transport hubs? Surely the aim of this should be to increase priority for pedestrians and cyclists generally. | Comments noted. | Amend 5.17 to read 'increase the priority given to local movements by people, especially on foot and by bike'. |
| 97 | Julie-Marie Laming, CSJ | 5. Movement | Para 5.18 - This could cause conflict with the aspiration to retain trees. Experience has shown this could not be done with a site on Victoria Street because of the desire to retain the existing trees. | Comments noted. T19 states the position on trees. | Add to t19 p34 - 'Where additional trees cannot be provided onsite alternative locations should be proposed, focusing on Redcliffe Hill, Redcliffe Street and Victoria Street'. |
| 183 | Craig O'Brien, Turley Associates (on behalf of Edenlaw Ltd owners of 33-49 Victoria Street). | 5. Townscape | Para 5.2 - An additional objective should be added to the list stating that high density development will be encouraged and that the efficiency in the development of land in Redcliffe should be maximised, given its central location. This is in accordance with national planning policy. | Original vision included 'high-density', but many respondents did not agree. It was felt that high-density had negative connotations. Therefore it was replaced with 'compact'. | No change required. |
| 300 | Anna Cheney Hepher Dixon (on behalf of MacDonald Hotels Bristol Ltd) | 5. Townscape | Para 5.2 - objectives are supported, particularly the integration and balance of economic, social, transport and townscape factors. Also the promotion of a vibrant mixed use economy and the development of a range of community facilities is considered important in this area. | Support welcomed. | |
| 98 | Julie-Marie Laming, CSJ | 5. Movement | Para 5.20 - This is also necessary for people who live in the area and their visitors. | Comments noted. | |

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| 485 | Tony Denham | 5. Social Profile | Para 5.21 - is not complete. Is this a stand-alone sentence or a continuation of the second sentence? | Comments noted. | Amend para 5.21 p38 - 'In the Redcliffe area there is a marked division between north and south'. Insert new sentence at the end of para 5.21 describing the demographics of south Redcliffe. |
| 235 | Dan Templeton, Turley Associates (on behalf of UNITE Group Plc) | 5. Social Profile | Para 5.21 / 5.22 section is confused. SPD seems to encourage development focused on residents outside 25-44 yr old group, based on an assumption that 25-44s do not engage with community facilities which isn't based on evidence. UNITE consider that 25-44yr olds are very likely to use community facilities (particularly leisure and health facilities). SPD should not encourage any specific age groups or types of resident. | Comments noted. Nevertheless it is for this SPD to encourage a sustainable community which enables a choice / range of housing for all ages and levels of income. | Omit first sentence of para 5.22 p38. |
| 518 | Linda Brightman, Open University, Portwall Lane | 5. Social Profile | Para 5.25 - The original strapline to front this project was that Redcliffe should be an area where people could 'live, work and play' – we have already proposed that this should read 'live, work, learn and play' with education in its broadest sense featuring highly in what is planned. Highlight how lifelong learning can 'hit the streets' and form part of the 'active frontages' so colourfully described in these proposals. You mention other education facilities in 5.27 – yet on the front line of Brunel Mile you already have access to a range of education to serve the needs of the community. The OU is about access and widening participation and here it is ideally positioned (literally in physical terms) to contribute to what is planned. | Comments noted. | Amend para 5.27 p38 to include a reference to the OU and its role in the neighbourhood. |
| 548 | Hugh Pratt, Redcliffe landowner | 5. Social Profile | Para 5.28 – A new surgery has just built in Bedminster Parade | Comments noted. However this serves the existing population. The PCT supports the need for a new health facility in Redcliffe. | No change required. |

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| 224 | Dan Templeton, Turley Associates (on behalf of UNITE Group Plc) | 5. Townscape | Para 5.3 - reword to clarify that the comprehensive redevelopment of the whole Redcliffe area is not what is sought by the document, and that individual developments and areas of regeneration can come forward independently. Piecemeal development that meets SPD objectives should not be resisted. | Comments noted and generally accepted. The SPD is about providing guidance in association with the Bristol Local Plan/ LDF policy for development to take place over the next 10-15 years, across the whole of the Redcliffe area, involving incremental change. | No change required. |
| 487 | Tony Denham | 5. Social Profile | Para 5.30 / 5.31 are missing. | Comments noted. | Amend paragraph numbering from p40 onwards. |
| 225 | Dan Templeton, Turley Associates (on behalf of UNITE Group Plc) | 5. Townscape | Para 5.4 - acknowledge that aims and objectives of the document can also be bought about through appropriate and sensitive conversion. The redevelopment of sites and buildings that do not make a positive contribution to the urban environment is not always appropriate or commercially viable. | Comments noted. However, redevelopment of a building can mean conversion as well as demolition followed by new build. | No change required. |

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| 223 | Dan Templeton, Turley Associates (on behalf of UNITE Group Plc) | 5. Townscape | Para 5.7 shows that the document is aspirational, lacking an adequate basis in sound commercial assessment. | Comments noted. | The suggested urban design layouts in fig 5.1 and greater detailed guidance provided in section 6 is/are consistent with the contextual policies of the statutory development plan. These important components of SPD3 are considered to be entirely reasonable and feasible responses to the planning, townscape and historic context, the Bristol City Council and local community expectations rather than unrealistic, aspirations as implied. SPD3 is considered to provide a clear policy framework within which important commercial decisions can be made. This is considered to be a strength of SPD3 rather than a weakness. 'The Value of Urban Design' (CABE, 2001) demonstrates the fiscal benefits of quality urban design as promoted in the SPD. |
| 118 | Chris Chubb, Long John Silver Trust | 6. St Thomas | Para 6.2 addresses the environs of St. Thomas the Martyr Church. We would propose to locate the first artwork of the trail, Blind Pew, at the bottom of King Street, close to the proposed bridge. Through careful siting this would complement Policy Guidance item 3 – to retain the view from the proposed King Street Bridge to church tower- and would enhance the view West from the open space in front of St. Thomas the Martyr Church. | Comments noted. Public art contributions are required for all major developments. It is out of the scope of this document to determine exactly what public art is suitable. | No change required. |

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| 119 | Chris Chubb, Long John Silver Trust | 6. Ferry Street | Para 6.4 deals with Ferry Street environs, and the creation of new public open space and pedestrian walkways. We are proposing to locate the second artwork, depicting Captain Smollett, Dr. Livesey and Squire Trelawney, in the space between two of the buildings that front on to Welsh Back. This artwork would be readily observable from the proposed walkway and Northern end of the proposed open space. Our proposal complements Policy Guidance items 1, on creating a public plaza, and 6 on the new riverside walkway. | Comments noted. Public art contributions are required for all major developments. It is out of the scope of this document to determine exactly what public art is suitable. | No change required. |
| 125 | Mark Rolt, Boat Builder, Redcliffe Wharf | 6. Redcliffe Wharf | Para 6.5 - More informative and more accurate to mention that Redcliffe Wharf is not the 'last echo of commercial maritime history', which implies nostalgia and something that ended some time ago, but a continuation of that commercial maritime history. And that the Matthew was built here ten years ago, since when there has been consistent boat repair and boatbuilding going on - and perhaps a picture of the Matthew under construction here on the wharf instead of the present photograph of a few parked cars. | Comments noted. Agree that the description of the wharf should refer to existing boat builder and the building of the Matthew | Amend text in para 6.5 to include reference to building of the Matthew and existing boat builder. |

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| 120 | Chris Chubb, Long John Silver Trust | 6. Redcliffe Wharf | Para 6.5 covers Redcliffe Wharf, an area of huge importance for our proposed Trail, which we believe is entirely in keeping with all aspects of the Policy Guidance for the Wharf. The third element of the Trail, but the first artwork to be realised, we hope, would be a sculpture depicting Long John Silver, Bristol's most famous pub landlord, set outside the Hole in the Wall pub at the Eastern end of The Grove, opposite Redcliffe Wharf. We would propose to locate the sculpture so that he is looking towards Redcliffe Wharf and to our fourth artwork depicting Jim Hawkins, near the waterside on the quay somewhere within the public space. We have some concern at the building proposed at the Western end of the Wharf, which appears to cover the entrance to Redcliffe caves. We think that the caves should be utilised as a tourist resource. Our proposal for the fifth artwork places Ben Gunn on the cliff adjacent to the existing mouth of Redcliffe Caves, reminiscent of his cave on Treasure Island. | Comments noted. | P50 point 9 add 'and retain access to the caves'. |
| 102 | Julie-Marie Laming, CSJ | 6. Redcliffe Wharf | Para 6.6 suggests that a detailed development brief will be produced based on the proposals set out in the Redcliffe Wharf Alive document. This is patently wrong. It must be based on the proposals and objectives set out in SPD 3, which will become part of the Development Plan. | Reference must be made to the Redcliffe Wharf Alive document. | Para 6.6 p50 Change wording so that the detailed development brief 'responds to' rather than 'is based on' the Redcliffe Wharf Alive document. |
| 121 | Chris Chubb, Long John Silver Trust | 6. West Redcliffe - page 52/56 | Para 6.7 addresses West Redcliffe. Our interest is in the existing public open space at the entrance to Bathurst Wharf. Here we would like the sixth artwork depicting Israel Hands' battle up the mast with Jim Hawkins. | Comments noted. Public art contributions are required for all major developments. It is out of the scope of this document to determine exactly what public art is suitable. | No change required. |

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| 69 | Julian Bolitho, White Young Green (on behalf of Commercial Estates Group - owner of 103 Temple Street / 111 Victoria Street). | 7. Delivery | <p>Para 7.12-7.15 set out various requirements for the submission of planning applications. Noted that not all of the information listed will be relevant and, therefore, necessary for some sites. Requirements exceed legislative requirements relating to the submissions of planning applications.</p> <p>Amend 7.12-7.15 confirming that not all listed information will be required to be submitted for all major applications - ie only where necessary and relevant.</p> | Comments noted. | <p>P64 - 7.12 and 7.13 - Replace 'All' with 'Significant'</p> <p>7.14 - replace 'will be required' to 'are expected'.</p> |
| 169 | Craig O'Brien, Turley Associates (on behalf of Wescott Homes owners of land at St Thomas Street and Redcliffe Street) | 7. Delivery | Para 7.16 - Concerned in relation to the status of The Redcliffe Futures Group. The SPD should make clear at paragraph 7.16 that Redcliffe Futures are not an elected decision making body or a statutory consultee. English Heritage are and should be mentioned in this section. | Comments noted. Para 1.15 p6 provides further information on Redcliffe Futures. Make reference to the LDF's SCI. Redcliffe Futures should be consulted along with statutory consultee such as English Heritage. | Para 7.16 p64 Cross reference to the consultation statement which includes Redcliffe Futures' terms of reference. |
| 191 | Craig O'Brien, Turley Associates (on behalf of Edenlaw Ltd owners of 33-49 Victoria Street). | 7. Delivery | Para 7.16 - We are particularly concerned in relation to the status of The Redcliffe Futures Group. The SPD should make clear at paragraph 7.16 that Redcliffe Futures are not an elected decision making body or a statutory consultee. | Comments noted. Para 1.15 p6 provides further information on Redcliffe Futures. Make reference to the LDF's SCI. Redcliffe Futures should be consulted along with statutory consultee such as English Heritage. | Para 7.16 p64 Cross reference to the consultation statement which includes Redcliffe Futures' terms of reference. |

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| 70 | Julian Bolitho, White Young Green (on behalf of Commercial Estates Group - owner of 103 Temple Street / 111 Victoria Street). | 7. Delivery | Para 7.16 is supported. Request a statement to confirm that officers of the council will undertake pre-application consultations on major development proposals within the area. | Comments noted. However, para 7.16 implies Bristol City Council's support and involvement in these discussions. | No change required. |
| 215 | John Armstrong, RPS Planning on behalf of Scottish Widows (2 Redcliff Street) | 7. Delivery | Para 7.17 - object that contributions should be made to Redcliffe Development Trust community chest. The assumption that compulsory financial contributions will be made to the community chest amounts to a development tax which is again not supported by Circular 05/2005. Further explanation as to how the community chest will operate and funds accounted for should be provided. | Comments noted. | P64 para 7.17 replace 'should include' with 'could include' replace 'and contributions to the Redcliffe Development Trust Community Chest' with 'and nature of potential planning obligations'. |
| 192 | Craig O'Brien, Turley Associates (on behalf of Edenlaw Ltd owners of 33-49 Victoria Street). | 7. Delivery | Para 7.17 - There should be no reference to contributions to "The Redcliffe Development Trust Community Chest" (paragraph 7.17) without a full explanation of who controls these funds, their status and relationship to the planning obligations also required by this document. The SPD should not seek contributions of any form that are unrelated to the planning decision making process and controlled by a third party. | Comments noted. | P64 para 7.17 replace 'should include' with 'could include' replace 'and contributions to the Redcliffe Development Trust Community Chest' with 'and nature of potential planning obligation's'. |

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| 170 | Craig O'Brien, Turley Associates (on behalf of Wescott Homes owners of land at St Thomas Street and Redcliffe Street) | 7. Delivery | Para 7.17 - There should be no reference to contributions to "The Redcliffe Development Trust Community Chest" (paragraph 7.17) without a full explanation of who controls these funds, their status and relationship to the planning obligations also required by this document. The SPD should not seek contributions of any form that are unrelated to the planning decision making process and controlled by a third party. | Comments noted. | P64 para 7.17 replace 'should include' with 'could include' replace 'and contributions to the Redcliffe Development Trust Community Chest' with 'and nature of potential planning obligation's'. |
| 555 | Hugh Pratt, Redcliffe landowner | 7. Delivery | Para 7.17 Government policy is that contributions to the "Community Trust" must only relate directly to the development proposed. | Comments noted. | P64 para 7.17 replace 'should include' with 'could include' replace 'and contributions to the Redcliffe Development Trust Community Chest' with 'and nature of potential planning obligation's'. |
| 71 | Julian Bolitho, White Young Green (on behalf of Commercial Estates Group - owner of 103 Temple Street / 111 Victoria Street). | 7. Delivery | Para 7.17 sets out various consultation requirements that far exceed normal requirements. Amend to state the consultation statement could (rather than should) include the various matters listed. | Comments noted. | P64 para 7.17 replace 'should include' with 'could include' |

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| 214 | John Armstrong, RPS Planning on behalf of Scottish Widows (2 Redcliff Street) | 7. Delivery | Para 7.19 - object to requirements for developers to fulfil planning obligations associated with the new development proposals. Represents a presumption that developers will be committed to agreeing planning obligations is a misinterpretation of Annexe B of Circular 05/2005. Planning obligations are only necessary where they can be relied upon to make development acceptable where it would not otherwise be so. The Government's position on planning obligations is therefore that on occasion they will be necessary, but there is no justification for a presumption that contributions from developers will be sought. It is for the LPA to demonstrate the need for contributions in the first place. | Comments noted. | Amend para 7.19 p.65 - 'Planning obligations will be sought from major development within Redcliffe to ensure that the necessary infrastructure and mitigating measures are provided at the time of the development. Obligations will also be negotiated with the aim of reducing any negative impacts the development may have on the local community. |

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| 103 | Julie-Marie Laming, CSJ | 7. Delivery | <p>Para 7.19 - Paragraphs B2 and B3 of Circular 05/2005 make it very clear that planning obligations are only required where it is intended to make an unacceptable development proposal acceptable in planning terms, i.e. where it doesn't meet adopted Development Plan requirements. Obligations should only be used to prescribe the nature of a development, compensate for loss or damage caused by the development or mitigate its impact. Paragraph B5 requires obligations to be:</p> <ul style="list-style-type: none"> · Relevant to planning; · Necessary to make the proposed development acceptable in planning terms; · Directly related to the proposed development; · Fairly and reasonably related in scale and kind to the proposed development; and · Reasonable in all other respects. <p>Planning obligations must meet all five tests. This must be specified in paragraph 7.19.</p> <p>There is little understanding of the requirements of current government planning policy governing planning obligations contained within Circular 05/05 in this SPD. SPD 3 contains a list, which is apparently not an exhaustive list, of 20 types of ob</p> <p>In light of central government guidance it must be r</p> | <p>Comments noted.</p> <p>Agree that clarification is required on the requirements of planning obligations. Not necessary to list the tests set out in 05/2005, but agree that reference should be made to the circular.</p> | <p>Amend para 7.19 p.65 - 'Planning obligations will be sought from major development within Redcliffe to ensure that the necessary infrastructure and mitigating measures are provided at the time of the development. Obligations will also be negotiated with the aim of reducing any negative impacts the development may have on the local community.</p> <p>Amend para 7.26 - This SPD intensifies general priorities for planning obligations sought from specific locals within Redcliffe. This list is indicative, but necessarily exhaustive. Planning obligations will be sought within the constraints of the tests specified in Circular 05/2005.</p> |
| 193 | Craig O'Brien, Turley Associates (on behalf of Edenlaw Ltd owners of 33-49 Victoria Street). | 7. Delivery | <p>Para 7.19 - to 7.26 are extensive. It should be clearly stated at para 7.26 that the viability of development will be taken into account in seeking these obligations and that they must be related to the development proposed.</p> | Comments noted. | Amend para 7.26 - This SPD intensifies general priorities for planning obligations sought from specific locals within Redcliffe. This list is indicative, but necessarily exhaustive. Planning obligations will be sought within the constraints of the tests specified in Circular 05/2005. |

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| 171 | Craig O'Brien, Turley Associates (on behalf of Wescott Homes owners of land at St Thomas Street and Redcliffe Street) | 7. Delivery | Para 7.19 - to 7.26 are extensive. It should be clearly stated at para 7.26 that the viability of development will be taken into account in seeking these obligations and that they must be related to the development proposed. | Comments noted. | Amend para 7.26 - This SPD intensifies general priorities for planning obligations sought from specific locals within Redcliffe. This list is indicative, but necessarily exhaustive. Planning obligations will be sought within the constraints of the tests specified in Circular 05/2005. |
| 190 | Craig O'Brien, Turley Associates (on behalf of Edenlaw Ltd owners of 33-49 Victoria Street). | 7. Delivery | Para 7.2 - It is acknowledged and welcomed that Bristol City Council welcome pre-application discussions on sites within the area covered by the SPD. | Support welcomed. | |
| 241 | Dan Templeton, Turley Associates (on behalf of UNITE Group Plc) | 7. Delivery | Para 7.2 - statement is welcomed. | Support welcomed. | |
| 303 | Anna Cheney Hephher Dixon (on behalf of MacDonald Hotels Bristol Ltd) | 7. Delivery | Para 7.2 - supported. | Support welcomed. | |

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| 104 | Julie-Marie Laming, CSJ | 7. Delivery | Para 7.21 - provides an extremely long list of obligation requirements. If it is demonstrated that new developments are required to contribute towards all of these obligations then this will only serve to make development unviable in Redcliffe. There is a balance between what a site can accommodate and benefits for an area where fully justified. This Masterplan is in danger of removing all incentives for development. | Comments noted. Para 7.25 notes that developments cannot be expected to fund every aspiration. | No change required. |
| 287 | Anna Penn White Young Green (on behalf of Deeley Freed) | 7. Delivery | Para 7.22 - Conflicts with circular 05/2005 'Planning Obligations'. | Comments noted. | Amend para 7.22 to read: Redcliffe is a tightly defined neighbourhood and it is therefore considered that it is appropriate for certain contributions (eg health, education, open space) from development in the area to be spent at appropriate locations across the neighbourhood. Delete 'Financial obligations will contribute to the proposed Redcliffe Community Chest'. Replace with Where appropriate, planning obligations maybe sought towards a local community fund. This will be managed by the council and used to fund small scale social and environmental projects in the neighbourhood'. |
| 105 | Julie-Marie Laming, CSJ | 7. Delivery | Para 7.22 - It is contrary to central government planning policy to secure obligations for a particular site and then to use the money wherever the Local Planning Authority think is necessary. This is completely unreasonable and needs to be amended. In addition the comments under policy S5 also apply here. | Comments noted. | Amend para 7.22 to read: Redcliffe is a tightly defined neighbourhood and it is therefore considered that it is appropriate for certain contributions (eg health, education, open space) from development in the area to be spent anywhere within the neighbourhood. Remove S5 on page 39. |

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| 106 | Julie-Marie Laming, CSJ | 7. Delivery | Para 7.26 - This specifies that the list of obligations is indicative and not fully inclusive. This is already an extremely long list of obligation requirement. Surely there is nothing else to add to this list. This raises the question of whether or not it is the Local Planning Authority's intention to encourage or prevent further development in Redcliffe. | Comments noted. Para 7.26 and Figure 7.1 provides the general priorities for each location in Redcliffe. The city council hopes this document will encourage as well as guide development in the neighbourhood, whilst clarifying developer requirements. | Amend para 7.26 - This SPD intensifies general priorities for planning obligations sought from specific locals within Redcliffe. This list is indicative, but necessarily exhaustive. Planning obligations will be sought within the constraints of the tests specified in Circular 05/2005. Remove 'In all cases the following will be sought' onwards. |
| 500 | Tony Denham | 7. Delivery | Para 7.27, 7.28 and 7.29 are missing. | Comments noted | Amend numbering. |
| 501 | Tony Denham | 7. Delivery | Para 7.33 states that some early win small-scale projects are identified. I have difficulty in finding them and request that they are more clearly marked as such. This will allow action to be started | Comments noted. | Amend para 7.33 p68 to read 'Some, generally small-scale, works form part of on-going Council initiatives and projects and may be partly or wholly funded by the public sector. Others are more complicated and longer term requiring significant investment from private development or elsewhere. A phasing plan indicating the range of projects and potential timing is set out in Figure 7.2' |
| 334 | Dilwen Miller, Church Warden, St Mary Redcliffe Church | 7. Delivery | Para 7.5 -that BCC will use compulsory powers if necessary is particularly welcome, to ensure that planning aims can be achieved. | Support welcomed. | |
| 335 | Dilwen Miller, Church Warden, St Mary Redcliffe Church | 7. Delivery | Para 7.9 - support for local business is welcomed. | Support welcomed. | |

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| 65 | Julian Bolitho, White Young Green (on behalf of Commercial Estates Group - owner of 103 Temple Street / 111 Victoria Street). | 5. Social Profile | Para S1-S8 should be amended to indicate that new development should provide contributions to social and community facilities only where such a requirement is fairly and reasonably related in scale and kind and also directly related to the development in question. In addition it should indicated that for these reasons, commercial developments are less likely to be required to make such contributions. | Comments noted. Further clarification required to highlight which developments are expected to contribute to Social benefits. | P39 S1 - No change required. S2 - add 'from residential developments' S3 - add 'from residential developments' at the end of first sentence. S4 - No change required. S5 - No change required. Acceptable for all types of development to contribute to a community chest. S6 - No change required. S8 - change to S7 |
| 379 | Redcliffe Futures | 1. Introduction | <p>Paragraph 1.9 describes policy, not study process.</p> <p>Amendment sought by RFG</p> <p>Paragraph 1.9 should be moved to the end of section 02, POLICY CONTEXT, and given the number 2.23, under a new sub-heading Redcliffe Neighbourhood Framework.</p> <p>Change (in 1.9/2.23)</p> <p>...which they wish to see applied to development...</p> <p>to</p> <p>...to be applied to development...</p> | The Redcliffe Neighbourhood Framework is not city council policy. It is background information, and is the document on which the SPD is based. | No change required. |

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| 66 | Julian Bolitho, White Young Green (on behalf of Commercial Estates Group - owner of 103 Temple Street / 111 Victoria Street). | 5. Social Profile | Paragraph numbering jumps from S6 - S8 - renumber. | Comments noted. | Amend numbering on p39. |
| 301 | Anna Cheney Hepher Dixon (on behalf of MacDonald Hotels Bristol Ltd) | 5. Movement | Parking - support given to the emphasis on parking in Redcliffe. Although sustainable transport is to be encouraged, parking is necessary to enable the success of the local economy and in the absence of control can be a potential traffic obstruction and therefore adequate parking is required also in the interests of safety. | Support welcomed. | |
| 516 | Linda Brightman, Open University, Portwall Lane | 5. Movement | Parking - Currently we have parking for c15 cars in an underground car park. This is insufficient for our current requirements and we consistently make use of the car park fronting Portwall Lane. We would like it noted that we will be a local business that will need to be supported in terms of some local managed parking for our staff, service requirements and visitors to the office (e.g. our students attend tutorials in our office). | As a business in an area with good public transport links, the city council would encourage the Open University's staff and visitors to use public transport. | No change required. |

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| 79 | Steve Ward | 5. Movement | <p>Parking (M) General</p> <p>No explicit mention has been made of the opportunities to encourage housing with zero parking provision. In an area with a CPZ and high levels of accessibility, together with a large population that does not desire to own a car, large residential developments without parking should be strongly encouraged. The land and costs saved by not requiring underground parking should be used to improve the amenity of both the development and its environs. Many good examples exist in London and elsewhere in Europe of how successful these schemes are in areas very similar to Redcliffe.</p> | <p>Existing Council parking standards and government guidance (PPG13) already enable developers to apply for residential development without car parking in areas where there is very good public transport. Experience in Bristol has shown that even where large residential developments have been permitted with zero parking, residents continue to own cars.</p> | No change required. |
| 531 | Ben Bennett, South West Primary Healthcare Trust | 5. Social Profile | <p>PCT data indicates that there are 2591 people with Redcliffe postcodes registered with GP practices within the PCT's catchment area. Majority (2230) are spread across the 3 practices: Dean Lane, Malago, and Southville.</p> | Comments noted. | |
| 226 | Dan Templeton, Turley Associates (on behalf of UNITE Group Plc) | 5. Movement | <p>Pedestrian routes - proposes forcing new and unnatural pedestrian routes across sites, including through an existing building (Phoenix House). Such routes are physically problematic, do nothing to reflect the urban grain and do not serve the purpose of re-introducing traditional routes through Redcliffe.</p> | Comments noted. From a conservation and townscape perspective it is desirable to comprehensively redevelop Phoenix House. If this is the case, a route to break up the large block is desirable. | No change required. |
| 556 | Hugh Pratt, Redcliffe landowner | 7. Delivery | <p>Phasing - delete "Consultation on opportunities for Bathurst Basin." - as now commercial development has been dropped from draft plan, P7 1.19.</p> | Comments noted. | Amend Figure 5.1 to show Bathurst Basin as existing pedestrian space. Remove reference to Bathurst Basin from Phasing Plan on p69. |

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| 336 | Dilwen Miller, Church Warden , St Mary Redcliffe Church | 7. Delivery | Phasing - particularly inspiring, suggesting that the majority of the studies can be carried out in 6-12 months and public works in 6-10 years. We note though that the transport work has to be completed before the rest can follow and that site developments are mostly in private hands, driven by the development market which will not wait and may not be able to take advantage of the intended public improvements if they are not ready in time. | Comments noted. | Insert new para on p68 - All development areas dependent upon the 'market' are outside the council's control. The phasing plan reflects the anticipated timescales of the main development areas in Redcliffe.' Insert note on page 69 - 'Funding for delivery not yet identified but it is anticipated that the majority will be funded by planning obligations and external funding sources'. |
| 227 | Dan Templeton, Turley Associates (on behalf of UNITE Group Plc) | 5. Plan for Redcliffe | Plan for Redcliffe - support the identification of objectives for the development of the area. Reference should be added to emphasis that high density development will be encouraged and that most efficient forms of development should be achieved in this central location. | Support welcomed. However, following the consultation in July 2005 it was agreed that the term high-density should be removed as it has negative connotations. | No change required. |
| 286 | Anna Penn White Young Green (on behalf of Deeley Freed) | 7. Delivery | Planning Obligations - helpful as it indicates the type of improvements to local infrastructure and facilities which will be sought as part of development proposals. | Comments noted. | |

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| 72 | Julian Bolitho, White Young Green (on behalf of Commercial Estates Group - owner of 103 Temple Street / 111 Victoria Street). | 7. Delivery | <p>Planning Obligations - helpful to some extent as it indicates the type of improvements to local infrastructure and facilities which are likely to be sought. Noted that the council accepts that developments cannot be expected to fund every aspiration. Nevertheless, this section is based premised on the basis that planning obligations will be required, contrary to circular advice which advises that they are unlikely to be required for all developments and will only be necessary and reasonable where certain criteria are met.</p> <p>7.22 states that contributions could be spent anywhere in Redcliffe. Conflicts with Circular 05/2005 which requires obligations to be 'fairly and reasonably related in scale and kind' and also directly related to the development in question.</p> <p>No indication of where the proposed new community building and new health facilities could be located within the Main Development Areas.</p> <p>Amend section to accord with Circular advice.</p> | <p>Comments noted. Further clarification required on Planning obligations.</p> <p>A site is yet to be identified for the Health Centre - an SPD cannot allocate land uses.</p> <p>S3 on page 39 states that the location for a new community centre would be in the vicinity of Redcliffe Way.</p> | <p>Amend 7.19 p65 'Planning obligations will be sought for major development within Redcliffe to ensure that the necessary infrastructure and mitigating measures are provided'.</p> <p>Amend 7.22 p65 to read: Redcliffe is a tightly defined neighbourhood and it is therefore considered that it is appropriate for certain contributions (eg health, education, open space) from development in the area to be spent anywhere within the neighbourhood.</p> |
| 568 | James Howard, Urban Splash (South West) Limited | 7. Delivery | <p>Planning Obligations - imposed on developers need to be relevant to the site and be of direct benefit to the development and should not be seen as a means of extracting unrealistic financial contributions. Flexibility and ingenuity can achieve some or all of the same objectives.</p> | Comments noted. | |

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| 288 | Anna Penn White Young Green (on behalf of Deeley Freed) | 7. Delivery | Planning Obligations - no indication of where the proposed new community building and new health facilities could be located within the identified Main Development Areas. | S3 (page 39) states that a new building would be sought in the vicinity of Redcliffe Way. A location has not yet been agreed for the health facility. | No change required. |
| 304 | Anna Cheney Hepher Dixon (on behalf of MacDonald Hotels Bristol Ltd) | 7. Delivery | Planning Obligations - positive effects of proposals should be recognised within the SPD as well as negotiations for obligations. (in terms of its design, contribution to street scene, potential asset to the local economy) | Comments noted. | Amend 7.19 p65 '...aim of reducing any negative impact of the development on the local community'. |
| 343 | Alison Priestley, CSJ Planning (on behalf of the owner of the Auction Rooms, Prewett Street). | 7. Delivery | Planning Obligations - South East Redcliffe - Needs to be clear that any requirements for obligations can only be pursued within commercially viable limits. It is unlikely that on all sites, all the identified obligations can be delivered, thus our recommendation is that these may need to be prioritised within the document. | Comments noted. Para 7.25 notes that developments cannot be expected to fund every aspiration. The SPD does not prioritise the obligations as this will depend on the type of development coming forward. | No change required. |
| 81 | Julie-Marie Laming, CSJ | 7. Delivery | Planning Obligations. Within section C the Masterplan clearly does not inform a potential developer of where obligations will be required or how they will be applied in Redcliffe. There is a general assumption that they will be required for all developments and can be used across Redcliffe without due regard for central government planning policy (in particular Circular 05/05), an assessment of need and explanation of what the monies will be spent on. This is contrary to national government guidance. | Comments noted. | Amend wording of paragraph 7.19 p65 to read 'Planning obligations will be sought for major development within Redcliffe to ensure that the necessary infrastructure and mitigating measures are provided. Insert definition of Major Developments into the Glossary. |

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| 175 | Craig O'Brien, Turley Associates (on behalf of Edenlaw Ltd owners of 33-49 Victoria Street). | 2. Policy Context | Policy Context - The status of the document is not clear in terms of its relationship with the emerging Local Development Documents. The SPD states at 2.2 that the SPD is incorporated within the Local Development Scheme but at 2.3 that the Local Development Framework (LDF) is currently being prepared. We are concerned that SPD3 is being produced in advance of strategic policies for the city and therefore has no status in relation to the LDF at this stage. This should be acknowledged in the SPD. | Comments noted. The LDS sets out the city council's programme for delivering the Local Development Framework and identifies which Local Development Documents will be produced, in what order and when. SPD3 is part of the LDS. Para 2.2 & 2.3 correctly sets out the status of SPD3. | No change required. |
| 165 | Craig O'Brien, Turley Associates (on behalf of Wescott Homes owners of land at St Thomas Street and Redcliffe Street) | 2. Policy Context | Policy Context - The status of the document is not clear in terms of its relationship with the emerging Local Development Documents. The SPD states at 2.2 that the SPD is incorporated within the Local Development Scheme but at 2.3 that the Local Development Framework (LDF) is currently being prepared. We are concerned that SPD3 is being produced in advance of strategic policies for the city and therefore has no status in relation to the LDF at this stage. This should be acknowledged in the SPD. | Comments noted. The LDS sets out the city council's programme for delivering the Local Development Framework and identifies which Local Development Documents will be produced, in what order and when. SPD3 is part of the LDS. Para 2.2 & 2.3 correctly sets out the status of SPD3. | No change required. |

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| 40 | Toby Mason | 6. Central North Redcliffe | Questions why there is no planning guidance for North Redcliffe Village | Comments noted. Development principles should be inserted. | <p>Insert Policy Guidance for Central North Redcliffe:</p> <ol style="list-style-type: none"> 1. Improve permeability of the central block by creating pedestrian ways and public spaces as shown in the plan. 2. Narrow St Thomas Street 3. Provide active ground floor uses as shown on Figure 5.2. 4. Street trees should be planted on Redcliffe Street. <p><i>If the opportunity arises to amend the outline planning permission:</i></p> <ol style="list-style-type: none"> 5. Create a small public square to be designed as one of the principal pedestrian entrances to 'North Redcliffe Village', creating a place of pedestrian dominance and traffic calm midway along Three Queens Lane. |
| 17 | Colin Harvey, Business in Redcliffe | General | Redcliffe Futures' guidance is long and wordy, but might have a better chance of guiding planning applications in the right direction. | The General Principles underpin SPD3 and the Redcliffe Futures' work on the main development areas have informed the proposals set out in the SPD. Agree that some points are over prescriptive which is why they cannot be incorporated into the document. The SPD has tried to bring a level of prescription within which development can take place in a form which is acceptable to the city. | No change required. |

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| 20 | Katy Hallett | General | Redcliffe Futures' guidance is long and wordy, but might have a better chance of guiding planning applications in the right direction. | The General Principles underpin SPD3 and the Redcliffe Futures' work on the main development areas have informed the proposals set out in the SPD. Agree that some points are over prescriptive which is why they cannot be incorporated into the document. The SPD has tried to bring a level of prescription within which development can take place in a form which is acceptable to the city. | No change required. |
| 9 | Paul Bullivant | General | Redcliffe Futures' guidance is long and wordy, but might have a better chance of guiding planning applications in the right direction. | The General Principles underpin SPD3 and the Redcliffe Futures' work on the main development areas have informed the proposals set out in the SPD. Agree that some points are over prescriptive which is why they cannot be incorporated into the document. The SPD has tried to bring a level of prescription within which development can take place in a form which is acceptable to the city. | No change required. |

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| 163 | Peter Holloway, SWRDA | 6. Redcliffe Way | Redcliffe Way - Downgrading of Redcliffe Way I know that this is established policy and would like to know how the traffic generated by the development envisaged in both your draft SPD and the Temple Meads ADF area relates to a) the timing of the downgrade and b) the transportation measures you propose to deal with the traffic displaced from Redcliffe Way. In other words, I want to be assured that Temple Way/Temple Gate/Clarence Road/York Road will not be in permanent gridlock once these two areas have been developed and Redcliffe Way has been downgraded. | Comments noted. These issues will be investigated as part of the masterplan. | No change required. |
| 545 | Linda Adams | 6. Redcliffe Way | Redcliffe Way - concerned about the removal of a large green area long Redcliffe Way. An area at present provides a much needed release from the built up area. A green area does not need to be used to be appreciated and why more buildings?? The trees are very old and lovely to look at and have health benefits. | The green space on Redcliffe Way is rarely used and the current layout does not create a positive space for the community. Developers will be required to replace any trees removed three-fold (see T19). A new square will be created in front of the church. | No change required. |
| 127 | Michael Wilberforce | 6. Redcliffe Way | Redcliffe Way - disappointed not to see a greater intention to narrow Redcliffe Hill and obliterate Phoenix House. | Traffic studies have been completed and have identified the need to retain Redcliffe Hill as a four lane highway (2 bus lanes, 2 lanes for other vehicles). Proposals have tried to address the width of the road. | No change required. |

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| 284 | Anna Penn White Young Green (on behalf of Deeley Freed) | 6. Redcliffe Way | Redcliffe Way - disappointing that the options for realigning Redcliffe Way have not been incorporated within the draft document, particularly as the council consulted publicly on two preferred route options last summer. | The city council is aware of the responses to the exhibition and now is tasked with investigating if the second option is technically feasible. This is all part of the masterplan process. Further consultation will be required on the future of Redcliffe Way. | Include reference to stakeholders when developing Masterplan for Redcliffe Way. |
| 499 | Tony Denham | 6. Redcliffe Way | Redcliffe Way - I support the idea of the 'Master Plan' but I am concerned over the timescales of production and the level of community involvement in its production. There should be some commitment here to these aspects of the Plan. | Support welcomed. Agree that stakeholder involvement is essential. The Phasing plan states when the city council hopes to have a masterplan for the area. | Include reference to stakeholders when developing Masterplan for Redcliffe Way. |
| 218 | Chris Walsh, Resident of Merchants Landing | 6. Redcliffe Way | Redcliffe Way - Island Site - would like to see a tall building at Temple Gate with the fire station beneath. | Pre-application discussions have taken place with the developer, and views analysis completed on the option of a tall building on the Island Site. However, this option was eliminated because of its adverse impact on the view of St Mary Redcliffe Church from Prince Street Bridge. | No change required. |

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| 381 | Redcliffe Futures | 6. Redcliffe Way | <p>Redcliffe Way - Nowhere under this heading is there a convincing description of what is to happen and when. This uncertainty should be resolved.</p> <p>Amendment sought by RFG</p> <p>6.12 should contain clear details of the further feasibility work under way (referred to in Emily Price's Redcliffe Futures Report 5 December 2005 of the Response to the Public Forum Statement to The Physical Environment Scrutiny Commission on 29 November 2005) and a clearer indication of a timescale for the more detailed consultation (referred to as above.)</p> | The phasing plan has details of when the city council hopes to have a masterplan for the area. | Refer to further consultation on the Redcliffe Way masterplan on page 60. |
| 383 | Redcliffe Futures | 6. Redcliffe Way | <p>Redcliffe Way - Policy Guidance lacks specific detail about the two options for LRT. We know from Bob Fowler of the Traffic and Transport Department that it was always the intention to test alternative routes; but at the time, time ran out and for the sake of the funding bid to Government only one route reached the application document. See agreed minutes of RW Workshop on 6th July 2005, quote " the pros and cons of both alternative corridors will be compared in terms of social, economic, environmental and funding effects".</p> <p>Amendment sought by RFG: In Policy Guidance insert the following: The Portwall Lane Route for the LRT is the route preferred by the public and RFG. This route will be tested in engineering terms, and at the same time in social, economic, environmental terms.</p> | Agree to make reference to the public's preferred route for the LRT. However this is best placed under 6.12. | Amend 6.12 to include text provided by Redcliffe Futures. |

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| 384 | Redcliffe Futures | 6. Redcliffe Way | Redcliffe Way - Reference to a master plan should appear in the policy guidance section. Amendment sought by RFG: Shift 6.14 into Policy Guidance as item 1; and change its first words ("The Master Plan should promote...") to "Develop a Master Plan to promote..." Alter other numbering to correspond. | Comments noted. Reference to Masterplan within 6.14 is sufficient as the SPD is setting the framework for the masterplan. Policy guidance provides specific objectives for the area. | No change required. |
| 285 | Anna Penn White Young Green (on behalf of Deeley Freed) | 6. Redcliffe Way | Redcliffe Way - reference to Traffic Management study - who will carry this out and what are the likely timescales? | The Traffic Management study is currently being undertaken by Urban Initiatives. A report will be available electronically in draft form when issued to the council. | No change required. |
| 512 | Wendy Pollard | 6. Redcliffe Way | Redcliffe Way - St Mary Redcliffe Church is a world renowned building - it is bad enough that it is on the edge of a traffic island now, but to add to this desecration by running a tram alongside it beggars belief for a, so called, cultured city. It is not as if this would be the only option, you have the opportunity to create an attractive area in front of it as there is, just, behind it. | The SPD is supplementing the existing policy set out in the Local Transport Plan. The council is investigating the feasibility of the alternative route. Further consultation will be required on the future of Redcliffe Way. | No change required. |
| 330 | Dilwen Miller, Church Warden, St Mary Redcliffe Church | 6. Redcliffe Way | Redcliffe Way - support retaining 170 space public car park. | Support welcomed. | |

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| 509 | Wendy Pollard | 6. Redcliffe Way | Redcliffe Way - The Group proposed an alternative route for the public tram or bus that will avoid running directly in front of St Mary Redcliffe church. This was proposed after extensive research into public opinion, research collected at well attended exhibitions. The Draft Plan refers to the two routes (page 60, 6.12) but prevents the public from expressing a preference and omits any detail of the alternative route and why it was preferred by the public. | The city council is aware of the responses to the exhibition and now is tasked with investigating if the second option is technically feasible. This is all part of the masterplan process. Further consultation will be required on the future of Redcliffe Way. | Include reference to the public's preferred route (para 6.12 p60). Para 6.14 p.60 add 'The master plan will be subject to extensive community consultation'. |
| 523 | Graham Balfry , Resident of Redcliffe | 6. Redcliffe Way | Redcliffe Way - The majority public support is for the more northerly, Portwall Lane, than the "reserved" more southerly route. Although the tram has been put on hold, it is essential for the social integration of Redcliffe that a square in front of the church should not be prevented by the "reservation". The Portwall Lane option for the LRT should be developed by transport engineers to give it an equal chance to become the reserved route without delay. I would like to see this clearly promised in the SPD. | The document states that both routes are being investigated. | Para 6.12 p 60 add 'the Latter being the preferred route of Redcliffe Futures and the wider public. Both routes are being tested in engineering terms, and the same e time in social, economic and environmental terms'. |
| 382 | Redcliffe Futures | 6. Redcliffe Way | Redcliffe Way - The map on p60 lacks clarity. Amendment sought by RFG: The map on p60 (which can be reduced in height if more space is needed on the page for text) must have a title and its own key with explanation of the symbol for LRT routes. The title should be: Figure 6.10 [figs 6.9 and 6.10 are incorrectly numbered] The two options for the LRT. | Comments noted. | Insert Figure number on p60. Insert title - 'Extent of the Master plan area for Redcliffe Way'. Annotate the blue dashed line as 'Potential route for public transport corridor'. |

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| 201 | Ned Cussen, King Sturge (on behalf of Avon Fire Brigade) | 6. Redcliffe Way | Redcliffe Way - the pedestrian enclosures intended for Portwall Lane and Redcliffe Way, (the so called 'master plan area' between Redcliffe Hill roundabout and the major island at Temple Gate) are not detailed enough to determine the effects on our response to South Bristol (Bedminster etc) from Temple Fire Station. It appears that some form of road is retained for public transport however. I note also that the type of junction replacing these two major roundabouts has yet to be decided. | As part of the masterplan process, the council will consult closely with local stakeholders. A stakeholders group made up of local residents, businesses, landowners and St Mary Redcliffe Church will be set up specifically to look at the masterplan for Redcliffe Way. The Fire Service will be part of the consultation. | Para 6.14 p60 - Add 'The masterplan will be subject to extensive community consultation'. |
| 534 | C Begg, Bristol resident | 6. Redcliffe Way | Redcliffe Way - there appears to be a mis-match between the guidance part 1 and the supporting text para 6.13. Is it suggested that a decision on the future traffic alignment North of St Mary Redcliffe is to be taken outside the main SPD arrangements? Given the history of difficulties over traffic in the area of the church, this would be a wrong approach; if it is not practicable now to bring forward an alteration to SPD3 which incorporated the views of local people, then a future revision to SPD3 dealing with this issue should be programmed for. | The masterplan will provide detail on Redcliffe Way, and as the city council own the whole stretch of land, will act as a landowner's brief. Stakeholder involvement is essential in the whole process, especially on the transport issues. | Para 6.14 p60 - Add 'The masterplan will be subject to extensive community consultation'. |
| 567 | James Howard, Urban Splash (South West) Limited | 6. Redcliffe Way | Redcliffe Way - We await the proposed Masterplan and are in general agreement with the issues highlighted, which generally relate to highways and transport issues. Better connections with Temple Meads Station and the City are welcomed. | Support welcomed. | |

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| 328 | Dilwen Miller, Church Warden , St Mary Redcliffe Church | 6. Redcliffe Way | <p>Redcliffe Way Master Plan</p> <p>We appreciate that the above matters will be considered in the context of the master plan which we support through the Policy Guidance (ps 60, 61).</p> <p>In addition, we</p> <ul style="list-style-type: none"> · will continue to press for the realignment of the LRT route to Portwall Lane, away from the safeguarded route along Redcliffe Way (p79) · support the creation of a square on the north side of the church, which is impossible without the realignment of the LRT route · welcome the provision of a 170 space public off street car park, which must be priced to suit users of the church and be close and easily accessible to it · welcome the development of the Brunel Mile pedestrian/cycle route, so long as it also delivers users to the church and to Redcliffe Wharf · wish to further emphasise the role of the church as landmark, as a focus of the community in Redcliffe and as a key resource for that community · note the availability of the Methodist | Support welcomed. | |

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| 515 | Linda Brightman, Open University, Portwall Lane | 6. Redcliffe Way | Redcliffe Way -note that 'Redcliffe Way is 'safeguarded' for a public transport route....two options are being considered – one along Redcliffe Way and the other along Portwall Lane'(6.12 refers). We find ourselves unclear about what this 'safeguarding' means and would be concerned if too much heavy traffic were rerouted close to buildings in Portwall Lane or St Thomas Street (equally however we read that roads are to be narrowed?). This is however primarily an issue of lack of information both about the volume of traffic envisaged and the precise siting of any 'new' road (s). | As part of the masterplan process, the council will consult closely with local stakeholders. A stakeholders group made up of local residents, businesses, landowners and St Mary Redcliffe Church will be set up specifically to look at the masterplan for Redcliffe Way. | Para 6.14 p60 - Add 'The masterplan will be subject to extensive community consultation'. |
| 492 | Tony Denham | 6. Redcliffe Wharf | Redcliffe Wharf - 11 of the 'Policy Guidance' should include reference to past activities as well, ie glass blowing, etc. | Comments noted. Agree that past activities should be noted, however this would sit more appropriately in the description para 6.5. | Amend Para 6.5 p50 to include reference to past uses. |
| 529 | Graham Balfry , Resident of Redcliffe | 6. Redcliffe Wharf | Redcliffe Wharf - I am very concerned that the SPD contains inadequate safeguards for the future of Redcliffe Wharf. This space must be preserved largely for public enjoyment. Left to the land market and the property department it will become overdeveloped as has been the case at Temple Quay and is being seen at Canon's Marsh. It is essential that a body such as RFG be closely involved in its future from the earliest stages. Tighter control of the future development of this important space must appear in the SPD. | The SPD can only supplement existing, rather than create new, policy. The landowners brief will provide more details on what is required, following the 3d modelling work. | No change required. |

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| 422 | Redcliffe Futures | 6. Redcliffe Wharf | Redcliffe Wharf - No mention is made of the need for the shipwrights to lift vessels in and out of the water. Amendment sought by RFG To the end of the sentence in Policy Guidance item 8 add "and ensure access for heavy mobile crane". | Comments noted | P50 point 8 add 'and provide access for facilities to crane vessels in and out of the water'. |
| 323 | Kathie Burton, Soil Association | 6. Redcliffe Wharf | Redcliffe Wharf - Phasing - highly desirable if development could commence on Redcliffe Wharf in 12-18 months and completed in 18-24 months, as seems to be suggested in Phasing Plan. We believe this time frame to be optimistic, given the current intention for a development brief to be released in Spring 2006 followed by a potentially protracted tendering process. | Comments noted. | Amend phasing plan p 69 to show more realistic timeframe. |
| 322 | Kathie Burton, Soil Association | 6. Redcliffe Wharf | Redcliffe Wharf - planning obligations - presume that these will be set out in more detail in the Development Brief of Spring 2006. | More detail will be provided in the development brief, however it will be the role of the case officer to negotiate the detailed S106 requirements. | No change required. |
| 421 | Redcliffe Futures | 6. Redcliffe Wharf | Redcliffe Wharf - Policy Guidance is weak. There are concerns that a developer would not be restricted from over-developing the site. Amendment sought by RFG: Shift paragraph 6.6 to become item 1 within Policy Guidance. Renumber the other items accordingly. | Comments noted. Since the draft SPD was produced, the detailed brief has been prepared. | Amend Figure 5.1 to show thinking for Redcliffe Wharf. |
| 491 | Tony Denham | 6. Redcliffe Wharf | Redcliffe Wharf - should include a statement about bringing the Redcliffe Caves into use as a tourist attraction. | Comments noted. | Include reference to the caves in Redcliffe Wharf p50. |

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| 321 | Kathie Burton, Soil Association | 6. Redcliffe Wharf | Redcliffe Wharf - significant public and community benefit should be central to new development on the wharf, but this is not explicitly present in the guidance. On the basis of the guidance a residential block with high street coffee shop or fast food outlet on the ground floor would be appropriate. This is a long way from the vision for an educational green quarter and food destination being proposed by the Soil Association and is believed to have the support of Redcliffe Futures. | The guidance must supplement existing policy for the site. Further guidance on the concept of the development on this site is being prepared as part of the marketing / landowners brief. | No change required. |
| 563 | James Howard, Urban Splash (South West) Limited | 6. Redcliffe Wharf | Redcliffe Wharf - The Redcliffe Caves should be retained and enhanced as an important visitor attraction. | Comments noted. | Include reference to the caves in Redcliffe Wharf p50. |
| 123 | Mark Rolt, Boat Builder, Redcliffe Wharf | 6. Redcliffe Wharf | Redcliffe Wharf - there must be mobile crane access to the boatyard on Redcliffe Wharf or there is no boatyard and no business. In the absence of a slipway, boats requiring work have to be lifted on and off the wharf by crane at the beginning and at the end of a contract. This does not happen often (sometimes once a month - usually less often) but it is an integral part of my work. The map on page 29 of the Future of Redcliffe document has buildings on the wharf with no stipulation that mobile crane access is required. | Comments noted. | P50 point 8 add 'and provide access for facilities to crane vessels in and out of the water'. |
| 320 | Kathie Burton, Soil Association | 6. Redcliffe Wharf | Redcliffe Wharf - worried that there is a potential conflict between parking and archaeology. The advice on the corner buildings is vague. Agree that the heights and massing must be sensitive to the context and views of the wharf; we encourage the council to ensure that the character of new buildings should be sensitive to the context in their design and materials as well. | The development brief will provide more detail on how any development should respond to the archaeology and how this will impact on the available footprint of development. | no change required. |

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| 510 | Wendy Pollard | 6. Redcliffe Wharf | Redcliffe Wharf: The Group proposed that this wharf should be restored as a working dockside with craft businesses, tourist cafés and public event space. A tightly drawn planning brief would ensure that this happens. However, unbelievably, the Draft Plan does not constrain the scale of commercial development! By their cogently expressed proposals, the whole community did not want another high rise, 'anywheresville' regeneration. | The 3-D modelling work required to determine the height of the buildings on the wharf forms part of the work required for the development brief. The scale of development will be constrained by the archaeology and the views to St Mary Redcliffe Church. | No change required. |
| 199 | Ned Cussen, King Sturge (on behalf of Avon Fire Brigade) | 6. Temple | Regard must be had to the need to identify uses which generate sufficient value to enable replacement operational facilities to be funded and relocated. | Comments noted. | |
| 540 | Tony Kerr, Arup | 8. Appendix | Road type R9 may be too narrow at 5m. If there are any entrances served from such a street garage entrance ways will have to be over wide to accommodate turning. | Comments noted. 5m would be the minimum width for one way traffic. | Amend R9 on p91 to state that option shown is for no-parking, minimum width, one-way working. |
| 486 | Tony Denham | 5. Social Profile | S3 - states 'required to us creative'. This seems incorrect. | Comments noted. | Change us to use on p39. |
| 100 | Julie-Marie Laming, CSJ | 5. Social Profile | S5 - Contributions towards a fund that has not even been set up yet, has no concept of what it will do, how it will be managed and what the monies will be used for is completely unreasonable. There is absolutely no justification for this. | Comments noted. | Remove S5 on page 39. |

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| 237 | Dan Templeton, Turley Associates (on behalf of UNITE Group Plc) | 5. Social Profile | S6 - not all development is capable or appropriate of providing mixed tenures and housing types. Individual developments should not be required to provide such a mix where it can be demonstrated that they are contributing to providing for specific housing needs (eg students and key workers) and will assist in creating a balanced society. S6 should recognise that t demand for services and facilities is largely unaffected by the 'transient' nature of the population. | Developments should aim to provide a mix of housing. Understand that not all will be able to provide this, hence the use of the word 'should'. | No change required. |
| 101 | Julie-Marie Laming, CSJ | 5. Social Profile | S8 - Although not standard practice Pan 12 allows for financial contributions in lieu of on site provision. It also needs to be clarified that the need for provision depends on local need. | Comments noted. SPD4 states that the requirement is for on-site provision, however, in exceptional circumstance and at the council's discretion, commuted sums for off-site provision may be acceptable. | Amend S8 p39 to provide reference to SPD4. |
| 83 | Julie-Marie Laming, CSJ | 4. Delivering a Framework | Section 4 Some of the five principles of sustainability are difficult to understand – specifically using sound science responsibly and promoting good governance. There is no explanation of what they mean, how the Masterplan will use these to create sustainable development, or how they will be realised through the land use planning process. | Figure 5.1 reflects the drawings/ proposals set out in Appendix 3 which provides indicative form and function of the roads throughout the neighbourhood. | Amend paragraph to provide a clearer statement on the aim of creating a sustainable Redcliffe. |
| 462 | Dave Sutton , Bristol resident | 5. Townscape | So long as the wider role of the area as an access route from South Bristol is addressed and enhanced – the benefits of bringing more of the excessively wide streets back into a positive use is supported. Ideally this would be done through detailed “Public Realm” guidance so as to ensure high quality standards. | The SPD supports the narrowing of roads through the reduction of the width between buildings. Public Realm guidance is required. | No change required. |

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| 99 | Julie-Marie Laming, CSJ | 5. Social Profile | Social Policy and Community Policy Guidance - This section is generally asking for a large amount of contributions. These should be limited to new residential developments and justified under the terms of Circular 05/05 on the basis of individual development proposals | As explained in para 7.22 Redcliffe is a tightly defined neighbourhood and it is therefore considered that it is acceptable for contributions from development in the area to be spent anywhere in the neighbourhood. | Amend contributions for community facilities from residential developments S2 / S3 p39. |
| 117 | Chris Chubb, Long John Silver Trust | 5. Social Profile | Social Policy and Community Policy Guidance supported, but are a little surprised that there is no proposal to utilise some of the General Hospital site for provision of a Neighbourhood health centre. | Support welcomed. Some kind of health facility is required, but local residents would prefer it to be located in the centre of Redcliffe. The SPD cannot allocate uses to certain development sites. | |
| 495 | Tony Denham | 6. South Redcliffe | South Redcliffe - 6 of the 'Policy Guidance' should make clear that the physical paths are to be improved as well as movement being improved. | Comments noted. | Amend South Redcliffe, point 6 to read 'Improve pedestrian and cycle movement through the area, by the upgrading of existing paths and the creation of new where appropriate. |
| 544 | Linda Adams | 6. South Redcliffe | South Redcliffe - concerned over the proposed buildings/ development around Temple Gate. My flat will over look a building which could be four storeys high, blocking much needed light and my view. | Comments noted. However the planning system cannot protect views of occupants. Nevertheless the impact on light is a reasonable consideration. However, this is a city centre, high density urban environment where compact, tight knit development is generally accepted and in accordance with existing planning policies. | No change required. |
| 496 | Tony Denham | 6. South Redcliffe | South Redcliffe - Insert an item here (or one page 52) to re-inforce the aim of removing the central reservation and severely reducing the width of Redcliffe Way | Comments noted. | Insert 'Improve pedestrian and cycle links from South to North Redcliffe' p54. |

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| 425 | Redcliffe Futures | 6. South Redcliffe | <p>South Redcliffe - No mention has been made of the physical and psychological effect of the central barrier on Redcliffe Hill. The barrier's removal was in the Policy Guidance of an earlier draft; it has been deleted.</p> <p>Amendment sought by RFG</p> <p>Reinstate under Policy Guidance "Remove central reservation on Redcliffe Hill"</p> | Comments noted. Agree that it is beneficial in urban design terms to remove the central reservation. However public safety must be considered. | Insert 'Subject to safety requirements, remove the central reservation on Redcliffe Hill'. P54. |
| 554 | Hugh Pratt, Redcliffe landowner | 6. South Redcliffe | South Redcliffe 4 you cannot create a new public square, as shown, as I need to retain access to my property at top of Pump Lane, (plans can be supplied). | Comments noted. The SPD is promoting a public square at this location. It is desirable in terms of urban design and would link with existing spaces in south Redcliffe and the proposed space in front of St Mary Redcliffe Church. It would not jeopardise access to property. | No change required. |
| 565 | James Howard, Urban Splash (South West) Limited | 6. South Redcliffe | <p>South Redcliffe -The policy guidance appears to be low in its aspirations for this area. This is a key area between Temple Meads Station and the City Centre. There are wider open spaces surrounding high rise development. Better, more efficient land use recreating historic street patterns could create a vibrant residential led mixed use environment. This could build on community led work already undertaken in Somerset Square.</p> <p>In the long term, the educational establishments could be rationalised to provide improved accommodation and better inner city education facilities by pooling resources.</p> | Further work is required on the opportunities for South Redcliffe. Detailed consultation on these opportunities should take place with the residents and housing teams. This is within the schedule on page 69. | No change required. |

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| 538 | Tony Kerr, Arup | 5. Movement | SPD3 should address the work done by Faber Maunsell. | The Faber Maunsell study referred to the alterations to traffic flow along Redcliffe Way. The report did not make any recommendations, but provided the council with options. These options will be taken forward during the masterplan work for Redcliffe Way. | Make reference to the Faber Maunsell study on page 60. |
| 74 | Steve Ward | General | SPD3 should contain measures to improve biodiversity, which is particularly important given the heavily built up nature of Redcliffe and its proximity to water. Nesting sites and the planting of climbers and species which offer nectar, fruits or seeds for wildlife should be recommended. | Agreed. | Create a section under 'Townscape' on green Redcliffe which will pick up more detail about trees and biodiversity. Include 'Developments should be required to demonstrate how they are improving the biodiversity of Redcliffe, especially developments adjacent to SNCIs, or areas of particular deficit such as the area bounded by Redcliffe Street, Victoria Street and Redcliffe Way. |
| 129 | Michael Wilberforce | General | Spelling - no 'e' on the end of Redcliff St, Hill, Backs. | Comments noted. However the document tries to standardise the spelling of Redcliffe. | No change required. |
| 326 | Dilwen Miller, Church Warden, St Mary Redcliffe Church | General | St Mary Redcliffe Church is pleased to welcome SPD3, in that it represents a huge voluntary effort by the community of residents, businesses and special interest groups, working with Bristol City Council over years to produce a balanced plan. If that can be delivered, the environment will be greatly improved for the community, to the advantage of everyone in Redcliffe. | Support welcomed. | |
| 489 | Tony Denham | 6. St Thomas | St Thomas - 5 of the 'Policy Guidance' is about the new 'flat iron' building, as is item 2 of the 'Policy Guidance' on page 46; these items should use the same wording to avoid confusion. | Comments noted. | Amend Page 46, point 2 'Create a new landmark 'flat-iron' building.... |

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| 417 | Redcliffe Futures | 6. St Thomas | <p>St Thomas - Better access for wheelchairs to St Thomas Church (via a proposed new entrance) through Beckett Hall's garden has not been recognised in the SPD.</p> <p>Amendment sought by RFG: To Figure 6.2 add a pedestrian route through Beckett Hall's garden to provide semi-public access through the garden between St Thomas Square and St Thomas Street.</p> | Comments noted. However the route through Beckett Hall is not strategically important, therefore is not illustrated on Figure 5.1. This doesn't mean to say that a route here would not be supported. | No change required. |
| 526 | Graham Balfry , Resident of Redcliffe | 6. St Thomas | <p>St Thomas - I feel very strongly that the southern boundary of what is hoped will be an important little "square" in front of the church and new court building should be effectively defined; not allowed to dribble into an unnecessarily wide, little-used, Thomas Lane with its hideous car-park entrance. A cleverly designed building here would make an enormous difference to the enjoyment of the potential public space, improve the setting of the church (as required in the new City Centre Strategy) and provide a more pleasant view from the court building. There is no good reason to omit this possibility from the SPD, and to do so only adds to the probability of the square remaining unfinished. Every opportunity should be encouraged for small individual-design projects which will add charm at street level and detract from the usually soulless large buildings which will be inevitable. This site is just such an example.</p> | <p>Comments noted. Consultation statement outlined the following reasons why a building on St Thomas Lane is not supported:</p> <ul style="list-style-type: none"> - Occupation of part of the public space by an additional building would lose opportunity for maximising public space in this location; - Space proposed is considered to be suitably contained by existing buildings on Thomas Lane, the church, Beckett Hall and the proposed building to north - Confusion between the fronts and backs of the building. - Concern that a building on Thomas Lane would interrupt the view of St Thomas Church from King Street. | No change required. |

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| 213 | John Armstrong, RPS Planning on behalf of Scottish Widows (2 Redcliff Street) | 6. St Thomas | St Thomas - Object to point 1 which limits redevelopment of the surface car park to 6 storeys. During the pre application discussions that have taken place, officers and Redcliffe Futures are happy of the prospect of a part 7-storey building. | Comments noted. Advice set out in Townscape section on reasonable heights of buildings. The predominant height of buildings in the area are between 3 and 6 storeys. However any application for a building outside of this guidance will be judged on its merits. Developers will be required to justify why their scheme differs from the guidance. | No change required. |
| 560 | James Howard, Urban Splash (South West) Limited | 6. St Thomas | St Thomas - Redcliffe Street is a key link but wider than it needs to be. The highway could be narrowed significantly, parking rearranged and an overall better streetscape created by proactive engagement with developers. Offering highway land in exchange for contribution to streetscape improvements would be of mutual benefit. This would improve pedestrian links across Redcliffe Street and links to other areas. | The street typologies suggest that Redcliffe Street could be reduced to 14.5m, it's currently around 20m. | No change required. |
| 419 | Redcliffe Futures | 6. St Thomas | St Thomas - Removal of the central reservation in Victoria Street was in the Policy Guidance of an earlier draft; it has been deleted. Amendment sought by RFG Reinstate "Removal of central reservation on Victoria Street." under Policy Guidance. | Comments noted. Agree that it is beneficial in urban design terms to remove the central reservation. However public safety must be considered. | Insert new item on page 46 - 'Subject to safety requirements, remove the central reservation on Victoria Street. |

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| 189 | Craig O'Brien, Turley Associates (on behalf of Edenlaw Ltd owners of 33-49 Victoria Street). | 6. St Thomas | St Thomas - Support the principle of the creation of a new landmark "flat iron" building at the junction of Victoria Street and St Thomas Street. However, it is considered that the guidance should provide more detail about the form and nature of the landmark structure. It will be necessary for any building on the site to have a physical presence and the constrained nature of the site means that there is an opportunity to provide a tall, slender structure to mark the junction. It should be stated that a 'tall building' is required in this location as an exception in order to improve legibility. | Landmark building' is defined in the glossary, which states that it is not necessarily mean that it is tall. The character of Victoria Street is that buildings are 4-6 storeys tall. | No change required. |
| 418 | Redcliffe Futures | 6. St Thomas | St Thomas - The lack of enclosure at the northwest end of Victoria St has not been addressed. Amendment sought by RFG On Figure 6.2 show trees on Victoria Street N of Robinson Building and move adjacent development frontage forward (both shown in RFG's concept map). | Building frontage can be brought forward slightly on Victoria Street side the width of the road at this point needs to allow 4 lanes of traffic. | Amend Figure 5.1 and Figure 6.2 to bring building line forward. Insert text on p 44 point 10 Trees should line Redcliffe Street and Victoria Street. |

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| 416 | Redcliffe Futures | 6. St Thomas | <p>St Thomas - Thomas Lane should be narrowed to 5 metres or less; the building and car park fronting this street are ugly, inappropriate and unable to support active ground-floor uses. The proposed finish to the south side of this square promises an unsatisfactory closure.</p> <p>Amendment sought by RFG: On Figure 6.2 show a narrow building to the south side of the proposed St Thomas Square. The ground storey of this building to accommodate active uses which present themselves to the new public square.</p> | <p>Comments noted. Consultation statement outlined the following reasons why a building on St Thomas Lane is not supported:</p> <ul style="list-style-type: none"> - Occupation of part of the public space by an additional building would lose opportunity for maximising public space in this location; - Space proposed is considered to be suitably contained by existing buildings on Thomas Lane, the church, Beckett Hall and the proposed building to north - Confusion between the fronts and backs of the building. - Concern that a building on Thomas Lane would interrupt the view of St Thomas Church from King Street. | No change required. |
| 470 | Doug Heller, Redcliffe Parade Environmental Association | 6. St Thomas | St Thomas - Why is the pedestrian route along the north side of St Thomas the Martyr, which is shown on Redcliffe Futures' maps, missing? | Comments noted. However the route through Beckett Hall is not strategically important, therefore is not illustrated on Figure 5.1. This doesn't mean to say that a route here would not be supported. | No change required. |
| 557 | James Howard, Urban Splash (South West) Limited | General | Subject area represents a fantastic opportunity to stitch back together an important and historic part of Bristol and act as a catalyst to regenerate adjacent areas, particularly South Bristol. | Comments welcomed. | No change required. |

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| 329 | Dilwen Miller, Church Warden, St Mary Redcliffe Church | 5. Movement | Support BCC's intention to manage the City Centre Loop to reduce through traffic, downgrade Redcliffe Way and address the rat run through Counterslip and North Redcliffe Village (City Centre Strategy p 17, p40). Important that access to the church is not excluded. | Support welcomed. | |
| 5 | Robert Battersby | 6. St Thomas | Support for Redcliffe Futures' ideas for St Thomas area | Comments noted. Consultation statement outlined the following reasons why a building on St Thomas Lane is not supported: - Occupation of part of the public space by an additional building would lose opportunity for maximising public space in this location; - Space proposed is considered to be suitably contained by existing buildings on Thomas Lane, the church, Beckett Hall and the proposed building to north - Confusion between the fronts and backs of the building. - Concern that a building on Thomas Lane would interrupt the view of St Thomas Church from King Street. | No change required. |
| 46 | Kate Merrifield | 6. St Thomas | Support idea of planting trees in front of the Robinson building on Victoria Street. | Comment noted. | Amend Page 44 point 10 - Trees should line Redcliffe Street and Victoria Street. |
| 32 | Neville Fay, Treeworks | 6. St Thomas | Support idea of planting trees in front of the Robinson building on Victoria Street. | Comment noted. | Amend Page 44 point 10 - Trees should line Redcliffe Street and Victoria Street. |
| 38 | Toby Mason | 6. St Thomas | Support idea of planting trees in front of the Robinson building on Victoria Street. | Comment noted. | Amend Page 44 point 10 - Trees should line Redcliffe Street and Victoria Street. |

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| 14 | Colin Jefferson, Convenor, Transport Group, Civic Society | 5. Townscape | Support moves to reduce traffic in the are and to create safe and healthy pedestrian spaces | Support welcomed. | |
| 332 | Dilwen Miller, Church Warden , St Mary Redcliffe Church | 5. Movement | Support proposals to improve public transport, walking and cycling but believe that cars are at least as needful of accommodation as other transport modes and that a parking policy should be included in SPD3. | Comments noted. Parking policy and parking standards need to be considered in the context of the rest of the city since actions in Redcliffe have knock-on effects elsewhere. | No change required. |
| 43 | Kate Merrifield | 6. St Thomas | Support proposals to slightly narrow St Thomas Street at the Bristol Bridge end | Support welcomed. St Thomas Street north is proposed to be narrowed by 2m. | Amend R8 to show that parking is not necessary in all locations and there is opportunity to narrow further. |
| 29 | Neville Fay, Treeworks | 6. St Thomas | Support proposals to slightly narrow St Thomas Street at the Bristol Bridge end | Support welcomed. St Thomas Street north is proposed to be narrowed by 2m. | Amend R8 to show that parking is not necessary in all locations and there is opportunity to narrow further. |
| 36 | Toby Mason | 6. St Thomas | Support proposals to slightly narrow St Thomas Street at the Bristol Bridge end | Support welcomed. St Thomas Street north is proposed to be narrowed by 2m. | Amend R8 to show that parking is not necessary in all locations and there is opportunity to narrow further. |
| 48 | Valerie Mitchell | 6. St Thomas | Support proposals to slightly narrow St Thomas Street at the Bristol Bridge end | Support welcomed. St Thomas Street north is proposed to be narrowed by 2m. | Amend R8 to show that parking is not necessary in all locations and there is opportunity to narrow further. |

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| 34 | Neville Fay, Treeworks | 6. St Thomas | Support RF's proposal to narrow Thomas Lane along its length with a thin building. | Comments noted. Consultation Statement outlined the following reasons why the city council does not support this: - Desire to maximise public space in this location - Space is contained by existing buildings on Thomas Lane, the church, Beckett Hall and proposed new building to the north of the piazza - Confusion between the front and back of the building - All four sides would need to provide a frontage which is difficult to achieve Concern that a building on Thomas Lane would interrupt the view of St Thomas Church | No change required. |
| 39 | Toby Mason | 6. St Thomas | Support RF's proposal to narrow Thomas Lane along its length with a thin building. | Comments noted. Consultation Statement outlined the following reasons why the city council does not support this: - Desire to maximise public space in this location - Space is contained by existing buildings on Thomas Lane, the church, Beckett Hall and proposed new building to the north of the piazza - Confusion between the front and back of the building - All four sides would need to provide a frontage which is difficult to achieve Concern that a building on Thomas Lane would interrupt the view of St Thomas Church | No change required. |

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| 52 | Valerie Mitchell | 6. St Thomas | Support RF's proposal to narrow Thomas Lane along its length with a thin building. | Comments noted. Consultation Statement outlined the following reasons why the city council does not support this: - Desire to maximise public space in this location - Space is contained by existing buildings on Thomas Lane, the church, Beckett Hall and proposed new building to the north of the piazza - Confusion between the front and back of the building - All four sides would need to provide a frontage which is difficult to achieve Concern that a building on Thomas Lane would interrupt the view of St Thomas Church | No change required. |
| 44 | Kate Merrifield | 6. St Thomas | Support RF's proposal to remove the kerb and balustrades of the central reservation along Victoria Street, from St Thomas Street East to Bristol Bridge. | Comments noted. Agree that the central reservation at present is ugly and impacts negatively on the Conservation Area, but are concerned about the impact on public safety if removed. | Insert new item on page 46 - 'Subject to safety requirements, remove the central reservation on Victoria Street. |
| 30 | Neville Fay, Treeworks | 6. St Thomas | Support RF's proposal to remove the kerb and balustrades of the central reservation along Victoria Street, from St Thomas Street East to Bristol Bridge. | Comments noted. Agree that the central reservation at present is ugly and impacts negatively on the Conservation Area, but are concerned about the impact on public safety if removed. | Insert new item on page 46 - 'Subject to safety requirements, remove the central reservation on Victoria Street. |
| 37 | Toby Mason | 6. St Thomas | Support RF's proposal to remove the kerb and balustrades of the central reservation along Victoria Street, from St Thomas Street East to Bristol Bridge. | Comments noted. Agree that the central reservation at present is ugly and impacts negatively on the Conservation Area, but are concerned about the impact on public safety if removed. | Insert new item on page 46 - 'Subject to safety requirements, remove the central reservation on Victoria Street. |

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| 49 | Valerie Mitchell | 6. St Thomas | Support RF's proposal to remove the kerb and balustrades of the central reservation along Victoria Street, from St Thomas Street East to Bristol Bridge. | Comments noted. Agree that the central reservation at present is ugly and impacts negatively on the Conservation Area, but are concerned about the impact on public safety if removed. | Insert new item on page 46 - 'Subject to safety requirements, remove the central reservation on Victoria Street. |
| 536 | G J Tucker, Civic Society | General | Support the comments submitted by Redcliffe Futures. | Comments noted. | See responses to Redcliffe Futures' comments. |
| 33 | Neville Fay, Treeworks | 5. Figure 5.1 | Support the idea of rebuilding an acute angled building in Bath Street. | Comments noted. Consultation Statement outlined the following reasons why the city council does not support this: - Building here would have to be exceptional quality, and as the available footprint is small, it is anticipated that this would not be financially viable for the landowner. - Confusion between the front and back of the building - all four sides would need to provide a frontage which is difficult to achieve. | No change required. |
| 51 | Valerie Mitchell | 5. Figure 5.1 | Support the idea of rebuilding an acute angled building in Bath Street. | Comments noted. Consultation Statement outlined the following reasons why the city council does not support this: - Building here would have to be exceptional quality, and as the available footprint is small, it is anticipated that this would not be financially viable for the landowner. - Confusion between the front and back of the building - all four sides would need to provide a frontage which is difficult to achieve. | No change required. |

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| 41 | Toby Mason | 5. Townscape | Support the principle of densifying the area by narrowing roads, reducing distance between buildings on either sides of streets. | Support welcomed. | |
| 45 | Kate Merrifield | 6. St Thomas | Support the proposal to move the building line forward to the front edge of pavement on Victoria Street, to continue a terrace from the end of the 14th century merchants houses in front of the Robinson Building. | Comments noted. | Building frontage can be bought forward slightly on Victoria Street side, however the view to the proposed landmark building from Bristol Bridge should be retained. The width of the road at this point needs to allow 4 lanes of traffic. |
| 31 | Neville Fay, Treeworks | 6. St Thomas | Support the proposal to move the building line forward to the front edge of pavement on Victoria Street, to continue a terrace from the end of the 14th century merchants houses in front of the Robinson Building. | Comments noted. | Building frontage can be bought forward slightly on Victoria Street side, however the view to the proposed landmark building from Bristol Bridge should be retained. The width of the road at this point needs to allow 4 lanes of traffic. |
| 50 | Valerie Mitchell | 6. St Thomas | Support the proposal to move the building line forward to the front edge of pavement on Victoria Street, to continue a terrace from the end of the 14th century merchants houses in front of the Robinson Building. | Comments noted. | Building frontage can be bought forward slightly on Victoria Street side, however the view to the proposed landmark building from Bristol Bridge should be retained. The width of the road at this point needs to allow 4 lanes of traffic. |
| 324 | Kathie Burton, Soil Association | 10.Sustainability Appraisal | Sustainability Appraisal - 6.1.4 - mentions Council's preparedness in certain circumstances 'to dispose of valuable land at low cost' with a view to achieving new community facilities. Might such a flexibility apply to the council's attitude to Redcliffe Wharf in order to ensure development which has lasting community benefit at heart? | Comments noted. The council will market the site in April / May 2006. It is outside the scope of this SPD to identify which sites the council will dispose land at low cost. | No change required. |
| 259 | Trudi Jones, Environment Agency | 10.Sustainability Appraisal | Sustainability Appraisal - data supplied by Bristol Regional Environmental Records Centre as mentioned in the Sustainability Appraisal could be used to formulate specific enhancements to benefit those species identified as 'notable'. | Comments noted. Data from BRERC has been used in the SA. | Ensure SA refers to BRERC |

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| 305 | Anna Cheney Hephher Dixon (on behalf of MacDonald Hotels Bristol Ltd) | 10.Sustainability Appraisal | Sustainability Appraisal - Main body of the SPD text requires additional focus on the points outlined in section 4.2.28 - Crime and fear of crime. | The SPD addresses all of the problems which issues identified in 4.2.28 - ie. Lack of surveillance, black walls, lack of activity, specifically with Figure 5.1 and 5.2. | No change required. |
| 295 | Anna Cheney Hephher Dixon (on behalf of MacDonald Hotels Bristol Ltd) | General | Sustainability theme is supported. | Support welcomed. | |
| 228 | Dan Templeton, Turley Associates (on behalf of UNITE Group Plc) | 5. Townscape | T1 - over prescriptive as it is not had regard to the practicalities of site assembly and development. | Comments noted. However the SPD has been able to reflect on recent change and provide guidance to ensure that future change is perhaps more appropriate. T1 merely reflects existing urban design policies which exist which appropriate forms of development especially within the conservation area and therefore is not considered to be onerous or unreasonable. Site assembly and development are obliged to have regard and respond appropriately to the context. | No change required. |
| 310 | Kathie Burton, Soil Association | 5. Townscape | T1 - T5 lack substance. Recommend that Redcliffe Futures and BCC identify the best local character in Redcliffe and that all design statements accompanying Planning Applications are required to set out how designers have drawn on the best of local context. The Conservation Area advice (page 79) seems to be the only really robust character design guidance in the document. | The Conservation Area Appraisal for Redcliffe is underway and this will provide a characterisation study of the area. This SPD provides an analysis of Redcliffe as it is today. | Insert additional character analysis in section 4 (page 17). |

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| 231 | Dan Templeton, Turley Associates (on behalf of UNITE Group Plc) | 5. Townscape | T10 - Active frontages and ground floor uses only appropriate in certain areas of city centre. Figure 5.2 proposes active frontages in the majority of areas and 'spill-out' frontage in locations away from pedestrian desire lines. These should be concentrated on main pedestrian and vehicular routes or adjacent to the Floating Harbour, where passing trade is more likely to make uses viable. T10 should be amended. | It is reasonable to ask for active frontage on all building frontages in Redcliffe - this is defined in SPD3 as 'frequent doors and windows with few blank walls'. SPD3 does not seek active ground floor use on all frontages. | No change required. |
| 76 | Steve Ward | 5. Townscape | T11 - Observation. This is particularly relevant to the harbourside arcaded walkway at Redcliffe Backs - the opportunity to create the kind of mixed residential-retail-office environment seen in Liverpool's Albert Dock has been lost. | Comments noted. | No change required. |
| 87 | Julie-Marie Laming, CSJ | 5. Townscape | T12 - Not all developments should be expected to retain the services of a public art consultant. This is an onerous requirement. Smaller developments will not be able to provide for this additional expense not facility. It has been accepted that smaller scale developments do not contribute to this nor are larger scale developments always expected to provide art as part of the scheme, financial contributions to local arts projects are deemed acceptable. | Comments noted. | Amend to 'major new developments'. |
| 315 | Kathie Burton, Soil Association | 5. Townscape | T13 - Landmark floodlighting should be carefully controlled to minimise light pollution and unnecessary energy use. | Comments noted. | Amend T13 to include statement as suggested |
| 88 | Julie-Marie Laming, CSJ | 5. Townscape | T13 - Street lighting is the responsibility of the Local Authority and not a private developer. Lighting schemes can form part of a public art scheme, but it is an onerous requirement to expect a development to accommodate public art, legible city and lighting schemes and to take on the responsibility of providing street lighting. | Comments noted. Developers are encouraged to work with the Street Lighting team to ensure appropriate lighting is included in the planning application. | No change required. |

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| 89 | Julie-Marie Laming, CSJ | 5. Townscape | T14 - What is meant by interpretation features, art, plaques and signage? Is this required over and above public art and legible city? What types of development proposal's are expected to provide these? | Interpretation features include art, plaques and signage. | Reword sentence to clarify what is meant by interpretation. |
| 232 | Dan Templeton, Turley Associates (on behalf of UNITE Group Plc) | 5. Townscape | T15 - support new bridge. | Support welcomed. | |
| 90 | Julie-Marie Laming, CSJ | 5. Townscape | <p>T16 - Development should only provide financial contributions to street and space improvements where there is a demonstrated need and a direct relationship to the site.</p> <p>Flood prevention will have to be dealt with on a wider basis as Redcliffe is already a developed urban area, with development sites on Brownfield sites. This should not exacerbate current flooding situation or threats.</p> | Comments noted. | P33 T16 amend to 'Major developments...' |
| 64 | Julian Bolitho, White Young Green (on behalf of Commercial Estates Group - owner of 103 Temple Street / 111 Victoria Street). | 5. Townscape | <p>T16 states that all new developments should provide contributions to improvement of streets and spaces. This conflicts with advice in Circular 05/2005 'Planning Obligations' which requires obligations to be 'fairly and reasonably related in scale and kind' and is also directly related to the development in question.</p> <p>Amend to indicate that new development should provide contributions to an improvement of streets and spaces only where such a requirement is fairly and reasonably related in scale and kind, directly related to the development in question and necessary to make a proposal acceptable.</p> | Comments noted. Clarification needed on which developments should contribute to public realm. | Amend T16 to read 'Major developments should provide either physical and financial contributions to an improvement of the streets and spaces'. |

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| 261 | Trudi Jones, Environment Agency | 5. Townscape | T17 - Any potential difficulties with adoption of SuDs should be overcome through the initial planning process, not as part of individual site planning applications. | Comments noted. | No change required. |
| 77 | Steve Ward | 5. Townscape | T17 - Observation. However, in an area that has excessive surface water runoff, rainwater storage should be used in conjunction with SUDS for use in toilet flushing and watering of gardens / green roofs for all medium and large developments. This will further alleviate runoff as well as reducing the use of water. | Comments noted. This aspect is covered within SPD5. | No change required. |
| 257 | Trudi Jones, Environment Agency | 5. Townscape | T17 - The provision of Sustainable Drainage Systems (SuDs) wherever practical is also encouraged as these features can be designed to provide benefits to wildlife. | Support welcomed. | |

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| 309 | Kathie Burton, Soil Association | 5. Townscape | T18 - definitive guidance should be given on the palette of materials and character of new buildings (not just 'streetscape' furniture and paving). | Comments noted. The document provides an analysis of the existing character of the area, and where appropriate, new developments should respond to this. However, it is outside the scope of the SPD to design individual buildings. | <p>Replace existing T18 with the following:</p> <ul style="list-style-type: none"> • Street furniture should be minimised to reduce street clutter. • Lighting should be hung off building facades, where possible. • Street names should be attached to buildings • Legible Cities signage should be incorporated. • In areas of traditional materials these should be retained and new materials laid to match existing. The following materials are prevalent in the neighbourhood and new developments should aim to link up materials where they are missing: <ul style="list-style-type: none"> o Traditional cast iron kerbs o Pennant stone kerbs o Pennant sets • The harbourside walkway should be consistent with completed parts of the walkway (detailed specification available from BCC) |

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| 78 | Steve Ward | 5. Townscape | T18 - Object. Kerbs should not always be retained without consideration for the street function. Mixing pedestrians, cyclists and motorists with a low design speed should encourage low vehicle speeds compared with segregation. | Comments noted. | <p>Replace existing T18 with the following:</p> <ul style="list-style-type: none"> • Street furniture should be minimised to reduce street clutter. • Lighting should be hung off building facades, where possible. • Street names should be attached to buildings • Legible Cities signage should be incorporated. • In areas of traditional materials these should be retained and new materials laid to match existing. The following materials are prevalent in the neighbourhood and new developments should aim to link up materials where they are missing: <ul style="list-style-type: none"> o Traditional cast iron kerbs o Pennant stone kerbs o Pennant sets • The harbourside walkway should be consistent with completed parts of the walkway (detailed specification available from BCC) |

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| 316 | Kathie Burton, Soil Association | 5. Townscape | T18 - should shared surfaces be asphalted? A different material may encourage drivers to drive more cautiously. It is not clear what is meant by the 20mm kerb detail, nor what such a small kerb would achieve. | Comments noted. | <p>Replace existing T18 with the following:</p> <ul style="list-style-type: none"> • Street furniture should be minimised to reduce street clutter. • Lighting should be hung off building facades, where possible. • Street names should be attached to buildings • Legible Cities signage should be incorporated. • In areas of traditional materials these should be retained and new materials laid to match existing. The following materials are prevalent in the neighbourhood and new developments should aim to link up materials where they are missing: <ul style="list-style-type: none"> o Traditional cast iron kerbs o Pennant stone kerbs o Pennant sets • The harbourside walkway should be consistent with completed parts of the walkway (detailed specification available from BCC) |

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| 289 | Anna Penn White Young Green (on behalf of Deeley Freed) | 5. Townscape | T18 - support the idea of a local palette of materials. Details should be incorporated in the SPD. | Comments noted. | <p>Replace existing T18 with the following:</p> <ul style="list-style-type: none"> • Street furniture should be minimised to reduce street clutter. • Lighting should be hung off building facades, where possible. • Street names should be attached to buildings • Legible Cities signage should be incorporated. • In areas of traditional materials these should be retained and new materials laid to match existing. The following materials are prevalent in the neighbourhood and new developments should aim to link up materials where they are missing: <ul style="list-style-type: none"> o Traditional cast iron kerbs o Pennant stone kerbs o Pennant sets • The harbourside walkway should be consistent with completed parts of the walkway (detailed specification available from BCC) |
| 91 | Julie-Marie Laming, CSJ | 5. Townscape | T18 - Who will have the responsibility for producing a streetscape palette? Will the Local Planning Authority be producing a public realm handbook as has been required of the Harbourside development team and the University of Bristol? | The city council will be responsible for producing the street scape palette. | No change required. |

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| 427 | Redcliffe Futures | 5. Townscape | T18 states 'All carriageways...asphalted". T18 also states 'Street furniture should...reduce clutter". This desire to reduce clutter should apply to direction and all other traffic management signs Amendment sought by RFG: Refer to General Principles and modify text accordingly. | Comments noted. | Add to T18 to read 'Road and other direction signs to be rationalised to an absolute minimum required to achieve public safety and ease of access, taking account of the complete package of measures and all the psychological messages reinforced by blurring the distinction between pedestrians, cyclists and motorists. |
| 92 | Julie-Marie Laming, CSJ | 5. Townscape | T19 - The requirement for the replacement of a healthy tree with at least three large specimens is an onerous and impractical requirement and should be removed. There is a major conflict in achieving this, if one of the Masterplan's aspirations is to build to the back edge of pavements which will either result in the removal of existing trees or an adverse impact on their health and well being. Furthermore, where will the space be found to physically accommodate a three fold increase in the number of trees? | Additional trees would not necessarily be directly on site, but would be distributed throughout Redcliffe. | Amend T19 to clarify. Where additional trees cannot be provided onsite, alternative locations will be considered, focusing on Redcliffe Hill, Redcliffe Street and Victoria Street. |
| 61 | Julian Bolitho, White Young Green (on behalf of Commercial Estates Group - owner of 103 Temple Street / 111 Victoria Street). | 5. Townscape | T1-T3 - state objection to large floor plates. Principal issue here is how new buildings relate to the spaces around them, and therefore, the SPD's main consideration should be, for example, how building elevations are articulated rather than prescribing the internal layout. Fundamentally, it is the relationship with the street that is important not the size of floor plate. Amend to indicate there may well be occasions where new, single floor plate buildings are acceptable provided that an appropriate relationship with the public realm is satisfactorily demonstrated. The presumption against them should be removed. | The wording gives flexibility. If the developer can provide the rationale for creating large floor plates this will be considered. | No change required. |

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| 314 | Kathie Burton, Soil Association | 5. Townscape | T2 - Vertical rhythm needs to be balanced by horizontal rhythm - it is the counterpoint or tension between the two which makes for attractive facades. The diagram on page 31 is not clear. | Vertical rhythm is the dominant characteristic of the more successful buildings in Redcliffe and is something that should be encouraged. | No change required. |
| 93 | Julie-Marie Laming, CSJ | 5. Townscape | T20 - It is an onerous requirement to expect archaeological excavations at pre application stage. Not only are there issues with officers entering into pre application discussions due to lack of resources, but this is an expensive process and one that can be undertaken during the application process if the application is progressing positively. | Comments noted. | Amend T20 p34 to state that desk-based assessment should be undertaken as early as possible and preferably before an application is made. |
| 233 | Dan Templeton, Turley Associates (on behalf of UNITE Group Plc) | 5. Townscape | T20 - unclear why archaeological desktop studies are required at the pre-application stage. Unnecessary and should be removed. | Comments noted. | Amend T20 to state that desk-based assessment should be undertaken as early as possible and preferably before an application is made. |
| 94 | Julie-Marie Laming, CSJ | 5. Townscape | T23 - Varied roofscapes come from variations in building heights as well as through individual design. | Comments noted. | |
| 188 | Craig O'Brien, Turley Associates (on behalf of Edenlaw Ltd owners of 33-49 Victoria Street). | 5. Townscape | T23 - We support the encouragement of a varied roofscape which positively contributes to the city centre skyline. | Support welcomed. | |
| 95 | Julie-Marie Laming, CSJ | 5. Townscape | T25 - This should relate to new development, as it is very difficult to accommodate these facilities in addition to the cycle parking requirements in historic building conversions or refurbishments. | T25 relates to all development. | No change required. |

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| 86 | Julie-Marie Laming, CSJ | 5. Townscape | <p>T4 - Redcliffe is not an area of particularly low scale development. As already noted figure 4.6 is misleading due to a series of inaccuracies and recent planning permissions has seen the scale of development and height of buildings increase accordingly. It is therefore argued that the scale of three to six storeys is not the predominate scale of development.</p> <p>There are areas within Redcliffe that can accommodate taller buildings – Victoria Street, the waterfront areas and frontage, the former Courage Brewery site and area around the fire station. Areas of large roads such as Redcliffe Way and Temple Way can also accommodate large scale and taller buildings, to counteract their open and expansive characters. This is all the more important as developers and Local Planning Authorities are required to provide ever higher densities of development in order to maximise the efficient use of brownfield sites.</p> <p>SPD 1 allows for buildings up to nine storeys in height or up to 27m before classification and assessment as a tall building.</p> | Comments noted. Advice set out in Townscape section on reasonable heights of buildings. The predominant height of buildings in the area are between 3 and 6 storeys. However any application for a building outside of this guidance will be judged on its merits. Developers will be required to justify why their scheme differs from the guidance. | No change required. |
| 342 | Alison Priestley, CSJ Planning (on behalf of the owner of the Auction Rooms, Prewett Street). | 5. Townscape | T4 - comment is misleading and should be amended. Policy should not generalise the suitable heights across the whole area, implying the general character is 3 storeys? | Comments noted. Advice set out in Townscape section on reasonable heights of buildings. The predominant height of buildings in the area are between 3 and 6 storeys. However any application for a building outside of this guidance will be judged on its merits. Developers will be required to justify why their scheme differs from the guidance. | No change required. |

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| 229 | Dan Templeton, Turley Associates (on behalf of UNITE Group Plc) | 5. Townscape | T4 - in some circumstances, Redcliffe does represent an appropriate location for tall buildings. 3-6 storeys fails to recognise the contribution taller buildings can and have made. 3-6 storeys is not the predominant existing context in many areas of Redcliffe, and setting a height criteria in such a way across the whole area is not considered appropriate. | Comments noted. Advice set out in Townscape section on reasonable heights of buildings. The predominant height of buildings in the area are between 3 and 6 storeys. However any application for a building outside of this guidance will be judged on its merits. Developers will be required to justify why their scheme differs from the guidance. | No change required. |
| 311 | Kathie Burton, Soil Association | 5. Townscape | T4 - insufficient guidance | Comments noted. Advice set out in Townscape section on reasonable heights of buildings. The predominant height of buildings in the area are between 3 and 6 storeys. However any application for a building outside of this guidance will be judged on its merits. Developers will be required to justify why their scheme differs from the guidance. | No change required. |
| 185 | Craig O'Brien, Turley Associates (on behalf of Edenlaw Ltd owners of 33-49 Victoria Street). | 5. Townscape | T4 - It is stated that the predominant existing context is of 3-6 storeys. However, it should be noted that there a number of buildings in Redcliffe higher than this and the range is between 3 and 16 storeys. Whilst it is accepted that Redcliffe is not generally considered an appropriate location for tall buildings, there may be instances where an increase in height is necessary or desirable at locations where a landmark building is required or to mark an important gateway. The text should be revised to make provision for this. | Comments noted. Advice set out in Townscape section on reasonable heights of buildings. The predominant height of buildings in the area are between 3 and 6 storeys. However any application for a building outside of this guidance will be judged on its merits. Developers will be required to justify why their scheme differs from the guidance. | No change required. |

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| 62 | Julian Bolitho, White Young Green (on behalf of Commercial Estates Group - owner of 103 Temple Street / 111 Victoria Street). | 5. Townscape | T4 - Some areas, a particular site's context and the associated urban design consideration might demand a building of greater than 6 storeys. Amend to indicate that there will be occasions where a particular individual site's context and associated urban design considerations might demand a building greater than 6 storeys. | Comments noted. Advice set out in Townscape section on reasonable heights of buildings. The predominant height of buildings in the area are between 3 and 6 storeys. However any application for a building outside of this guidance will be judged on its merits. Developers will be required to justify why their scheme differs from the guidance. | No change required. |
| 312 | Kathie Burton, Soil Association | 5. Townscape | T5 - insufficient guidance | Comments noted. However it is not clear what further guidance the respondent would like to see. | No change required. |
| 186 | Craig O'Brien, Turley Associates (on behalf of Edenlaw Ltd owners of 33-49 Victoria Street). | 5. Townscape | T5 - The concept of creating memorable corners is supported however it should be stated that one effective way of defining corners is by using an increase in height. | Support welcomed. | Insert diagram (on p31) from Urban Design Compendium which illustrates how corners can be emphasised. |
| 517 | Linda Brightman, Open University, Portwall Lane | 5. Townscape | T5 & T9 - We are aware that we will be very visually prominent as a corner site fronting Brunel Mile and directly in the line of vision for pedestrians entering Bristol from the station area. We also currently have a blank wall – where we would love not to have a blank wall !!! Incidentally, we are about to approach Bristol City Council to obtain permission for three or four external signs on the external walls to our building. We trust that the Council will have no objections as these will be modest in comparison to banners currently displayed on buildings further along Portwall Lane. | Comments noted. Planning applications will be dealt with on a case by case basis and without details of the forthcoming permission the council is unable to comment. | No change required. |

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| 187 | Craig O'Brien, Turley Associates (on behalf of Edenlaw Ltd owners of 33-49 Victoria Street). | 5. Townscape | T6 - The concept of encouraging 'flat-iron' buildings on acute-angled corners is strongly supported. | Support welcomed. | |
| 75 | Steve Ward | 5. Townscape | T7 - Observation. Views are particularly important from the harbourside to important landmarks. Elsewhere many are still being lost, e.g. from the harbour to Cabot Tower. | Comments noted. However, this document will not affect the buildings outside of the Redcliffe area. | No change required. |
| 313 | Kathie Burton, Soil Association | 5. Townscape | T8 - insufficient guidance | Comments noted. Unclear what additional guidance on landmark buildings is required. | T8 p31 add - 'All buildings in the vicinity of historic landmarks to be a height which allows the existing landmark to be dominant from both near and more distant views. |
| 230 | Dan Templeton, Turley Associates (on behalf of UNITE Group Plc) | 5. Townscape | T9 - Active frontages is not appropriate for every city centre location. UNITE consider it inappropriate to try to create areas of active frontages in all buildings. T9 should be amended. | Active frontages increase the level of surveillance in the area, which is one of the issues highlighted in early parts of the document and in the Sustainability Appraisal. Bristol City Council feel it is reasonable to seek active frontage on all building frontages as in Figure 5.2. Active ground floor uses are sought at key nodes. | No change required. |
| 115 | Chris Chubb, Long John Silver Trust | 5. Townscape | T9 - hope that temporary and permanent artwork would be encouraged to eliminate blank walls. | Comments noted. Active frontages are defined as frequent doors and windows with few blank walls. | No change required. |

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| 238 | Dan Templeton, Turley Associates (on behalf of UNITE Group Plc) | 5. Economy | Table 1 - Design Considerations - should be moved within the document so that it corresponds more closely with the policy guidance. | Comments noted. | Move to under Economic Policy Guidance. |
| 488 | Tony Denham | 5. Economy | Table 1 - should include mention of re-cycling facilities for the development and the community. It should be titled Table 5.1 to follow the convention of the sections and figures. | Table is directly from the Urban Design Compendium. | Amend Table 1 - to Table 5.1 |
| 490 | Tony Denham | 6. Temple | Temple - Items 4 & 5 of the 'Policy Guidance' are about bringing forward the building lines, but the choice of words is confusing. | Comments noted. | Amend wording to clarify p46. |
| 402 | Redcliffe Futures | 6. Temple | Temple - All buildings in the vicinity of the church to be of a height which allows the church tower to be the dominant landmark both from near and more distant views. | This item is already in the document has been included in the section on Townscape. | No change required at this point. Insert on page 31. |
| 403 | Redcliffe Futures | 6. Temple | Temple - Build flat iron corner at junction of Temple Street and Victoria Street - as a reference to the historic meeting of the two streets, also as a means of containment of the King's Head and adjoining mediaeval group of buildings on a scale which is more in keeping with their modest scale. | Comments noted. | Include guidance as suggested. |
| 394 | Redcliffe Futures | 6. Temple | Temple - Close Temple Street at its junction with Victoria Street (this stopping up has been agreed by the Fire Brigade but is dependent on their final decision about the best location for the new fire station). | This item is already in the document (point 1 p 46) | No change required. |

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| 393 | Redcliffe Futures | 6. Temple | Temple - Continue existing, post-war line of Temple Street (this allows incremental development of the immediate area, as leases come to an end and development opportunities open up over several years). Develop new iron pan building on the site described by the new and old lines of Temple Street. | The council does not support the promotion of a flat iron building at the junction of new and old Temple Street. Reasons are set out in the consultation statement. | No change required. |
| 391 | Redcliffe Futures | 6. Temple | Temple - Create 'pocket square' on Temple Street side of 34 Victoria St. | The council is promoting a pocket square in front of the Cornubia Pub, providing 'spill out' space for the existing pub, rather than in the location suggested by Redcliffe Futures. | No change required. |
| 397 | Redcliffe Futures | 6. Temple | Temple - Create a new square to reveal the leaning tower of Temple Church, as the punctuation/focus of the long view of the tower along new line of Temple Street. | This item is already in the document (point 1 p 46) | Replace point 1, p 46 with suggested text. |
| 396 | Redcliffe Futures | 6. Temple | Temple - Create pedestrian way through between Bristol House and new iron pan building, carrying through to newly opened-up line of ancient 'Long Row'. This continues the pedestrian way from Temple Meads, alongside floating harbour (under Avon Street bridge), down Water Lane, through Long Row to Victoria Street. | The city council support the idea of creating a new square, along with a route from the new bridge, to the church. The square should be lined with active ground floor uses. Therefore the council do not wish to promote an alternative route away from the square. | No change required. |
| 411 | Redcliffe Futures | 6. Temple | Temple - Develop existing car park here, to help create street frontage to Church Lane - accommodate cars ousted by this, either on-site or within adjoining sites. | The plan shows the proposed footprint the SPD is seeking. No need to reinforce with text. | No change required. |
| 406 | Redcliffe Futures | 6. Temple | Temple - Develop Fire Station site with perimeter building. Establish pedestrian ways through this site to allow ease of permeability; also vehicle access ways to service the site. | Comments noted. | Insert text as suggested on page 46. |
| 390 | Redcliffe Futures | 6. Temple | Temple - Develop site of 32 Vic Street out to this new line of Temple St. | The plan shows the proposed footprint the SPD is seeking. No need to reinforce with text. | No change required. |

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| 414 | Redcliffe Futures | 6. Temple | Temple - Develop site of short-term car park to hotel at the corner of Temple Way/Temple Back and Temple Rose Street to create a gateway into the area. | The plan shows the proposed footprint the SPD is seeking. No need to reinforce with text. | No change required. |
| 319 | Kathie Burton, Soil Association | 6. Temple | Temple - draft block plan could be improved by opening the proposed square more to Victoria Street, so that the church can be glimpsed by the passer-by. A glimpse would provide an additional incentive to enter the square. Desirable to create a route running past the Cornubia across Bristol House site. However, this need not take the line suggested in the RFG plan so could avoid making a narrow wedge of building at the end. | The city council support the idea of creating a new square, along with a route from the new bridge, to the church. The square should be lined with active ground floor uses. Therefore the council do not wish to promote an alternative route away from the square. | No change required. |
| 410 | Redcliffe Futures | 6. Temple | Temple - Encourage development of NCP open car park with frontage onto Church Lane also onto Cart Lane. | The plan shows the proposed footprint the SPD is seeking. No need to reinforce with text. | No change required. |
| 412 | Redcliffe Futures | 6. Temple | Temple - Encourage development of site at east end of Temple Gardens; reduce width of Temple Rose Street to allow new development frontage to advance into the road. | The plan shows the proposed footprint the SPD is seeking. No need to reinforce with text. | No change required. |
| 398 | Redcliffe Futures | 6. Temple | Temple - Encourage new development which helps to bring forward the development of buildings to contain this new square while respecting existing occupancies and tenures of other surrounding buildings which may not be possible to redevelop in the short term. | The plan shows the proposed footprint the SPD is seeking. No need to reinforce with text. | No change required. |

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| 207 | Ned Cussen, King Sturge (on behalf of Avon Fire Brigade) | 6. Temple | Temple - heights of buildings. It is suggested the development could be up to 4-5 storeys. Whilst not having checked unimplemented permissions, we consider that the site should accommodate at least 5 storeys to be consistent with other developments in the area. | Comments noted. Advice set out in Townscape section on reasonable heights of buildings. The predominant height of buildings in the area are between 3 and 6 storeys. However any application for a building outside of this guidance will be judged on its merits. Developers will be required to justify why their scheme differs from the guidance. | Delete reference to heights on page 46. |
| 524 | Graham Balfry , Resident of Redcliffe | 6. Temple | Temple - I understand that the RFG design for redevelopment around Temple Church has approval of Lyons Davison who intend to redevelop with the next few years; whereas the layout shown in the SPD will prevent them from redeveloping and denying all the accompanying public realm improvements which would follow. It makes no sense to persist with the design shown in the SPD. | The main difference between the layout between Redcliffe Futures and SPD3 is the space in front of the Cornubia Pub. However the council recognises that the entrance to the basement car park associated with Bristol House. | Amend plan to show that the entrance to the car park is incorporated into the building block on Bristol House. |
| 395 | Redcliffe Futures | 6. Temple | Temple - Maintain vehicle ramp, at east end of Bristol House, as access to underground car park. | Comments noted. | Amend map to show the retention of existing underground car park. |
| 203 | Ned Cussen, King Sturge (on behalf of Avon Fire Brigade) | 6. Temple | Temple - narrowing Counterslip. The proposals map appears to show a new building line on the existing kerb line. This has implications regarding:- The incorporation of land owned by Bristol City Council- Stopping up of highways- Existing services under the stopped up highway. More details of these implications are set out later in para 10. | Comments noted. However, the narrowing of roads is a clear aspiration of the city council. The street typologies set out in Appendix 3 provide indicative layout, form and functions of each street in Redcliffe. | No change required. |

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| 202 | Ned Cussen, King Sturge (on behalf of Avon Fire Brigade) | 6. Temple | Temple - narrowing of Temple Street. The narrative refers to the narrowing of Temple Street and bringing forward the building lines, but the proposals map shows a realignment of Temple Street to its original alignment as well. These proposals have the same implications as for the narrowing of Counterslip but in addition there may be problems with the underground car park since part of the land currently used as the ramp to the car park may be required for realignment of the road. | Comments noted. | Amend plan to show that the entrance to the car park is incorporated into the building block on Bristol House. |
| 204 | Ned Cussen, King Sturge (on behalf of Avon Fire Brigade) | 6. Temple | Temple - narrowing Water Lane. The proposals map appears to show a narrowing of Water Lane on both sides with the new building lines at or approaching the existing kerb lines. These proposals therefore have the same implications as the proposals for Counterslip. | Comments noted. However, the narrowing of roads is a clear aspiration of the city council. The street typologies set out in Appendix 3 provide indicative layout, form and functions of each street in Redcliffe. | No change required. |
| 399 | Redcliffe Futures | 6. Temple | Temple - Note that the indication proposed by the plan here suggests a means of achieving the square within existing ownerships and tenure, in an incremental manner, over a period of years. | Comments noted. | No change required. |
| 400 | Redcliffe Futures | 6. Temple | Temple - Part of Norfolk House is required to be demolished to create the new square. Ensure that Norfolk House can increase its redevelopment footprint by extending its frontage into Water Lane, to balance the loss of footprint needed to effect the square (while respecting that this site will enjoy betterment value by its location alongside an important new civic space). | This is too much detail for an SPD. The plan shows the proposed footprint of the SPD. | No change required. |
| 409 | Redcliffe Futures | 6. Temple | Temple - Plant new stately trees along here, with short-stay parking bays between – to reinforce the street frontage line established by existing plane trees outside 32-36 Victoria Street and the new line of Bristol House. | Guidance on trees is within the Townscape section of the document. | No change required. |

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| 388 | Redcliffe Futures | 6. Temple | Temple - Re-configure line of Temple Street to create long view of the leaning tower of Temple church from a view-point where Temple St. emerges into Counterslip. | Comments noted | Insert text on page 46 as suggested. |
| 405 | Redcliffe Futures | 6. Temple | Temple - Reduce Church Lane here, at its junction with Victoria St. by developing continuation of old terrace, to the same scale. | This is shown on the map and in the tables on street typologies - not necessary to put in text. | No change required. |
| 401 | Redcliffe Futures | 6. Temple | Temple - Reduce Water Lane to approximately half its present width. | This is shown on the map and in the tables on street typologies - not necessary to put in text. | No change required. |
| 407 | Redcliffe Futures | 6. Temple | Temple - Reduce width of Temple Back to approximately half its present dimension, increasing development footprint of Fire Brigade site accordingly. | This is shown on the map and in the tables on street typologies - not necessary to put in text. | No change required. |
| 392 | Redcliffe Futures | 6. Temple | Temple - Re-establish approx line of historic Temple Street, at south end of the street (where Bristol House currently blocks the historic line); encourage an architectural 'interpretation' of the ancient line of Temple Street. | Comments noted. However, it is difficult to reinstate the historic line and create a uninterrupted view of the leaning tower. | Include 'Encourage an architectural 'interpretation' of the ancient line of Temple Street through the block proposed for Bristol House. |
| 408 | Redcliffe Futures | 6. Temple | Temple - Reinforce frontage of Victoria Street by moving forward the building frontage of Bristol House with first floor and upper storeys out to the existing front edge of pavement with a ground storey arcade. | This is too much detail for an SPD. The plan shows that the council supports the narrowing of Victoria Street at this location. | No change required. |
| 404 | Redcliffe Futures | 6. Temple | Temple - Reintegrate the Cornubia pub into the street scene, building alongside with similar scale to recreate a semblance of the original terrace. | Comments noted. The guidance covers how the Cornubia Pub should be reintegrated with the urban fabric of the neighbourhood, by creating a new public space in front of the pub. | No change required. |
| 413 | Redcliffe Futures | 6. Temple | Temple - Retain views & access between existing hotel & Temple Gardens. | This is shown on the map - not necessary to put in text. | No change required. |

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| 210 | Ned Cussen, King Sturge (on behalf of Avon Fire Brigade) | 6. Temple | <p>Temple - road narrowing. The problems referred to in items 1 to 3 above may be summarised as follows:-The Authority only owns the land within the current marked boundaries. Normally when roads are closed, frontage owners can claim ownership of the subsoil up to the middle of the road. That is not the case here as the land immediately abutting our boundaries is owned by Bristol City Council, having been acquired prior to 1974 by the former City Council and retained for highway use when the remainder of the land was developed as a fire station and HQ. To utilise this land will require a land deal with Bristol City Council under which could result in delays. Landowners must not be constrained in implementing development. Development will require road closures. These will only be possible once planning permission has been obtained and cannot be guaranteed. It will also take time and cause delay. If, at the time the site is sold, the orders have not been made confirmed, it will adversely affect value due to risks associated with uncertainty and delay. If the sale of the site is delay</p> | Comments noted. SPD3 is the focus for a holistic corporate/community (traffic/highways and planning) expression of BCC land use/spatial, urban design and highway aspirations. However it is noted that it is the Traffic Authority's ultimate decision. | Add the following statement to the section on Movement - Measures to vary and supplement existing traffic restrictions will be required to support the objectives of this SPD. The final form and extent of these measures will be determined by the Council as Traffic and Highway Authority following appropriate consultation. |

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| 209 | Ned Cussen, King Sturge (on behalf of Avon Fire Brigade) | 6. Temple | Temple - The document envisages the creation of a footpath link between Temple Back and Temple Street. This reinstates the original link along Bear Lane although in a slightly different location and alignment. Avon Fire Brigade object to this proposal which could have a serious adverse impact on development because:-1. the footpath cuts the site in two.2. it could be difficult to create an "attractive" footpath environment whilst maximising the development potential of the site3. the footpath is likely to impinge on vehicular access to the site with the potential for vehicles to cross it. Any fire station use would undoubtedly require appliances to cross the footpath with the inherent dangers that would have. | The Fire Station is such a large site and will need to be broken up by a pedestrian route of some kind. Redcliffe Futures' suggestion for the wording to overcome this issue is useful. | Add text 'Develop Fire Station site with perimeter building. Establish pedestrian ways through this site to allow ease of permeability;' also vehicle access ways to services the site'. |
| 561 | James Howard, Urban Splash (South West) Limited | 6. Temple | Temple - The Fire Station site is critical to the successful redevelopment but is currently isolated. Downgrading and even stopping up of the surrounding roads to vehicular use other than service vehicles and occupies could create an intimate environment more appropriate to the residential development proposed and improve the relationship with Temple Back and the river beyond by better closer links. The building height should not be dictated as it needs to respond to surrounding development and be of sufficient critical mass to create a 'hub' due to its location. | Comments noted. Advice set out in Townscape section on reasonable heights of buildings. The predominant height of buildings in the area are between 3 and 6 storeys. However any application for a building outside of this guidance will be judged on its merits. Developers will be required to justify why their scheme differs from the guidance. | Delete reference to heights on page 46. |

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| 200 | Ned Cussen, King Sturge (on behalf of Avon Fire Brigade) | 6. Temple | Temple - the intended closure of the junction of Water Lane and Victoria Street, would not have a major effect on response as this is a simple short cut. Provided that the Counterslip access to Victoria Street remained intact, by turning left appliances could still respond to the area around Temple Gate/Temple Meads and beyond towards the A4 Bath Road. | Comments noted. | No change required. |
| 387 | Redcliffe Futures | 6. Temple | Temple - The layout shown in Figure (not numbered) on p47 might be difficult to achieve in terms of land ownership. The detailed plan produced by RFG and the accompanying text has widespread support from the local community and landowners, and can be delivered. | Comments noted. However it is not clear why the layout of Temple is difficult to achieve in terms of land ownership as the only difference between RFG and SPD3 is the building in front of the Cornubia Pub. | No change required. |
| 208 | Ned Cussen, King Sturge (on behalf of Avon Fire Brigade) | 6. Temple | Temple - uses. Proposed uses are too narrow and prescriptive. A range of mixed uses are appropriate. This should include general business use i.e. offices. The Counterslip frontage and Temple Back frontage are wholly appropriate for this. Avon Fire Brigade are most concerned about the proposal for "affordable business space." "Affordable" has become synonymous with "low cost" or "low rent" which could significantly affect value. Why should this site provide this "benefit" while other sites in the area are allowed higher value developments? Avon Fire Brigade will require a high return to reinvest in new or improved facilities on the site and elsewhere. Any redevelopment must recognise that uses are required that enable the site to be redeveloped incrementally allowing continuity of operation. Also any redevelopment must be capable of generating sufficient value to fund provision of new facilities. | Affordable business space should be linked to the planning obligations for this area. Agree that the appropriate uses would be a mix. | Move reference to affordable business space to section on Planning Obligations, and alter text to suggest a mix of uses. |

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| 206 | Ned Cussen, King Sturge (on behalf of Avon Fire Brigade) | 6. Temple | Temple -Closure of access from Temple Street to Victoria Street. This may have operational implications as there is no right turn permitted from Temple Back along Temple Way towards Temple Meads Station. The alternative route will be via Counterslip and Victoria Street. | Comments noted. Any plans for closure would require consultation with the emergency services. | No change required. |
| 73 | Julian Bolitho, White Young Green (on behalf of Commercial Estates Group - owner of 103 Temple Street / 111 Victoria Street). | 5. Townscape | The council's definition of what constitutes an active frontage is supported. | Support welcomed. | |
| 212 | Jerry Hicks, LA21 Land Use Group | General | The diverse range of issues and detailed visual context of this draft SPD reflects years of up hill work. If the conclusions have been approved by 'Redcliffe Futures' we have much to celebrate. However a clear statement of community endorsements seems to be lacking. Can this be obtained before publication? Any obstacles should be resolved. Any suggestion that 'they can't have all they want' would not be tenable, unless supported by acceptable reasons. | Aim to resolve issues with Redcliffe Futures to enable us to have a statement from the group up front in the foreword. | Seek statement for Foreword from Redcliffe Futures. |

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| 54 | Julian Bolitho, White Young Green (on behalf of Commercial Estates Group - owner of 103 Temple Street / 111 Victoria Street). | General | The document generally sets out clear objectives for the area and gives greater certainty to those seeking to redevelop key sites. | Support welcomed. | |
| 461 | Dave Sutton , Bristol resident | General | The experience to date is not positive with too many examples of “dead” street frontages (hiding parking) and mono-use (often corporate) buildings. The SPD fails to analyse why the Council's policies have so far failed – so as to amend the policies to actually deliver mixed use, active street fronts, and good design. The SPD needs to be given more teeth to refuse obviously poor design or unsustainable developments (in line with PPS.1). As presently suggested the SPD is far too flexible in this area – meaning it will inevitably fail to deliver. | The SPD adds more detail to the existing policy of mixed use. It provides guidance for active use, and gives more power to Development Control to insist on good design. The SPD must allow some flexibility and cannot design every building in the study area, but give a framework within which developers must work. | No change required. |
| 258 | Trudi Jones, Environment Agency | 5. Townscape | The Floating Harbour is important in its function as a wildlife corridor and this should be enhanced with appropriate planting schemes. | Comments noted. | Add guidance on increasing biodiversity in Redcliffe and include this statement on p33. |

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| 377 | Redcliffe Futures | General | <p>The General Principles are fundamental to the design process for the neighbourhood. Their position in the appendix denies them the prominence they should be given.</p> <p>Amendment sought by RFG: The General Principles should be moved from the appendix nearer to the front of the document starting at page iii.</p> | Where possible the General Principles have been translated into the SPD. See separate paper. | No change required. |
| 508 | Wendy Pollard | General | <p>The Group produced a set of general principles to be used to control development. The SPD has been guided a little by these principles, however they are not included as a whole in the policy guidance for developers. e.g. high quality materials for surfaces of streets and public squares were considered essential to preserve the character of the area, etc. These are now only contained in an Appendix 4, for information only. Why was tarmac specified in the actual document? (see page 33, T18)</p> | Where possible the General Principles have been translated into the SPD. Agree that more detail is required for Streetscape materials. | Reference to tarmac will be removed from p 33. |
| 542 | Tony Kerr, Arup | 6. Redcliffe Way | <p>The masterplan for the Redcliffe Way Corridor (6.11ff) is a critical element of the overall concept and there should be some undertaking to put a definitive plan in place as soon as practical. Links with FM transport study outcome.</p> | Comments noted | Comments will be considered when developing the masterplan for Redcliffe Way. Refer to Faber Maunsell Study in section on Redcliffe Way p60. |

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| 430 | Redcliffe Futures | General | <p>The period for consultation on this SPD has been effectively reduced by the inclusion of Christmas and New Year holidays. This has created difficulties with communication with consultees.</p> <p>It is recommended that where public consultation spans Christmas and New Year holidays the period be lengthened.</p> | Wherever possible periods of consultation will seek to avoid the Christmas / New Year holiday. | No change required. |
| 456 | Dave Sutton , Bristol resident | General | The proposed SPD is I suggest fatally flawed by failing to consider the Redcliffe area within its wider City Centre context. In particular it has a critical and important role as one of the gateways from South Bristol. Bedminster Bridge/ Redcliffe Way is one of only three vehicular crossings from the Bedminster/ Windmill Hill/ Totterdown areas (and rest of south Bristol) into the City Centre (unless one goes further to the east). The adverse impact of Temple Quay on the traffic around Temple Meads and Redcliffe Way has been regularly noted in the local press. The failure of the Temple Quay development to contribute adequate resources to addressing this problem remains a continuing problem. | Comments noted. Redcliffe has been considered as part of the city centre, and Bristol as a whole. This SPD sits within the policy framework of the Bristol Local Plan, the City Centre Strategy and transport plan and consequently has evolved within a wider strategic context. | No change required. |
| 503 | Jeff Bishop, Redcliffe business | General | The proposed SPD, though not suggesting anything as bad as Temple Quay is firmly in that territory and will completely fail to deliver the necessary, and widely supported, diversity that government commitment to Sustainable Communities requires, the City Council says it is committed to and local people clearly want. | Comments noted. However it is not clear how the SPD is suggesting something similar to Temple Quay. The SPD responds to the consultation and work of Redcliffe Futures. | No change required. |

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| 559 | James Howard, Urban Splash (South West) Limited | General | The River Avon is an opportunity that could be exploited. The creation of new pedestrian and cycle links along the banks, along with improvements to the riverside environment. A sustainable green transport route could be created improving links in and around the city. | Comments noted. Agree that this could be an important link to the city centre. However the main route from Temple Meads into the city centre will be Brunel Mile. Existing pedestrian routes along Commercial road are sufficient. | No change required. |
| 282 | Andrew Vines, English Heritage | General | The thoroughness of the detailed guidance in the final draft and its sensitivity towards the historic environment is impressive. I'm particularly pleased that there appears to have been an understanding of the character of the area which has been successfully translated into the guidance for several important historic sites such as Redcliffe Wharf. | Support welcomed. | |
| 333 | Dilwen Miller, Church Warden , St Mary Redcliffe Church | 5. Movement | The use of water transport for an important tourist attraction such as St Mary Redcliffe Church has not been given sufficient prominence. The ferry to Redcliffe is greatly underused but it could become a great asset to the area and at the same time significantly reduce reliance on other methods of transport. | Reference must be made to the role of the ferry serving Redcliffe. | Include reference to a ferry stop in the vicinity of Redcliffe Way on p50. |
| 463 | Dave Sutton , Bristol resident | 7. Delivery | There are a number of major sites within the area where site-specific Design Briefs are required – particularly for any development around St Mary Redcliffe. | Agreed. Redcliffe Way will be subject to a Masterplan. A development brief will be required for the General Hospital site. Phasing Plan identifies further work required, | No change required. |
| 541 | Tony Kerr, Arup | 8. Appendix | There is no drawing of road type A10, it is referenced in fig A1. | The drawings that refer to the road types that are 'to remain more or less as is' have not been included as there is little need. However, this has caused some confusion. | Insert missing street typology diagrams in Appendix 3. Regularise all street typology diagrams to avoid confusion or misinterpretation. |

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| 506 | Jeff Bishop, Redcliffe business | General | There is no recourse of appeal should the City Council decide to adopt this proposed SPD. If that were possible and some sort of appeal were to take place in the light of the principles and details of the new planning system in terms of community involvement, (and those espoused by your own department in its draft Statement of Community Involvement), it would fail completely. There is not the slightest doubt that a planning Inspector would conclude that the process followed was of a very high quality and, on that basis, the City Council's proposals do not meet any test of soundness in terms of demonstrating a link to community and stakeholder aspirations. Without suggesting that the Redcliffe Futures proposals should be used simply because they are locally generated, it is clear that the City Council is failing according to its own principles of, and supposed commitment to, more and better community engagement. | The city council has worked closely with Redcliffe Futures, but must take responsibility and ownership of SPD3. The council has based this SPD on the Neighbourhood Framework and General Principles. In some instances the council does not agree with the ideas promoted by the group and these have been outlined in the Consultation statement. | No change required. |
| 389 | Redcliffe Futures | 6. Temple | This new line of Temple Street to be no greater than minimum width for emergency vehicle access | This has been taken into consideration when developing the 'street typologies'. | No change required. |

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| 511 | Wendy Pollard | General | This whole area presents an opportunity for imaginative, sympathetic regeneration involving and retaining the local community of residents and businesses. It is essential to keep the character of the area and in doing so there will be a commercial advantage in that new residents and businesses will be attracted there and will further enliven and enhance this historic quarter. | Comments noted. The Conservation Area Appraisal will provide more detail on the character of the neighbourhood. However the SPD provides an analysis of the area which is then reflected in the proposals for new development (section5). | Insert additional character analysis in section 4 (page 17). |
| 505 | Jeff Bishop, Redcliffe business | General | Though there may well be issues of personalities, different styles of working, differences of view on key issues and a need to balance city-wide ambitions with those of a local community, the whole point of proper community engagement is to find methods that transcend this and generate genuinely shared, widely agreed, even mutually 'owned' outcomes and proposals. This is patently not the case here. There is little sign that anything so well catalogued and so clearly built up over many years of work has been incorporated into or reflected in the proposed SPD it is patently a professionally-led, top-down set of proposals. | Comments noted. The SPD has been driven by Redcliffe Futures and is firmly based on their ideas and aspirations for the neighbourhood. The main difference of opinion is about the level of detail provided in the document, rather than the content. Redcliffe Futures has been involved in the project team. The consultation statement sets out the involvement and where there are differences the rationale behind the council's position. | No change required. |
| 222 | Dan Templeton, Turley Associates (on behalf of UNITE Group Plc) | General | UNITE consider that the purposes of an SPD is to provide further guidance rather than prescribing a formal development brief for the area, and that the draft document should be re-written accordingly. | Comments noted. An SPD provides a framework within which development can take place. The city council hope to provide a balanced level of guidance with this document and feel that the level of prescription is correct. | No change required. |

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| 306 | Kathie Burton, Soil Association | 5. Plan for Redcliffe | Vision and Objectives - Impressed by the draft document and vision presented for the area by Bristol City Council and Redcliffe Futures. | Support welcomed. | |
| 530 | Ben Bennett, South West Primary Healthcare Trust | 5. Plan for Redcliffe | Vision and Objectives - support which should contribute positively to the social, economic and public health status of the population. | Support welcomed. | |
| 260 | Trudi Jones, Environment Agency | 5. Townscape | Water - Development must not adversely affect water quality. The adoption of SuDs, wherever opportunities exist, will make a positive improvement to water quality and should include encouraging grey water recycling and rainwater collection. | Comments noted. | Amend T17 p33 to read as suggested. |
| 263 | Trudi Jones, Environment Agency | 5. Townscape | Water - If detrimental consequences to the water environment are likely, then agreed mitigation measures would be necessary. Consideration should be given to any possible impact on groundwater recharge, flows and levels. Local water interests such as wells, springs, etc, and private abstractions must not be adversely affected. | Comments noted. | Add to T17 p33. |
| 327 | Dilwen Miller, Church Warden, St Mary Redcliffe Church | 2. Policy Context | We also note the publication of the revised City Centre Strategy and Area Action Plan 2005 – 2010, which offers an excellent city centre policy setting and confirms Bristol City Council's support for Redcliffe's aspirations. | Support welcomed. However the city centre strategy will no longer be part of the Local Development framework, but some of the policies will form part of the Core Strategy. | |

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| 53 | Julian Bolitho, White Young Green (on behalf of Commercial Estates Group - owner of 103 Temple Street / 111 Victoria Street). | General | Welcomes the publication of the SPD which recognises the huge potential of the Redcliffe area for sensitive regeneration and redevelopment. | Support welcomed. | No change required. |
| 283 | Anna Penn White Young Green (on behalf of Deeley Freed) | General | Welcomes the publication of this important document, which recognises the huge potential of Redcliffe for sensitive regeneration and accommodating mixed city centre uses. | Support welcomed. | |
| 239 | Dan Templeton, Turley Associates (on behalf of UNITE Group Plc) | 6. West Redcliffe - page 52/58 | West Redcliffe - 1. No evidence to suggest that the west side of Redcliffe Hill has ever provided 'active' frontage. Therefore not appropriate to 'restore'. | Redcliffe Hill was once a bustling street. Photos showing this from 1955. | No change required. |
| 240 | Dan Templeton, Turley Associates (on behalf of UNITE Group Plc) | 6. West Redcliffe - page 52/59 | West Redcliffe - 3. Pedestrian route through Phoenix House is inappropriate and unnatural. It is not an historic route and would not correspond to desire lines. Likely to prove unattractive to people moving through the area | If in the future the Phoenix House site was comprehensively redeveloped, the city council would look to make the site more permeable for the pedestrian. | No change required. |

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| 551 | Hugh Pratt, Redcliffe landowner | 6. West Redcliffe - page 52/61 | West Redcliffe - 7 add "so there must be no development or buildings." – to preserve access to tunnel | The SPD cannot state that development or buildings are not permitted on this site. The site is allocated as 'mixed use' within the Adopted Local Plan. The SPD can only supplement this policy. | No change required. |
| 493 | Tony Denham | 6. West Redcliffe - page 52/70 | West Redcliffe - 8 of the 'Policy Guidance' talks about only the south west corner of the Hospital site. As the whole hospital is being vacated surely all of the Hospital site will be developed for a different use. | The plan identifies the whole site as a development opportunity. | Clarify on Figure 5.1 that it likely that the south west corner of the site will be new development rather than conversion. |
| 494 | Tony Denham | 6. West Redcliffe - page 52/71 | West Redcliffe - 9 of the 'Policy Guidance' is confusing and needs rewording. | Comments noted. | Expand on the reference to the Hospital in para 6.7 to refer to the current state of the hospital and how some of the later additions to the Victorian Hospital have a negative impact. Link point 8 & 9. |
| 543 | Susan Hooper | 6. West Redcliffe - page 52/69 | West Redcliffe - Delighted that the city council have removed the idea of Bathurst Basin as a development opportunity. | Support welcomed. | |

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| 219 | John Bates, Resident of Merchants Landing | 6. West Redcliffe - page 52/66 | West Redcliffe - explain in detail the interpretation of the wording in point 11 & 12. | <p>Comments noted. Bathurst Basin is currently open pedestrian space with an element of car parking. It was refurbished under an environmental enhancement scheme over 20 years ago and is starting to look run-down and in need of attention. Local residents would be consulted if any improvements to the space are proposed.</p> <p>Following consultation with local residents where there was strong opposition to the identification of this site for a development opportunity, it was removed from the draft plan. However, including the idea of enclosing the space in some form is confusing.</p> | <p>Amend Figure 5.1 - remove pink dotted line (potential for enclosure) as this is confusing. Change the space to existing pedestrian space.</p> <p>Remove point 11 on p52.</p> |
| 302 | Anna Cheney Hepher Dixon (on behalf of MacDonald Hotels Bristol Ltd) | 6. West Redcliffe - page 52/54 | West Redcliffe - guidance is supported. Pedestrian route through Phoenix House is too difficult to deliver and present potential security and safety issues. Reference to the redevelopment of Phoenix House to provide a lively mix of activities and users is considered to be a positive reference. | The priority of this site should be to improve the setting of St Mary Redcliffe Church. The council would encourage comprehensive redevelopment of the Phoenix House site. In which case a route through the site would be appropriate. | No change required. |

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| 211 | Amanda Frith Alpha Planning (on behalf of F&C Asset Management - owners of Barossa Valley) | 6. West Redcliffe - page 52/53 | West Redcliffe - object to the Tunnel entrance being identified as new / enhanced pedestrian space. The space is designated in the Bristol Local Plan 1997 and the Proposed Alterations (2003) as a site for mixed use development. Seek to amend the draft SPD showing the retention of a mixed use area but incorporating an enhanced / new pedestrian link. | Comments noted. Bristol Local Plan allocates the site for mixed use development, therefore the SPD should reflect this. | Amend Figure 5.1 to show development opportunity at Barossa Valley. On page 53 insert image which shows RPEA's solution for the site, including a statement which states Here is one example of a solution for the site. |
| 162 | Caroline New, Merchants Landing Residents Association | 6. West Redcliffe - page 52/55 | West Redcliffe - Point 11, page 52, says 'Provide enclosure to the southern edge of Bathurst Basin - further consultation with the local community is required to define the type of enclosure that is suitable'. I think it's already quite certain that the only type of enclosure the local community would judge suitable is a wall. You could consult about the type and height of wall. Point 11 seems rather ambiguous. b) We do feel strongly that the tarmac should be replaced with a more attractive surface. c) I take it Mr Pratt's land isn't included - it seems to be off the edge of the plan. If it is included, what is its status? | Comments noted. Mr Pratt's land is outside the Redcliffe area so is not covered by this SPD. However it is within a conservation area. | Amend Figure 5.1 - remove pink dotted line (potential for enclosure) as this is confusing. Change the space to existing pedestrian space. Remove point 11. |
| 564 | James Howard, Urban Splash (South West) Limited | 6. West Redcliffe - page 52/64 | West Redcliffe - Redcliffe Hill is a four lane highway, correctly identified as an issue, but no proposals to address this and improve the isolation of South Redcliffe. Have any traffic studies been undertaken on the current usage? | Traffic studies have been completed and have identified the need to retain Redcliffe Hill as a four lane highway. Proposals have tried to address the width of the road. Further work is required to identify the full potential of south Redcliffe. | No change required. |

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| 217 | Chris Walsh, Resident of Merchants Landing | 6. West Redcliffe - page 52/57 | West Redcliffe - Support the layout of Bathurst Basin within the draft SPD. | Support welcomed. | |
| 197 | Jan Walsh, Cabot Cruising Club | 6. West Redcliffe - page 52/65 | West Redcliffe - Support the layout of Bathurst Basin within the draft SPD. | Support welcomed. | |
| 424 | Redcliffe Futures | 6. West Redcliffe - page 52/67 | <p>West Redcliffe - The potential for enclosure at the south side of Bathurst Basin has not been fully recognised.</p> <p>Amendment sought by RFG</p> <p>Show line of 'potential for enclosure' to south side of Bathurst Basin moved forward into Commercial Road ie. suggesting possible future narrowing of Commercial Road along this frontage.</p> | The site has been removed from the SPD following public consultation in July. Redcliffe Futures believe the council should promote a building in this location. However, the council officers recommended this to be removed due to the level of response to the consultation and complications with the site. | Amend Figure 5.1 - remove pink dotted line (potential for enclosure) as this is confusing. Change the space to existing pedestrian space. |
| 533 | Gordon Faulkner | 6. West Redcliffe - page 52/60 | <p>West Redcliffe - Under the heading "West Redcliffe" I note that Redcliffe Futures are still proposing the narrowing of Commercial Road to "improve the building line" as the "potential for development at the south side of Bathurst Basin has not been fully recognised". In other words they want to build on the land made available by narrowing the road.</p> <p>Could I suggest that if the council are set on narrowing Commercial Road, the same effect could be achieved by widening the pavement on the south side of Commercial Road. Or am I being cynical in believing that the real object is to provide development sites?</p> | The site has been removed from the SPD following public consultation in July. Redcliffe Futures believe the council should promote a building in this location. However, the council officers recommended this to be removed due to the level of response to the consultation and complications with the site. | Remove point 11 on page 52. |

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| 423 | Redcliffe Futures | 6. West Redcliffe - page 52/68 | West Redcliffe - When the unsightly twentieth-century additions to The General Hospital are removed there will be an opportunity to narrow Commercial Road and improve the building line. Amendment sought by RFG Change West Redcliffe map to show frontage of building line of SW corner of General Hospital moved into Commercial Road. | Comments noted. | Amend Figure 5.1 as suggested and West Redcliffe Map on page 53. |
| 553 | Hugh Pratt, Redcliffe landowner | 6. West Redcliffe - page 52/62 | West Redcliffe 11 No need for enclosure as there is a southern enclosure of mature trees and 6 ft wall. | Comments noted. | Remove point 11 on page 52. |
| 552 | Hugh Pratt, Redcliffe landowner | 6. West Redcliffe - page 52/63 | West Redcliffe 12 add " without development or buildings" | Comments noted, however the SPD is unable to explicitly state that buildings would not be suitable for this area. | No change required. |
| 174 | Craig O'Brien, Turley Associates (on behalf of Wescott Homes owners of land at St Thomas Street and Redcliffe Street) | General | Westcott want to meet with EP and Ian Collinson. Would also like to become a member of Redcliffe Futures. | Will pass on request to Redcliffe Futures. | No change required. |

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| 47 | Kate Merrifield | 5. Movement | Where are the findings from the Faber Maunsell work? | The Faber Maunsell study referred to the alterations to traffic flow along Redcliffe Way. The report did not make any recommendations, but provided the council with options. These options will be taken forward during the masterplan work for Redcliffe Way. | Make reference to the Faber Maunsell study on page 60. |
| 42 | Toby Mason | 5. Movement | Where are the findings from the Faber Maunsell work? | The Faber Maunsell study referred to the alterations to traffic flow along Redcliffe Way. The report did not make any recommendations, but provided the council with options. These options will be taken forward during the masterplan work for Redcliffe Way. | Make reference to the Faber Maunsell study on page 60. |
| 459 | Dave Sutton , Bristol resident | General | Whilst not myself directly involved (other than as a regular user of the area) – I have been appalled at the way the City Council has failed to build upon the work of Redcliffe Futures and the related local involvement. The approach of Council officers and the use of consultants to hijack and divert this work sets a very worrying precedent for the City Council's approach to its SCI (i.e. of a top-down tokenist "PR" approach not embedded in good local communication and building upon local input). It is regrettable that instead of developing the local interest into a model of good practice – the City Council appears to have gone out of its way to hinder, delay, and bypass local views. Any final SPD needs to formally recognise the failures by the City Council and set out what practical steps are to taken to improve the position if it to be considered sound. | Redcliffe Futures have been involved in this SPD, and the council has taken on board many of their ideas and vision for Redcliffe. The Consultation Statement and Section 1 sets out how the group have been involved in preparing this SPD. Where the council is unable to support the community's view, it is stated in the consultation statement. | No change required. |

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| 80 | Julie-Marie Laming, CSJ | General | <p>Whilst the concept of holistic, comprehensive re-development is welcomed, this is a problematic process and there are inherent difficulties associated with achieving some of the stated aims – specifically those contained within appendix 4, which are the aims of Redcliffe Futures. These are dependent on quick and easy land assembly deals, when in reality these processes are protracted and difficult and in the instances of the need to develop on pavements to narrow roads will result in potential ransom situations. Developers cannot be expected to develop beyond the boundaries of their own sites and adjacent site owners cannot be expected to allow others to proceed with their own development aspirations on their land.</p> | Comments noted. This SPD sets out the city's aspirations for development in the area. Para 7.5 clearly states the council's commitment to achieving holistic design and development. | No change required. |

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| 460 | Dave Sutton , Bristol resident | General | Whilst the objective of developing a more sustainable "island" is supported this needs to be logically carried through in the SPD into detailed objectives which will deliver carbon neutral developments – and not just general statements or tokenistic gestures. For example – whilst higher density mixed-use developments is supported - why is development not to be limited to 5 residential stories in height so that the need for lifts etc can also be limited? As with most of the City – the SPD fails to ensure that there is specific height guidance – identifying how existing landmarks (eg the churches) are to have their setting enhanced. Instead we see far too much development squeezing out a few extra stories – with unintended impacts on the wider vistas (eg the growing number of penthouse apartments!). It is suggested that the SPD should seek to ensure that 90% of all new development is limited to a 5 storey height. Consideration should be given to bringing in a design code (eg on height; materials; colour) to ensure that individual developments hold together as a whole. | Comments noted. Advice set out in Townscape section on reasonable heights of buildings. The predominant height of buildings in the area are between 3 and 6 storeys. However any application for a building outside of this guidance will be judged on its merits. Developers will be required to justify why their scheme differs from the guidance. Building regulations suggest the most suitable means of access for disabled people from one storey to another is a passenger lift. | No change required. |
| 466 | Doug Heller, Redcliffe Parade Environmental Association | 6. Ferry Street | Why does the proposed new building in Ferry Street not reduce that unnecessarily wide road? | The street typologies suggest that Ferry Street could be reduced. The drawings reflect this. | No change required. |
| 469 | Doug Heller, Redcliffe Parade Environmental Association | 5. Figure 5.1 | Why has much of the small-scale infill which is present on Redcliffe Futures' drawings been excluded (for example Bath Street, Thomas Lane, Commercial Road, Ship Lane, The Station on Alfred Wharf)? | The consultation statement explains why some specific small scale developments have not been included and why the council cannot support these ideas. | No change required. |

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| 468 | Doug Heller, Redcliffe Parade Environmental Association | 9. Consultation Statement | Why has the text accompanying Redcliffe Futures' concept drawings not been shown anywhere? | The notes accompanying Redcliffe Futures' concept diagrams are too prescriptive to be included in the main body of the SPD. The SPD can only supplement existing policy and cannot create new. Some of the work by Redcliffe Futures is outside the scope of the SPD. They are currently online as part of the background information and will form part of the final consultation statement. | No change required. |
| 457 | Dave Sutton , Bristol resident | 5. Movement | Without any proposals to address how alternative access arrangements from South Bristol are to be developed (eg new vehicular crossings of The Cut & Floating Harbour) then the many worthwhile proposals for the Redcliffe Area itself will simply exacerbate the position. This is in essence a failure of the current Local Plan – which needs to be developed to ensure a proper public transport strategy for the City Centre. At the same time this SPD needs to ensure that the physical separation of South Bristol from the City Centre is addressed through practical proposals (the Lottery Bridge proposals are fine in so far as they go – but they are all pedestrian. Why should the Lottery contribute to bridges for the Arena – but they do not focus on the growing attempts to cut off South Bristol from the City Centre). | Comments noted. This SPD focuses on the neighbourhood of Redcliffe - the City Centre Strategy, Joint Local Transport Plan and Bristol Local Plan have a more strategic view of the city. Proposals to change Redcliffe Way have not been included in this draft SPD for the reasons outlined in this response. The council must be clear how proposals specifically on Redcliffe Way will impact on the road network and any mitigating measures required. | No change required. |

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| 453 | Ben Hamilton Baillie, Hamilton Baillie Associates | 5. Movement | Work by Faber Maunsell seems to have been entirely omitted from the draft SPD, despite strong support expressed for their recommendation for 'Option 2c'. Their conclusions are vital to understanding the potential for the area and the wider traffic implications. I would strongly urge you to include this vital element in the SPD. | The Faber Maunsell study referred to the alterations to traffic flow along Redcliffe Way. The report did not make any recommendations, but provided the council with options. These options will be taken forward during the masterplan work for Redcliffe Way. | Make reference to the Faber Maunsell study on page 60. |
| <p align="center">Comments made at the Baristas Exhibition</p> <p>An exhibition was held at Baristas Coffee Shop on Victoria Street, set up by Keith Hallett (a member of Redcliffe Futures) which set out the differences between Redcliffe Futures' work and the draft SPD3. The exhibition was in the form of boards, with an opportunity for respondents to sign in favour of Redcliffe Futures' plans or the city council's SPD. Over 50 people signed one or more of the boards.</p> | | | | | |
| | | | Name | Board | Comment |
| | | | Peter Rolt | General | Neither the council nor Redcliffe Futures appear to have taken on board the continued existence of the boatyard on Redcliffe Wharf is dependent on crane access. Cranes need access from Redcliffe Way, across the wharf to the boatyard. There should be mention that boat building / repair was kickstarted on this site ten years ago with the building of the 'Matthew'. |
| | | | Mark Rolt | General | let us not sanitise everywhere with sterile tidy boring nonsense. |
| | | | ? | General | Need for crane access to the Wharf. |
| | | | Wendy Lynas | General | Guidance needs to be easier to read, so that developers and planning officers will actually read it. 95 pages is too long. |

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| | | | | General | transport policy need to be considered together with SPD3. |
| | | | ? | General | Think local - good luck! |
| | | | liquidchild101@hotmail.com | General | Someone needs to do something about the development of Bristol. It should stay as it is and the galleries is not the Mall! |
| | | | Kim Willingham | General | It would be a disgrace is the council did not utilise the ideas presented by Redcliffe Futures. The history of BCC planning, particularly recently, demonstrates how poor their planning choices are. BCC must listen to this educated, excellent local opinion and act upon it. |
| | | | ? | General | 5-week window for comment has come at the busiest time for most people, who don't have the time to reflect on this important issues. Am I being cynical to suggest that this 'time' was chosen to coincide with the busy time? |
| | | | Jonathan Mosely | General | There are many similarities between the SPD and Redcliffe Futures within what is drawn. Text of spd is worryingly open and text of Redcliffe Futures in some cases is worryingly prescriptive, in other cases it seems to be justiyably detailed. |

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| | | | Sophie Warren | General | Support Redcliffe Futures' proposals to retain and develop Redcliffe as an area for mixed use development which encourages local smaller businesses. Support the proposals for creating more amenities for fast growing community. Support RF's proposal for more pedestrian routes through Redcliffe and link up with the rest of the city and more sustainable transport which lessens the impact of through traffic in Redcliffe. I would like to see higher standard of architecture in REdcliffe which responds to existing buildings and Redcliffe's history and contribute to a sense of place. Question RF's proposal for so much building. Would like to see more allocation of open space and green space and within a compact built environment a feeling of openness and spaciousness. |

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| | | | Alistair Sawday Creator of eco-offices in Long Ashton | General | It is not easy to take in the detail but a 15-minute skim does suggest that the council would be wise to fully embrace Redcliffe Futures' General Principles. They are palpably sensible, also acknowledge changes that will overwhelm us over the next 50-100 years. The community has developed a truly visionary place and BCC should be following this astonishing initiative rather than emasculating it. More prescription on environmental front - tough targets for energy use and loss, tighter rein on vehicle use, car sharing on the basis for any car use. BCC has a unique opportunity here to demonstrate a renewed vitality and vision. |
| | | | | St Thomas Church, Redcliffe & Victoria Steet | 44 signatures of support for the plan and text produced by Redcliffe Futures to be included in the final SPD3. |
| | | | | Ferry Street | 39 signatures of support for the plan and text produced by Redcliffe Futures to be included in the final SPD3. |
| | | | | Central North Redcliffe | 41 signatures of support for the plan and text produced by Redcliffe Futures to be included in the final SPD3. |
| | | | | Redcliffe Wharf | 42 signatures of support for the plan and text produced by Redcliffe Futures to be included in the final SPD3. |

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| | | | | Temple | 36 signatures of support for the plan and text produced by Redcliffe Futures to be included in the final SPD3. |
| | | | | West Redcliffe | 31 signatures of support for the plan and text produced by Redcliffe Futures to be included in the final SPD3. |
| | | | | General Principles | 53 signatures supporting the proposal that the General Principles should be part of the Executive Summary. |