

B E D M I N S T E R   G R E E N



**B G**



A G R O W I N G   C O M M U N I T Y

**PLACE-MAKING FRAMEWORK**

20 FEBRUARY 2019 | VERSION 11

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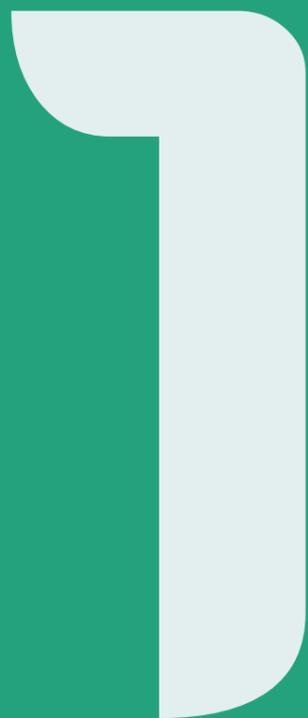
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# Introduction

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# Location

The area known as Bedminster Green is centred on Hereford Street car park, the open area at Providence Place, Bedminster station and St Catherine's Place shopping centre and includes land to the west of Hereford Street and to the east of Dalby Avenue. It is close to central areas of Bristol.



Figure 1 | Bedminster Green Area Bristol Context

# The Bedminster Green Area

Once a dense industrial and residential part of the city, the Bedminster Green area was subject to clearance and is now characterised by industrial sheds, open yards and car parking.

The area now presents a fragmented part of the city, separating the residential area and open space of Windmill Hill from Bedminster town centre at East Street. From what was once a high density area it now has a low density / city fringe character despite its proximity to Bedminster town centre and central Bristol.



Figure 2 | Bedminster Green Area Local Context

# The Development Sites

## Key Sites

There are five key sites within the Framework that in combination are in need of development to create a better city environment and make more effective use of the area, that is approximately 6 hectares in extent. The five key sites and the developers are:

- 1** Pring & Hill Site, Malago Road  
A2 Dominion
- 2** St Catherine's Place  
Firmstone Consortia One
- 3** Dalby Avenue Car Park  
Deeley Freed
- 4** Stafford Street & Little Paradise  
Dandara
- 5** Land adjacent to Dalby Avenue  
Dandara (owned by Bristol City Council)

Additionally there is an area that could be included subject to further consideration:

- Little Paradise(s) Car Park**

Each developer has its own team of consultants, including different architects. This Framework is led by Nash Partnership, who are not part of the individual teams.

These are the key areas to bringing forward proposals in Bedminster Green. Bristol City Council is a key landowner. There are also areas of third party ownership.

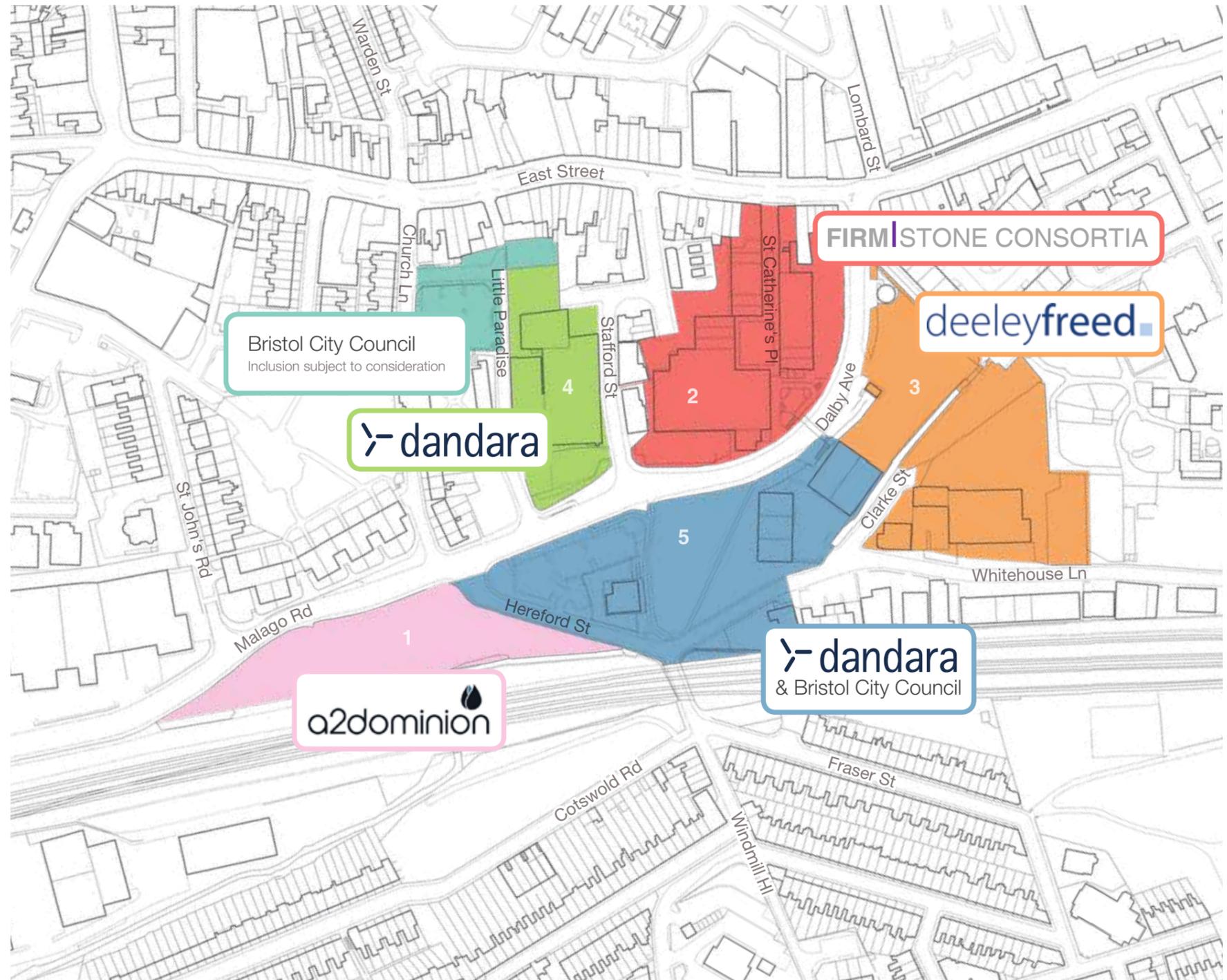


Figure 3 | Bedminster Green Area Five Key Sites

# Purpose & Interpretation

## Collaboration and Engagement

The Framework has been produced through a collaborative process between the landowners/developers and Bristol City Council. It has involved consultation on a draft version, including briefings to Councillors and key local stakeholders, public drop-in events and a three week period for comment, with the draft Framework available on-line and in Bedminster Library. This process is set out in the Statement of Stakeholder and Community Engagement that sits alongside this Framework document.

## Role of the Framework

The Framework recognises Bristol City Council's identification of the area as a location for significant development to help meet the city's acute market, affordable housing and related needs.

Proposals for each of the key sites are at varying stages. In response to a request from Bristol City Council for a holistic overview the developers have produced this Framework.

Technical assessments are ongoing across the Bedminster Green area and on individual sites. These will inform the layout, form and design of development. Viability is also a significant challenge and there is consequently a need to allow for flexibility as development proposals emerge.

The Framework is not intended to be prescriptive. It is a high level document that sets broad principles and parameters to help shape and integrate individual site-based development

proposals, as they come forward through the planning and design process, to create a high quality new urban quarter.

There may be circumstances where, based on detailed design or technical considerations, for example, a degree of variation from the provisions of the Framework is appropriate in the interests of achieving good design and overall planning benefit. Any such departure would need to be justified and assessed through the planning process.

## Planning Decisions

Planning decisions on individual sites must be based on the Development Plan and other relevant material considerations. The principles and parameters set out in the Framework are important to achieving a high-quality new quarter that contributes to the Council's aims for an inclusive and sustainable city. It is therefore recommended that Bristol City Council Cabinet give consideration to the Framework and its establishment as a material planning consideration in relation to determination of future planning applications for each site, based on its role as described above.



# 2

## Context for Change

|   |    |
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# Policy

## National Planning Policy

The purpose of the planning system set out in the National Planning Policy Framework (NPPF) is to contribute to achievement of sustainable development (para 7). Central objectives are to significantly boost the supply of new homes and ensure that the needs of groups with specific housing requirements are addressed (para. 59).

The policy provisions of the NPPF form part of the Government's response to addressing the housing crisis identified in the 2017 White Paper - 'Fixing our broken housing market'.

The NPPF seeks to significantly increase the supply of homes in a sustainable manner through making effective use of land (para. 117) and giving substantial weight to the value of using suitable brownfield land within settlements for homes and other needs (para. 118c).

Where there is a shortage of land to meet housing needs optimal use of each site is encouraged (para. 123), with a significant uplift in densities at town centres and other locations that are well served by public transport.

The NPPF requires local planning policies and decisions to support the role town centres play at the heart of communities (para. 85) and requires significant development to be focused on sustainable locations where the need to travel is minimised and there is a choice of travel modes, with opportunities for walking, cycling and public transport advocated (paras. 102 and 103). National policies set out in the NPPF also require development to achieve healthy, inclusive and safe places

(para. 91) and identifies high quality buildings (para 124) as fundamental requirements.

## West of England Planning & Transport Policy

Bristol is part of the West of England Joint Spatial Plan 2016-36 (JSP) that is currently at Examination stage.

Urban Living, to optimise the potential of land in urban areas, is a central plank of the JSP. Of the proposed planned delivery of at least 105,500 homes up to 2036 (excluding contingency) the JSP proposes that 33,500 will be provided in Bristol.

Amongst the proposed place shaping principles the JSP (Policy 5) seeks to minimise energy demand and maximise the use of renewable energy to meet all demands for heat and power where viable.

The key diagram shows a MetroBus route along the A38 through the Bedminster Green area to the city centre with connections beyond to North Bristol. The A38 also connects further southward to North Somerset and the Airport, and northward to the city centre, north Bristol and destinations in the north fringe of Bristol, including Aztec West, Ministry of Defence, University of the West of England and Cribbs Causeway.

The current joint Transport Plan (2011 – 2026) for the West of England identifies the A38 Malago Road / Dalby Avenue as part of a rapid transit route from central Bristol to Hengrove. It also proposes additional capacity on the rail line from Bedminster to Bristol Temple Meads and a half-hourly train service.

A West of England Joint Transport Study that supports the emerging Joint Spatial Plan proposes improved station and interchange facilities including at Bedminster Station. It references strategic transport modelling that confirms existing and future traffic congestion on the A38 between Bristol city centre and Bristol Airport as significant issues and proposes a mass transit solution, including the potential for underground running.

## Bristol Corporate Strategy 2018-23

The Council's Corporate Strategy sets out a vision for a city of hope and aspiration where everyone can share in its success. The Plan identifies the importance of a good quality built environment and green space for community wellbeing. This includes increasing the availability and affordability of a range of housing types through delivery of 2000 new homes each year by 2020 (of which 800 are affordable), creation of activities and spaces to improve interaction between different parts of the community, integrated accessible and sustainable mass transit provision, an environment that is safe, attractive and understandable for walking and cycling, cleaner air and remaining on course for the city to be run entirely on clean energy by 2050.



Figure 4 | Central Bedminster Area - Bristol Local Plan Review, Feb 2018

### Adopted Bristol Planning Policy

Bristol's adopted Core Strategy provides the strategic planning policies for the city; a leading European city.

Amongst its objectives are ones of achieving mixed, balanced and sustainable communities with a mix of housing to promote choice for all the community, including affordable housing.

Bristol City Council has introduced an Affordable Housing Practice Note (April 2018) which sets a new interim threshold for viability assessments in relation to affordable housing.

This means that planning applications that propose at least 20% affordable housing will not be subject to viability testing, providing the applicant agrees to commence development within 18 months of permission being granted. The Practice Note also provides for greater flexibility in respect of affordable housing tenure. These measures do not currently apply to the Bedminster Green area but extending their applicability may be an option for consideration.

The Bedminster Green area is in South Bristol, which is identified as a priority focus for development and regeneration in Policy BCS1. This policy seeks provision of around 8,000 new homes in South Bristol, to focus development primarily on previously developed land and to make major improvements in transport to the city centre and beyond. A target is set for 30% of new homes to be affordable in South Bristol, subject to considerations of viability (Policy BCS17) and development is expected to contribute to a mix of homes, tenures, types and sizes in the relevant locality (Policy BCS18).

In terms of transport, the Core Strategy (Policy BCS10) seeks to support improvements to transport infrastructure to provide an integrated transport system. Identified improvements include a rapid transit route via the city centre to Hengrove, rail improvements, a network of routes for walking and cycling and reshaping of roads and Junctions where required to improve accessibility and assist regeneration and place shaping. The policy also puts forward a hierarchy of transport users that gives priority to pedestrians, cyclists and public transport.

The Core Strategy also requires development to contribute to mitigating and adapting to climate change (Policy BCS3), maintain and enhance the integrity and connectivity of the green infrastructure network, reduce CO<sub>2</sub> emissions from energy (Policy BCS14), include water management measures (BCS16), use land efficiently and effectively including through higher densities close to centres and on or close to main transport routes (Policy BCS20), and to adopt high standards of urban design (Policy BCS21).

The Core Strategy is supported by detailed development management policies and site allocations set out in the Site Allocations and Development Management Policies document.

Part of the Bedminster Green is within a Principal Industrial and Warehouse Area (PIWA). Policy DM13 seeks to protect such areas for industry, warehousing and a range of other specified uses unless it is demonstrated there is no demand for such uses and the function and viability of PIWA will not be jeopardised.

Policy DM23 sets out a range of requirements in respect of transport and new development. These include safe and adequate access to public transport with improvements to provision where necessary, other transport improvements where needed to accommodate development, pedestrian and cycling provision and appropriate parking integral to the design of the scheme. Green infrastructure requirements are set out in Policy DM15 and DM17. A range of requirements for development layout and form are set out in Policy DM27. These include contributing to a network of streets and spaces, incorporation of green infrastructure, active frontages to the public realm, height scale and massing appropriate to the location, setting and importance of development, and enabling a coordinated approach to development of sites that adjoin one another.

Policy DM2 seeks to locate specialist student housing in areas where it will not give rise to unacceptable impacts on amenity, on-street parking or choice of homes and directs older persons housing to locations close to shops, services, public transport and other public amenities.

The current principle policy provisions in respect of the Bedminster Green area are shown on the facing page.

### Emerging Bristol Planning Policy

To align local policy with the emerging JSP and the new NPPF a Bristol Local Plan Review is underway. A consultation document published in February 2018 set out a proposed vision for a diverse and inclusive place. Delivery of new and affordable

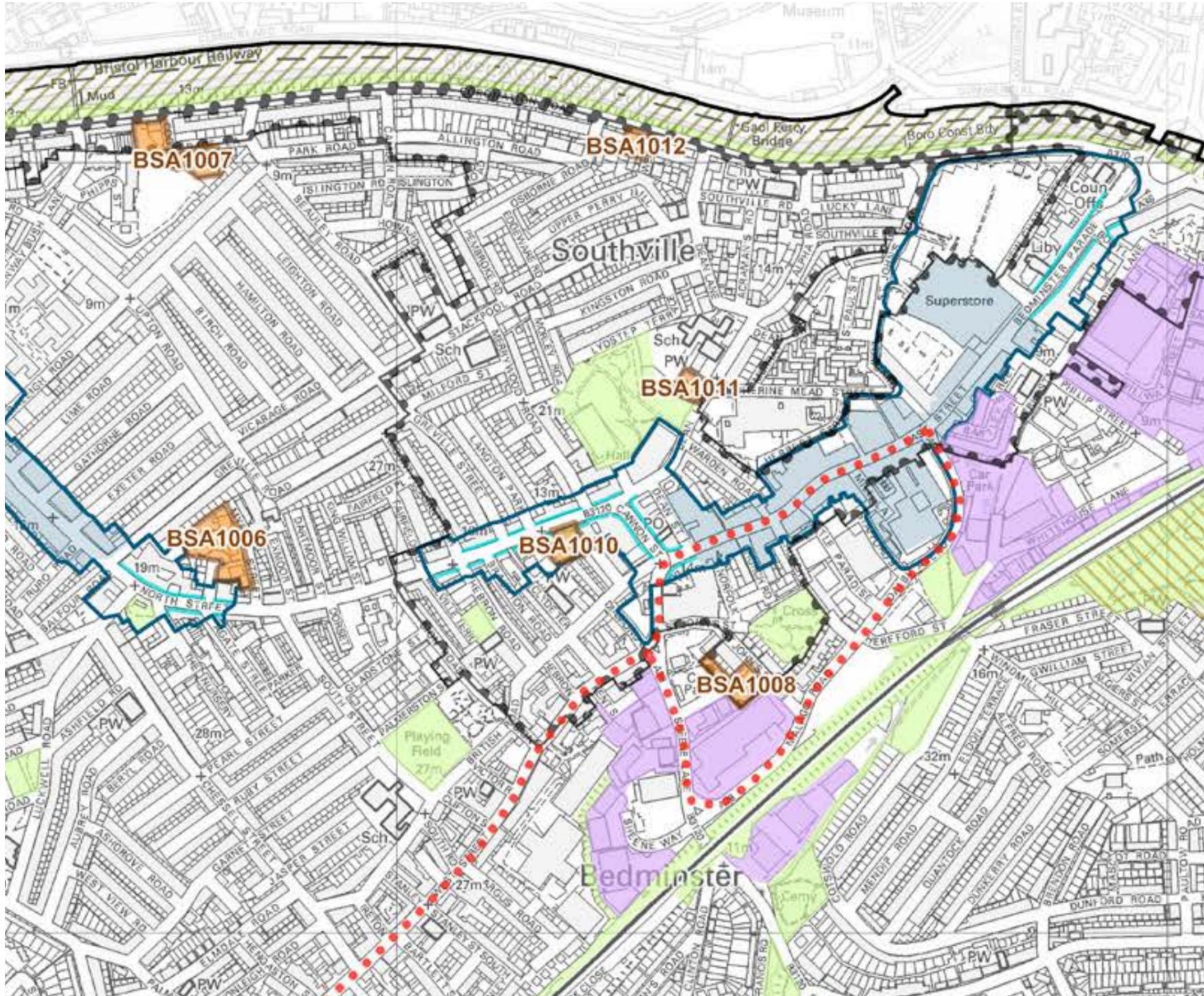


Figure 5 | Bristol Adopted Policies Map - Site Allocations and Development Management Policies (July 2014)

 Conservation Areas

Bedminster Conservation Area adjoining the Bedminster Green area to the north.

 Important Open Space

The green space along the railway embankment and the Green are designated Important Open Space.

 Primary Shopping Area

St Catherine's Place is designated as part of the Primary Shopping Area within the town centre.

 Principal Industrial & Warehouse Area

The industrial/warehouse area and car park between Dalby Avenue and Clark Street is designated as part of a Principal Industrial and Warehouse Area.

 Safeguarded Transport Links

Malago Road/Dalby Avenue, alongside East Street is a Safeguarded Transport Link.

homes through a higher density urban living approach is identified as key to meeting needs and helping to underpin mass transit provision. It sets out an intention for the city to:

- Deliver at least 33,500 new homes by 2036
- Provide 2,000 new homes per year by 2020.
- Grow to a population of 550,000+ by 2050.
- Provide purpose-built student accommodation to respond to growth in student numbers and to contribute to regeneration and mixed and balanced communities.
- Develop its economy and create new jobs.
- Create a mass transit network to connect neighbourhoods across the city and beyond.
- Subject to viability, make renewable energy provision sufficient to reduce CO<sub>2</sub> emissions from energy use in development by 100%.

To do this there is a need to:

- Make the best use of available land.
- Optimise the potential of brownfield land through higher density development, including tall buildings in the right places.
- Support and regenerate town centres as the focus for community life.
- Create high quality urban living environments.

The document identifies Central Bedminster as a focus for new homes together with other uses, in effect removing the current PIWA designation. It highlights the potential, created by underused land, including the Bedminster Green area, and its

proximity to the city centre and Temple Quarter, for it to become a focus for urban living.

Within Central Bedminster the Review document suggests the potential for around 2,200 homes, including tall buildings in the right setting and of the right design.

An accompanying Supplementary Planning Document (SPD), the 'Urban Living SPD - Making Successful Places at Higher Densities', adopted in November 2018, provides guidance on optimising densities to create compact, characterful and healthy places, where people can live, work and play with good access to a high quality walking, cycling and public transport environment. It advocates parking provision appropriate to the accessibility of the site and to support active and sustainable transport, with consideration of measures to manage potential overspill parking impacts.

The SPD seeks to focus urban living development at higher densities on transport hubs, district centres, the city centre and areas of underused and low density character, where there is good access to services and facilities. As in the Local Plan Review document, the Bedminster Green area is within a location identified for intensification. Guidance is set out in the SPD at city, neighbourhood and block and street level in respect of all major development and, for major residential development, guidance is provided on shared space and internal access, private outdoor space and individual homes. The SPD also provides specific guidance on the visual, functional and environmental quality of tall buildings.

## Emerging Bristol Transport Policy

Consultation has recently been undertaken on a Bristol Transport Strategy, covering the period up to 2036. This sets out a vision for a 'well connected city that enables people to move around efficiently with increased transport options accessible and inclusive to all.'

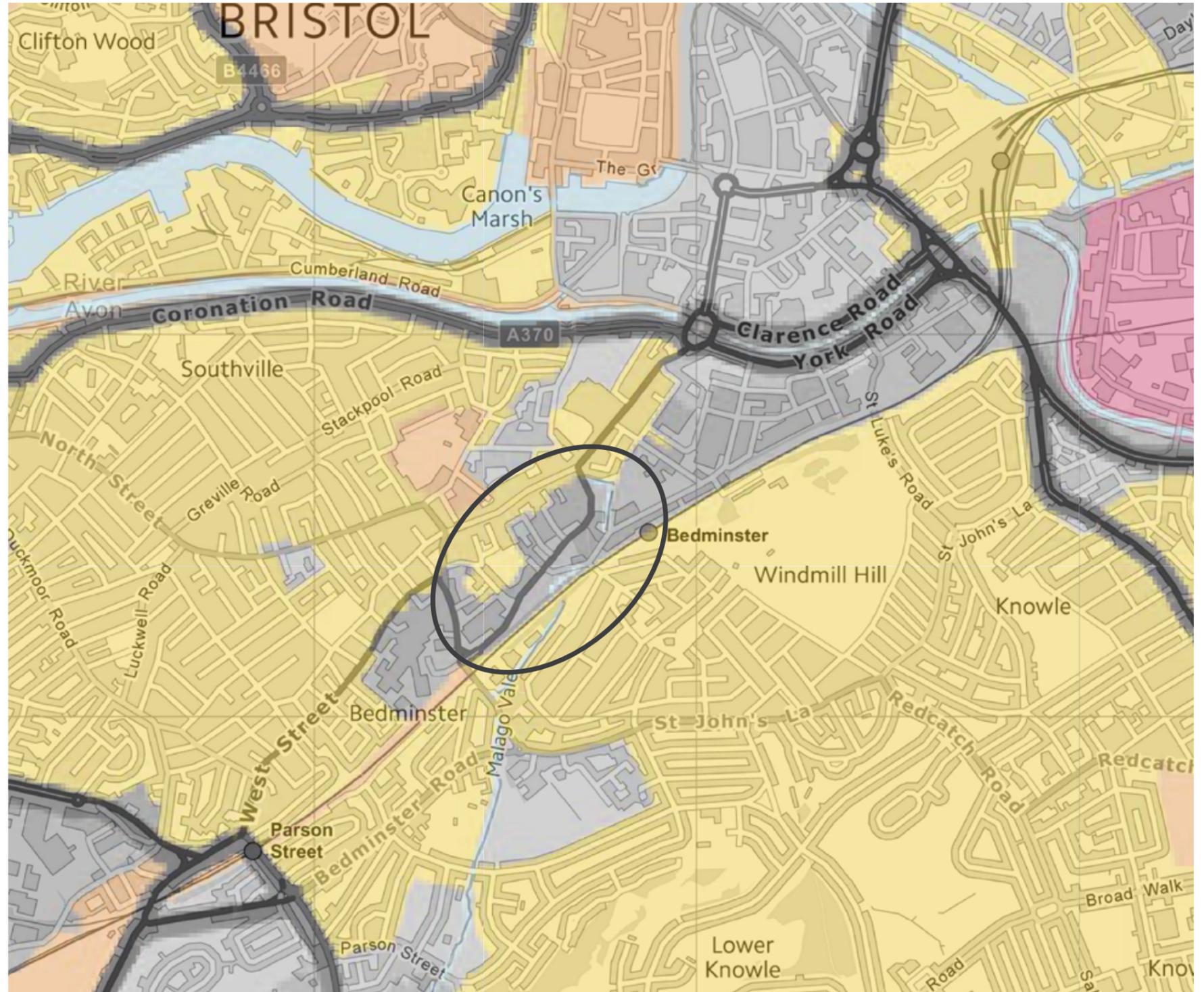
The A38 through Bedminster Green is identified as a MetroBus route with a bus lane shown to the south west of Hereford Street. East Street is identified as a bus priority route. The Bedminster Green area is within a broad mass transit corridor that stretches to Coronation Road. Linked to this a tram/ underground to the airport is put forward.

Also shown running through the Bedminster Green area are two cycle routes, the Malago Greenway and Bishopworth / Hartcliffe A38 route. At neighbourhood level the intention is to create environments that reduce the need to travel by car and lessen the impacts of through traffic.

## Malago Green Community Planning Brief

The Windmill Hill and Malago Community Planning Group has produced a planning brief for the area (December 2016). This is not part of the policy framework but is a material planning consideration. It advocates a variety of uses and supports higher density, mainly family housing, with strong support for affordable homes, alongside community facilities and spaces for business activity. The brief also proposes improved pedestrian and cycle connections, well-designed public spaces, integration of the River Malago into development proposals, enhanced

landscaping, the safeguarding of important views and careful creation of new views. The document proposes building heights that reflect the existing context and avoids abrupt changes in scale. Building heights proposed range from single storey, to predominantly 5 storeys on Malago Road/Dalby Avenue and 10 storeys plus at St Catherine's Place.



Bedminster Green Location



Areas of varied townscape character, contextual constraints, and varied patterns of usage eg Central Bedminster. Significant potential for intensification subject to the preparation of area-wide spatial Framework.



Figure 6 | Assessing the Potential of Bristol's Character Areas for Intensification - Bristol City Council Urban Living SPD Nov 2018

# A Well Placed Location

- a St Mary Redcliffe Primary School
- b St Mary Redcliffe & Temple Secondary School
- c Victoria Park Primary School
- d Compass Point Children's Centre
- e Windmill Hill Community Association
- f Windmill Hill City Farm
- g Southville Centre
- h Chessel Centre
- i Bedminster Library
- j St Michael's & All Angels
- k Refresh Bedminster
- l Malago Surgery
- m East Street Dental
- n Bristol South Pool
- o Acta Community Theatre

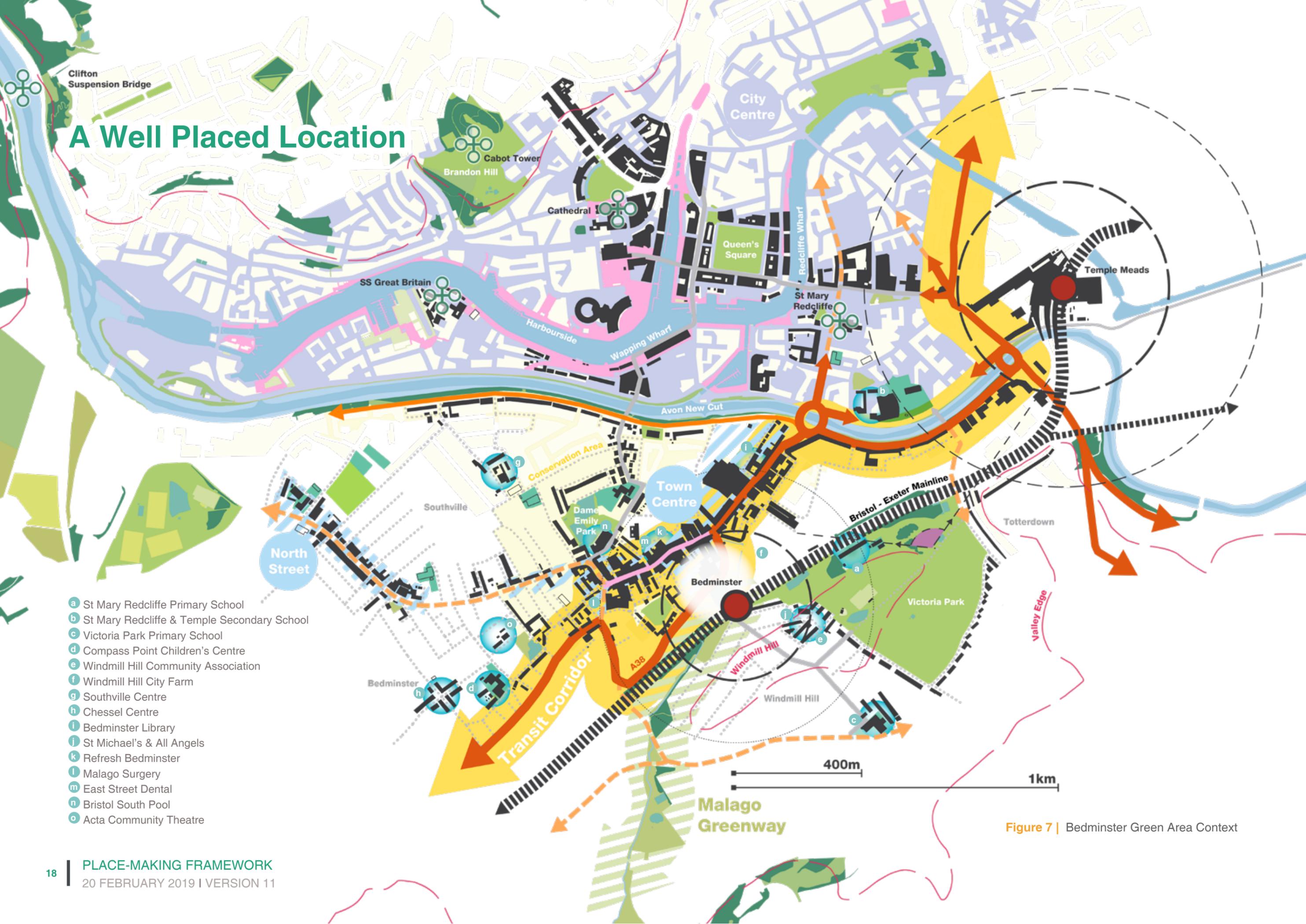


Figure 7 | Bedminster Green Area Context

## City

The Bedminster Green area is within walking and cycling distance of central Bristol and Temple Quarter. There are good bus connections to these areas as well as train services to Bristol Temple Meads, with connections to London, the Midlands and beyond, as well as train services westward to Taunton, Exeter, Plymouth and South Wales.

## Neighbourhood

At the neighbourhood level the range of facilities and amenities is a key asset. These include:

- East Street at the heart of Bedminster town centre, linking to Bedminster Parade.
- The green spaces of St John's Church Yard, Dame Emily Park, Windmill Hill City Farm and Victoria Park.
- A range of community, cultural and leisure venues.
- A number of primary schools and a secondary school.
- A range of GP and dental services.
- The Malago Greenway and Filwood Quietway cycle routes

Within the Bedminster Green area itself the principal assets are:

- The potential of St Catherine's Place shopping centre.
- The green and mature trees along Malago Road/Dalby Avenue.
- Bedminster railway station and the public transport priority route running along Malago Road/Dalby Avenue, including MetroBus.
- The River Malago and its future amenity/habitat potential.

The Bedminster Green area therefore sits within a wider walkable neighbourhood and presents the potential to strengthen and enhance this.

These components are all ingredients in making a great place; a missed opportunity given the vacant spaces and low intensity uses within the Framework area at present.

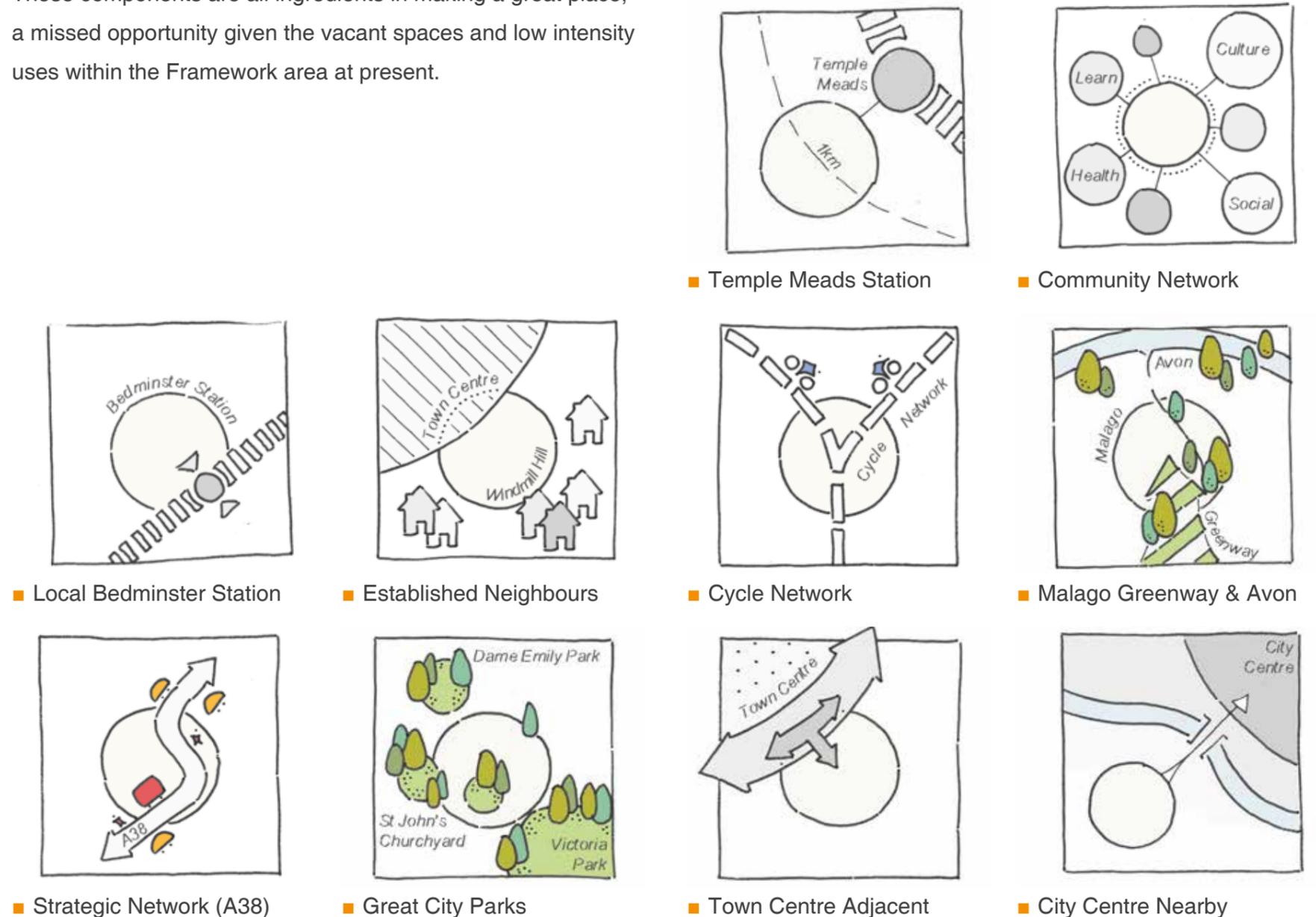


Figure 8 | Key location aspects underpinning Bedminster as a great place for a new urban quarter

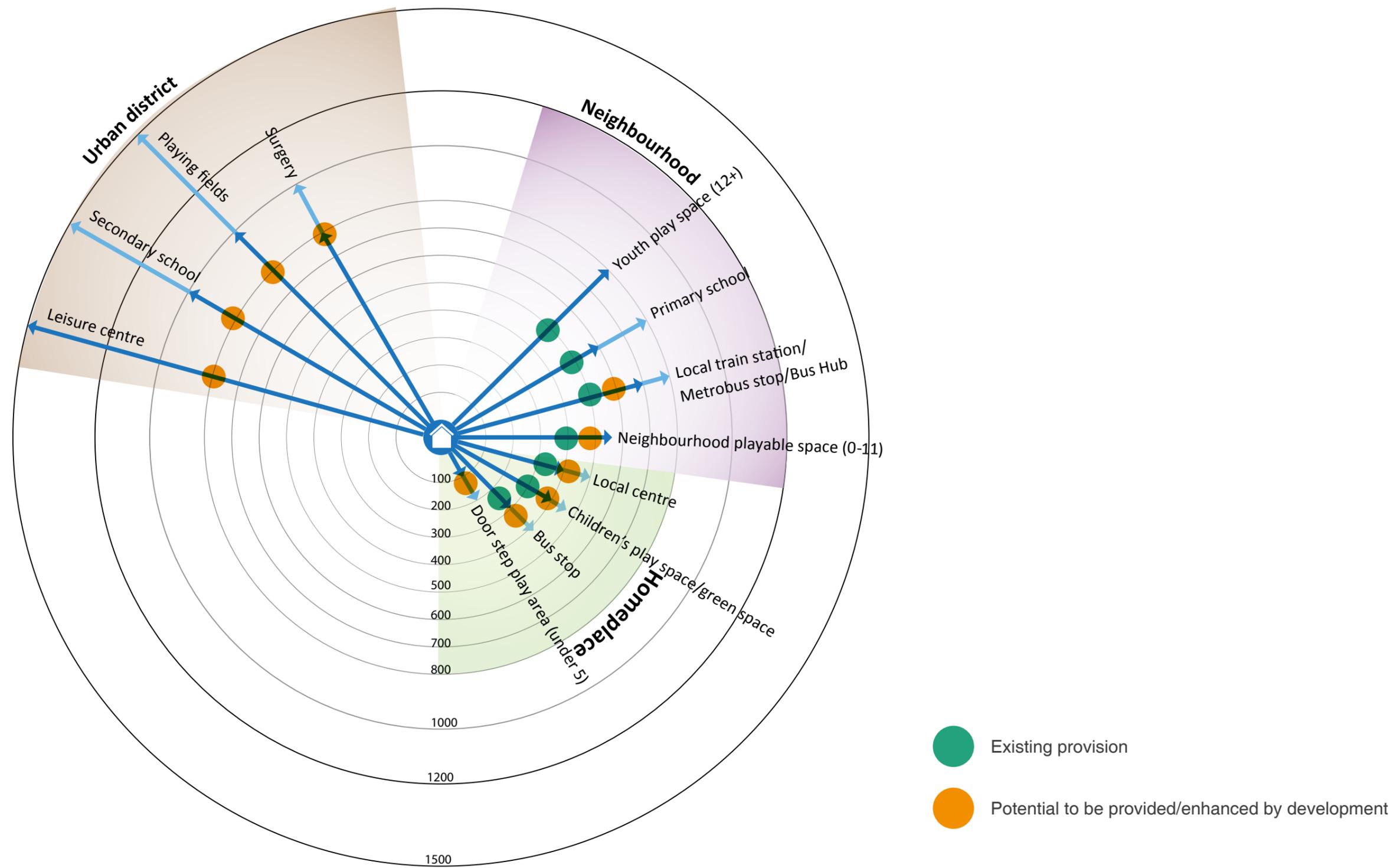


Figure 9 | Accessibility Criteria based on the Urban Living SPD Nov 2018

# Assets of the Wider Area: Housing Stock

The population of the immediate and wider area at the 2011 census, predominantly comprises of people living in households. The proportion living in communal establishments and full time student multi-person households is notably low.

The predominant dwelling type is terraced housing (50%), followed by purpose built flats / maisonettes (31%) and converted flats / maisonettes (9%). This is reflected in the size of dwellings with the largest proportion being 2 bedrooms (41%), followed by 3 bedrooms (29%) and then 1 bedroom homes (24%).

Homes are primarily occupied by households with no children (81%) and the 2011 census data suggests a degree of under-occupancy with 17% of households having 2 or more spare bedrooms.

|                  | People living in households |       | People living in communal establishments |      | School children & Full time students |       | Multi-person households with all full-time students |      |
|------------------|-----------------------------|-------|--|------|--------------------------------------|-------|---|------|
|                  | No.                         | %     | No.                                      | %    | No.                                  | %     | No.   | %    |
| Wider Local Area | 12,841                      | 99.5% | 67                                       | 0.5% | 529                                  | 4.7%  | 34  | 0.5% |
| City of Bristol  | 418,814                     | 97.8% | 9420                                     | 2.2% | 35,638                               | 10.2% | 3556  | 1.9% |



Figure 10 | Local area (based on 2011 census output areas)

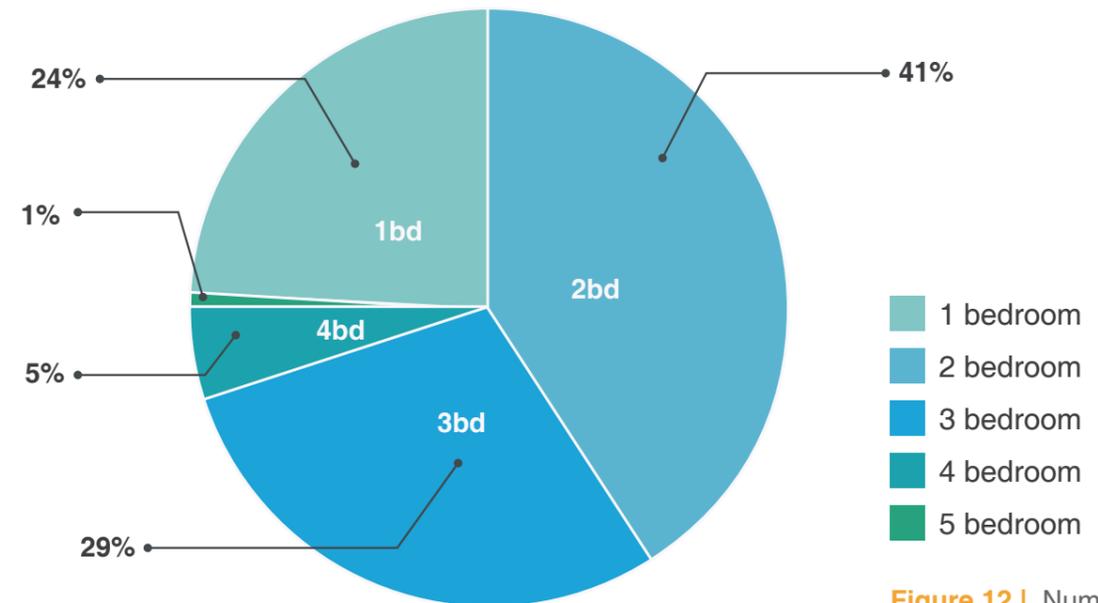


Figure 12 | Number of Bedrooms

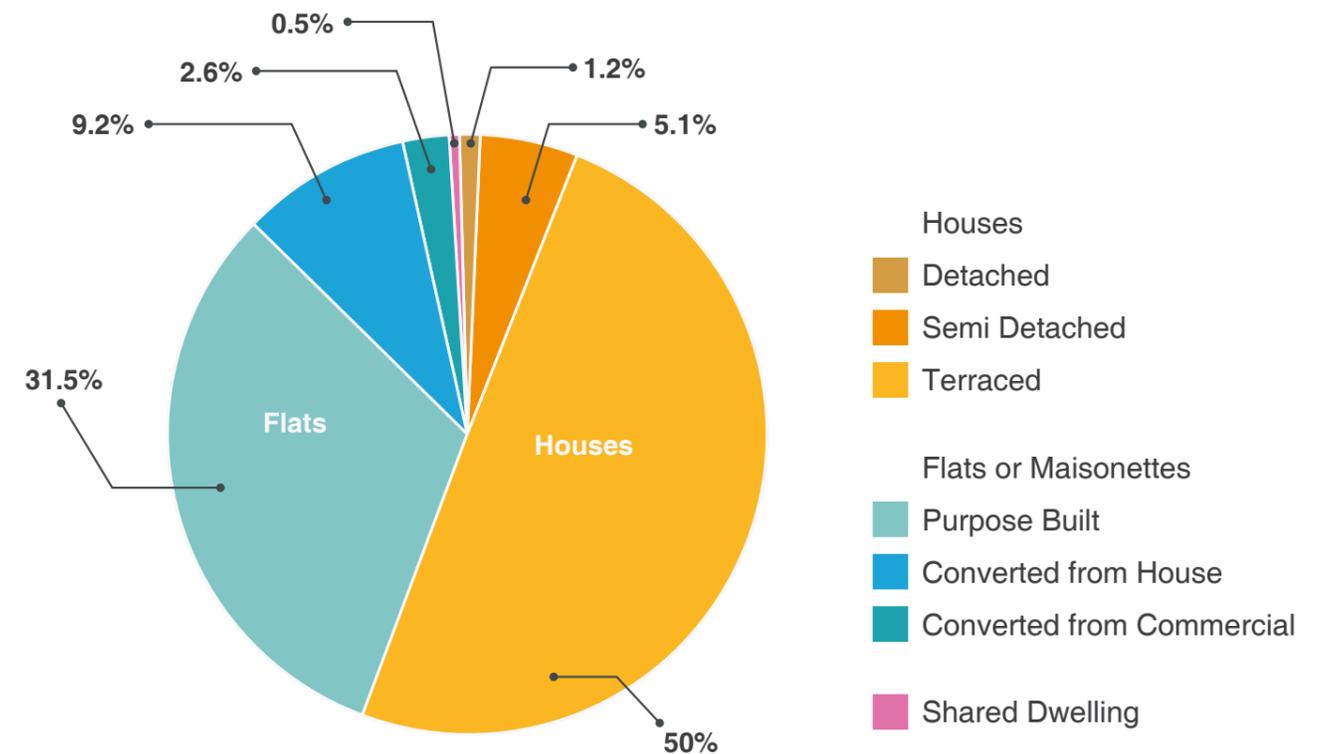


Figure 11 | Dwelling Type

# Assets of the Wider Area: Community, Health, Culture, Education and Leisure

Within the wider neighbourhood there is a range of facilities:

| Ref.                      | Asset                                       | Ref.             | Asset   |
|---------------------------|---|------------------|---|
| <b>Community</b>          |   |                  |   |
| 1                         | Windmill Hill Community Assoc & Social Club | 20               | Acta Community Theatre                            |
| 2                         | Windmill Hill City Farm                     | 21               | Elephant House                                    |
| 3                         | Southville Centre                           | <b>Education</b> |   |
| 4                         | Chessel Centre                              | 22               | St Mary Redcliffe Primary School                  |
| 5                         | Bedminster United Reform Church Hall        | 23               | St Mary Redcliffe & Temple Secondary School       |
| 6                         | Bedminster Library                          | 24               | Victoria Park Primary School                      |
| 7                         | Victoria Park Baptist Church                | 25               | LPW Independent School                            |
| 8                         | St Michaels and All Angels                  | 26               | Compass Point South St School & Children's Centre |
| 9                         | Refresh Bedminster                          | 27               | Luckwell Primary School                           |
| <b>Health</b>             |   |                  |   |
| 10                        | Malago Surgery                              | 28               | Holy Cross Catholic Primary School                |
| 11                        | Gaywood House Surgery                       | 29               | Southville Primary School                         |
| 12                        | St John's Lane Health Centre                | 30               | Ashton Gate Primary School                        |
| <b>Leisure Facilities</b> |   |                  |   |
| 13                        | Bedminster Family Practice                  | 31               | Victoria Park                                     |
| 14                        | Southville Surgery                          | 32               | Bristol South Swimming Pool                       |
| 15                        | East St Dental Centre                       | 33               | Broad Plain RFC                                   |
| 16                        | Omega Dental                                |                  |   |
| 17                        | Coronation Rd Dental Surgery                |                  |   |
| <b>Cultural</b>           |   |                  |   |
| 18                        | BV Studios                                  |                  |   |
| 19                        | Southbank Club                              |                  |   |

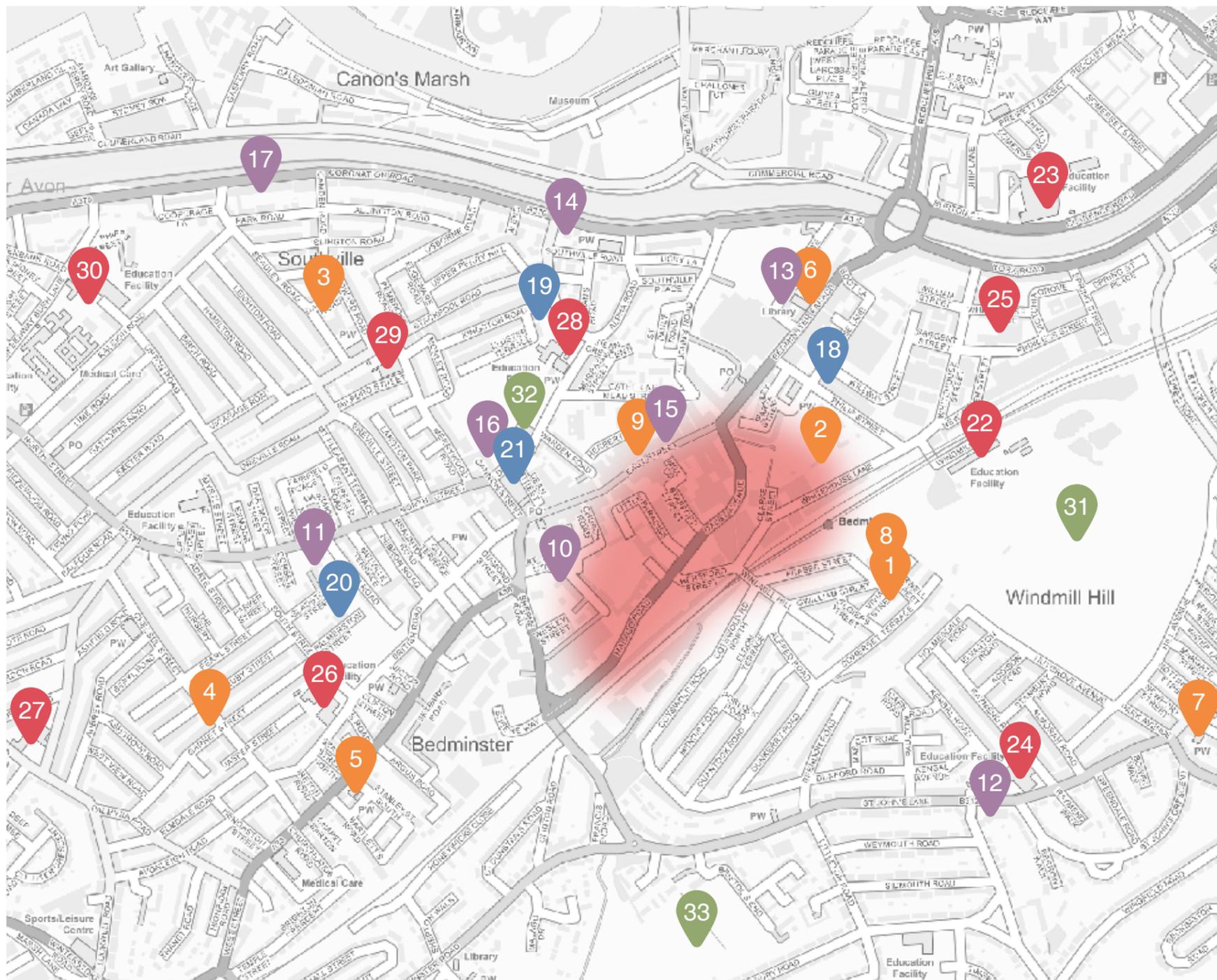


Figure 13 | Community, Health, Culture, Education and Leisure Assets in the Wider Area

# Neighbouring Character

## East Street

The historic spine to Bedminster, East Street is an integral part of the town centre and has retained a strong urban townscape. There are a mix of examples of Georgian and Victorian industrial, commercial, civic and industrial buildings (such as the Robinson Building).

It has a strong building line, predominantly 2-3 storeys punctuated by a mix of building types. It has a strong rhythmic arrangement of building frontages, some united by continual parapets or groups of gable roofs. Predominant materials include red brick, stucco render, limestone ashlar and timber joinery.

Centres such as Bedminster have inherent advantages in terms of convenience and the ability to offer a diverse range of uses that can enable them to provide a local focus for leisure, social, cultural, creative and enterprise activity. To support the vitality and viability of this extensive town centre area it is essential that there is an adequate proximate critical mass of population

## Windmill Hill

Beyond a defined railway embankment, backed by mature trees, rises Windmill Hill and Victoria Park. Prominent '60s towers, Polden and Holroyd House, sit above coloured Victorian terraces tiered on the hillside.

The area is contrasted between the large tower blocks, uniform narrow terraced homes and the expanse of Victoria Park to the east. Terraces are generally formed by repeating single bay homes emphasising vertical divisions, with window accents,

set beneath a uniform roofscape; either behind a parapet or following a hipped roof.

The coloured terraces bring animation and a recognisable Bristolian character to the hillside.

## Bedminster

The wider area varies in scale and built form. There are significant fragmented areas of little placemaking and architectural merit, including low intensity industrial uses north and east of Philip Street. Whilst generally low rise there are two higher buildings in the near area; Northfield House and Robinson Building. Robinson Building's amplified height adds an architectural layering to bring richness to the area. Contrary to this Northfield House is an example of an unsuccessful urban form lacking in design quality and street frontage.

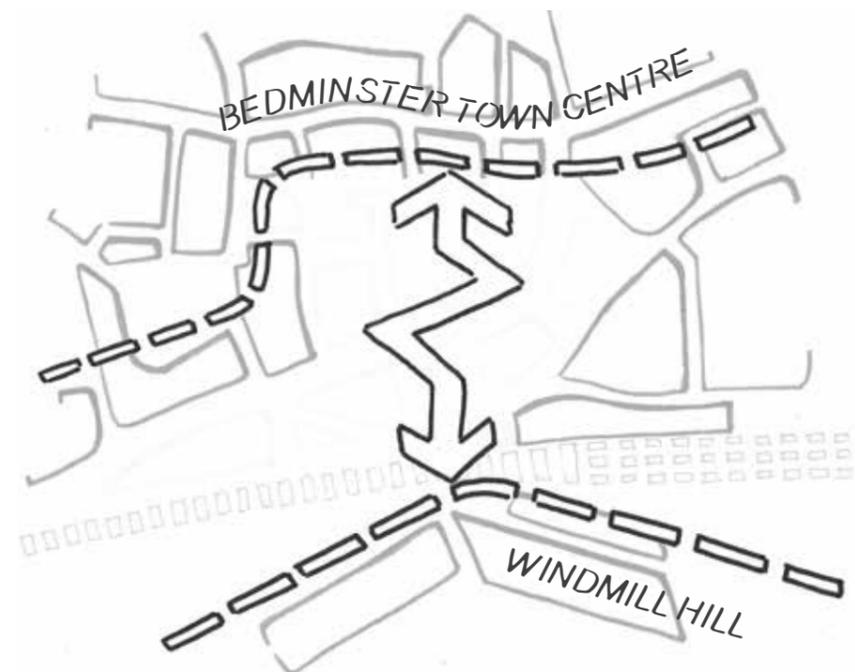


Figure 14 | Gap between characterful areas



Figure 15 | Nearby buildings of strong character

# The Bedminster Green Area

## Overview

Within the Bedminster Green area itself, St Catherine's Place is an asset of significant potential as part of the town centre. The Green itself, St John's Churchyard, Windmill Hill City Farm, street trees along the A38 Malago Road/Dalby Avenue, trees and the River Malago are important environmental assets. Bedminster station and the public transport priority route, including MetroBus, along the A38 are also key assets. The Greenhouse is the headquarters of the Federation of City Farms and Community Gardens and has a meeting room available for hire. The intention is that this will relocate to Victoria Park Lodge.

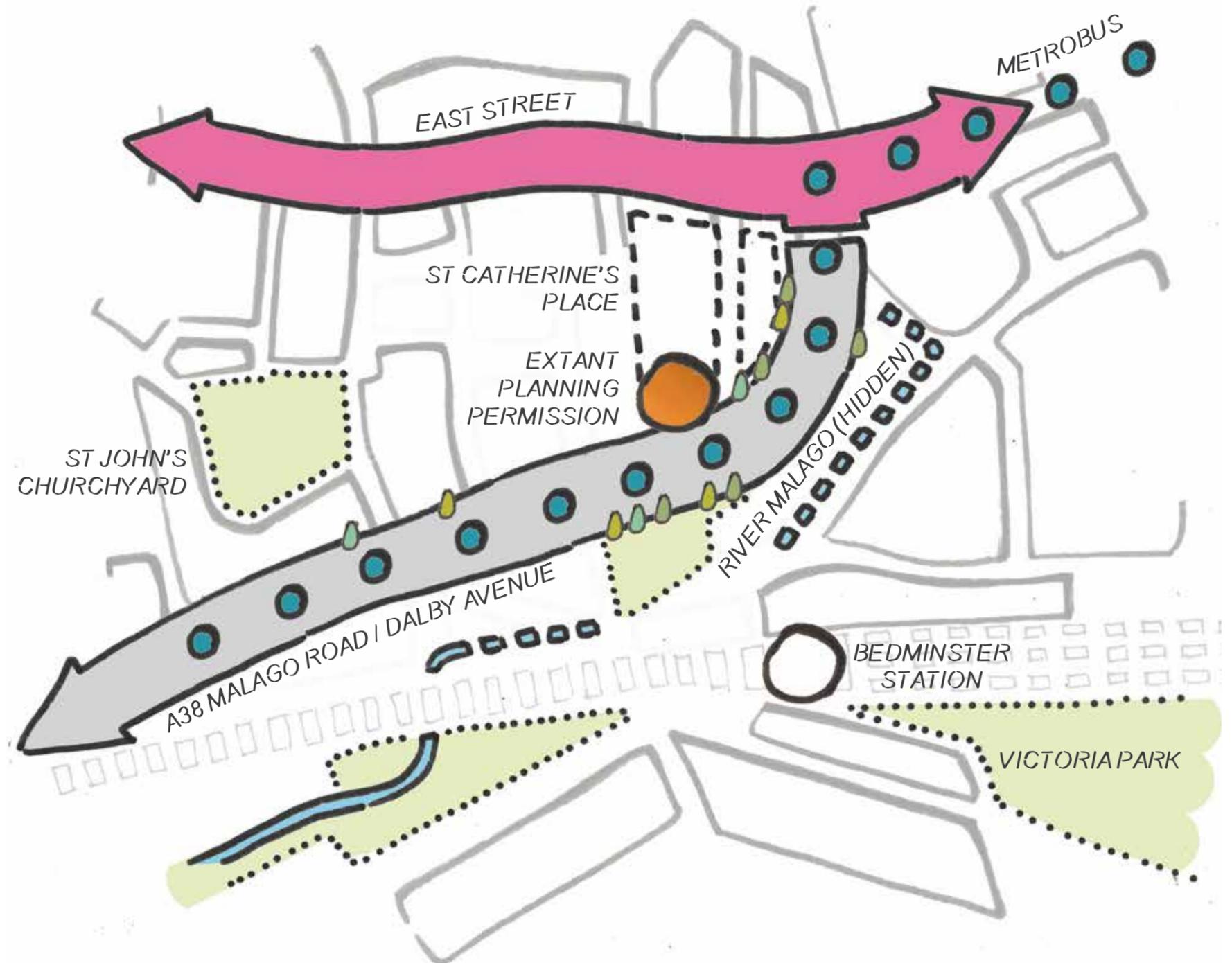


Figure 16 | Overview of The Bedminster Green Area

## Existing Character

### Lack of Density and Sense of Place

At the Bedminster Green area the quality of the urban environment and its intensity of activity and use breaks down. As highlighted in Bristol City Council's Bedminster Conservation Area Character Appraisal, the lack of residential density in the area and the poor quality connections between Malago Road/ Dalby Avenue and East Street are significant weaknesses. The area also lacks well integrated and coherent green and blue infrastructure.

A small part of the Bedminster Green Area, where St Catherine's Place meets East Street, is within Bedminster Conservation area. The Conservation Area also adjoins the northern edge of the Bedminster Green area where it abuts the rear of properties on East Street. The Important City Vantage Point in Victoria Park is some distance to the east.

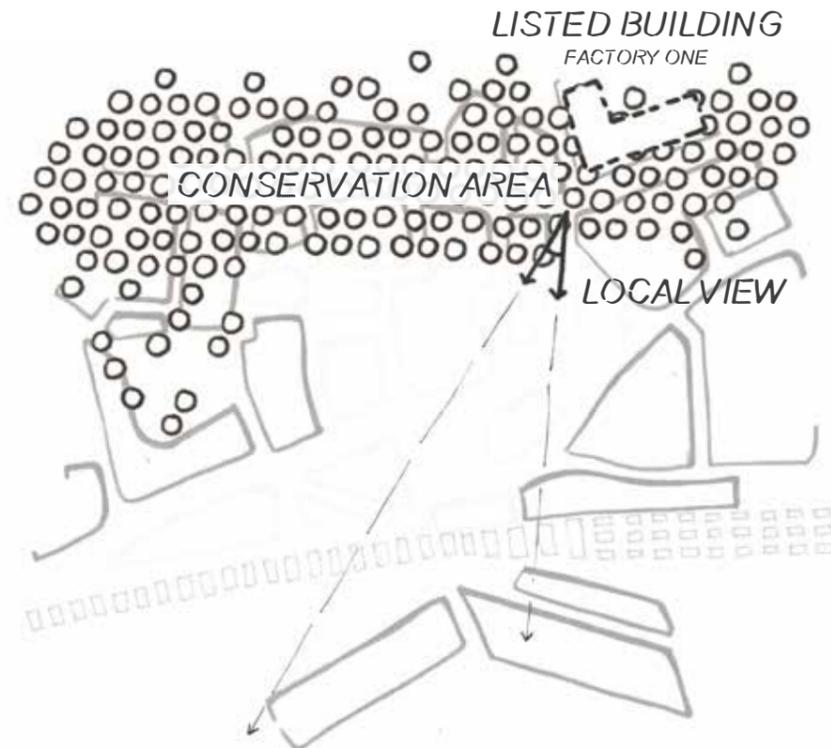


Figure 17 | Existing Character and Historic Context



Figure 18 | Photos of the area at present

# Summary of Key Considerations

## Community & Economy

There is a pressing need for new homes of a range of tenures and the potential, through efficient use of brownfield land, to create a mixed-use urban living environment with opportunities for enterprise, jobs, leisure and social activity. Any community facilities should complement existing provision.

There is potential enterprise space and jobs within new uses and buildings. The construction process, on a project of this scale, also creates employment and training opportunities.

## St Catherine's Place

This shopping precinct provides a direct pedestrian link to East Street from Dalby Avenue. It is currently an austere environment with a somewhat hostile character that is unattractive to pedestrians. There is a major opportunity to enhance the centre.

At St Catherine's Place there is an extant planning permission, granted in 2017, for up to 188 apartments and commercial space plus associated cycle parking, vehicle parking and servicing etc. The approval is for development of up to 16 storeys.

## Strategic & Local Movement

The A38 Malago Road/Dalby Avenue is a well-used road at peak times and provides a route for Bristol's range of existing bus services, including MetroBus. It is an important route that should form part of an integrated transport hub and the overall sense of place at Bedminster Green. The environment for walking and cycling should be greatly enhanced, with connections to existing routes such as the Malago Greenway and good provision for crossing the A38.

## East Street

East Street is at the heart of Bedminster town centre. It is in need of support and regeneration if it is to thrive and fulfil its role in serving the Bedminster community.

## A Place for People

The current character is fragmented. It represents a breakdown in the urban grain and lacks a sense of place.

Pedestrian routes are generally unattractive and often don't feel safe. There is the opportunity to greatly improve the environment for pedestrians, cyclists and users of public transport. This can help to reduce car use and associated air and noise pollution. Related to this is the potential for establishing a sense of place around a clearer definition of streets and spaces.

## Bedminster Station

The station on the mainline to and from Bristol Temple Meads is a significant public transport asset. However, it lacks facilities and presence in the public realm and pedestrian access is poor. Development provides the opportunity to improve the station.

### **The Green, Trees & Biodiversity**

The Green has not reached its local amenity potential that adds character and biodiversity. It is underused, lacks overlooking and feels detached from community life. If any trees need to be removed to enable opening up of the River Malago and improvement of facilities for buses, these should be replaced and throughout the Bedminster Green area the number of trees should be increased. A green network providing a range of benefits, including enhanced habitat, wildlife connectivity, climate change resilience, urban cooling, comfortable outdoor spaces during hot weather, shade for buildings to reduce overheating, management of water run-off, and contributions to community health and wellbeing. The public spaces should be designed to cater for all the community.

### **River Malago & Flood Risk**

The area is in Flood Zone 2, with a part of it, between Dalby Avenue and Clarke Street in Flood Zone 3. The river Malago is an important asset but currently has little amenity or habitat value. As present it is a narrow drain-like channel and below ground culvert. There may be opportunities to create an environmental and amenity asset and to improve flood management, including potential for de-culvert some or all of this section of the river and enhancing its identity, taking account of the area's industrial heritage.

### **Heritage Assets, Views & Urban Form**

Bedminster Conservation Area is a consideration and development will need to preserve or enhance the character and appearance of the conservation area. Assessment is required to identify any below ground archaeological remains.

Views from within the Bedminster Green area out towards the south and east are very limited due to the railway embankment and mature trees. Where they exist this is largely a result of land being cleared and occupied by car parking and poor quality shed style buildings which have replaced denser historical development of the industrial era. Views across the area northwards from the elevated land to south of the railway are also very limited as a result of trees and the terraced nature of the streets of Windmill Hill.

The field of view from the key city vantage point in Victoria Park does not encompass Bedminster Green but there are views, through the tree canopy, across the area from the lower slopes of the park. Assessment of views will be necessary to inform the detailed design of development proposals.

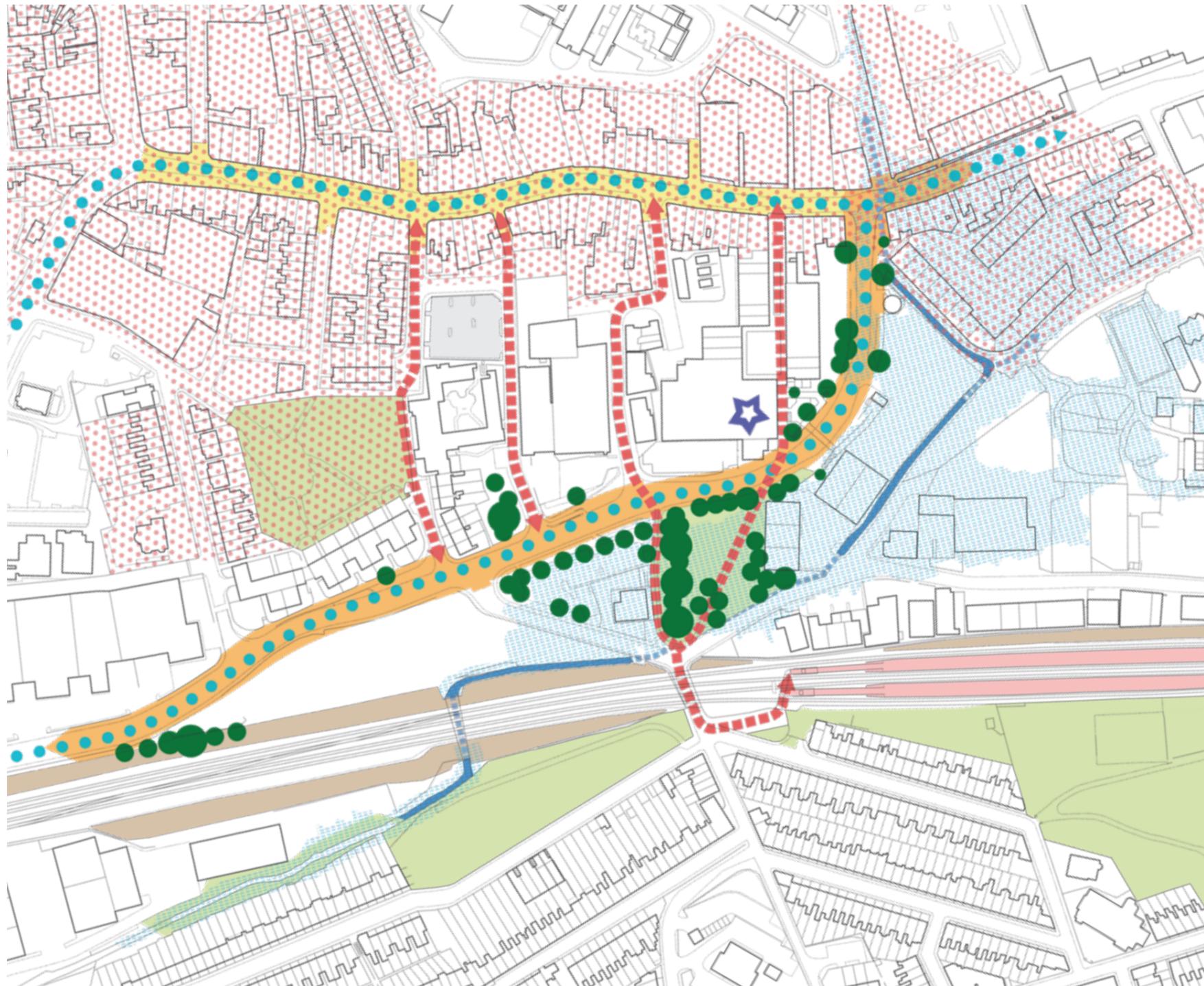
The Bedminster Green area has a weak sense of place due to its low grade buildings and fractured urban form. There is therefore an opportunity to create a new identity and character here, reflective of its importance as a public transport node adjacent to Bedminster town centre.

### **Sustainability & Climate Change**

Bedminster Green is well placed to enable sustainable lifestyles and to contribute to climate change mitigation and adaptation by capitalising on the opportunities for active travel and public transport use, enhancing the existing natural assets, particularly the Green and River Malago, and through the design and specification of development.

### **Viability & Delivery**

The work that has been undertaken to date in respect of proposals for individual sites is helpful in clarifying issues around viability. Works to improve conditions for pedestrians, cyclists and buses, improvement to the rail station and opening up the River Malago will bring a range of benefits and can support development values. However, they also bring significant costs and the benefits are not able to overcome the fundamental challenge in Bedminster, where construction costs are similar to other parts of Bristol and rising, but values are lower. As a result a certain quantum of development will be necessary to enable delivery.



- Malago Road & Dalby Avenue
- East Street, Vitality & Shopping
- Important Open Space & The Green
- Car Park
- Poor Quality Pedestrian Connections
- Safeguarded Transport Route
- Flood Risk Zone
- River Malago & Culvert
- Conservation Area
- Established Trees
- Railway Station & Embankment
- Existing Planning Permission (up to 16 Floors)

1:2000 @ A3

Figure 19 | Summary of key Framework design considerations



■ East Street



■ St Catherine's Place



■ The Green



■ Buses



■ Railway Station



■ Connections



■ River Malago



■ Community Facilities



■ Views

Figure 20 | Images showing some of the key considerations for the Framework



# 3

## Foundations for a New Urban Living Quarter

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# The Vision

The land at Bedminster Green provides a strategic opportunity to address the lack of residential population, close to and supportive of East Street, and to better connect it with the established residential neighbourhood of Windmill Hill.

As identified in the Local Plan Review and the Urban Living SPD, Bedminster Green presents an important opportunity for a significant contribution to meeting Bristol's housing need. It will enhance the sense of place and align with the Council's focus on higher density urban living and it's corporate strategy objective for a city of hope and aspiration for all.

The vision for Bedminster Green is the development of a new and sustainable urban quarter that enhances Bedminster and contributes to meeting the wider needs of Bristol by:

- Delivering a regeneration catalyst for Bedminster town centre through:
  - Creating more attractive pedestrian and cycle links from the residential neighbourhood of Windmill Hill to East Street.
  - Introducing a new residential and working community to increase footfall and contribute to a mixed, balanced and sustainable local community.
  - Creating an environment with a street level based sense of place and facilities to attract and retain people and create jobs.
- Creating an environment that is inclusive and accessible for all parts of the community.

- Providing a range of new homes and sustainable urban living offers through a mix of residential units and tenures, including affordable housing, private rented/sale and student housing to help meet Bristol's acute needs and contribute to a diverse, thriving and sustainable Bedminster community.
- Optimising the potential of under-used brownfield land.
- Limiting the demand for heat and power and facilitating the potential for connection to an energy network.
- Utilising the potential of the River Malago, trees and landscaping to manage drainage and flood risk, provide areas of shade and contribute to cooling in periods of high temperatures.
- Creating an enhanced network of connected public/amenity spaces, planting and habitats.
- Contributing to establishment of a public transport node with a sense of identity and status at this gateway point to central Bristol.
- Enhancing the environment and connections for pedestrians and cyclists to facilitate sustainable movement and contribute to community life.
- Achieving a sense of place and enhancing people's ability to understand and navigate this part of the city.
- Maximise local labour; create and support existing apprenticeships, provide employment and training for unemployed people, training and experience for young people through the construction phase of the project.

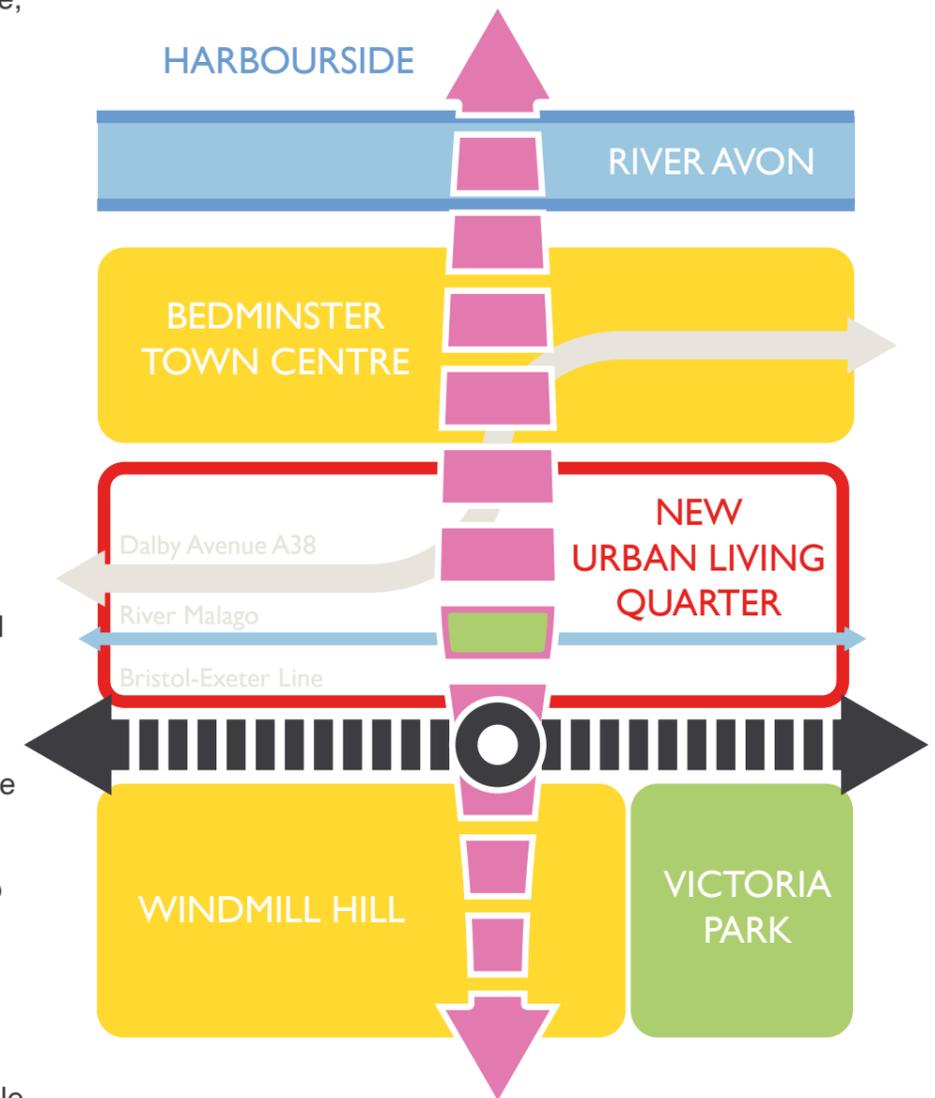


Figure 21 | The Vision

# Opportunities



## Accessibility

Bedminster benefits from great levels of accessibility including, walking, cycling, bus (including MetroBus), local train station and Temple Meads city station nearby.



## Liveability

Density provides an opportunity to vary neighbourhood housing stock; supporting a diverse and inclusive neighbourhood for all, with convenient access to a range of services and facilities.



## Local Economy

People emphasise convenience and locality in enjoying urban areas. A new population will bring trade to East Street. Flexible space can accommodate enterprise and construction creates job opportunities



## Sustainable Growth

Effective land use relieves pressure on green and open space. It enhances opportunities for better air quality, water use, energy efficiency, ecology and waste handling.



## Vitality & Identity

Density and height are great components to underpinning character and identity for a neighbourhood, with added vitality and creating a strong sense of place.



## Nature & The Malago

Interconnected green spaces; both private and public. Combined with opening up of the Malago to enhance habitats and biodiversity and help cool the urban environment.



## Support Amenities

More people living and using the services supports their continued success. This ranges from the town centre and public transport to sports facilities, schools, health centres, cultural and community venues.



## Composition & Legibility

A varied skyline and roof composition enriches the urban form. A cluster of massing is an opportunity to stand out positively as a combined town centre/transport neighbourhood hub and gateway to the centre of Bristol.



## Wellbeing

Create an environment that benefits mental and physical health, social interaction, security, travel and contact with nature. The new quarter is an opportunity to create an urban environment accessible and inclusive for all.

# Leading Aims

Cities are immensely complex. Accommodating and contributing to Bristol's growth is challenging. To make better places to live, new communities, both benefiting existing and future residents touch on a number of aspects. In taking Bedminster Green forward there are four overarching aims that are a thread reaching across each consideration, design principle and proposal. These are at the top of the agenda for Bedminster Green to inform this high level Framework.

## Health & Wellbeing

Wellbeing requires an environment that brings together a range of elements to positively contribute to health, happiness and living life to the fullest. This includes good quality homes, services, identity, public transport, parks, trees, streets and public spaces that provide good environments for walking cycling, enjoyment and social interaction.

## Sustainable Growth

Sustainable living touches on a number of aspects, from public transport and energy to construction materials. Each aspect, idea and design move will have due regard to impact on social wellbeing, the economy and the environment.

## Inclusive Streets, Spaces & Homes

Inclusive communities means ensuring that the public realm, homes and buildings are accessible and appropriately accommodate different generations, mobility and sensory abilities. The needs of children, play and safety should inform the design of public realm. Ground floor uses and spaces should be appropriate to community needs.

## Balanced Community

A balanced community is formed through a mix of homes and choices. This includes affordable housing, and other tenures, to meet needs, informed by understanding the wider Bedminster community and its overall mix of house types and tenures.



# Accessibility



## ACTIVE TRANSPORT

### PRESENT SITUATION

Bedminster benefits from a great proximity to the city, other neighbourhoods and destinations (such as schools) making walking and cycling a good transport choice. Whilst routes exist these are not always strong, direct, safe or enjoyable.

### AIMS

Create a high quality environment for walking and cycling; connected routes beyond Bedminster Green, including the city centre and the Temple Quarter. Enhance routes with strong building frontages, more direct connections of choice and a high quality public realm.



## BUS & METROBUS

Dalby Avenue / Malago Road and East Street presently support services linking areas to the south with the city centre.

A high quality public transport boulevard accommodating existing services and the new MetroBus route M1, to significantly enhance the link between the city centre, Bedminster and areas south to Hengrove Park, Bristol Airport and North Somerset.



## RAILWAY STATION

Bedminster Railway Station is hidden from view with an unappealing access to the railway station from Windmill Hill, on the opposite side to the town centre.

To create a prominent frontage and accessible entrance to the station, with a direct link and line of sight to East Street (the town centre).

# Sustainable Growth



## PRESENT SITUATION

## AIMS

### EFFECTIVE USE OF LAND

The area is currently dominated by low intensity uses and open land, creating a gap in urban intensity, activity and character between the established residential neighbourhood to the south and the town centre.

Optimise the effective use of land through urban density reflective of the location and its attributes to introduce a new population and activity that will support the town centre and create a sustainable urban quarter.

### INCREASED URBAN RESILIENCE

The area has a low variation of uses and activity, includes areas at risk of flooding and has limited habitat value.

Introduce a critical mass of population and diversity of use, served by good public transport, walking and cycling provision to support local facilities and amenities. Incorporate sustainable drainage, provide areas of shade to help address increasing temperatures and enhance natural habitat.

### TOWARDS A ZERO CARBON CITY

The current environment is of limited attractiveness for walking and cycling and existing buildings are dated, with relatively low thermal efficiency and individual heating systems

Create an environment conducive to walking and cycling, supported by good quality public transport. Construct buildings with good levels of thermal efficiency and the capability to connect to a heat and power network on day one, if available, or where feasible, to a network in the future.

# Support Amenities



## TOWN CENTRE

### PRESENT SITUATION

East Street is a key part of Bedminster town centre. While there is a variety of shops some of the centre is of poor quality and there are a number of vacant retail units. The absence of population density close to East Street limits its vitality and viability.

### AIMS

Create a critical mass of proximate population and transform the quality of St Catherine's shopping centre to help boost footfall and spend on East Street as the focal point for an expanded community.



## SCHOOLS PLACES HEALTH PROVISION

There are a number of primary and secondary schools in the area, including St Mary Redcliffe Primary School and St Mary Redcliffe & Temple Secondary School. In addition, there are a number of GP and dental practices.

School places and health provision will be accommodated within existing facilities. A new population will continue to support and utilise existing facilities contributing to their success.



## PARKS, RECREATION & COMMUNITY FACILITIES

There are a number of community venues across the neighbourhood. Victoria Park and Dame Emily Park both have equipped play areas, games areas and skateboarding facilities. Supplementary spaces often are only passed through.

The Green is to be enhanced, bought into community life and better connected as part of an activity and green infrastructure network. Together with community venues these will continue to be focal points; supported with new residents.

# Composition & Legibility



# Liveability



## MIXED HOUSING OFFER

### PRESENT SITUATION

The dominant housing stock in the neighbourhood is Victorian terraces, between two to four floors and two to three bedrooms.

### AIMS

Diversify the neighbourhood housing stock, introducing a new city-living apartment offer; providing a range of housing, including private sale, private rented, student accommodation and affordable homes - with a portion adaptable to wheelchair use.

## COMMUNITY & SHARED SPACES

The Green is little used, other than as a space that pedestrians cross and there is an absence of other spaces for community use and enjoyment.

Create a network of attractive spaces; for relaxation, meeting others and contact with nature. Public spaces should be truly 'public' and welcoming for everyone. Incorporate flexible space within buildings, for community activity and use by businesses and local organisations, to enhance community infrastructure.

## SAFE & SOCIABLE

Many of the existing public spaces and streets in the area are not overlooked and are of poor quality, resulting in an environment that feels unwelcoming and, at night in particular, unsafe.

Mixed use development to repair the urban fabric creating safe overlooked routes, spaces to enjoy and generate activity to add to the vitality of the area. Create an attractive and safe urban environment that provides a setting for public life and social interaction, where people choose to walk and cycle.

# Vitality & Identity



# Local Economy



## FOOTFALL

### PRESENT SITUATION

East Street suffers from poor quality connections to surrounding neighbourhoods. Where conventionally there is an increase in density of homes near the town centre the opposite is true of the area, where homes are absent.

### AIMS

New homes will increase the catchment population of the town centre; supporting small businesses and the vitality of East Street. It is imperative that the quality of the connections to East Street be improved to ensure ease, convenience and comfort of movement.



## ENTERPRISE

The area accommodates a number of industrial shed style premises but lacks space for small and emergent businesses. The lack of a resident population also limits the economic potential of the area.

Enhance prospects for new enterprise and, where appropriate, provide flexible space to accommodate and adapt to business needs, activity and start-ups, enabling them to develop and grow. In addition, create employment and training opportunities during the construction phase.



## INCLUSIVE TOWN CENTRE

Bedminster has seen significant change over the past century, with war damage, industrial decline and problematic modern housing and highway interventions.

Streets and spaces should be designed for all; different generations, mobility and sensory abilities. Amenities, facilities and public facing uses, such as shops and cafés, should be accessible and appropriate to the needs of the community.

# Nature & The Malago



## RIVER MALAGO & DRAINAGE

### PRESENT SITUATION

The River Malago runs through the site but is at present partly in a narrow drain-like channel and partly covered within a below ground culvert.

### AIMS

Open up and enhance the Malago where feasible to create an asset for amenity, sustainable drainage, urban cooling, wellbeing and habitats. Flood attenuation and management potential should be increased, to benefit the neighbourhood.



## BIODIVERSITY

The trees, railway embankment and open section of the Malago are positive features for nature but overall there is little natural habitat of significant value.

Enhance habitat with street trees, potentially opening up the Malago, creation of new green spaces and use of pollinating and other planting to improve biodiversity.



## AIR QUALITY

Traffic on Malago Road/Dalby Avenue is a source of emissions that impact on local air quality.

Provide a new urban environment that encourages walking, cycling and use of public transport to minimise car use. Use east-west orientation of Malago Road/Dalby Avenue and Include frontage gaps and planting to create street scale ventilation and absorb emissions.



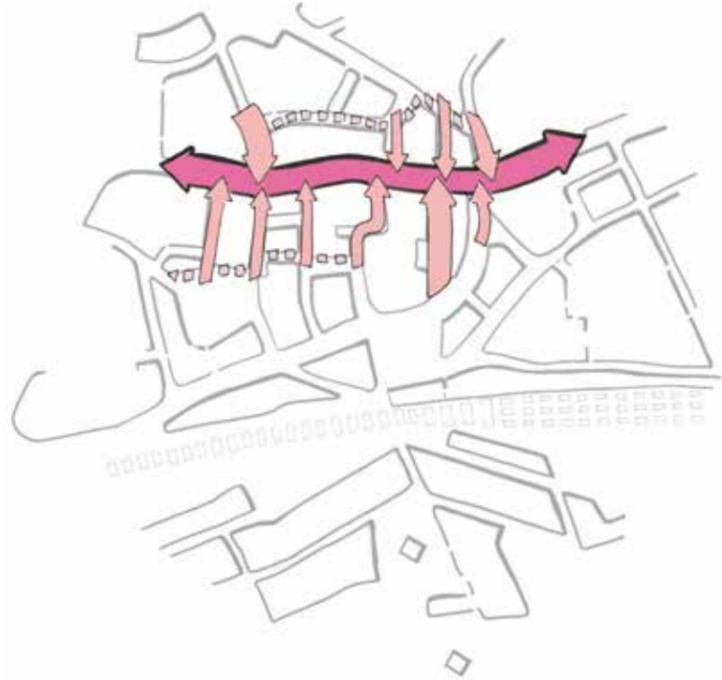


# 4

## Form

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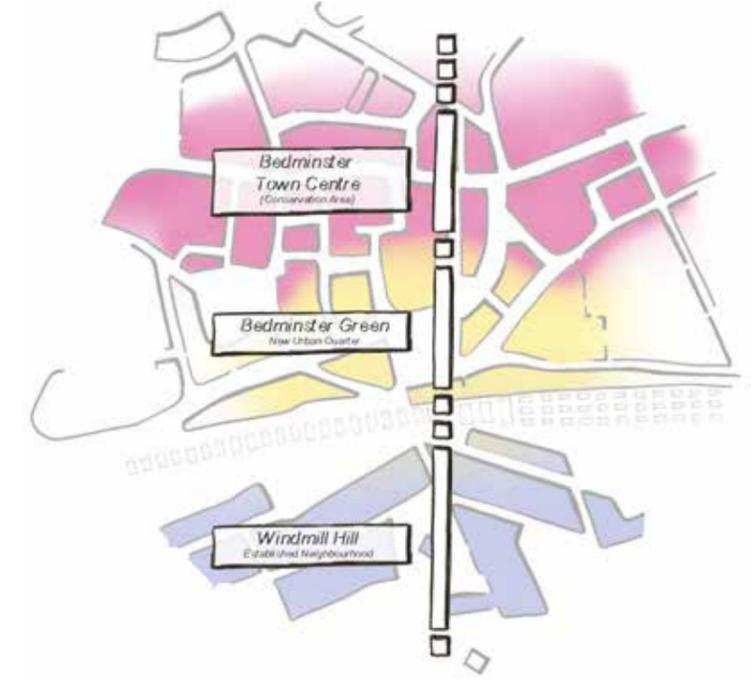
# Framework Principles



Reinforcing East Street



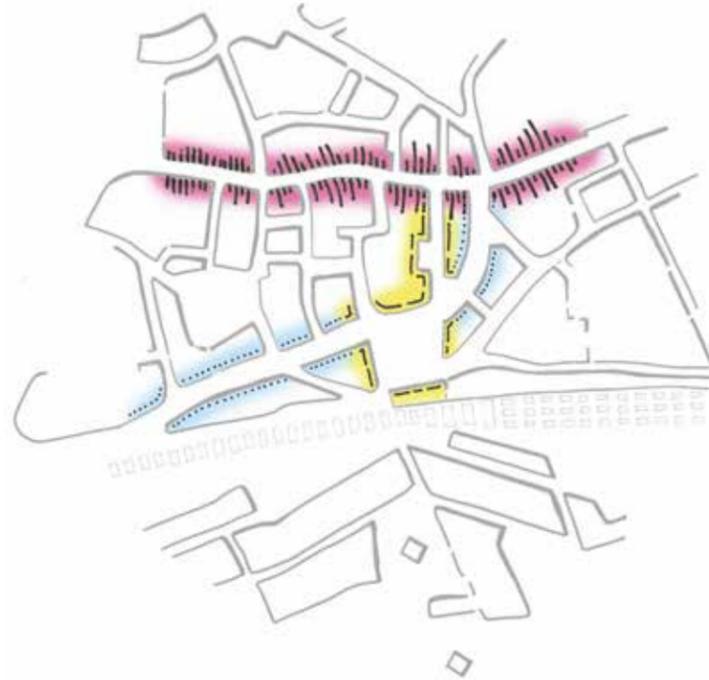
Humanising the Avenue



Transitioning New & Old Neighbourhoods



Green Network & River Malago



Fronting & Enclosing Streets



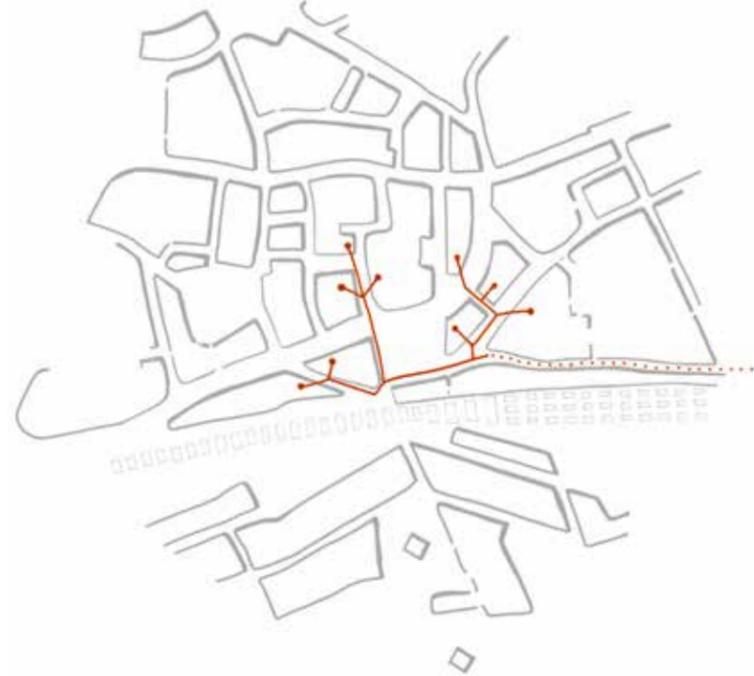
A Legible Place



Connecting the Neighbourhood



A Network of Spaces



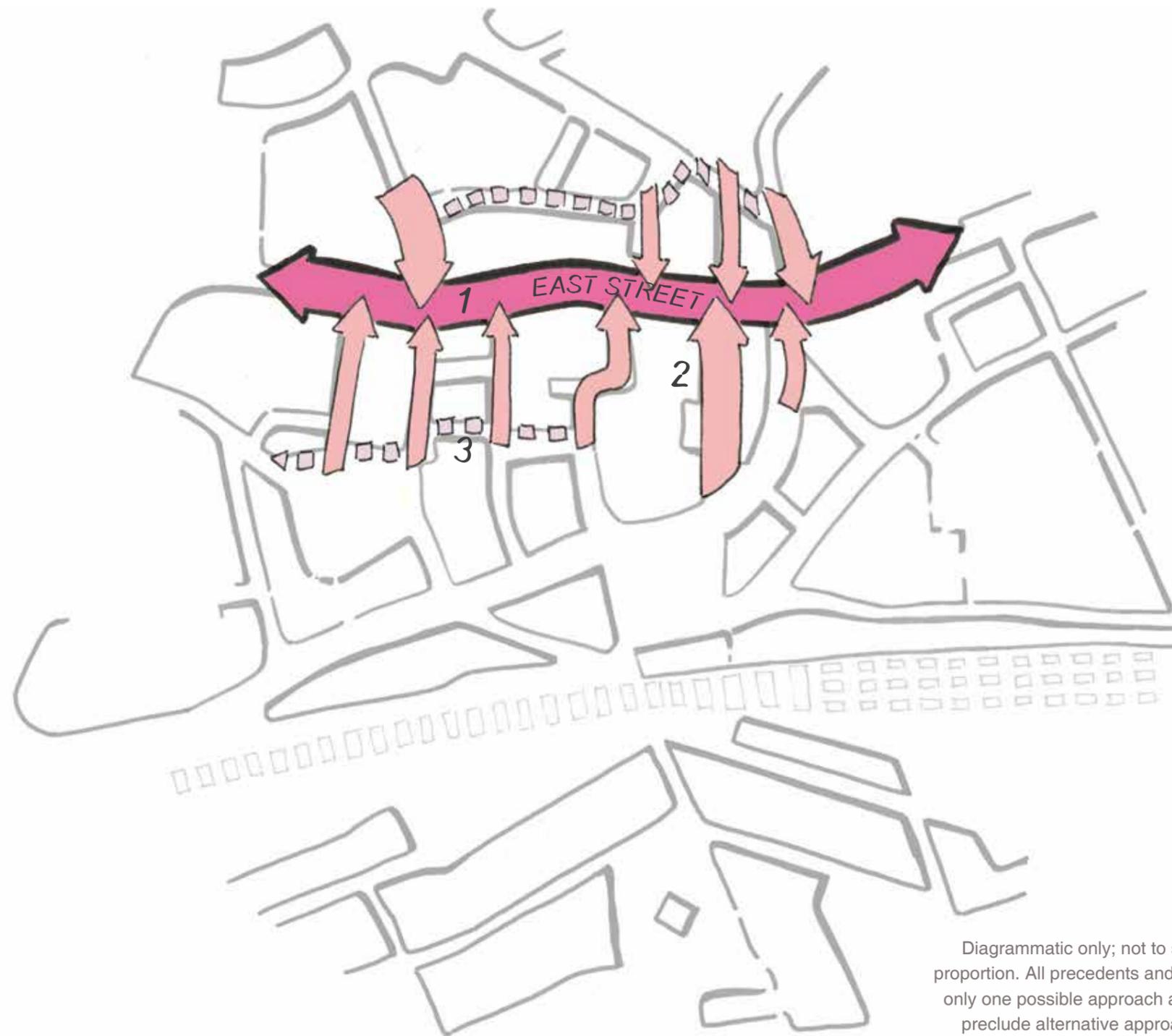
Sustainable Energy & Clean Air

# Reinforcing East Street

East Street forms the spine to Bedminster Town Centre. This is supported by numerous routes connecting from either side but the pedestrian experience is generally poor. The aim of the partners working on regeneration of East Street is that it will be greatly enhanced in terms of quality and vibrancy. The new development will contribute to this. It should create streets that are pleasant and overlooked and which transition from a residential character to the town centre on East Street. Components such as St Catherine's Place and the Green and station provide stepping stones to support East Street's neighbourhood primacy.

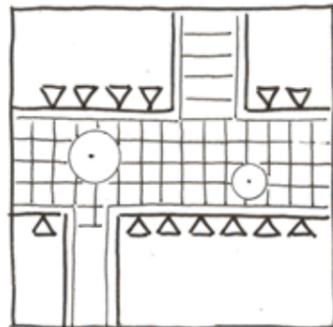
Parking is an important component for a successful high street, providing convenience and the perception of an accessible town centre. The existing car park on Little Paradise is well located for those who need to travel by car. Current parking within the area, located further from the town centre, could be re-provided here, by the addition of decked levels, to support East Street. There may however be other options for this land, which is owned by Bristol City Council and requires further consideration.

- 1 Neighbourhood Spine
- 2 Enhanced Quality & Permeability
- 3 One Street Back



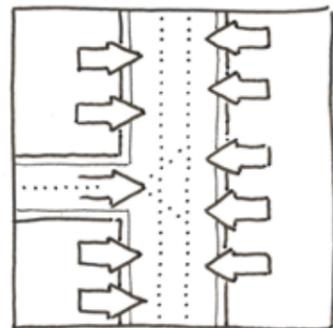
Diagrammatic only; not to scale or in proportion. All precedents and ideas are only one possible approach and do not preclude alternative approaches that address the same challenges.

Figure 22 | Reinforcing East Street



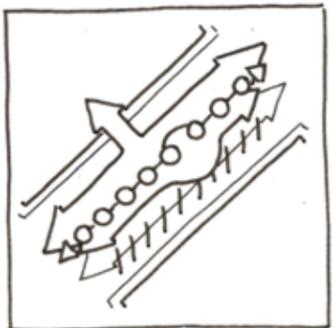
### Public Realm

The landscaping should reflect street hierarchy and identify connecting routes, transitioning experience and awareness appropriately.



### Directed Access

Streets, ground floor, and above ground uses should each be directed onto the spine; avoiding segregated and back alley access.



### Balance Traffic Users

Access arrangements for different uses from pedestrians to buses and the role of cars and parking, should be integral.



### Enrich Frontages

These are key to a town centre, from branding to the management of vacant units. These could be selectively enhanced and varied.

Figure 23 | Ideas for Reinforcing East Street



A simple landscape treatment with opportunities for planting and floral blooms enriches a shopping street whilst maintaining service and loading access.



Secondary streets can provide quieter areas, a respite from the main street; transitioning and forming a sense of arrival.



Streets can adapt with the seasons and events, able to be decorated and celebrate the neighbourhood.



Coordinated street frontages create a sense of rhythm and order when traveling along a street.



On street cycle parking increases the ease of using a bike and shopping with confidence.



Allowing shops, cafés and bars to occupy the street, from A-boards to drinks strands, enriches the street scene and town centre experience.

Figure 24 | Precedents for Reinforcing East Street

# Green Network & River Malago

The River Malago is a 'lost river' hidden from view, either in a narrow channel or within a culvert. It is a missed opportunity for flood management and biodiversity and a key asset for a sustainable future.

Revealing the Malago could greatly benefit the enjoyment and biodiversity of the neighbourhood, as well as contributing to management of flood risk, urban cooling and community health and wellbeing.

If any trees need to be removed to enable improvements to the River Malago and bus facilities these should be replaced. New trees should also be introduced throughout the new urban environment to create a significant net gain.

A green network, from the large Victoria Park, to smaller green spaces and streets with trees will create an attractive and varied green web for people, improved air quality and wildlife.

- 1 Enlarged Green
- 2 Revealed River Malago
- 3 Extended Natural Environment



Figure 25 | Green Network & River Malago



Graded or terraced landscapes can integrate flood attenuation into the neighbourhood. Out of flood event they can be important places to enjoy, socialise and look at.



The Malago has a low flow rate; depending on the strategy adopted this could be similar to a stream or be a series of ponds. With both approaches the bank-sides are key for biodiversity.



Large green spaces provide a strong setting for distinctive buildings and a new urban quarter. Here the quality and richness of the open space is matched by high quality architecture.



Greenways provide opportunity for respite from the urban environment and can be furnished to enable people to meet, socialise and play as well as discover the natural environment around them.



A mix of soft, intermediate and hard landscaping solutions will be required to not only provide choice in the new urban quarter but balance the access, use and biodiversity of the green.



Green walls are another way to add green to the new urban quarter.



Drainage can be incorporated in the street scene with rain gardens.

Figure 26 | Precedents for Revealing the Malago

# Humanising Malago Road/Dalby Avenue

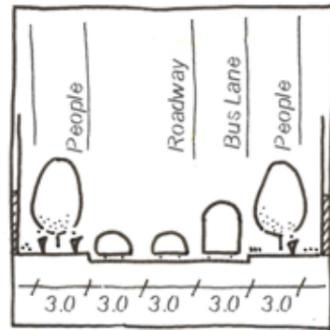
Malago Road/Dalby Avenue is a strategic route that is currently an unappealing environment for pedestrians and cyclists, operating as a functional corridor for vehicular traffic. Whilst the road will continue to be integral to the city as a strategic corridor the pedestrian and cycle experience could be significantly improved by a number of means. This includes establishing street frontage, providing better crossing and better bus facilities. Street trees, together with other strategies, will create a city boulevard that is part of Bedminster Green's sense of place and which facilitates and improves sustainable travel choices. This city boulevard should have a strong character and sense of place itself; differentiated from others nearby.

- 1 Framing Buildings & Frontages
- 2 Convenient & Safe Crossings
- 3 Safe Windmill Hill Access
- 4 Improved Bus Stops & MetroBus Ready
- 5 Coordinated Materials & Street Furniture
- 6 Street Trees



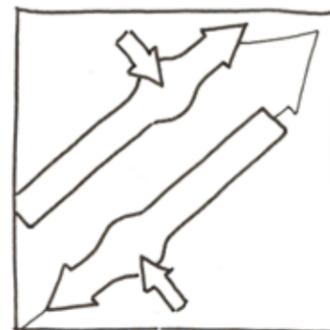
Diagrammatic only; not to scale or in proportion. All precedents and ideas are only one possible approach and do not preclude alternative approaches that address the same challenges.

Figure 27 | Humanising Malago Road/Dalby Avenue



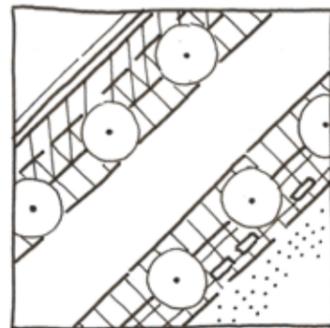
### Adaptable Avenue

The avenue needs to be prepared for future transport needs, including bus lanes and cycle facilities.



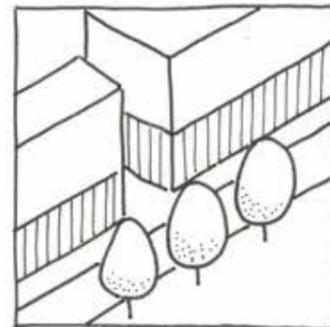
### MetroBus

Routing, stops and lanes must be effective and convenient whilst not inhibiting cyclists and pedestrians.



### Coordinated Landscape

Renewing the avenue to add character and amenity to the new urban quarter will require street trees and a coordinated materials and furniture palette.



### Street Wall

Currently absent, an avenue is best defined by its enclosing buildings. These should provide a continuous building line to aid legibility.



The space between the carriageway and building line can afford opportunities for tree planting, improved pedestrian comfort set back from the road, cyclists and building frontages including forecourts and gardens.

Carefully delineated space can balance a strategic road network, bus routes and key pedestrian desire lines. Paired with landscape, material and planting all users can enjoy the avenue safely.



Whiteladies Road has successfully rebalanced from the car to benefit pedestrians, cyclists, buses and enjoyment on street. Dalby Avenue could also be rebalanced utilising a number of strategies.

Avenues can provide settings for tall buildings. A rich public realm, including planting and art ensures users enjoy their immediate setting and the street level.

Figure 28 | Ideas for Humanising the Avenue

Figure 29 | Precedents for Humanising the Avenue

# Fronting & Enclosing Streets

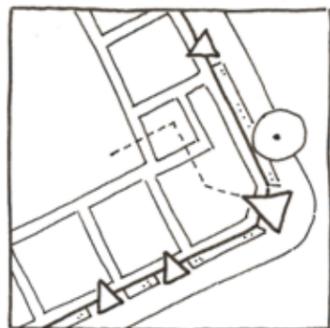
The new urban quarter will primarily be experienced at street level. The definition, activity and sense of community life that is currently lacking will be strengthened by the new development; the uses and streets that everyone can enjoy. The principal active route should draw people into East Street, through a revitalised St Catherine's Place, connecting to the residential community, via a stepping stone of activity. focused around the Green and an improved station, to the existing neighbourhood of Windmill Hill. Other frontages will be residential in character with elements of flexible ground floor space accommodating businesses and community related uses. Taller elements will sit above the defined street-scale frontage.

-  Prime East Street
-  Secondary Frontage
-  Enclosed Avenue



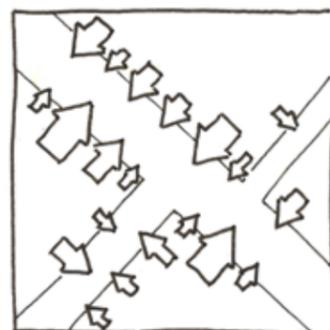
Diagrammatic only; not to scale or in proportion. All precedents and ideas are only one possible approach and do not preclude alternative approaches that address the same challenges.

Figure 30 | Fronting and Enclosing Streets



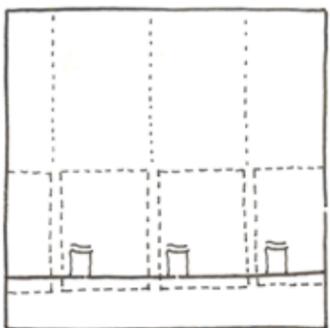
### Entrances On Street

Victorian streets are defined by frequent entrances onto the street; similarly new uses should do the same, avoiding separate rear access.



### Frontage Hierarchy

Frontages should be aligned to the importance of adjacent spaces; pairing access of different uses from the same spaces ensures even activity.



### Ordered Frontages

Elevations and entrances should be frequent and rhythmic to enrich the experience from the streets.

**Figure 31** | Ideas for Fronting and Enclosing Streets



High density residential can retain the street articulation of typical residential streets. Frequent front doors and the use of duplex units, with living on the ground floor and bedrooms above with a threshold space in front, create a varied street scene.



Retail provides a varied street edge, with branded frontages and visual merchandising creating a stimulating environment as well as attracting footfall and continuous interaction and flow of people between the street and the indoor activity.



Workspaces often inhabit locations that may otherwise be problematic for residential uses. They provide visible, flexible and accessible working environments, often with a high degree of internal activity mutually benefiting the street scene.



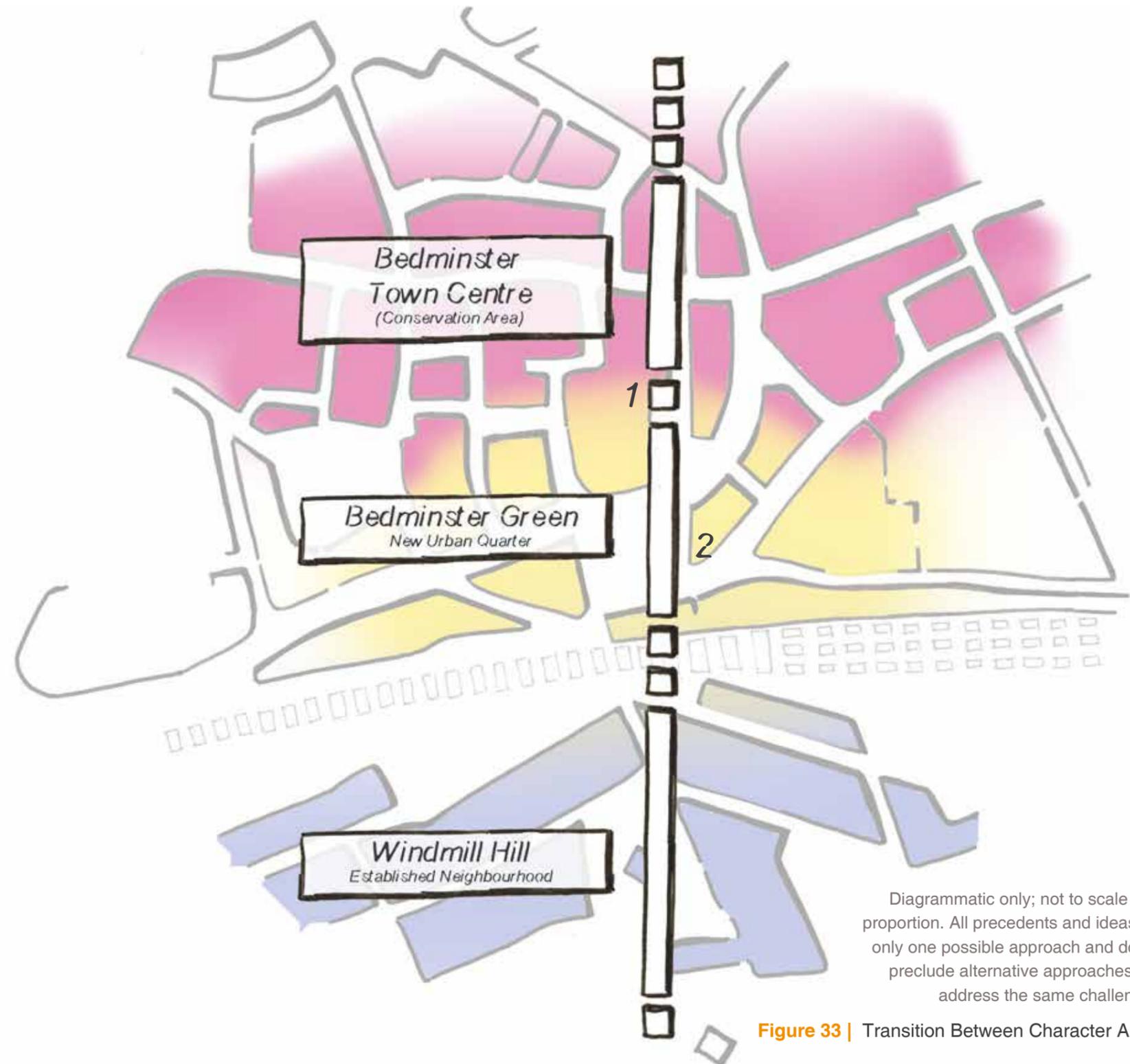
Restaurants, cafés and bars are often the most active elements on the street. Creating a street scene is primary at the base of a building; height is secondary.

**Figure 32** | Precedents for Fronting and Enclosing Streets

# Transition New & Old Neighbourhoods

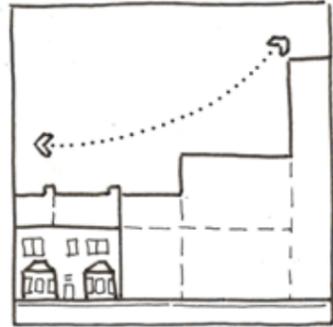
The Bedminster Green area currently lacks identity and is large enough to establish its own character, around the existing assets of the Green, the boulevard potential of Malago Road/ Dalby Avenue and the River Malago. It will become part of Bristol's patchwork of places. This new environment will link the established areas of character in the conservation area around East Street and the terraced streets and green spaces of Windmill Hill. Transition to these areas can be achieved through a stepping down in scale, landscaping and, at a later stage, through detailed design and materiality.

- 1 Blending Between Character Areas
- 2 Setting a New Identity



Diagrammatic only; not to scale or in proportion. All precedents and ideas are only one possible approach and do not preclude alternative approaches that address the same challenges.

Figure 33 | Transition Between Character Areas



**Stepping Down**

Stepping down height near existing buildings can help maintain the setting, character and amenity of existing streets without an abrupt change.



**Skyline Cluster**

Changing the appearance of a place on the skyline can identify it as a destination on the city scene; benefiting the station and town centre.

**Figure 34 |** Ideas for Transitioning Character



Art can be used on existing or new frontages as well as service or construction sites to foster identity and maintain user enjoyment.



Contemporary architecture can reflect from surrounding architectural details in interesting ways.



Different architectural treatments often work best if they show conviction in execution; as a juxtaposition to existing buildings.



Consideration of materials reflects history and the future, transition new and old. Here the use of brick creates transitions between the different buildings and type of architecture.



Established street scenes can often be best treated by understanding the prevailing organisation of elevations, roof line and fenestration; reflecting this appropriately.



Redcliffe Quarter has successfully set out an approach to creating a new identity and be part of revitalising a neighbourhood. The same could be achieved in Bedminster.

**Figure 35 |** Precedents for Transitioning Character

# An Identifiable & Understandable Place

Bristol's urban composition has grown and will continue to evolve and change. New buildings with distinctive, high quality architecture, will combines with streets and spaces to create a strong sense of place, vitality and identity for Bedminster Green. Buildings creating a stronger street character and massing that identifies and highlights the destination will contribute to this, helping to give the town centre identity and status.

Understanding place can be thought of at a number of levels:

- The immediate experience at street level and enhancing the quality of corners, junctions, transport hub and public spaces with good quality architecture.
- Local views within the neighbourhood, particularly from East Street and Windmill Hill where well conceived architecture can build a visual link at distance, from nearby to the Green and the station.
- City wide views, particularly from vantage points in Redcliffe, Ashton Court, and Clifton where appropriately high quality architecture offers the opportunity to identify Bedminster Town Centre, East Street and the station on the skyline, presenting the place to the city and having the potential to draw attention from further afield.

To create uncluttered streets for people car parking and servicing should be discreet; within or below a city block. Limiting parking provision will need to be accompanied by parking management arrangements on nearby residential streets.

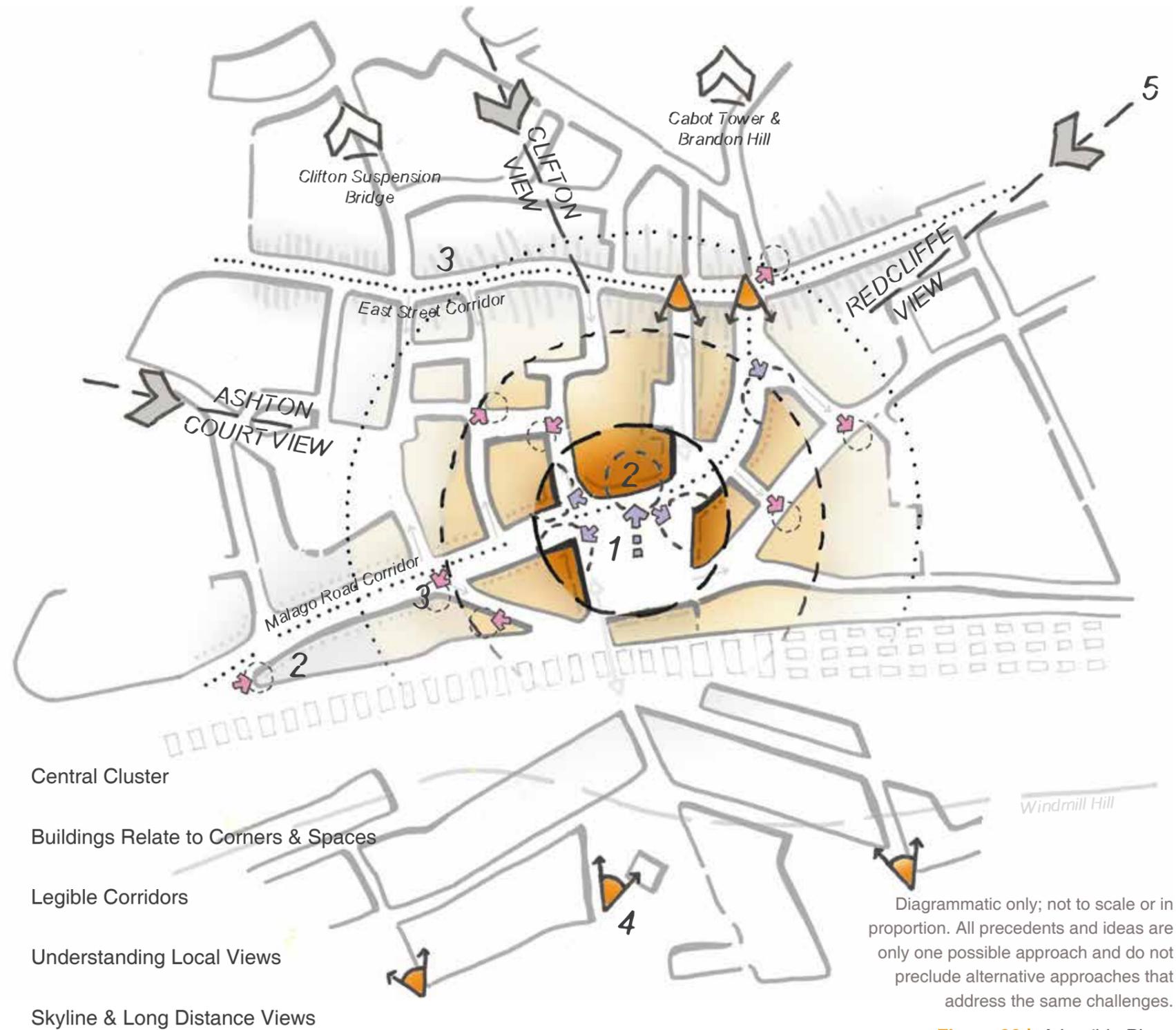
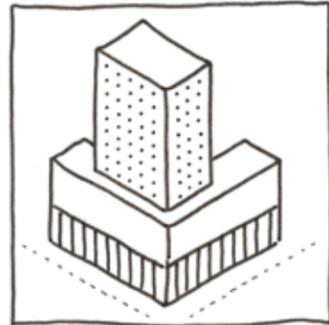
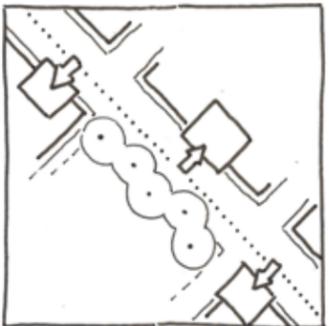


Figure 36 | A Legible Place



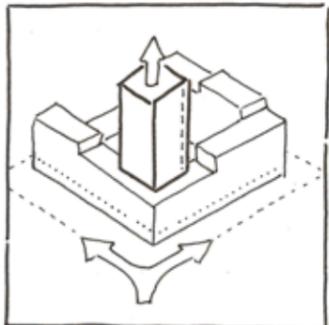
### Tripartite Design

Building elements should express a tripartite design, focusing on the base and street level, then the mid and top divisions.



### Legible Corridors

East Street and the Avenue form key corridors, urban events; spaces and buildings help wayfinding and enrich a stimulating environment.



### Tall Elements

Tall elements should match focal points, such as corners or an open space; or be set back discreetly so as to not be overbearing.

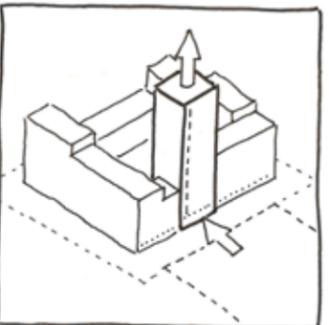


Figure 37 | Ideas for A Legible Place



Art itself can aid micro-climate and effects of tall buildings (wind shown here); whilst enhancing their visual appearance.



High quality tall buildings can integrate into a strong street scene, aid renewal and generate vitality.



Tall buildings are most frequently experienced from their base; where done well it is rarely overbearing or its height experienced up close. They do provide new opportunities for a skyline and expression of place.



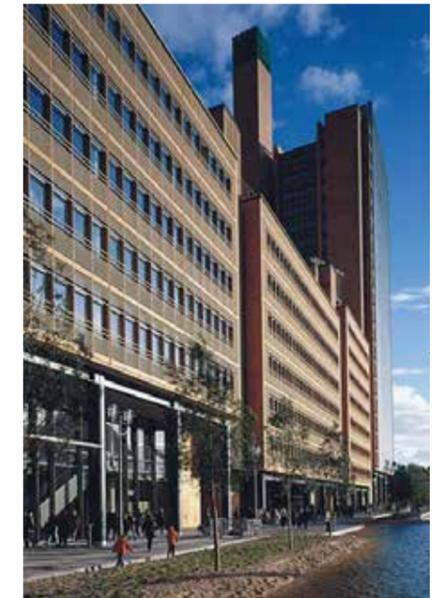
Considered elevations can help provide a sense of order and safety; aiding legibility and a social interaction.



Corner focal elements can stand out because of their architecture, not just uses or massing.



Playful signage can help wayfinding and develop a places identity.



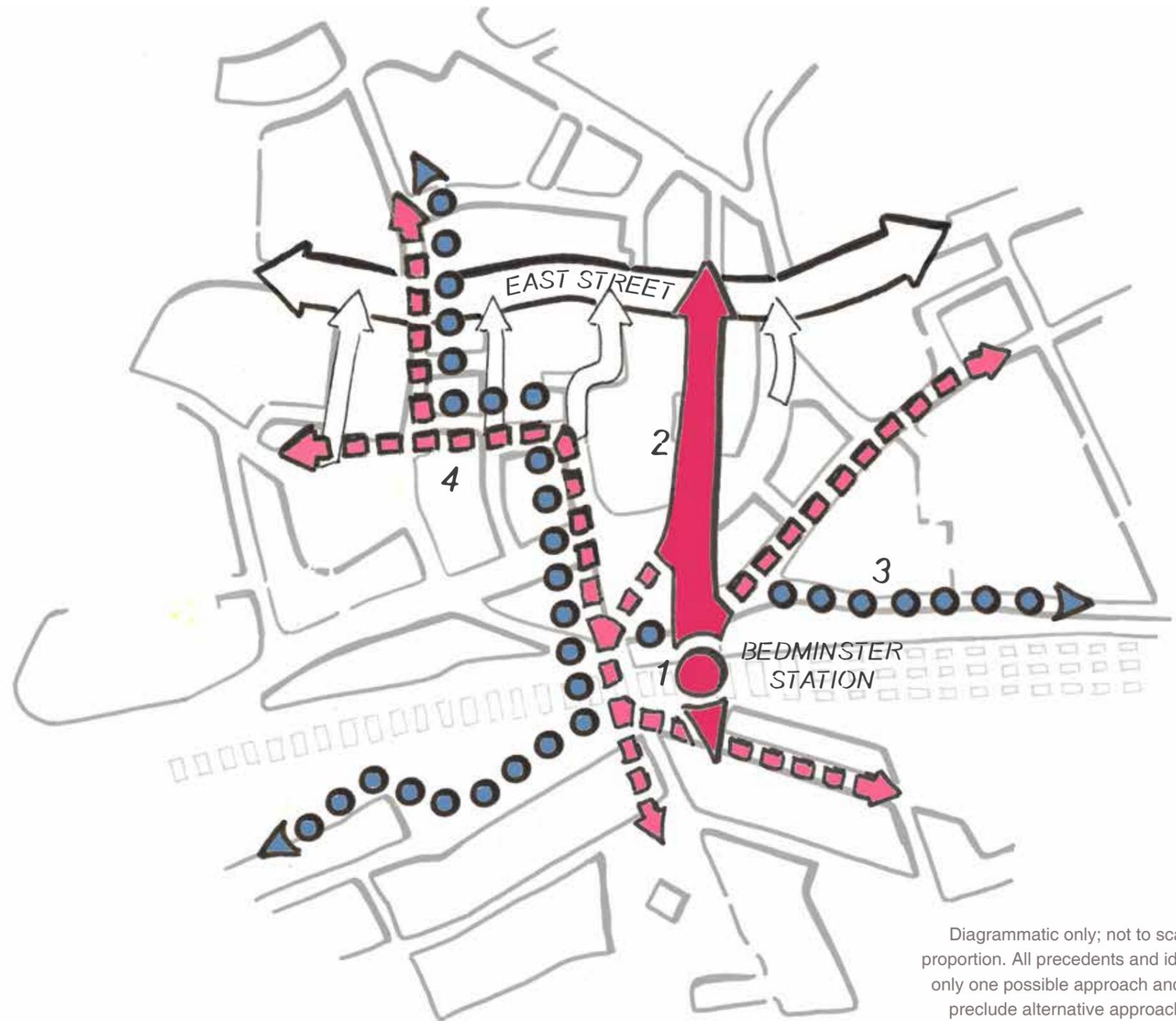
Varying scales of building can enrich the street scene.

Figure 38 | Precedents for A Legible Place

# Connecting the Neighbourhood

The area benefits from a strong northeast to southwest route, running in and out of the town centre. Routes through the area from the Windmill Hill residential neighbourhood to the south east provide poor quality pedestrian environments. A strong and active route between Windmill Hill, the station and East Street will underpin the quarter. This principal connection will be complemented by a variety of pedestrian and cycle routes that form an integral part of the new urban quarter to integrate it with the adjoining parts of the city.

- 1 Improve Station Access
- 2 Main Local Pedestrian Link
- 3 Strategic Cycle Route
- 4 Key Local Pedestrian Routes



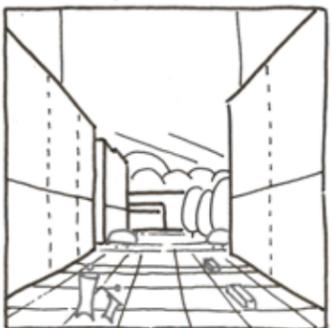
Diagrammatic only; not to scale or in proportion. All precedents and ideas are only one possible approach and do not preclude alternative approaches that address the same challenges.

Figure 39 | Connecting the Neighbourhood



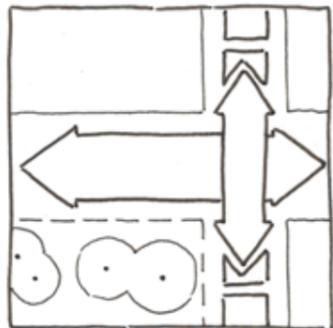
### Priority Modes

When organising routes and streets consideration and balance should be afforded to active transport first.



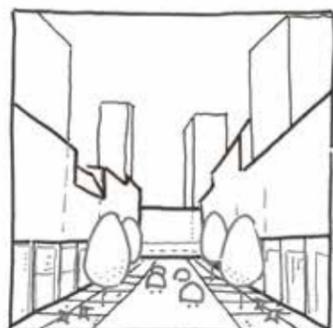
### View to the Station

The visual connection between East Street and the Station is important.



### Safe Crossings

Crossing the Avenue should be done so with ease and convenience; pedestrian desire lines within the quarter should be prioritised.



### Focus on the Street

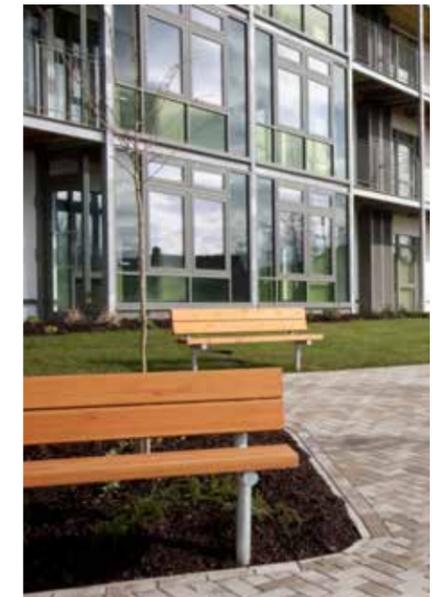
The street is what people will most frequently experience; the base of buildings; frontages and the public realm is most important.



Pedestrian crossings should be located on desire lines, a change of material, road markings can enrich the street scene as well as informing the behaviour of cars.



Segregated cycle lanes can be successful on busy roads and high volume routes and alleviates conflicts with pedestrians.



Seating can provide opportunities for rest, for the less able, on key routes and enable everyone to enjoy.



Convenient and secure cycle parking is often key factor for choosing to cycle to a destination.



Streets and spaces should be thought through for all; different generations and abilities.



The station entrance should be distinctive and identifiable from key nodes and vistas, ensuring an easily understood arrival and town centre circulation.

Figure 40 | Ideas for Connecting the Neighbourhood

Figure 41 | Precedents for Connecting the Neighbourhood

# A Network of Spaces & Green Streets

New and enhanced spaces will augment the existing to create a tapestry of public spaces along the central boulevard and side streets connecting the Green, with planting and trees providing links to Victoria Park, St John’s Churchyard, Windmill Hill City Farm and smaller spaces.

Beyond the public spaces private and communal spaces within each urban block will provide important amenity for new residents. These will be designed to be safe and inviting; including gardens, courtyards, terraces, balconies and roof gardens.

Each new space will draw on its location, scale and micro-climate to create spaces ranging from those to pass through or linger to places for meeting others and for events. This should inform distinct characteristics to form variety and choice, from hard to soft, and intermediate, treatments.



## Liveliness



## Landscape

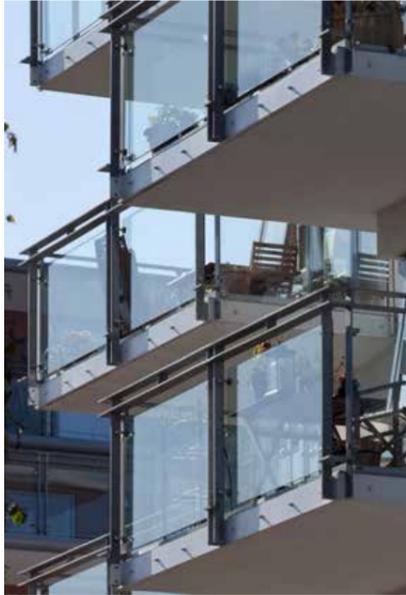


## Main Use

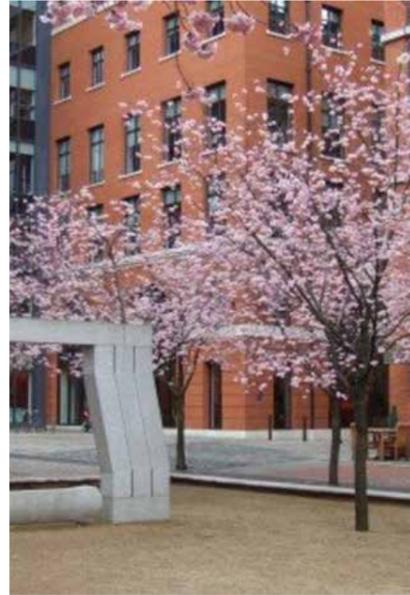


Diagrammatic only; not to scale or in proportion. All precedents and ideas are only one possible approach and do not preclude alternative approaches that address the same challenges.

**Figure 42 | A Network of Public Spaces**



Balconies can offer a practical and usable space for apartments and further provide eyes on the street.



Public art and selected planting can draw on the uses and history of a place to offer a distinct character



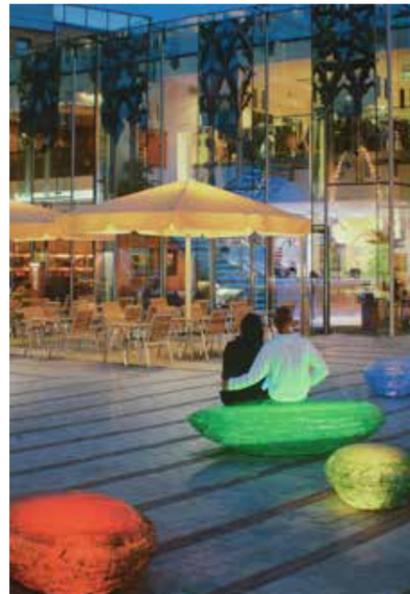
Courtyards and communal spaces, within urban blocks, are an important within a network of open spaces; both for residents, microclimate and biodiversity.



Stepped environments, such as around the station or the River Malago, can provide flexible opportunities for activity, seating and play.



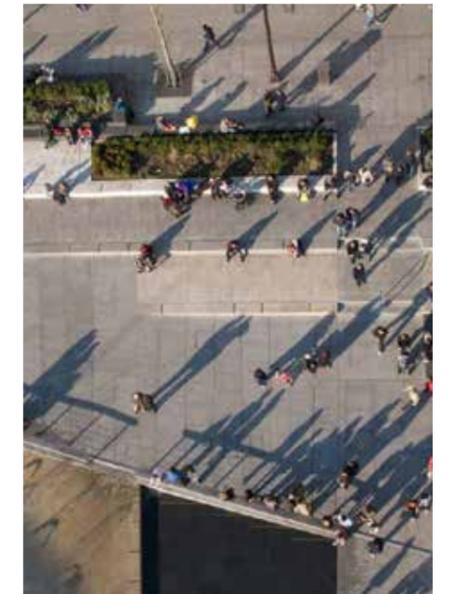
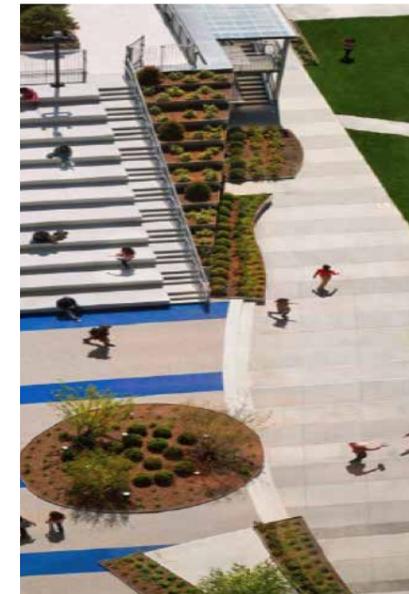
Green areas are not just about biodiversity as they can also provide opportunities for community planting, food growing, play and discovery.



Spaces exist and have a life after dark; this should be equally as safe and stimulating as the day time.



Rooftops and terraces, formed with the set back of upper floors, create opportunities for communal gardens and contribute to permeating green and the biodiversity of the area.



Public spaces can be a variety of hard, soft and intermediate landscaping; providing different opportunities from travel to quiet contemplation.

Figure 43 | Precedents for A Network of Public Spaces

# Sustainable Energy & Clean Air

The creation of a new urban quarter at Bedminster Green offers the potential to contribute to Bristol's aims to be carbon neutral by 2050 and for cleaner air. This will be achieved, by seeking to minimise energy demand through design, installation of renewable energy technologies where feasible and viable, and adopting site-wide energy provision for each development.

The city's priority in terms of delivery of low carbon heat is the provision of district heat networks. Currently there is no district heat energy centre that could serve Bedminster Green. However, if an off-site proposal comes forward at an appropriate time in relation to delivery of development, there would be an opportunity, from day one. If this is not possible, connection to a district heat network in the future should be enabled, if feasible.

Minimising parking provision (with management measures to avoid overspill to adjoining streets), providing attractive opportunities for walking, cycling and travel by public transport and green spaces and planting will contribute to cleaner air. Building design, orientation in relation to the alignment of Malago Road/Dalby Avenue and the direction of the prevailing wind, the open Green at the heart of the area, variation in height and gaps between buildings should be used to avoid 'canyon effects' whilst ensuring natural ventilation of streets and spaces.

- 1 Potential Heat & Power Network
- 2 Potential Link to Offsite Energy Centre

Dependent on off site energy centre coming on stream; routing of network indicative.



Diagrammatic only; not to scale or in proportion. All precedents and ideas are only one possible approach and do not preclude alternative approaches that address the same challenges.

Figure 44 | Sustainable Energy & Cleaner Air



# Proposed Uses

## New Homes

The existing housing stock is characterised by terraced houses, followed by purpose built flats and apartments. Homes are predominantly of 2 and 3 bedrooms, followed by 1 bedroom dwellings. The Bedminster Green area is suited to smaller households due to its constrained urban nature close to the centre of Bristol. Provision of this nature will contribute to the housing mix within the wider area and provide opportunities for a range of people choosing an urban living lifestyle with proximity to town and city centre facilities, green space and public transport. This will include younger households and older people wishing to downsize and enjoy the convenience of the location.

The aim is to contribute to a mixed, balanced and inclusive community across the wider area of Bedminster and Windmill Hill. Development should provide a mix of homes for sale, rent and with intermediate tenures to meet community needs, including a diversity of income groups. This should include social rented and shared ownership affordable housing in accordance with planning policy and related viability considerations. There is an opportunity to consider extending the applicability of the Council's Affordable Housing Practice Note to Bedminster Green to support viability and introduce greater flexibility over affordable housing provision to include potential for affordable rent and intermediate tenures. The

landowners would welcome this to support delivery of affordable housing. Within Bristol there is also a need for purpose built student accommodation to meet growing demand and reduce pressure on the main residential stock. Student accommodation can contribute towards regeneration and should form part of a mixed housing offer in the interests of mixed and balanced communities. Bedminster Green is a suitable location for such provision as part of a mixed community and to further support a variety of uses and activities in East Street.

## Community Culture, Leisure and Business

The areas around Bedminster Green have a range of community, cultural and leisure assets which host a variety of community and social enterprise activity and it is important that use of these is not diluted. The need for community space is difficult to forecast and quantify. However, some additional provision within a new community at Bedminster Green is likely to be appropriate.

Similarly, to create a thriving and dynamic place the new development should also provide spaces for business. These spaces should be flexible and suited to small and emergent businesses that sit comfortably within a residential-led mixed use part of the city.

The exact amount and type of space for community and business use will need to be determined through detailed site proposals. The role of the Framework is to establish principles.

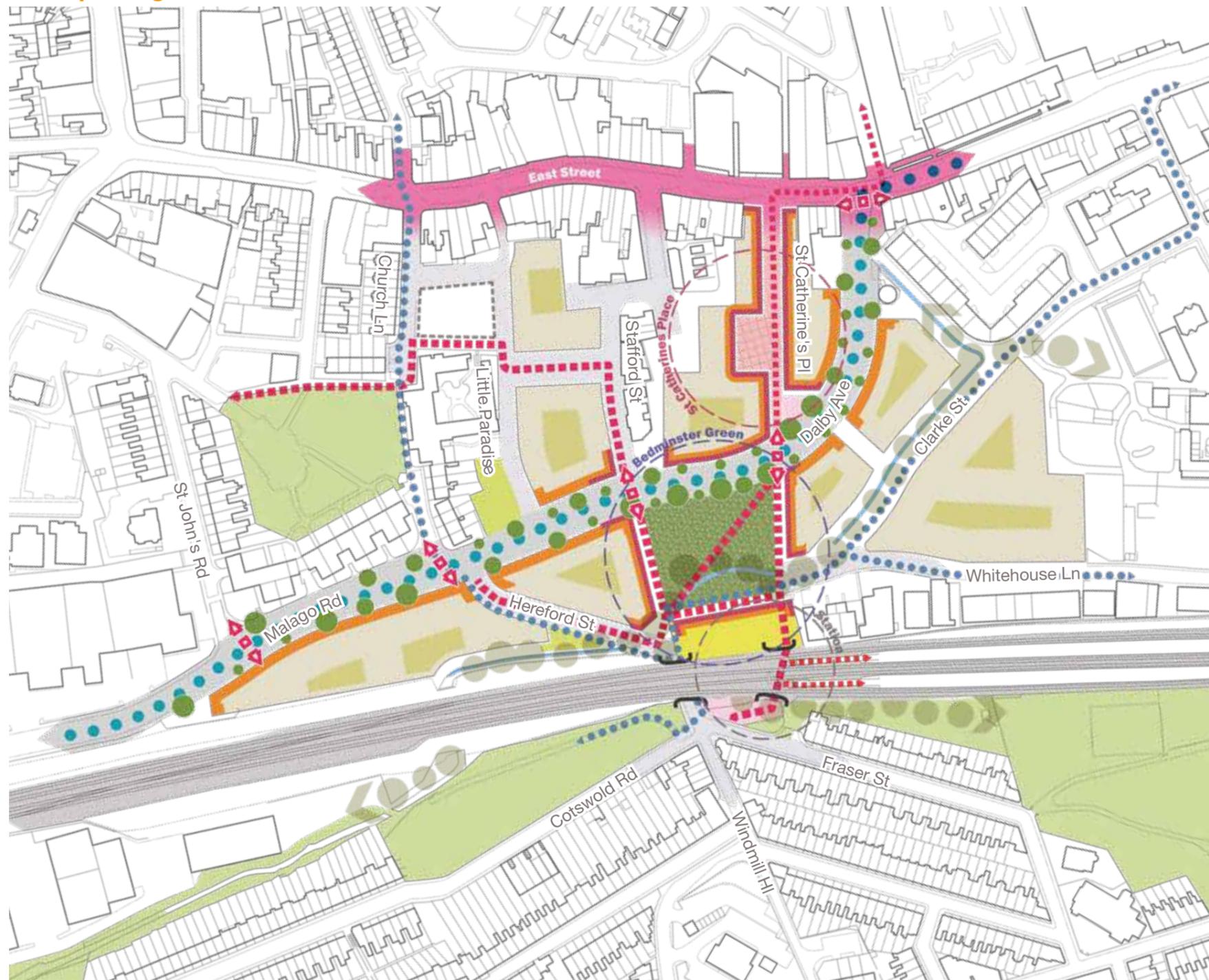
In this respect, it is proposed that a broad extent of flexible space for community, business and other uses is identified. This will enable demand to be tested as the new community forms and through engagement with the market and providers of forms of business space, for example co-working space, particularly suited to the location. Links with existing local activity, such as the Caboodle co-working project could also be explored. In addition, there is flexibility for accommodating additional health facilities if needed.

There is a major opportunity, through refurbishment of St Catherine's Place and the scope for introducing a major attraction, such as a cinema, to increase footfall and confidence in East Street. Elsewhere within Bedminster Green retail and café/restaurant uses should be limited and related to significant public space and generators of pedestrian flow, where they have a clear role to play in relation the vitality of the public realm.

The Local Plan Review consultation document puts forward a residential led, mixed use development. The mix provides the setting for a thriving community and town centre that integrates streets, public spaces and a critical mass of activity as a place for people to live, work in and enjoy.

# Framework

## Underpinning a New Urban Quarter



-  The Green Focal Point
  -  Ancillary Spaces
  -  East Street
  -  Urban Blocks, Frontages & Private Amenity Spaces
  -  Key Frontage; East Street - Green
  -  Framing Avenue Frontage
  -  New Station Frontage & Other Uses
  -  Malago Greenway
  -  Public Transport Priority with Bus Lanes
  -  Key Improved Pedestrian Route
  -  Enhanced Strategic Cycle Route
  -  Avenue Crossing Points
  -  Revealed Malago
  -  Humanised Avenue
  -  Residential Streets
-  NTS @ A3

Note all Framework is indicative and only show in principle the design moves for each plot. Intended to inform detailed design and architecture.

Figure 45 | Overarching Framework

# The Benefits

The new Bedminster Green offers:



## Bedminster Green

Improved and enlarged Green; around 75m by 75m making it 15% larger than the existing space.



## Bedminster Station

Improved Bedminster Station with a new entrance facing East Street with a direct connecting path.



## Quality Urban Quarter

A new urban environment; good quality streets and spaces with distinct characters.



## Malago Road & Dalby Avenue

Around 700m of the avenue enhanced for public transport, including MetroBus, streets with trees, improved footways, cycle paths and crossings.



## Balanced Community

A mixed housing offer and affordable homes for a balanced community.



## The Malago

Potential to improve around 400m of River Malago for enjoyment, habitats and sustainable drainage.



## St Catherine's Place

Revamped and reinvigorated dated shopping precinct; supporting East Street.



## Towards a Sustainable Future

Good microclimate and air quality with potential to be part of an energy network.



## East Street

East Street provided with improved connections, new uses, and supported by a new residential community.

## Developing at Higher Density

Bedminster Green is identified as a location for development at higher density and this will support and make use of a plethora of community facilities, amenities and public transport whilst investing in and renewing the public realm, revealing the River Malago, fostering a sense of place between East Street and Windmill Hill and improving the station, bus facilities and the environment for walking and cycling.

The creation of a good quality public realm, with well defined streets and public spaces, efficient use of scarce urban land, a critical mass of population to support East Street, and achieving the viability necessary for delivering are all important considerations. Carefully designed taller elements have a role to play in enabling these things and at St Catherine's Place there is an existing planning permission for a building of 16 storeys.

The Urban Living SPD advocates optimisation of density through balancing the efficient and effective use of land, with aspiration for a positive response to context, successful placemaking and liveability. As part of this, alongside other high-density building forms, it advises that well located and well-designed tall buildings can be a feature of a successful compact, walkable neighbourhood and can also help the city

accommodate the development required to meet its identified needs. It encourages well designed tall buildings in locations, such as Bedminster Green, where they will have a positive economic impact, are within walking distance of local facilities, and can help support new public transport provision. Where skilfully designed and sited with a focus on an enhanced green space, they can create a quality place and contribute to the legibility of this part of the city.

The urban environment is primarily experienced at street level and therefore taller elements should sit within a setting of well-defined street frontages. The perception for those using, enjoying and moving through the area should be of good quality, characterful and active street frontages with well-designed taller elements as secondary features in the street level experience. The role of taller elements in views is an important consideration. Important city views should be protected and taller buildings should contribute positively to the form of the city. From vantage points to the north, where the Bedminster Green area is visible, it is at some distance and is seen as part of the wider cityscape, with the higher ground behind. Well designed taller elements can help achieve a composition that establishes Bedminster Green as an identifiable and important place within Bristol, provides

local landmarks to help define streets and spaces to aid with navigation and understanding of the area and creates a new and varied contemporary character. This composition should step down towards the lower buildings of adjoining areas and ensure a good relationship and sunlight to open spaces.

The number of residential units and amount of floorspace for other uses can only be determined through more detailed design. Based on the sustainability of the location, subject to mix and detailed design, the Framework (and its parameters), indicates a potential for between 1,000 and 1,500 new homes with an average density range, across the Framework area, of 220-320 dwellings per hectare. The average density is derived from the Framework looking holistically at the comprehensive redevelopment of the area. Individual proposals could be higher or lower than this area average dependant on their specific qualities, situation and setting.

All of these issues will be assessed through detailed design of proposals on individual sites through the planning application process and will be guided by the height diagram in this Framework.

# Parking & Servicing

Bedminster Green will promote sustainable living and active modes of travel and use of public transport. The urban quarter environment will likely appeal to those who reflect the current trend for lower car use and value car ownership less when compared with past developments. A creative, healthy and rich urban environment should moderate the amount of parking and treat servicing appropriately.

Bristol City Council has adopted standards in respect of car parking, cycle parking and servicing. These are set out in the Site Allocations & Development Management Policies Document (adopted July 2014). These standards generally set out minimum requirements apart from car parking where it sets out a maximum standard. Car parking, cycle parking and servicing are set out here with respect to the adopted policy.

All parking and servicing should be convenient and accessible but not compromise key active frontages and be limited to discrete elements within the built form or streetscene. A portion of car parking should include, and be adaptable for, electric charging points.

All car parking and loading should be laid out to avoid conflicts with key pedestrian and cyclist desire lines, responding to the key routes identified in the parameter plans.

## Car Parking

Bristol is on a pathway to becoming a zero carbon city and is seeking to improve air quality. As part of this there is a need to reduce reliance on movement by private car. Creation of good quality city living environments has an important part to play in meeting these aims and can bring significant quality of life benefits through proximity to services and amenities, active travel and opportunities for using public transport. Development at Bedminster Green therefore needs to capitalise on the potential of its location for encouraging and facilitating movement by walking, cycling, bus and train.

Detailed proposals will be informed by the Strategic Joint Transport Assessment, underway, and the different uses being brought forward to inform the level of car parking that would be appropriate. Proposals will recognise that whilst car use may be relatively low this may not match car ownership levels.

Parking should be provided at a level significantly below the maximum car parking requirement set out in planning policy. The provision will be determined in detailed design and balanced with other considerations (such as overall parking strategy for the wider area). New parking should be discrete and secure. Parking access should avoid key frontages and avoid deadening street frontages, particularly at ground level.

Subject to further study, detailed proposals could include car club spaces to alleviate car ownership pressure on new and existing residents.

Student accommodation is often provided without car parking spaces. In addition there is no student parking requirement in policy. Enforcement depends upon the nature, control and extent of on-street parking.

## Existing Parking

The Strategic Joint Transport Assessment will inform further consideration on any management measures needed to ensure that development at Bedminster Green does not have unacceptable adverse impacts on surrounding streets. At present the area north-west of the mainline railway, Bedminster East, is a controlled parking zone; whereas Windmill Hill adjacent is not.

East Street currently benefits from existing parking in the area; notably with Little Paradise(s) Car Park. This provides spaces in close proximity to East Street and increases the perception that it is an accessible town centre for all and from further afield. There may be scope to reprovide some of the existing parking at Hereford Street here by creating a deck above the surface level. This site is owned by Bristol City Council and requires further consideration.

## Cycle Parking

Planning policy, sets out the minimum cycle parking requirement for detailed proposals, as they come forward. This includes provisions for new homes, workspaces and shops, both for residents, staff and visitors.

Resident spaces should be secure, long term and easily accessible, enabling cycle parking as a seamless part of a day

to day routine. In addition, there will be a number of short term visitor spaces in dispersed groups within residential areas.

Student accommodation should follow a similar approach with emphasis on ensuring cycle facilities are laid out with ease of access to student bed clusters.

Workspaces and shops, and other uses, should include provision for staff (long term) and visitors (short term). Short term parking should be readily accessible, be clearly visible and located by visitors, and be grouped around arrival nodes or points of interest. These spaces should also be located to avoid conflict between a cyclist stopping, dismounting and mounting and free movement of pedestrians.

As part of station improvements cycle provision should be put in place appropriately. This will need to be covered or sheltered and located in a place where there is sufficient passive overlooking, lighting and, where appropriate, CCTV contributing to safe parking that can be used by cyclists with confidence.

### **Servicing**

All development will require a level of servicing, ranging from deliveries to homes, goods unloading to shops or waste pickup. In addition, emergency services and their access should be considered and made to standard.

Generally servicing spaces, where practical, will be off street with appropriate loading arrangements. Space is limited and servicing can lead to adverse impacts, such as blockage of roads, footways or delay to public transport. A suitable management plan, to include the use of freight consolidation

and timed deliveries, should be included as part of detailed proposals for each site.

Student accommodation will need to include a provision appropriate to the needs students clusters, such as moving in/out, frequency / concentration of food and online deliveries and restrictions on cars. This could include a site management plan and other appropriate measures.

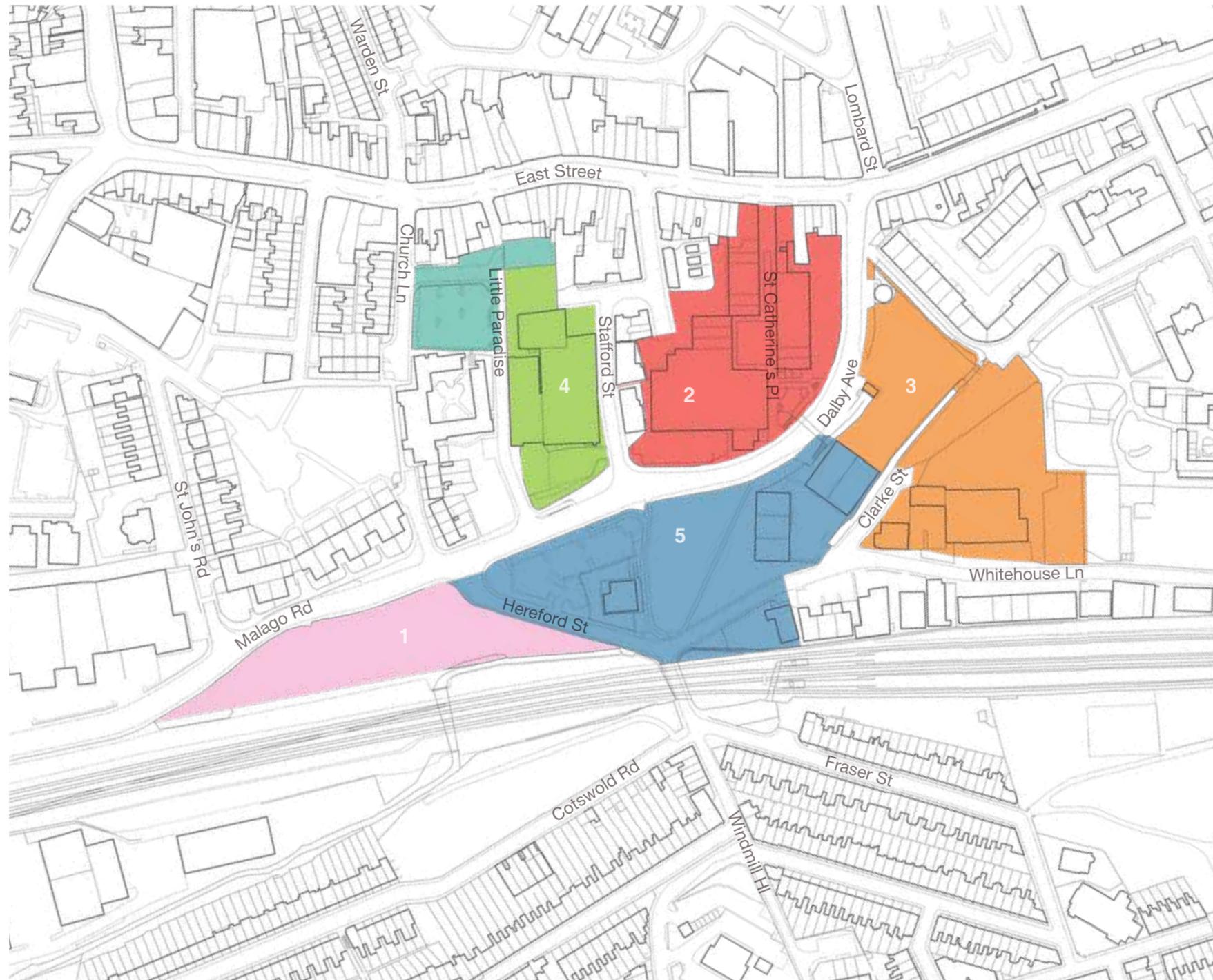


# 5

## Proposal

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# The Sites



- 1 Pring & Hill Site, Malago Road
- 2 St Catherine's Place
- 3 Dalby Avenue Car Park
- 4 Stafford Street & Little Paradise
- 5 Land adjacent to Dalby Avenue
- Little Paradise(s) Car Park  
Inclusion subject to consideration

These are the key areas to bringing forward proposals in Bedminster Green. Bristol City Council is a key landowner. There are also areas of third party ownership.

Figure 46 | Site Locations



# Access

## Indicative Parameter

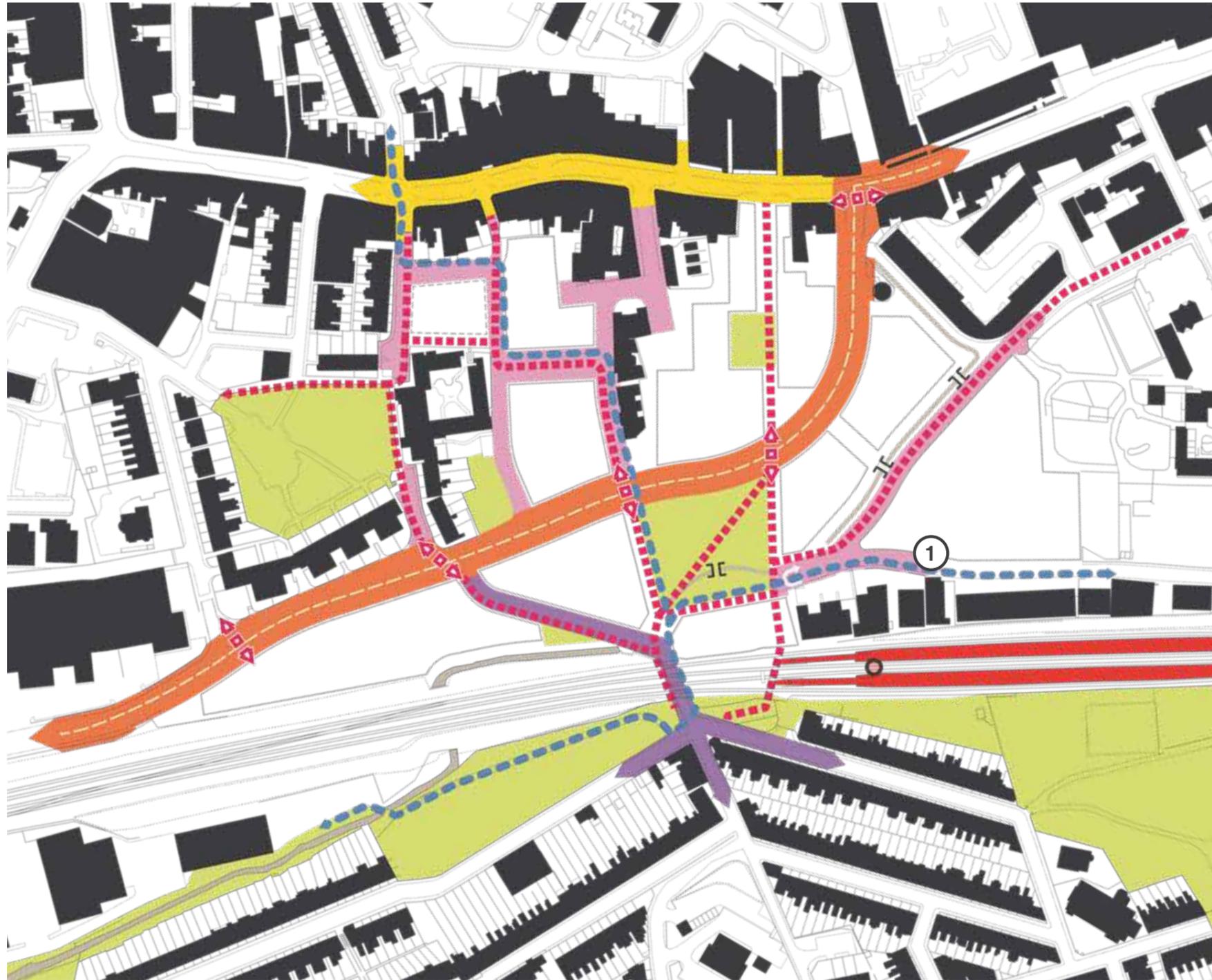


Figure 47 | Access Parameter

All parameters are indicative, illustrating the broad scale, nature, and content of development at Bedminster Green, to guide proposals for each site. Variation of elements of the parameters may be permissible where justified on the basis of achieving overall benefit, through a detailed design process and planning assessment. All proposals are to be assessed against relevant planning policies and guidance, including the Urban Living SPD.

- Arterial Road**  
Main vehicular route from the city to the southwest.
- East Street**  
Pedestrian priority; controlled vehicular access (only).
- Priority Bus Route**  
North and south bound bus lanes.
- Side Street**  
Access only; pedestrian priority streets.
- Windmill Hill Access**  
Main access to residential streets.
- Public Open Space**  
Public open spaces; organised responding to desire lines.
- Key Pedestrian Route**  
Key local pedestrian routes apart from primary streets.
- Key Cycle Route**  
Routes to accommodate cyclists such as cycleways.
- Crossings**  
Preferred locations for crossings; aligned to pedestrian desire lines.
- Station**  
Improved station access and facilities.
- Malago Bridge**  
Approximate location of bridges across the river to improve access.
- 1 **Whitehouse Lane**  
Layout subject to option exploration and further study. Options to be explored within a the Strategic Joint Transport Assessment to include retention, termination or changing to one way (in either direction). These options could include a segregated cycle way and / or reduced carriageway width.

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# Public Realm & Landscape

## Indicative Parameter



All parameters are indicative, illustrating the broad scale, nature, and content of development at Bedminster Green, to guide proposals for each site. Variation of elements of the parameters may be permissible where justified on the basis of achieving overall benefit, through a detailed design process and planning assessment. All proposals are to be assessed against relevant planning policies and guidance, including the Urban Living SPD.

-  **Town Centre High Street**  
 Pedestrian priority; light vehicular access maintaining activity and access; permissible cycle route. Considered retail environment and spillout space.
-  **Avenue with Street Trees**  
 Wide urban avenue with considered space for all users; reducing conflicts and maintaining comfort for pedestrians and cyclists.
-  **Shopping Arcade**  
 Pedestrian shopping arcade, enhanced comfort and enjoyment.
-  **Adaptable Events Space**  
 Large space, adaptable for events, seasons and markets.
-  **Important Open Space**  
 Existing open spaces to be protected.
-  **The Green**  
 Landscape and public realm centre piece. Renewing a key neighbourhood space to traverse and enjoy.
-  **Ancillary Spaces**  
 Spaces of distinct and separate characters offering variety of (small) opportunities for enjoyment within the neighbourhood.
-  **Pedestrian Friendly Side Streets**  
 Pedestrian focused streets allowing for access. Possibilities for street planting, pedestrian and cycle improvements, where appropriate.
-  **River Feature**  
 Potential for River to be integrated into the public realm, utilising different approaches (such as steps, terracing or seating), where appropriate.
-  **Residential Streets**  
 Key access to Windmill Hill neighbourhood. Balance vehicular access with safe pedestrian and cycle experience.

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Figure 48 | Public Realm & Landscape Parameter

# Green Infrastructure & Hydrology

## Indicative Parameter



All parameters are indicative, illustrating the broad scale, nature, and content of development at Bedminster Green, to guide proposals for each site. Variation of elements of the parameters may be permissible where justified on the basis of achieving overall benefit, through a detailed design process and planning assessment. All proposals are to be assessed against relevant planning policies and guidance, including the Urban Living SPD.

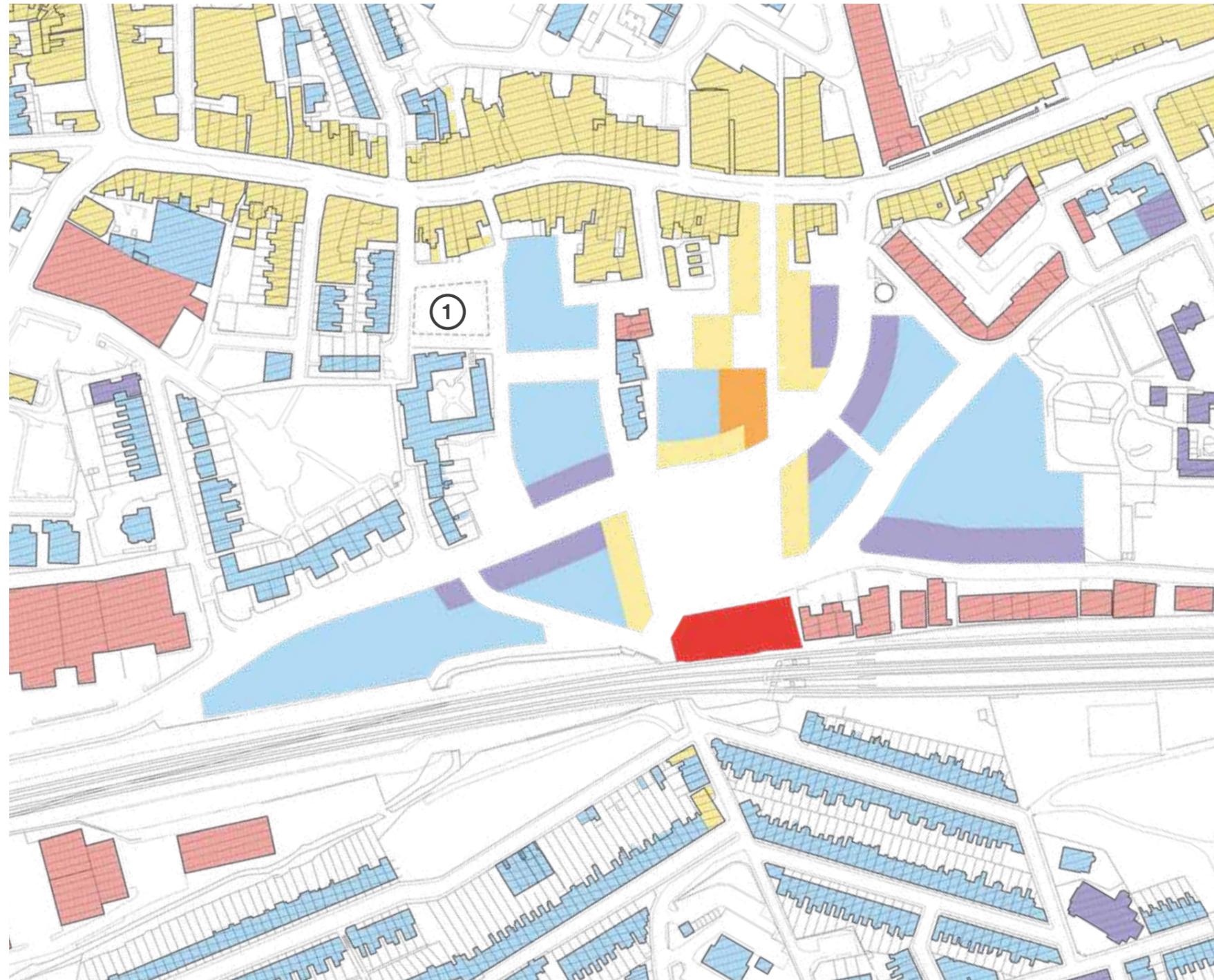
- Key Green Streets**  
Streets most to gain from significant planting and street trees.
- Important Open Spaces**  
Existing open spaces to be protected.
- Bedminster Green**  
Green to be enlarged and enhanced.
- Ancillary Spaces**  
Small spaces for enjoyment and enhanced landscaping (including planting).
- Green Streets**  
Opportunities for street planting, where appropriate.
- Block Amenity Spaces**  
Urban blocks could include gardens, balconies, terraces and green roofs.
- River Naturalisation Potential**  
Potential area for naturalisation, habitats and flood alleviation / attenuation.
- Revealed River Malago**  
Potential length of river that could be opened up and banks improved.
- Surface Water Drainage to the Malago**  
Integration of sustainable drainage, subject to detail and feasibility.

Figure 49 | Green Infrastructure & Hydrology Parameter

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# Ground Floor Land Use

## Indicative Parameter



All parameters are indicative, illustrating the broad scale, nature, and content of development at Bedminster Green, to guide proposals for each site. Variation of elements of the parameters may be permissible where justified on the basis of achieving overall benefit, through a detailed design process and planning assessment. All proposals are to be assessed against relevant planning policies and guidance, including the Urban Living SPD.

- Shop, Restaurant or Café\*
- Attraction (eg Leisure, Culture)
- Flexible Space (eg Workspace / Community / Health)\*
- Station with Shop / Café / Workspace\*
- Residential
- Workspace
- Existing & Retained Uses

\*These frontages can be intersected by entrances to residential cores and where appropriate frontages could include residential at ground floor.

Non residential uses can extend above the ground floor, to a maximum of four floors, provided accommodation is not isolated from the ground by a different use. Workspaces can be at ground floor and extended above or can be located on other floors over other uses.

New Homes (residential dwellings) could include Purpose Built Student Accommodation (PBSA) and / or Private Rented Sector (PRS) homes together with associated amenities.

### ① Little Paradise(s) Car Park

Possible opportunity for improved car parking provision or development; subject for further study by Bristol City Council.

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Figure 50 | Ground Floor Land Uses Parameter

# Heights

## Indicative Parameter



All parameters are indicative, illustrating the broad scale, nature, and content of development at Bedminster Green, to guide proposals for each site. Variation of elements of the parameters may be permissible where justified on the basis of achieving overall benefit, through a detailed design process and planning assessment. All proposals are to be assessed against relevant planning policies and guidance, including the Urban Living SPD.

- Low Rise**  
Between 2-5 floors; appropriately responding to neighbours.
  - Mid-High**  
Between 6-9 floors.
  - Framing Buildings**  
Up to 10 floors; including opportunities to step up towards tall buildings.
  - Tall Building Opportunity**  
10 or more floors. Indicates general location only. Footprint, form, massing and specific height to be determined through technical assessments, detailed design and consideration through the planning process.  
Note: There is an existing planning permission for a building of 16 storeys at St Catherine's Place
- Blocks are to include variation in form and height and include elements of ground level, rooftop, terrace and balcony amenity space as appropriate and determined through a detailed design process.

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Figure 51 | Heights Parameter



# Next Steps

Next Steps

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# Next Steps

## Detailed Design

This Framework sets broad principles and parameters as the basis for helping to ensure that detailed proposals for individual sites that will be put forward through the planning application process combine to create a high quality new urban quarter. The principles are important to achieving this whilst the parameters enable proposals to respond to technical studies, detailed design, assessment, the planning process and viability considerations.

The Framework puts forward broad parameters for the composition of building massing and height. It is considered that taller elements can play an important role in optimising the use of land, creating identity and legibility and enabling a range of public benefits, including a high quality public realm around streets and spaces for people. The details of massing and taller elements will however be resolved through the planning application process and associated assessments of design proposals in relation to visual impact, sunlight and daylight etc.

## Infrastructure

The developments should fund/deliver, as appropriate:

- Improvements to the A38 as a bus priority route alongside enhanced public realm and crossing facilities.
- Safe cycle links to existing routes to the city centre and Temple Quarter Enterprise Zone and to Malago Greenway and Filwood Quietway.
- Improved access to Bedminster Station.
- Electric vehicle charging points.

- Effective offsite mitigation to ensure that limited parking provision within the developments does not lead to overspill parking on surrounding streets that would impact negatively upon the neighbouring community.
- Flood risk and drainage provision, including opening up of the culvert and channelled sections of the River Malago, subject to feasibility.
- Enhanced Green, environment and high quality public realm
- Whitehouse Lane enhancements, subject to the findings of the Strategic Joint Transport Assessment.

Details of any alterations to the highway will be informed by the Strategic Joint Transport Assessment that is underway. Similarly, a Framework Flood Risk Assessment (FRA) has been completed to ensure a joined-up approach to flood risk management across the various development plots, covering surface water management and flood mitigation, including potential restoration of the River Malago. Site specific FRAs, which will bear due regard to the Framework FRA, will be required for site based development proposals.

Proposals for improved access to the station itself are dependent upon the feasibility of alterations to Whitehouse Lane and will emerge through discussion with Network Rail. Sustainable movement should be supported by provision of good quality cycle parking and travel planning, including potential measures such as car clubs.

The Council's Employment, Skills and Learning Team have offered to support and work collaboratively with Landowners to plan how opportunities to achieve inclusive and sustainable

economic growth benefits through the construction phase of developments are maximised. Examples of this support include: engaging with relevant employment & training initiatives; links with On Site Bristol and other high quality apprenticeship providers; help in identifying and recruiting priority clients for experience of work opportunities; and support in holding 'meet the supplier' events.

Development at Bedminster Green should also include flexible ground floor space to enable community infrastructure needs to be met as they emerge, in addition to use for enterprise, cafés etc at ground floor level, as set out within the parameters.

## Delivery

Delivery on each of the sites will be led by the developers identified on page 8. There is a strong case for strategic infrastructure that supports wider city development and growth to be supported through Community Infrastructure Levy (CIL) funding, with site specific mitigations necessary for individual developments to proceed to be secured through s106 obligations. The provision of affordable housing will also be secured through s106 obligations for each site as appropriate.

- Including infrastructure provision to support regeneration at Bedminster Green in its Regulation 123 list for CIL investment.
- Extension of the Affordable Housing Practice Note (April 2018) to apply to the land at Bedminster Green.

The delivery process for creation of a high quality new urban quarter at Bedminster Green is summarised on the facing page.

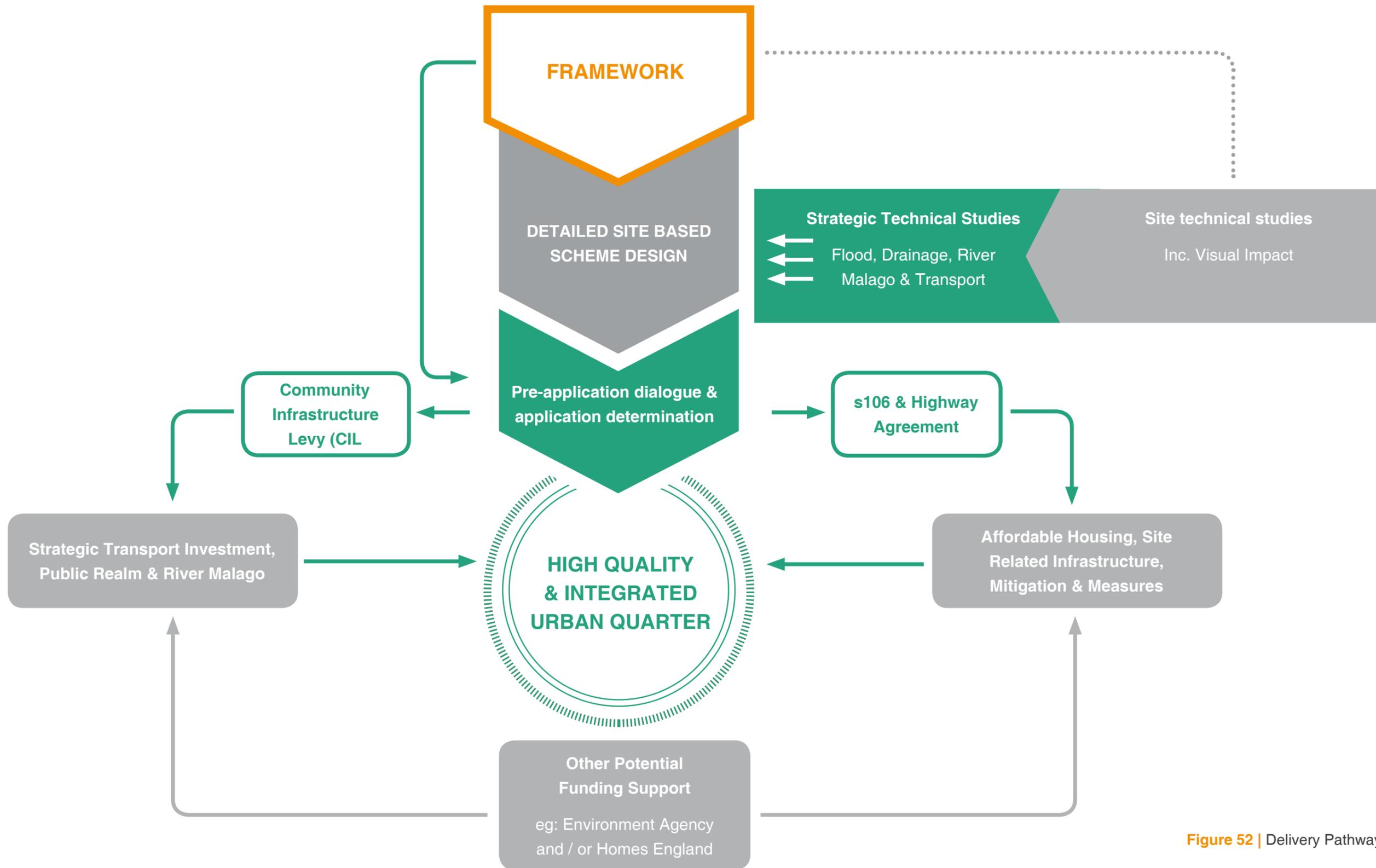


Figure 52 | Delivery Pathway Overview

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