

Bristol Local Development Framework
Supplementary Planning Document Number 10



Planning a sustainable future for St Paul's

Adopted - December 2006



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SPD10 Supporting Documents and other relevant plans, strategies and studies, are available at www.bristol.gov.uk/planningpolicy, and at Planning Reception, Brunel House, Tel: 0117 922 3097.



EXECUTIVE SUMMARY

St Paul's is a unique neighbourhood with a distinctive cultural identity, a wealth of historic places and spaces, and a vibrant mix of residential and commercial land-uses.

It is also, however, one of the most deprived areas in Bristol in relation to income, employment, education and health deprivation. A number of studies produced as part of the Neighbourhood Renewal Programme for St Paul's have identified particular housing issues including a lower household size than the Bristol average and a higher level of socially-rented housing than the rest of the city.

This Supplementary Planning Document seeks to provide additional guidance to help developers understand the particular circumstances relating to St Paul's and to provide clarity on issues of concern to the local community and the Council as the local planning authority.

In particular, in accordance with adopted development plan policies, it seeks to:

- achieve a more balanced and sustainable residential community in St Paul's by expecting new residential development to incorporate family-sized and affordable dwellings;
- protect valuable employment and retail sites and buildings;
- promote design measures to improve transport/movement issues;
- provide developers with advice on specific design issues;
- encourage developers to involve the community in emerging development proposals; and
- secure planning benefits from development; and
- provide clarity on how a number of key sites should be appropriately developed.

Once adopted, this SPD will be an important tool in helping to ensure future development enhances the area's special character, its long-term economic and environmental viability and helps to achieve a balanced and sustainable community.



1.0 INTRODUCTION

1.0.1 St Paul's is a neighbourhood in close proximity to both the city centre and the re-development of Broadmead. As a result, it is experiencing unprecedented development pressure, particularly for housing. This requires careful management to ensure that future development does not have an adverse impact on the neighbourhood, helps to achieve a balanced and sustainable community for local people and Bristol as a whole and improves the character and environmental quality of the area.

1.0.2 This Supplementary Planning Document (SPD) provides more detailed guidance to landowners, developers and the community in relation to policies within the adopted development plan i.e. Bristol Local Plan 1997 (BLP) and Joint Replacement Structure Plan 2002 (JRSP), Regional Planning Guidance RPG10 and national planning policies. These policies are set out in Appendix 1 and clear cross-reference is made to them throughout the SPD. The area covered by the SPD is shown in Figure 1.

1.0.3 This adopted SPD has formal status as a material consideration in the determination of planning applications within the St Paul's neighbourhood.



St Paul's Church



ST PAULS SPD BOUNDARY



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Figure 1



1.1 THE CHARACTER OF THE ST PAUL'S NEIGHBOURHOOD

- 1.0.1 St Paul's occupies a unique position in Bristol. As an inner city neighbourhood in close proximity to the city centre and Broadmead, it has a mixed land-use character of commercial and residential buildings. It also has a rich and distinctive architectural identity with two Conservation Areas within its boundaries and a third adjacent to it. There is also a strong architectural quality and integrity on streets outside the conservation areas, particularly along Ashley Road, Brigstocke Road and City Road. St Paul's is one of the most ethnically diverse areas in Bristol with a long history of providing first homes for new migrants to the City. This diversity gives St Paul's a unique social and cultural tradition and makes a significant contribution to Bristol's status as a cosmopolitan and multi-cultural city and regional centre.
- 1.0.2 The combination of the mix of land-uses, architectural heritage and diverse community gives St Paul's its unique character that makes it a special neighbourhood in Bristol.



St Paul's Carnival

2.0 THE PURPOSE OF THIS SUPPLEMENTARY PLANNING DOCUMENT (SPD10)

- 2.0.1 St Paul's is amongst the most deprived neighbourhoods in Bristol. Financed by the Government's Neighbourhood Renewal Fund, the St Paul's Neighbourhood Plan was produced in 2003 by a partnership of organisations including the Regional Development Agency, Bristol City Council, who form part of St Paul's Unlimited Community Partnership and other stakeholder groups. This Neighbourhood Plan aims to bring a comprehensive approach to tackling the socio-economic deprivation and advocates the production of a planning policy document to promote, facilitate and inform appropriate development, renewal and regeneration.
- 2.0.2 The Bristol Local Plan was adopted in December 1997 and sets out the Council's planning policies for development in the City as a whole. The Joint Replacement Structure Plan was adopted in September 2002 and sets out other relevant Development Plan policies. These policies need to be interpreted and applied so that planning decisions in St Paul's reflect, support and deliver land-use planning objectives of the St Paul's Neighbourhood Plan. It is also necessary to provide clear planning advice and guidance for a number of key sites whose re-development is important for the regeneration of the neighbourhood.
- 2.0.3 The Dove Lane area of St Paul's is subject of a separate study - The Dove Lane Framework which will inform the Site Allocations of the emerging Bristol LDF. The Dove Lane Framework will inform proposals for regeneration of sites within the study area.



3.0 THE ROLE OF THE LOCAL COMMUNITY IN THE PREPARATION OF SPD10

3.0.1 This SPD has been informed by a number of studies undertaken by both Bristol City Council and the Regional Development Agency and involved considerable community involvement and partnership working. These included:

- St Paul's Assessment
- St Paul's Neighbourhood Plan – Baseline Information
- St Paul's External Environment Study
- St Paul's Housing Needs and Aspirations Survey
- St Paul's Housing Investment Study; and
- St Paul's Street Ambassador's Survey

More information on these studies is provided in Appendix 2.

3.0.2 These documents highlighted the extent of local concern regarding planning issues in St Paul's and the matters requiring particular focussed planning policy guidance.

3.0.3 Consequently it was considered appropriate to prepare detailed supplementary planning guidance to supplement Development Plan policies to manage the increasing pressure for new development appropriately and respond to community concerns.

3.0.4 In addition to the above studies, this SPD has been informed by other community involvement initiatives (see SPD Supporting Documents). Furthermore, a sustainability appraisal has been undertaken to ensure the SPD promotes sustainable development (SPD 10 Supporting Documents).



Community involvement events



4.0 POLICY CONTEXT AND THE ROLE OF THE SPD IN THE DECISION MAKING PROCESS

- 4.0.1 This SPD supplements a number of policies in the adopted development plan for Bristol (i.e. the Bristol Local Plan 1997 and the Joint Replacement Structure Plan 2002) by providing additional guidance to developers on how they relate to the St Paul's area. The SPD also sits alongside and complements other City Council strategies and plans affecting the St Paul's area. These are set out in SPD 10 Supporting Documents. Figure 2 overleaf illustrates this relationship.
- 4.0.2 Proposals for development within the St Paul's area should be made in accordance with the relevant policies of the adopted development plan and the guidance of this SPD, which will be a material consideration in the decision making process.
- 4.0.3 The SPD has been prepared in accordance with the Planning and Compulsory Purchase Act 2004, the associated Town and Country Planning (Local Development) (England)

Regulations 2004 and Planning Policy Statement (PPS) 12 – Local Development Frameworks. PPS12 states that SPDs must be:

- consistent with national and regional planning policies as well as the policies set out in the development plan documents contained in the Local Development Framework; and
- clearly referenced to the relevant development plan document policy which it supplements.

- 4.0.4 Bristol City Council is currently preparing its Local Development Framework and consequently the adopted Bristol Local Plan (1997) and its policies will be 'saved' until replaced by development plan documents. The policies of the adopted Bath and North East Somerset, Bristol, North Somerset and South Gloucestershire Joint Replacement Structure Plan (2002) are also 'saved' until the South West Regional Spatial Strategy is adopted.

5.0 ADOPTION

Bristol City Council's Cabinet formally adopted this SPD at its meeting on 7 December 2006.



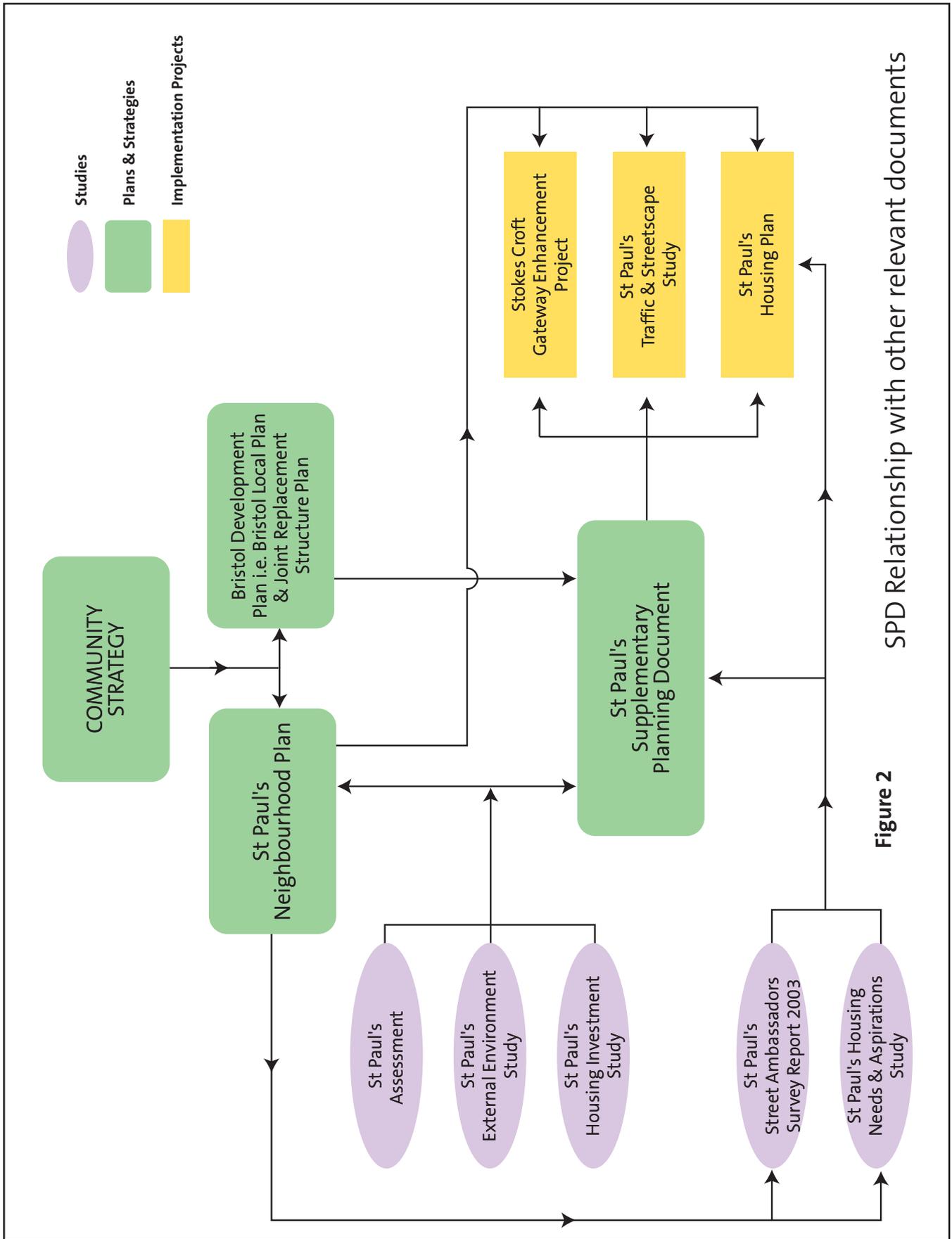


Figure 2 SPD Relationship with other relevant documents



6.0 SPD OBJECTIVES

6.0.1 The following objectives have been informed by the related studies, strategies and plans and community involvement initiatives identified in the SPD Supporting Documents. These provide the focus, emphasis and rationale for the SPD.

6.0.2 Objective 1 – Homes

To create a sustainable mixed and balanced residential community in St Paul's by seeking to ensure that residential development provides a mix of housing type and tenure that meet the needs of St Paul's.

6.0.3 Objective 2 – A thriving economy (jobs, businesses and services)

To ensure the diverse local economy in St Paul's is protected and strengthened, particularly for small affordable business units that meet local business needs and maintain the mixed commercial character of St Paul's.

6.0.4 Objective 3 - 'Getting About'

To address St Paul's transport problems by promoting sustainable methods of travel, improving transport links within St Paul's and with surrounding areas particularly Easton, St Jude's and Broadmead.

6.0.5 Objective 4 – High quality places, spaces and urban design

To secure a high quality environment from new development that delivers high quality design while addressing the causes of climate change and securing an attractive built and natural environment. To safeguard the existing mixed land-use character of the area and to provide a safe and secure public realm by improving accessibility, natural surveillance and visual appearance of streets, parks and open spaces.

6.0.6 Objective 5 - Community Involvement

To encourage the involvement of the community in emerging development proposals.

6.0.7 Objective 6 – Contributions from new development

To seek planning obligations from development within St Paul's to ensure that necessary infrastructure and facilities are provided.

6.0.8 Objective 7 – Strategic and Key sites

To provide clear planning advice and guidance for a number of key sites whose re-development is important for the regeneration of the neighbourhood.



7.0 OBJECTIVE 1 – HOMES

7.0.1 This section explains the particular housing issues facing St Paul’s and how planning policy will be used to address them.

7.1 Housing composition and ensuring a range of housing types.

7.1.1 The importance of creating balanced and sustainable residential communities is advanced in the Bristol Local Plan (p.174) which states that “there is an urgent need to improve the range of housing available in the city...[and]...seeks to ensure the type of homes built are in line with local needs”. Policy support is found in Joint Replacement Structure Plan Policy 33, Planning Policy Statement 1 ‘Delivering Sustainable Development’, Planning Policy Guidance Note 3 (PPG3) ‘Housing’ and Policy HO6 ‘Mix of Housing Types and Densities’ of Regional Planning Guidance for the South West. BLP Housing Policy objectives 8.3 also support this SPD.

7.1.2 The Bristol Community Strategy, the City Council’s Corporate Plan, and the Proposed Alterations to the Bristol Local Plan, First Deposit Draft (Policy H6A) similarly promote a mixed and balanced approach to residential development within the City.

7.1.3 It is therefore important that any new development makes a positive contribution towards achieving balanced and sustainable communities, which are defined in the Council’s Corporate Plan as being:

“where there is a mix of housing tenure and a balanced range of size, type and affordability.



Grosvenor Road - New Housing

Such communities should meet the needs of different population groups at different stages of their life cycles so that no-one is forced, through lack of choice, to leave their community to buy a house or flat, to house a family or to downsize as they grow older...”

7.1.4 Although St Paul’s has a range of housing types (e.g. terraced housing, flats, etc) there is nonetheless an imbalance in household composition towards single person households. The 2001 Census shows that in the St Paul’s area (Super Output Area 023E) the average household size is 1.8 people compared with the Bristol average of 2.3. In addition, 46% of households were single person households (excluding single pensioner households) in April 2001, compared with 31% for Ashley ward and 19% for Bristol as a whole.

7.1.5 Regarding tenure, the 2001 Census found that almost 60% of households in SOA 023E were renting from either the Council or Housing Associations/Registered Social Landlords. This compared with 21% for Bristol as a whole and 19% nationally.



- 7.1.6 The need to develop a more balanced housing stock was one of the key findings of the St Paul's Housing Needs and Aspirations Survey (2004). This was undertaken by David Coultie Associates for Bristol City Council and St Paul's Unlimited Community Partnership.
- 7.1.7 This survey sets out the significant demand of existing residents within St Paul's for larger 'family sized' (providing 3 or more bedrooms) housing units. It identified 390 of the 1700 households living in St Paul's as planning to move within the local area over the following five years. 38% were seeking a two bedroom house, 31% a three bedroom house and 15% a four plus bedroom house. Housing need in St Paul's is supported by the Needs and Aspiration Study and the St Paul's Street Ambassadors Survey.
- 7.1.8 In order, therefore, to achieve the objective of creating a balanced and sustainable residential community in St Paul's, the Council will expect at least 20% of the total number of dwellings in new residential developments to be family sized dwellings of 3 or more bedrooms.

7.2 Affordable Housing

- 7.2.1 In accordance with Policy H9 of the adopted Bristol Local Plan 1997 and the adopted Supplementary Policy Guidance Planning Advice Note 12 'Affordable Housing' (2001), the City Council requires that developers, on housing developments of 25 units or 1 hectare or more, provide an affordable housing contribution. The City Council will seek around 30% on site affordable housing, as the starting point for negotiations, which should

be provided within a fully integrated housing scheme and secured without public subsidy.

- 7.2.2 Affordable housing provision for each site will be secured through negotiation with the City Council. The City Council will work closely with the local community to provide guidance to developers on the percentage and mix of affordable housing tenures and property types required. In St Paul's, affordable housing, provision will be expected to address identified local need - i.e. larger family sized accommodation and shared-equity housing. Family sized accommodation should have access to private gardens/amenity space with accommodation at ground floor/ garden level.



Brigstocke Road



Small family housing - St Agnes





7.3 Conversion of existing homes

- 7.3.1 As well as encouraging new residential development to incorporate family-sized dwellings in order to achieve a more balanced housing stock in St Paul's, it is also important to safeguard existing family-sized accommodation.
- 7.3.2 Therefore, when applying Policy H7 of the adopted Bristol Local Plan, proposals for conversion and sub-division of existing larger houses in St Paul's will only be permitted where there is an acceptable dwelling mix of one, two and three bedroom units, including an element of family accommodation, that reflects local demand. The proposed units will also be expected to achieve acceptable internal layout and garden amenity requirements.
- 7.3.3 Small two-storey houses in St Paul's provide a valuable source of small, 2 and 3 bedroom, family housing within the private sector. In accordance with Local Plan Policy H7, sub division of small two-storey houses will be discouraged to ensure the existing stock of small family private sector housing is retained.
- 7.3.4 The de-conversion of previously converted one and 2 bedroom flats to provide larger two and three bedroom dwellings suitable for family occupation will be encouraged. This will add to the stock of family accommodation within the neighbourhood.

- 7.3.5 All residential development within St Paul's will be expected to fully meet accessibility design standards and internal layout standards as set out in the City Centre Housing – Design Guide and outdoor/garden amenity space for all units, particularly for family housing units. Communal garden provision will be expected for development of flats and where this is not possible, financial contributions for improvements to local parks and open spaces will be sought through Section 106 Agreements.

7.4 Density

- 7.4.1 Housing density in St Paul's is varied. In southern parts of the area such as City Road, Brunswick Street and Argyle Road, housing density is in the region of 70 dwellings per hectare. On streets between Ashley Road and City Road densities are around 105 dwellings per hectare and in parts of St Agnes it is in the region of 85 dwellings per hectare. The City Council will seek to optimise the use of vacant and underused land in this highly accessible inner city suburb.
- 7.4.2 The type of housing, the design, form, scale and local context will determine the appropriate density. Density will generally not be expected to be below 70 dwellings per hectare and not below that of the immediate area.

IMPLEMENTATION

Objective 1 implementation will be primarily through development control and will include Section 106 Planning Agreements. This will complement housing initiatives for the neighbourhood as set out in the St Paul's Housing Plan.



8.0 OBJECTIVE 2 – A THRIVING ECONOMY (JOBS, BUSINESSES AND SERVICES)

8.0.1 This section explains the particular issues facing the economy of St Paul's and how planning policy will be used to address them.

8.1 providing adequate employment space

8.1.1 St Paul's is an inner city neighbourhood that has a mixed land use character with residential, employment and commercial uses spread throughout the area.

8.1.2 Currently there is significant pressure for predominantly residential development in St Paul's. Both the St Paul's Neighbourhood Plan and the SPD community workshops held in July 2005 emphasised local community concern about the loss of employment floor space and highlighted community aspiration to maintain St Paul's existing mix of land uses by protecting existing employment sites and providing business premises and employment floor space that meets local demand.

8.1.3 Evidence of the need to protect existing workspaces in St Paul's is presented in the West of England Small Workspace Strategy and Action Plan (adopted by the West of England Partnership in November 2005). The Strategy identifies the St Paul's area as one of the priorities for investment in small workspace, particularly Managed and Incubation Workspace schemes. A report entitled 'The demand and supply of employment floor space in St. Paul's produced for this SPD (see SPD10 Supporting Documents), demonstrates a steady decline in the provision of employment floor space during a period when demand, particularly for small, 'start-up' units, has risen.

8.1.4 Therefore, when applying Local Plan policies EC4, EC6, and Joint Replacement Structure Plan Policy 30, the Council will utilise the demand information outlined in the above report and the Small Workspace Strategy in order to protect valuable employment space. When completed, citywide demand information contained within the Bristol Employment Land Study will also be utilised.

Consideration will also be given to the level of unemployment and the supply of small business floor space in the area in accordance with these policies. Proposals that result in the retention and improvement of existing employment sites and premises will be encouraged, particularly for the provision of small start-up/incubator business premises and floor space.

In accordance with policy EC4 and/or EC6, existing floor space that the Council deems not to be valuable in terms of its quality may nonetheless be valuable in terms of the quantity of employment floor space in the area, because of its redevelopment potential to include employment floor space that meets local demand.

Therefore, in circumstances where the Council considers the loss of existing employment floor space may be appropriate because of its poor quality, there will nonetheless be an expectation that redevelopment proposals incorporate an adequate supply of employment floor space to help meet the identified local demand.

Applicants are encouraged to contact local business support organisations such as BEST, CEED, BRAVE, (see SPD10 Supporting Documents) or advice on the space requirements of small business units in St Paul's.



8.2 Mixed-uses

8.2.1 City Centre Local Plan policies CC1 (II) and CC2, apply to an area of St Paul's adjacent to the city centre. These policies seek to promote regeneration initiatives and a variety of uses within a context of predominantly commercial activity. Increasingly however, development proposals for residential developments potentially threaten the mixed commercial character, appearance and vitality of the area, and, if approved would reduce the supply of employment floor space in St Paul's. Although the Council will continue to promote and seek to secure benefits of regeneration this will be balanced against BLP Policy EC4 and JRSP Policy 30 requirements, which will continue to be applied when determining applications that result in the loss of employment on CC1 and CC2 sites.

8.2.2 When applying Local Plan policy CC2 on mixed commercial areas, development proposals will be encouraged to include employment floor space suitable for use as small business units to add to the stock of small business premises and to maintain local supply. Commercial and business activities will also be encouraged on ground floor frontages to contribute to maintenance of a varied, attractive and lively character. Proposals that result in the retention and improvement of existing employment sites and premises will also be encouraged.



Modern mixed use - New development, Ashley Road



Cumberland Street



Local Plan CC1 and CC2 sites in St Paul's



8.3 Retail

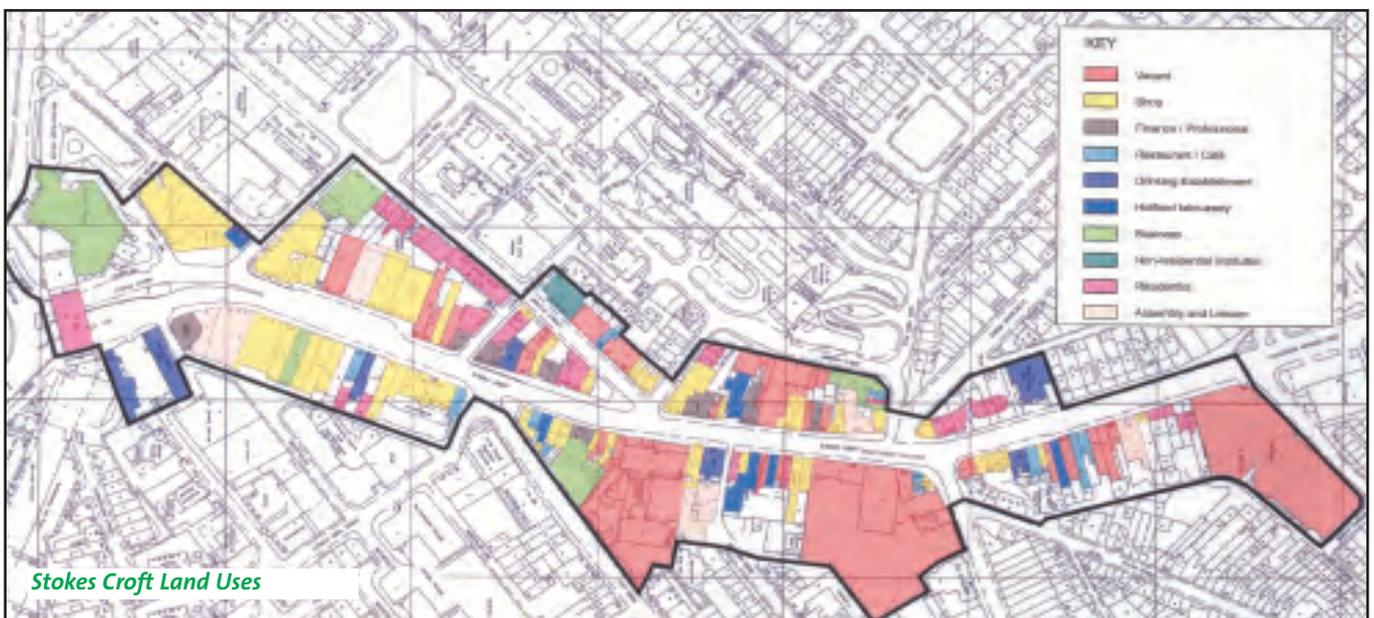
8.3.1 Designated retail centres in St Paul's include parts of Ashley Road and Stokes Croft, which are allocated as District Centres within the Bristol Local Plan. Within these designated centres, there are protected primary and secondary shopping frontages on Lower Ashley Road, Ashley Road, Grosvenor Road and Stokes Croft that provide important facilities for local people and are integral to the character and appearance of these streets.

8.3.2 Restaurants and takeaways (Class A3 and A5 of the Use Classes Order, UCO, 2005) and Drinking establishments (Class A4 of the UCO) within allocated centres can have a negative impact on the level of shopping provision and residential amenity in an area due to their number and concentration.

8.3.3 Therefore, along Grosvenor Road and Lower Ashley Road development proposals for Use Classes A3, A4 and A5 will be subject to Local Plan Policy S8 (II) to protect existing retail premises (Class A1, Shops of the UCO) and residential amenity.

8.3.4 Stokes Croft occupies a special position in the neighbourhood because it also forms a gateway into the city centre and serves adjoining communities in Montpelier and Kingsdown. Development proposals will be expected to address Local Plan policy CC1 and St Paul's Neighbourhood Plan Phase 2's Stokes Croft Study available from the Council's Economic Regeneration Team that seeks to promote regeneration of Stokes Croft. Within the Stokes Croft protected shopping frontage, proposals for residential development at ground floor level will not be permitted, in accordance with Local Plan policies S5 and S6. Non-retail uses that contribute to the supply of small business floorspace and to the vitality, variety and vibrancy of Stokes Croft may be permitted if they address long-standing vacancy and dereliction problems.

8.3.5 Opportunities for a community market in St Paul's may be considered subject to Local Plan policy S11.





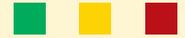
8.4 Community Services

- 8.4.1 Due to its proximity to the City Centre and historic lower land values, St Paul's has, and continues to be, an attractive location for a variety of health, social housing and voluntary service providers. The benefits of locating certain community services in the neighbourhood and their contribution to the local economy is recognised.
- 8.4.2 However, while Local Plan policy CS10 allows the principle of social and therapeutic services, the concentration of such services associated with drug and mental health treatment in St Paul's and their cumulative effect is considered to have caused harm to public and residential amenity. Consequently proposals to locate city wide health and social service facilities that may include drug treatment/rehabilitation, mental health facilities, residential hostels and drop-in centres that contribute to their over concentration in the area, will be discouraged. This is in accordance with Policy CS10 of the adopted Bristol Local Plan, and Policy Advice Note (PAN) 19 'Hostels and Other Similar Forms of Accommodation'.
- 8.4.3 It will be important for effective liaison between the City Council and these public bodies to ensure these concerns are appreciated.



Community involvement events





8.5 Arts and Culture

8.5.1 St Paul's is recognised as an area with a strong tradition of arts and cultural activities, venues and businesses. It is the home to: St Paul's Carnival, the largest street festival in West England; of KUUMBA, an African/African Caribbean arts and cultural organisation working with and promoting African arts and which is seeking to expand its presence in St Paul's; and Circomedia, a circus and performing arts organisation based in St Paul's Church providing training and performance space in the area. In addition to these organisations, the area includes a number of artists' studios, music recording facilities and other creative industries. These organisations play an important role in the local economy, providing business and employment opportunities for local people. Along with a number of self-employed creative artists who reside in St Paul's, they bring revenue into the area. The value of such activity is recognised in the City Council's Creative Industries Strategy and consequently further such activity in the area will be encouraged. Therefore, Local Plan Policy EC6 will be used to protect and safeguard the stock of valuable small business accommodation that could be used to sustain local creative industry businesses.



Images taken from St Paul's Carnival



IMPLEMENTATION

Objective 2 implementation will be through development control and will include Section 106 Planning Agreements.



9.0 OBJECTIVE 3 - GETTING ABOUT

9.0.1 Community involvement exercises held in 2005 as part of the SPD preparation (see Appendix 5) identified a number of transport issues concerning local people:

- Potential increased traffic generated by the expansion of Broadmead and associated through traffic ('rat running') in the area and further on street parking to the detriment of local business and residents;
- poor quality existing streets and public realm;
- inadequate provision for pedestrians and cyclists;
- inadequate bus services and related facilities;
- inadequate provision for service vehicles.

9.1 ST Paul's Traffic & Streetscape Study

9.1.1 The St Paul's Traffic & Streetscape Study, January 2006, commissioned by SPUCP as part of St Paul's Neighbourhood Plan, highlights some of the transport problems in St Paul's. Low car ownership among local residents, along with limited public transport, pedestrian and cycling connections and disconnection from the city centre by busy roads limits the ability of local people to access services and opportunities in the City Centre, Broadmead and surrounding neighbourhoods. Consequently, local people tend to rely on services and employment opportunities within St Paul's. Fear of violent crime, because of the higher incidence in the area, forces many people to: avoid moving about after dark; make longer detours and; travel within the area by car.

9.1.2 Overspill car parking into residential streets on the fringe of the Controlled Parking Zone (CPZ) is noticeably a working day problem mainly attributed to weekday employment related activity. These uncontrolled residential streets are heavily parked Monday to Friday compared to streets within the CPZ that remain relatively clear of parked vehicles.

9.1.3 Through ('rat-running') traffic is less than expected, with City Road carrying most traffic between Stokes Croft and the M32 and Newfoundland Way. Brigstocke Road experiences a small amount of through traffic between Stokes Croft/Cheltenham Road and Newfoundland Street. During the morning and evening peak hours increased traffic flows on local residential streets is a consequence of congestion on the direct routes from the area to the strategic road network.

9.1.4 The following section sets out how the Council intends to address these issues by providing prospective developers with additional information in support of both Local Plan policies M1 and M16 and in its role as the Highways Authority.

9.1.5 The St Paul's Traffic streetscape study and St Paul's Neighbourhood Plan are available at:
www.stpaulsunlimited.org.uk



Dean Street - Parking and Traffic



9.2 Managing excessive traffic

- 9.2.1 Through traffic (or 'rat running') on predominantly residential streets in St Paul's is undesirable, although occasionally unavoidable given levels of congestion on peripheral routes. Developers are advised that 'rat running' traffic can be discouraged through speed reduction design measures (e.g. road narrowing, strategically located parking and servicing, use of speed humps, cushions and tables) rather than closure of roads or one-way streets. Such measures should be designed in consultation with local people, the City Council as the Highways Authority and emergency services, although final decisions will be made by the Council as the Highways Authority following appropriate consultation.
- 9.2.2 In parts of St Paul's with low traffic flows it may be appropriate to introduce measures such as 'shared surfaces' and 'Home Zones' to manage traffic.
- 9.2.3 The road hierarchy, shows that roads on the periphery of St Paul's will continue to carry existing volume of traffic and remain important as Local Primary Routes or Main Distributors. On these roads the focus should be on safety (dealing with current accident 'black spots'), limiting congestion, and improving pedestrian and cycle facilities. Major developments will be expected to contribute to the costs of these measures. Pedestrian crossing improvements along Bond Street and Newfoundland Way will be provided as part of the Broadmead development proposals.
- 9.2.4 Personal Injury Accident 'hot spots' on Ashley, Brigstocke and City Road reflect these relatively busy routes, but those on the relatively lightly trafficked Grosvenor Road, St Nicholas Road and Brighton Street are unexpected and inexplicable. Accident levels in St Paul's are however not higher than might be expected for an inner city area.
- 9.2.5 Although the SPD sets out the traffic and transportation problems in St Paul's and sets the policy framework for addressing these issues, the preliminary design of specific traffic management scheme proposals will be informed by the St Paul's Neighbourhood Plan and the St Paul's Traffic & Streetscape Study and will require agreement and approval of the Council as the Highway Authority.
- 9.2.6 In order to discourage further growth in car traffic through and within St Paul's, a number of transport initiatives are proposed. The existing Controlled Parking Zone will be reviewed where there are particular pressures as a result of commuter parking. Car Clubs will be promoted, usually in conjunction with new development, to reduce the need for private car ownership and parking. Travel Plans will be drawn up in conjunction with new and existing land uses; and personalised travel planning will be developed as resources allow.



Ashley Road Traffic



9.3 Improvements to streets

- 9.3.1 Throughout St Paul's the appearance and 'feel' of streets can be improved through appropriate design measures including traffic calming, landscaping, tree planting and new lighting. This can be achieved in association with major new developments and/or public realm improvement initiatives funded through regeneration schemes.
- 9.3.2 Development should reflect a maximum speed limit of 20mph on local access roads or less where home zone principles are applied, otherwise a maximum speed of 30mph should be acknowledged.

9.4 Pedestrians and Cyclists

- 9.4.1 Streets should be designed to encourage walking and cycling, to enhance safety and security, and provide a more comfortable experience for the pedestrian and cyclist. In accordance with Local Plan policy M16, developments are encouraged to incorporate facilities for pedestrians and cyclists. Lower vehicle speeds will help to improve the environment. Better crossing facilities, dropped kerbs, wider footways and clear signing along the main routes for cyclists and pedestrians should be included as part of future development. On-street cycle routes should be clearly signed and defined in accordance with Council's Cycling Strategy. In some parts of St Paul's improvements will be developed as part of the Safer Routes to School Strategy (SRTS), based on school travel plans. Local Schools will be encouraged to focus on and promote "soft" measures such as road safety education, cycle training, walking buses and park and stride.

- 9.4.2 Good quality cycle parking should be incorporated in all new development in accordance with Local Plan policy M1.

9.5 Bus facilities and services

- 9.5.1 City Road, Stokes Croft and Bond Street/Newfoundland Street will continue to be important bus routes. Where necessary the City Council will seek improved bus stops including good quality shelters, raised kerbs and comprehensive information (with 'real time' displays at particular sites). New bus lanes, bus stop lay-bys and further stops may be identified in due course.
- 9.5.2 A community bus service linking communities in the east of the city, operated through the Usbus project, has been in operation since 2003. It links St Paul's and St Werburgh's with communities on the other side of the M32 divide in Easton and Eastville, although the future of the project, beyond 2006, is financially uncertain. As with other deprived areas of the city, and especially given the particular physical and social issues in the areas flanking the M32, the need for local community transport will remain. In order to ensure that the transport needs of the community are met, decisions on future service provision will be informed by local community consultation.



9.6 Provision for servicing vehicles

- 9.6.1 Provision for servicing vehicles should generally be on-street in lay-bys near to the premises served. Where lay-bys are not possible and on-street servicing leads to obstructions or safety hazards, consideration should be given to off-street provision, normally within the curtilage of the development.
- 9.6.2 Routes taken by heavy vehicles sometimes lead to local nuisance (e.g. Wilson Street), safety problems or highway damage. Traffic management measures will be encouraged to ensure servicing takes place along appropriate routes, with weight or time restrictions imposed where necessary. The final form of measures on public roads and paths will be decided by the Highways Authority following appropriate consultation.

IMPLEMENTATION

Objective 3 implementation will partly be through the development control process and Section 106 Planning Agreements. Highway improvement options will be brought forward through the St Paul's Neighbourhood Plan and Traffic & Streetscape Study and implemented with agreement and approval of the Council as the Highway Authority.



10.0 OBJECTIVE 4 - HIGH QUALITY PLACES, SPACES AND URBAN DESIGN

10.0.1 This section explains the particular built environment issues facing St Paul’s and how Local Plan policy will be used to address them.

The design guidance supplements are consistent with the Built Environment chapter policies of the Bristol Local Plan and reflect design advice contained in ‘Commission for Architecture and Built Environment Guide’.

10.0.2 St Paul’s is an inner city neighbourhood with a varied, rich and distinctive character. Much of the southern part of the neighbourhood lies in the Portland Square Conservation Area, which is a mixed commercial and residential area with a variety of listed buildings and open spaces. The western parts are in the Stokes Croft Conservation Area, a predominantly mixed commercial area where post war developments have eroded the quality and coherence of the Georgian townscape. Ashley Road forms the northern boundary of St Paul’s and is adjacent to the Montpelier Conservation Area. Since the mid 1970’s, an increasing awareness of conservation issues and the availability of grant aid have helped to restore significant parts of the historic squares and terraces that give the area its unique identity. The present mix of buildings produces a diverse character, although prominent derelict sites detract from the overall quality of the area.

In addition to this SPD, subject to available resources, the City Council will be reviewing these 3 Conservation Areas and prepare formal

Conservation Area Appraisals and Conservation Management Plans in place of the existing Conservation Enhancement Statements (Bristol Local Plan Policy Advice Note 2, 1993).

Stokes Croft has benefited from its designation as a Conservation Priority Area, focussing the City Council’s co-ordination and investment programme of grant aided historic building restorations. This City Council’s ongoing commitment to building and streetscape enhancement in Stokes Croft will continue through the Townscape Heritage Initiative (which replaced Conservation Priority Area designations), and co-ordination of a potential series of urban design, planning and conservation interventions advocated in, for example, the Stokes Croft Gateway Enhancement Project, 2006. The programme of improvements may also include the Gateway Enhancement Project, 2006. The programme of improvements may also include the serving of legal notices (Section 215 notices) to tackle building and garden eyesores.

10.0.3 Outside the Conservation Areas, St Paul’s streets comprise a variety of predominantly Victorian building types ranging from four-storey villas on Ashley Road, Brigstocke Road and City Road, three-storey houses on side streets between Ashley Road, City Road and Grosvenor Road and two-storey properties elsewhere in the area. The area also includes modern public sector housing developments – the oldest, St Paul’s Gardens, a 1960s council estate, consists of mostly four-storey apartment blocks of concrete construction, and the most recent is Winkworth Place a mix of two, three and four storey houses, flats and



maisonettes developed in the late 1990s. The mix of land uses and building types forms an essential part of the character of the area.

- 10.0.4 The high quality design of new development can help address the negative perception and reputation of St Paul's highlighted in the St Paul's Assessment Report and the Mason Richards External Environment Study. This SPD encourages reinstatement and re-use of vacant sites and buildings, and optimising the potential use through the use of good design practice. Existing local and national planning policy and guidance can be applied to ensure new development compliments and enhances the positive characteristics of the area, respecting the local context, reinforcing local distinctiveness through innovation, and incorporating sustainable design and construction good practice.

Applicants should refer to SPD 5 – Sustainable Building Design before submitting planning applications.

- 10.0.5 The design quality of new development is an important concern raised by people in St Paul's during the Community Involvement Exhibition - (see statement of community involvement in the supporting document).



St Agnes Park



St Paul's Green



10.1 Design considerations

In addition to other relevant Local Plan policies, the Council will expect developers to have addressed the following design issues in their planning applications in accordance with Local Plan policy B1. They should:

1. identify the contextual characteristics of the local area through research and analysis;
2. identify the contextual characteristics which are most likely to be affected with regard to the scale of the development;
3. ensure that the local topography of the site is recognised and respected;
4. assess whether the development itself will provide a 'background' or 'landmark' building, and that it respects existing public spaces and views;
5. ensure that the impact on existing skylines has been considered to avoid harm, and encourage enhancement;
6. demonstrate how the layout and form of the development will affect traditional building lines, established layout, plot sizes, and areas of public and private use within the local area;
7. demonstrate how the massing and siting of buildings, along with structural planting, will impact on the street and town-scape, local climatic conditions and energy consumption;
8. give careful attention to the detailed design of building exteriors and elevations e.g. through choice of materials, location of entrances, etc., to provide interest from close, medium and long distance views;
9. incorporate appropriate hard and soft landscape treatment, and consider the incorporation of other environmental works such as public art, planting, seating and litter bins;
10. ensure the development is accessible, both in terms of public routes through, and in the detailed design of the building entrances;
11. consider any potential problems which the development may pose in terms of safety and security;
12. provide adequately sized, positioned and accessible waste and recycling facilities within the footprint of the building; and
13. consider the relative accessibility of new development.
14. The Building Regulations provides guidance on accessibility issues in Approved Document Part M - Access to and use of buildings. This is available at www.odpm.gov.uk. Further information and guidance can also be found in 'Designing Lifetime Homes', Joseph Rowntree Foundation (1997) (www.lifetimehomes.org.uk) and the guidance in 'Design Manual', Habinteg Housing Association (1992).
15. Use SPD5 for more information on sustainable design and construction of buildings.



10.2 Parks and Open Spaces

St Paul's is a densely developed and populated inner city neighbourhood with a number of green and open spaces some of significant historic interest like Portland Square and Brunswick Cemetery (see St Paul's Green Spaces p.23). These green spaces perform important essential and diverse functions in the neighbourhood:

- as outdoor amenity and recreational space for the many residents without access to gardens;
- for the visual amenity and landscape quality of the area;
- as recreational and amenity space for visitors and people who work in the neighbourhood; and
- for nature conservation and wildlife habitat provision.

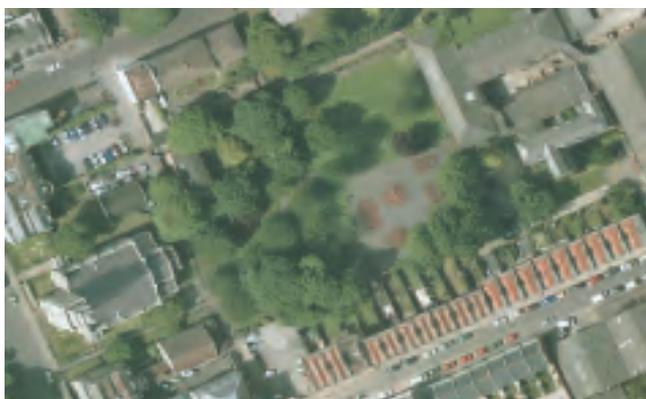
Increased current development activity in the area will result in higher residential densities and place even greater pressure on existing spaces. Most of these spaces are in need of significant investment to deliver necessary improvements. Physical improvements are pressing and necessary if these spaces are to continue to fulfil their diverse function and meet the increased demand. Hitherto physical improvements to open spaces have been carried out on an ad hoc basis that has largely been dependent on funding mechanisms e.g Grosvenor Green through Housing Renewal/EIP (Environmental Improvement Programme) funding and currently Portland Square through THI (Townscape Heritage Initiative) funding. St Paul's Unlimited Community Partnership working with the Council's Parks Team is involved in developing a programme of improvements to the parks and open spaces in the neighbourhood. The partnership and local people have informed the preparation of the Council's Park's and Green Spaces Strategy. St Paul's Neighbourhood Plan sets priorities for open space/parks' investment that has delivered improvements to St Paul's Green and is currently bringing forward proposals for St Paul's Park. These improvements are however dependent upon securing the necessary funding. There is therefore an expectation that developments, particularly for residential development, will make financial contributions for improvement works in accordance with Local Plan policy NE12 and Supplementary Planning Document 4 – 'Achieving Positive Planning through Planning Obligations'.



1. Brunswick Square



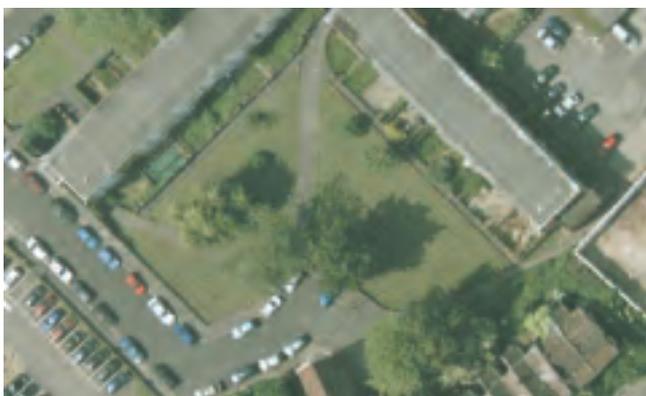
2. Brunswick Cemetery



3. St Paul's Park



4. St Paul's Green



5. St Paul's Gardens



6. Portland Square



7. St Agnes Park



8. Grosvenor Green



St Paul's Green Spaces



10.3 Public Art

- 10.3.1 Provision of public art to improve and enhance the visual amenity of the public realm will be strongly encouraged in accordance with Policy L10 of the Bristol Local Plan and the City Council's Public Art Policy (2000) and its Public Art Strategy (2003). Financial contributions will be sought from development of public art projects.
- 10.3.2 Public Art will be sought as part of the following types of development:
- residential developments containing ten or more dwellings.
 - commercial developments of more than 1000 m sq of industrial, retail, hotel and leisure uses.
 - significant public buildings and community facilities.
- 10.3.3 Developers are advised, through consultation with BCC's Senior Public Art Officer, to appoint public art consultants, lead and other artists to develop and implement Public Art Plans, which are to be submitted for approval as part of planning applications. Public Art Plans are to be presented to the SPUCP Planning sub group for comment.
- 10.3.4 On major outline planning applications Public Art Plans should include:
- design details of a Lead Artist's involvement.
 - a description of opportunities for the Lead and other artists to collaborate with the development's design team
 - financial contributions for public art as part of initiatives relating to the St Paul's Neighbourhood Plan.

- budget allocations, details of the commissioning process and timescales.
- 10.3.5 On major full planning applications Public Art Plans are expected to contain the same information as for outline planning applications, plus conceptual and material details of commissions integrated within the development's architecture and landscape architecture.
- 10.3.6 Implementation of Public Art Plans will be secured through Section 106 agreements in accordance with Supplementary Planning Document 4 - 'Achieving Positive Planning through Planning Obligations'.

10.4 Advertising hoardings

- 10.4.1 Inappropriate advertising hoardings can have an adverse impact on the appearance of an area. The City Council will carefully consider all proposals for new advertising hoardings in accordance with existing planning policy and will explore how existing unsightly hoardings may be removed.

IMPLEMENTATION

Objective 4 implementation will be partly through the development control process and Section 106 Planning Agreements. Specific open space and park improvements will be developed with the local community as part of the Parks & Green Spaces Strategy and delivered by the Parks Section of Cultural & Leisure Services.



11.0 OBJECTIVE 5 - COMMUNITY INVOLVEMENT

11.1 This section promotes community involvement by encouraging developers to involve the St Paul's Unlimited Community Partnership's Planning Sub-Group, in emerging development proposals.

As part of St Paul's Neighbourhood Renewal, local people elected street representatives. These reps carry out a variety of functions including door-to-door community surveys. This is particularly useful for engaging 'hard-to-reach' groups in renewal and planning processes and has informed the production of this SPD.

11.2 Applicants are encouraged, at an early stage of the development process, to involve local people in the design process by engaging with the SPUCP's Planning Sub-Group. Developers will be encouraged to submit design and community involvement statements with their planning applications. These statements will show how community involvement has informed the submitted plans. Further detail on how to involve the community is set out in the City Council's emerging Statement of Community Involvement (www.bristol.gov.uk/planningpolicy).

11.3 The Planning Sub-Group was established in April 2003. Its main purpose was to enable the community to engage with the planning system. Initially the group was reactive, merely responding to planning applications in St Paul's. However, its role has become much more proactive, the group having pre-application discussions with applicants and their agents, being involved in early discussions with site owners about bringing forward

developments that meet community requirements and achieve local objectives and in engaging more fully with the planning system, particularly in plan preparation and regeneration.

11.4 The establishment of a planning group in St Paul's was in response to community concern about the pressure for development in the area changing the character of the neighbourhood. It is recognised that because of the particular development pressures in St Paul's its role is important in ensuring community involvement in processes that are changing their neighbourhood. The Council is committed to engaging the local community in planning processes and the inclusion of Community Involvement as a specific topic area in this SPD reflects this commitment.

11.5 St Paul's Planning Sub-Group provides a link between the St Paul's Neighbourhood Plan and the Council as the Local Planning Authority. When determining planning applications in St Paul's the Council will formally consult the group. The comments, observations and views of this group will be taken into account by the Local Planning Authority as they will reflect the St Paul's Neighbourhood Plan objectives and priorities as agreed by the wider community of St Paul's.





12.0 OBJECTIVE 6 – CONTRIBUTIONS FROM NEW DEVELOPMENT

- 12.1 Bristol City Council considers that planning obligations are an important tool in achieving positive planning. To assist developers understand the type of obligations the Council can seek, Bristol City Council has prepared SPD4 'Achieving Positive Planning through the use of Planning Obligations'. This sets out the Council's approach to planning obligations, lists possible obligations and provides formulae to be used in calculating the level of financial contributions.
- 12.2 SPD4 aims to provide clarity to developers, development control officers, stakeholders and local residents regarding the basis on which planning obligations will be sought.
- 12.3 It provides specific guidance on thresholds and formulae for calculating financial contributions for 13 types of obligations. This SPD should be the basis for calculating financial contributions for development within St Paul's. In particular the following obligations from this SPD should be applied to development within St Paul's.

- Obligation (i) Affordable Housing
- Obligation (ii) Educational Facilities
- Obligation (iii) Recreational Facilities
- Obligation (iv) Landscape Schemes
- Obligation (v) Travel Plan Initiatives
- Obligation (vii) Highway Infrastructure Work
- Obligation (viii) Site Specific Measures
- Obligation (ix) Economic Contributions from New Development
- Obligation (x) Areas of Public Realm
- Obligation (xi) Public Art
- Obligation (xiii) Library Facilities

12.4 It is important to note that each application will be negotiated on a case-by-case basis having regard to its individual impact. It is acknowledged that developments cannot be expected to fund every aspiration as there are limits to contributions that can be reasonably expected from development.



St Paul's Green and Learning Centre



St Paul's Street & Orange Street



13.0 OBJECTIVE 7 – STRATEGIC AND KEY DEVELOPMENT SITES

13.1 Development pressure in St Paul's over recent years led to preparation of informal planning guidance for particular development sites in 2004. These key development sites in St Paul's have been identified through discussions with St Paul's Unlimited Community Partnership (SPUCP) Planning sub Group. The informal advice was developed through internal consultation with other Council departments and discussions with the SPUCP Planning sub Group.

The Dove Lane area of St Paul's is subject of a separate study - The Dove Lane Development Framework - which will inform the Site Allocations of the emerging Bristol LDF.

13.2 **The Carriage Works & Westmoreland House** - Given the importance of this strategic site to the regeneration of St Paul's and of Stokes Croft as a gateway to the city, a Planning Development Brief is considered necessary for this site to address the more complex issues associated with its listed buildings and to support regeneration proposals. The brief is also needed to promote redevelopment of the site by the SPUCP and the Council's Regeneration Division.

13.3 Preparation of the SPD and community involvement in the process highlighted the need to formalise planning advice for the following sites by incorporating these into the SPD.



Aerial view of Carriageworks Site



CARRIAGEWORKS AND WESTMORELAND SITE BOUNDED BY ASHLEY ROAD, STOKES CROFT AND HEPBURN ROAD (SPD DEVELOPMENT SITE NO 1)

A Planning Brief

SITE DESCRIPTION

The site is approx. 1.24 acres in size and situated 1 km north of the City Centre. Buildings on the site are very prominent being visible from different locations in St Paul's, Montpelier and Kingsdown. These buildings include Westmoreland House, a prominent 4/6 storey office building of 1960s construction, the Old Carriageworks - a Listed Grade II* Romanesque 3 storey building (1862) and 4 Ashley Road - a Listed Grade II, two storey, ashlar stone faced, Georgian detached house. All properties are derelict – Westmoreland House is a shell, the Old Carriageworks is fire damaged with a temporary roof and 4 Ashley Road is in ruinous condition. There is also a substantial area of vacant land to the rear. The entire site and its buildings lie within the Stokes Croft Conservation Area.

Westmoreland House and the Carriageworks front onto Stokes Croft, which is part of the A38 - a principle arterial route. The buildings form a continuous frontage with adjacent properties. The site surrounds a separately owned 4 storey Victorian block (Tucketts Buildings), with a Salvation Army property and 3-4 storey residential and commercial properties on its eastern and southern boundaries.

There is no vehicular access from Stokes Croft. The main vehicular access is from Ashley Road (B4051) with secondary access from Hepburn Road.

POLICY CONTEXT

Planning applications for re-development of this site will be assessed against National Planning Guidance, e.g. PPS1 – Delivering Sustainable Development, PPG3 – Housing, PPG – 13 Transport and PPG – 15 Planning and the Historic Environment. Applications will also be assessed against policies in the Joint Replacement Structure Plan – September 2002, the Adopted Bristol Local Plan – December 1997, the First Deposit Draft Proposed Alterations – March 2003. Supplementary guidance in the form of Local Planning Policy Advice Notes (PAN) is also available. Relevant PANs include PAN 12 - Affordable Housing, PAN 2 – Conservation Enhancement Statements, PAN 15 – Responding to Local Character – A Design Guide, PAN 4 – Archaeology and Development, PAN 8 – Shopfront Guidelines. Other relevant policy documents are SPD4 - Achieving Positive Planning through the use of Planning Obligations and SPD6 - Economic Contributions from Development.

The Joint Replacement Structure Plan (Sept 2003) Policy 30 seeks to safeguard existing employment sites and buildings unless it is established that the site is no longer capable of offering accommodation for employment uses, the use of the site for employment purposes raises unacceptable environmental or traffic problems, or an alternative use or mix of uses offers greater potential benefits to the community and the site is not required to meet economic development or employment needs.

Westmoreland House and the Carriage Works are identified as a Policy CC1 Regeneration site in the Adopted Local Plan or the Proposed Alterations. Most recent use of the existing derelict buildings was for office and other forms of employment, which means that the relevant



employment polices need to be addressed. However, given the time elapse since the site was last in use, the poor condition of the existing buildings, the need for regeneration and changing circumstances in the area, the Council recognises that a solely employment use of the site is probably unrealistic and unsustainable and will promote a mixed-use redevelopment of the site. Re-development proposals should provide a mix of uses that include commercial, retail, leisure and residential.

Structure Plan Policy 33 states that new housing should help maintain or create attractive, balanced and sustainable communities; contain an appropriate mix of housing types; and be compatible with other policies in the plan.

Policy H6A of the Proposed Alterations to the Bristol Local Plan (Feb 2003) states that all major residential developments should incorporate a range of housing types, or contributes to a mixed and balanced community. Particular account should be taken of the population and housing mix of the local community or area.

The Carriageworks and Westmoreland House are in the Stokes Croft secondary protected retail frontage.

Policies S2 and S6 of the BLP sets out the retail policies for the sites Stokes Croft frontage.

Public Art Policy, approved by the Council in October 2000 builds upon and reinforces BLP Policy L10. The policy requires major new development to consider the:

- inclusion of public art elements in the external treatment of buildings.
- provision of public art commissions that enhance existing and new open spaces.
- commissioning artworks that aid legibility and movement.

Planning Obligations to be secured through S106 of the Town & Country Planning (1990) Act are set out under Local Plan Policy IN1 in the 'Proposed Alterations' document (February 2003)

Development Principles

SUSTAINABILITY

Bristol City Council has adopted the 'Bristol Sustainable Development Guide for Construction' to assist developers to adopt more sustainable approaches to development. The Guide advocates production of a 'Sustainable Development Profile' as part of the planning and design process and should be referred to by interested parties at an early stage. There is therefore the expectation that sustainable development principles are incorporated into every aspect of the development.

- Mixed uses should be achieved at site, street and building levels.
- Housing type and tenure mix provide for mixed and balanced communities.
- Development should seek to minimise adverse transport impacts, promoting walking, cycling and use of public transport, and discouraging private motor vehicles.
- Locating and orientation of buildings can maximise bioclimatic opportunities such as passive solar gains and protection from prevailing winds.



- Development should integrate with the natural environment through the inclusion of quality landscape and planting in public and private realms.
- Building form, design and construction must aim to minimise energy consumption, pollution and depletion of non-renewable resources.
- Where possible buildings will be retained and reused, although it is recognised that Westmoreland House will need to be demolished to facilitate the site's redevelopment.
- Construction materials should be locally sourced and materials should be salvaged from demolition for reuse in the development.
- New buildings should be designed to be flexible and adaptable over time to accommodate new and different uses.
- Community participation and consultation is expected through the planning and design stages of the development.

LAND USES

Existing

The immediate area around the site is characterised by a mix of land uses. On Stokes Croft there is a full range of retail uses (Class A1 to A3), other commercial uses including offices Class B1(a) and workshops Class B1(c) with some residential on upper floors. Ashley Road and Hepburn Road include community (Class D2) uses and residential premises. Kuumba an African community arts organisation occupy a significant site on Hepburn Road. A similar diversity of land uses exists elsewhere in the neighbourhood including Picton Street and Jamaica Road. The surrounding neighbourhoods of St Paul's, Kingsdown and Montpelier, although characterised as mixed areas are nonetheless significant residential neighbourhoods.

Appropriate land uses

- Redevelopment should reflect the diverse mix of uses in the area, while striking a balance between commercial and residential. It should also seek to contribute to the economic viability and hence the vitality of the area.
- Residential development should include a mix of unit sizes and tenures that address housing demand and imbalances that exist in the area. Student housing and hostel accommodation is considered inappropriate due to its unsuitability and/or over concentration in the area.
- Retail or other uses, appropriate to a secondary retail frontage (Class A1 to A3), of acceptable scale and size will be required along the Stokes Croft frontage.
- Employment uses related to the creative arts probably within Class B1 could also be acceptable on ground and upper floors along the Stokes Croft frontage and/or elsewhere within the development site.
- Leisure uses in the form of small to medium sized multi-functional auditorium and performance space is considered suitable for this site because of its proximity to the City Centre and road network and its strong public transport links.



- Community uses related to leisure and employment uses may be required, although this could be ancillary to the principle use.
- Off-street car parking at the site is not considered essential because of good public transport connections, inner city location, character of surrounding conservation area and need to maximise residential garden amenity provision. Measures must be introduced to allow only very low levels of car ownership and to promote strongly sustainable travel modes. Off-street Blue Badge parking and bicycle parking is required from the development.

DESIGN

- The relevant building lines on Stokes Croft and Ashley Road are clearly defined and well established. Building heights along these street elevations should reflect existing building lines and should not exceed the tallest of the existing adjacent properties.
- The scale of development should respect the scale of the listed and other historic buildings.
- Privacy and amenity of properties on Brigstock Road, Hepburn Road and Tucketts Building flats should be respected, safeguarded and improved.
- As the site is within a conservation area its development will need to preserve, enhance and make a positive contribution to the character and appearance of the CA. External appearance of buildings therefore require careful consideration to deliver high quality imaginative and distinctive design. Design should be sensitive to its context and have regard to the proportion, rhythm and materials of adjoining existing, particularly listed, buildings.
- Demolition and replacement of Westmoreland House is strongly encouraged, although demolition of the rear section of Westmoreland House and retention and refurbishment of the Stokes Croft elevation may be considered. A strong vertical emphasis is required on the Stokes Croft and Ashley Road elevations.
- Retention and refurbishment of the listed Old Carriage Works building is essential. The replacement roof should replicate the original roof destroyed by fire.

PUBLIC ART

- Public art is considered to be integral to the site's development and there is a requirement that from the outset it will be integrated into the design process.

ACCESS & PARKING

- Principal vehicular access and servicing will be from Ashley Road and should be sited as far as is practicably possible from its junction with Stokes Croft and Cheltenham Road. Vehicular access and servicing from Stokes Croft or Hepburn Road will be strongly discouraged.



- Pedestrian and cycle access through the site and linking Stokes Croft, Ashley Road and Hepburn Road and the wider network, will be encouraged.
- Provision of bicycle access, infrastructure and facilities will be required from the development.
- Car parking within the development is strongly discouraged, except for a minimal provision for the residential component. Justification for this is based on the site's central location, its proximity to the city centre, shopping, health, and community facilities and public transport connections.
- Travel Plans and measures to ensure low car ownership and to minimise use of motor vehicles will be required.
- Access for disabled people will be required throughout the development and an appropriate level of off-street car parking for disabled people will be required.

PLANNING OBLIGATIONS

The detail of any Planning Obligations package will be dependent upon the exact nature of development proposed. Based upon the guiding principles set out within this planning brief and guidance, the Council would be seeking to secure the following obligations:

- Improvements to the accessibility of the site, specifically for pedestrians, cyclists and public transport, supported by appropriate Travel Plans.
- Provision of affordable housing.
- Local labour and training initiatives.
- Provision and maintenance of public spaces.
- Refurbishment of historic buildings and structures.
- Provision of public art.

Depending upon the nature of the development, other obligations sought could include:

- Local regeneration fund.
- Air quality mitigation measures.

Please see SPD5 for more information on sustainable design and construction of buildings.

It will be necessary to comply with Environment Agency's policies and practices in relation to:

- Protection of ground water contamination.
- Land contamination issues.
- Pollution prevention - guidance notes 1 to 27.
- Water quality and drainage - Sustainable Urban Drainage System (SUDS).



STRATEGIC SITE 1 - THE CARRIAGEWORKS (WESTMORELAND HOUSE SITE)



The site is shown in red on the map. The site is shown in red on the map. The site is shown in red on the map.

0 4.5 9 18 27 36 Meters



Boundary of the site
Proposed site boundary
Proposed site boundary (subject to planning)



LAND AT THE CORNER OF DEAN STREET AND BISHOP STREET (SPD DEVELOPMENT SITE NO 2) PRE-APPLICATION ADVICE NOTE BACKGROUND

Long-term vacant site/buildings (Units 1-3), in poor condition; Previous use industrial, former Kango Factory (Class B2); Planning permission granted for three storey office building, not implemented. Consent expired (Application No. 1036R/96C).

RELEVANT POLICIES

(Contained in the Bristol Local Plan, Adopted December 1997 and in the First Deposit Proposed Alterations to the Bristol Local Plan, February 2003).

Identified as a “mixed commercial area”. Policy CC2 refers.

Located within Portland Square Conservation Area. Policies B13-B16 and B21 refer.

Other key policies include: IN1; B1-B8; B22; EC4/EC4A; M1; H2; H3; H6; H6A; H9 .

COMMENTS

- Mixed –use development preferred. Dean Street frontage developed for B1 use (ground/1st floor) with residential on remainder of site.
- Residential component to provide a mix of housing types comprising three-bed family ‘houses’ with private amenity space and one/two bed flats above.
- Building height expected to be 4 or 5 storeys on Dean Street elevation.
- Off-street car parking not essential, but some would be acceptable to serve residential units. Secure cycle parking also required.
- Design of buildings should contribute to enhancement of the Conservation Area.
- Housing proposals should seek to achieve BRE Ecohomes excellent standard and Lifetime Homes Standards.

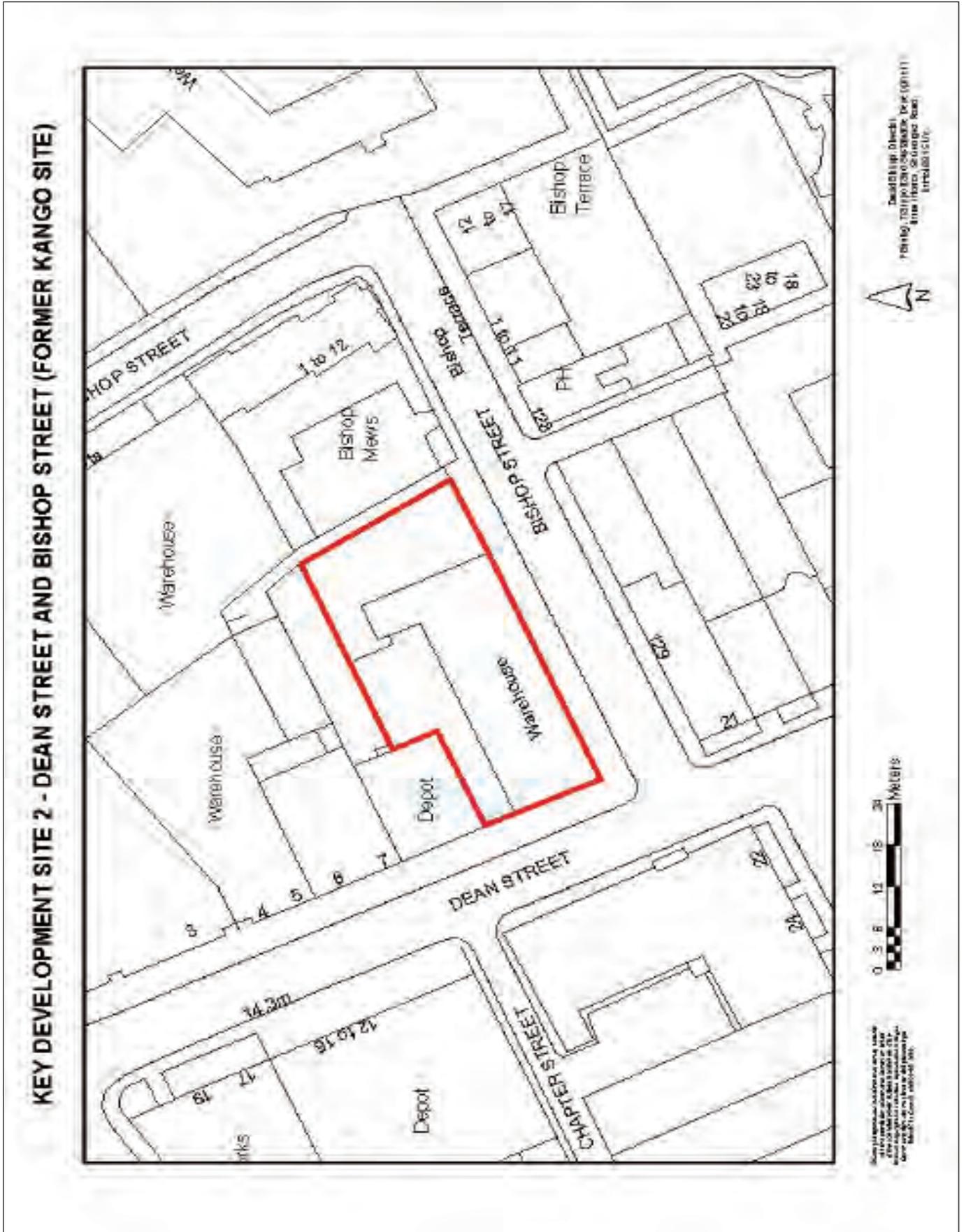
PLANNING OBLIGATIONS

- Affordable ‘family’ housing (30% on-site provision).
- Commuted payment towards external environment improvements.

Please see SPD5 for more information on sustainable design and construction of buildings.

It will be necessary to comply with Environment Agency’s policies and practices in relation to:

- Protection of ground water contamination.
- Land contamination issues.
- Pollution prevention - guidance notes 1 to 27.
- Water quality and drainage - Sustainable Urban Drainage System (SUDS).





LAND BOUNDED BY SURREY STREET AND PORTLAND SQUARE (SANDHU'S WAREHOUSE) (SPD DEVELOPMENT SITE NO 3)

PRE-APPLICATION ADVICE NOTE

BACKGROUND

Building currently occupied as wholesale warehouse within Class B8 of the Use Classes Order and Includes Grade I listed and derelict buildings fronting Portland Square.

RELEVANT POLICIES

(Contained in the Bristol Local Plan, Adopted December 1997 and in the First Deposit Proposed Alterations to the Bristol Local Plan, February 2003).

Identified as a “mixed commercial area”. Policy CC2 refers.

Located within Portland Square Conservation Area. Policies B13-B16 and B21 refer.

Other key policies include: IN1; B1-B8; B22; EC4/EC4A; M1; H2; H3; H6; H6A; H9.

COMMENTS

- Residential use accepted with active ground floor uses along Surrey Street preferably within Retail Class A1/A3.
- Residential component to provide a mix of housing types, to meet local demand, which should include comprising three-bed ‘houses’ suitable for families with private garden amenity space and a mix of one /two bed flats.
- Building heights need to reflect those of adjoining sites – ideally 4 storey on the Surrey Street frontage. Re-instatement of Portland Square buildings is preferred. Buildings overlooking Brunswick Square Cemetery is necessary to improve natural surveillance of this public open space. Provision of a safe pedestrian link between the development and the open space is also sought.
- Off-street parking at this location is not considered essential as there is adequate on street provision. Some off-street car parking provision may be acceptable, but priority should be given to provide garden amenity to serve residential units. Courtyard area to be landscaped as private amenity space/gardens serving ‘family’ units. Secure cycle parking will also be required.
- Design of buildings should contribute to enhancement of the CA.
- Housing proposals should seek to achieve BRE Ecohomes excellent standard and Lifetime Homes Standards.

PLANNING OBLIGATIONS

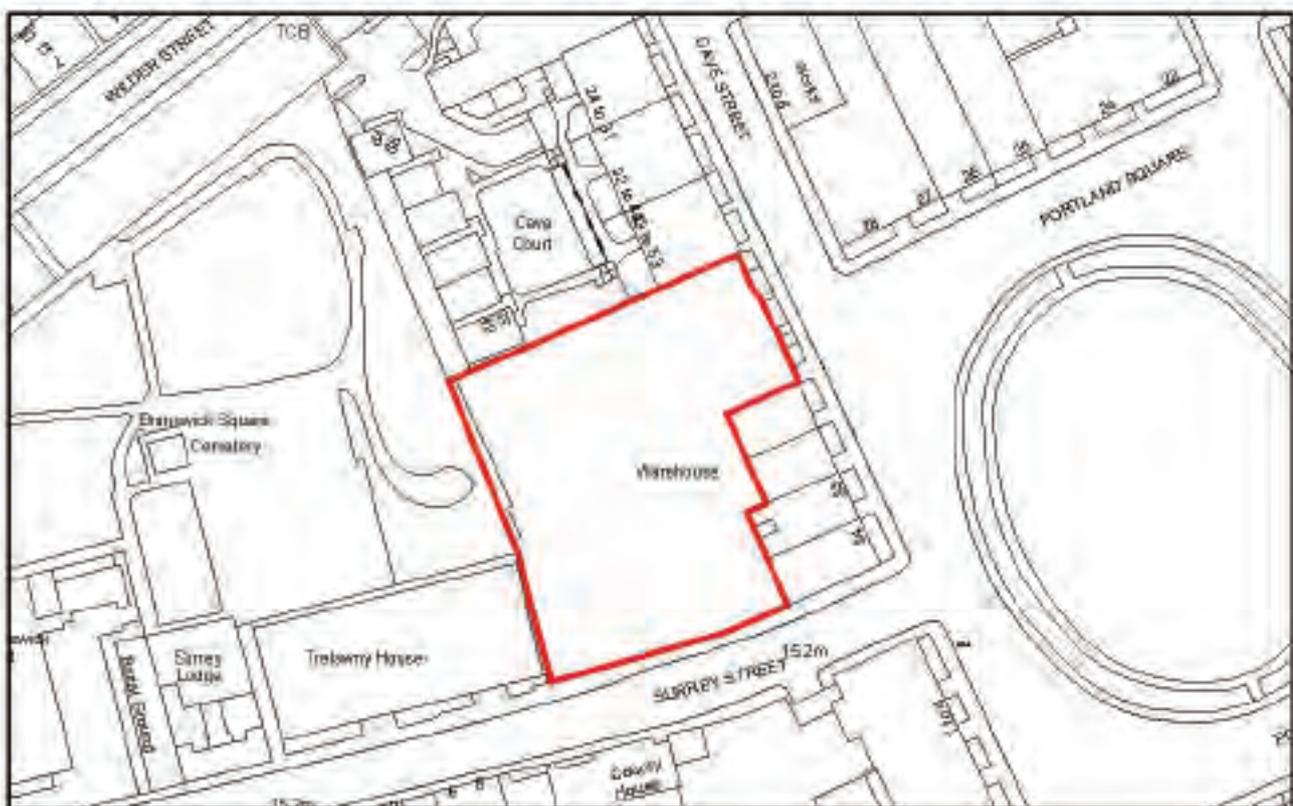
- Affordable ‘family’ housing (30% on-site provision).
- Commuted payment towards external environment improvements and social/economic investment.



Please see SPD5 for more information on sustainable design and construction of buildings. It will be necessary to comply with Environment Agency's policies and practices in relation to:

- Protection of ground water contamination.
- Land contamination issues.
- Pollution prevention - guidance notes 1 to 27.
- Water quality and drainage - Sustainable Urban Drainage System (SUDS).

KEY DEVELOPMENT SITE 3 - SURREY STREET AND PORTLAND SQUARE (SANDHU'S WAREHOUSE)



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OS Grid Reference: TQ28 800000
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80 STOKES CROFT (FINANCE/HAMILTON HOUSE)

SITE BOUNDED BY STOKES CROFT AND CITY ROAD (SPD DEVELOPMENT SITE NO 4)

PRE APPLICATION ADVICE

BACKGROUND

6 storey circa 1960's Class B1(a) office building.

RELEVANT POLICIES

(Contained in the Bristol Local Plan, Adopted December 1997 and in the First Deposit Proposed Alterations to the Bristol Local Plan, February 2003).

Located within "Stokes Croft Regeneration Area". Policy CC1 refers.

Located within Stokes Croft Conservation Area. Policies B13-B16 and B21 refer.

Other key policies include: IN1;B1-B8; B22; EC4/EC4A; M1; H2; H3; H6; H6A; H9; S2; S6.

COMMENTS

- Loss of employment floorspace needs to be addressed in accordance with Policy EC4.
- Provision of small business units within Class B1 - possibly B1(c) is encouraged to meet local demand for small business units in St Paul's.
- Residential use may be acceptable in principle. Any proposal involving residential development will need to demonstrate tangible benefits in terms of the regeneration of the Stokes Croft and be subject to an appropriate S.106 package.
- Residential component of development proposals would be required to include a balanced mix of residential units. The site is capable of providing units suitable for 'family' use to meet local demand. Provision of garden amenity for the residential component need to be addressed.
- Major refurbishment of external elevations, particularly on Stokes Croft is desirable to improve visual amenity and appearance of the Conservation Area.
- Off-street car parking (serving residential units) is desirable, but is not essential to provide 1:1 parking. Provision needs to be balanced with provision of garden amenity space within the development. Secure cycle parking also required.
- Housing proposals should seek to achieve BRE Ecohomes excellent standard and Lifetime Homes Standards.

PLANNING OBLIGATIONS

- Affordable Housing (30% on site provision or a commuted payment).
- Commuted payment towards external environment improvements and social/economic investment.



Please see SPD5 for more information on sustainable design and construction of buildings.

It will be necessary to comply with Environment Agency's policies and practices in relation to:

- Protection of ground water contamination.
- Land contamination issues.
- Pollution prevention - guidance notes 1 to 27.
- Water quality and drainage - Sustainable Urban Drainage System (SUDS).

KEY DEVELOPMENT SITE 4 - 80 STOKES CROFT (FINANCE/HAMILTON HOUSE)



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LAND BOUNDED BY BACKFIELDS LANE, BRUNSWICK STREET AND WILDER COURT (SPD DEVELOPMENT SITE NO 5)

PRE APPLICATION ADVICE

BACKGROUND

The site is an employment site with a general industrial Class B2 use that has been vacant since September 2005.

RELEVANT POLICIES

(Contained in the Bristol Local Plan, Adopted December 1997 and in the First Deposit Proposed Alterations to the Bristol Local Plan, February 2003).

Identified as a “mixed commercial area”. Policy CC2 refers.

Other key policies include: IN1; B1-B8; B22; EC4/EC4A; M1; H2; H3; H6; H6A; H9.

COMMENTS

- Loss of employment floorspace needs to be addressed in accordance with Policy EC4.
- Provision of small business units within Class B1 - possibly B1(c) is encouraged to meet local demand for small business units in St Paul’s.
- A mixed employment and residential proposal for the site would be acceptable in principle, although proposals will need to demonstrate tangible benefits in terms of regeneration and be subject to an appropriate S.106 package.
- Residential component of development proposals would be required to include a balanced mix of residential units. The site is capable of providing units of 3+ bedrooms suitable for ‘family’ use to meet local demand. Provision of private garden amenity space will be required for all family housing.
- Building heights should generally reflect those of adjoining sites, although careful consideration should be given to the Brunswick Street elevation and relationship with elevations on recent permissions.
- Careful consideration of site layout is necessary to ensure amenity, access, servicing and design issues are fully addressed. There is an opportunity to improve the appearance and visual amenity of Brunswick Street by locating family housing, probably in the form of a terrace along the Brunswick Street frontage and business units should be located on Backfields lane.
- Open areas within the site should be landscaped to provide private or communal garden amenity space to serve the residential development.



- Off-street car parking is not considered essential, but some off-street car parking to serve residential units may be acceptable, subject to adequate provision of garden amenity for the residential component. Secure cycle parking will be required.

PLANNING OBLIGATIONS

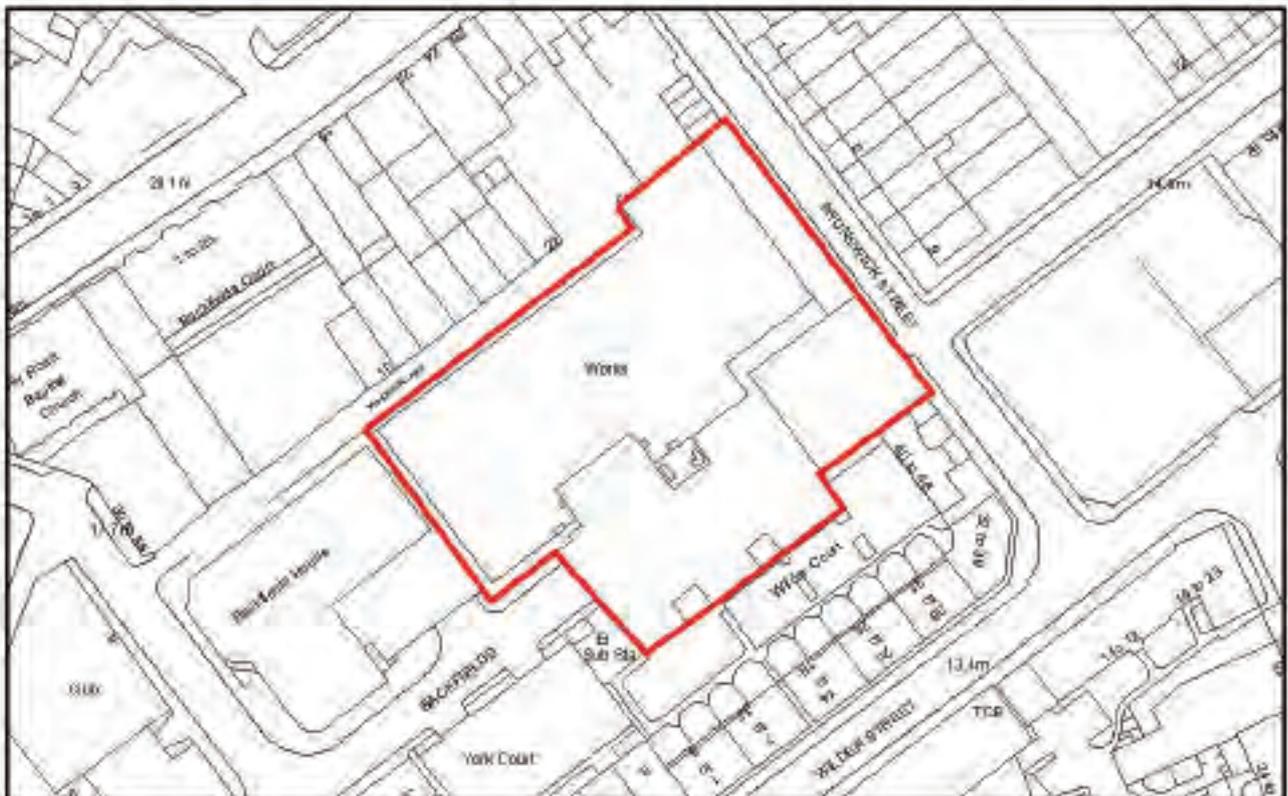
- Affordable Housing (30% on site provision).
- Commuted payment towards external environment improvements and social/economic investment.

Please see SPD5 for more information on sustainable design and construction of buildings.

It will be necessary to comply with Environment Agency's policies and practices in relation to:

- Protection of ground water contamination.
- Land contamination issues.
- Pollution prevention - guidance notes 1 to 27.
- Water quality and drainage - Sustainable Urban Drainage System (SUDS).

KEY DEVELOPMENT SITE 5 - BACKFIEDS/BACKFIELDS LANE/BRUNSWICK STREET (INDUSTRIAL SITE)



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APPENDIX 1 - LIST OF ADOPTED DEVELOPMENT PLAN POLICIES SPD10 SUPPLEMENTS

Bath and North East Somerset, Bristol, North Somerset and South Gloucestershire Joint Replacement Structure Plan (2002).

POLICY 30

Local plans will safeguard existing employment sites and buildings for employment unless it is established that:

- the site is no longer capable of offering accommodation for employment uses;
- the use of the site for employment purposes raises unacceptable environmental or traffic problems; or
- an alternative use or mix of uses offers greater potential benefits to the community and the site is not required to meet economic development or local employment needs.

POLICY 33

New housing provision should: -

- help maintain or create attractive, balanced and sustainable communities;
- contain an appropriate mix of housing types; and
- be compatible with other policies of the plan...'

Bristol Local Plan Policies (1997)

- H7 Conversion of houses to smaller units of self-contained accommodation will be permitted unless it adversely affects the character and amenity of the immediate locality.
- H9 In major residential schemes an element of affordable housing the benefits of which would be enjoyed by initial and successive occupiers will be sought through negotiation. The precise number of units will reflect demonstrable need, site suitability and the economics of provision.
- EC4 Development involving the loss of employment floorspace will be permitted where one of the following applies:-
- the floorspace to be lost is not valuable, in terms of quality or quantity, to the stock of employment floorspace in the area;
 - a net reduction in floorspace is necessary to improve existing premises;
 - the premises are to be used for industrial or commercial training purposes;
 - the premises are to be used for child care provision in association with existing or proposed employment uses.
 - the existing use is having an unacceptable impact on the environmental quality of the surrounding area in terms of visual appearance, traffic generation, hours of operation, pollution, noise, fumes, odour or other nuisance and it can be demonstrated that this cannot be overcome by employing best practicable means.



EC6 Development that would result in the loss of existing accommodation which is valuable to the stock of small business accommodation in the area will not be permitted.

CC1 The following key city centre areas, as defined on the proposals map, are proposed priorities for development and regeneration. Development for the uses indicated will be permitted.

Gateway Schemes:

Newfoundland Street / Bond Street

Development for a mix of business and housing, with the option of commercial leisure. Shoppers' parking to be provided.

Stokes Croft

Retention of retail frontages with residential and/or business uses on upper floors and backland sites. Regeneration of key site at Westmoreland house (104/106 Stokes Croft/Ashley road) for a mix of business and housing with an option of ground floor shopping.

CC2 Within the city centre mixed commercial areas as defined on the proposals map, office, research and development, light industrial, residential, leisure, institutional and small scale retail uses will be permitted, provided there will be no adverse impact on the character and appearance of the surrounding area.

S5 The change of use of ground floor shop premises, situated on primary retail frontages as defined on the proposals map and set out in the schedule, to non-shopping uses will be permitted, provided that the proposed use would not seriously undermine the retail function of the shopping centre. In the assessment of the effect of an individual proposal on a centre, the following factors will be taken into account:

- the location and prominence of the premises within the shopping frontage;
- the floorspace and frontage of the premises;
- the number, distribution and proximity of other ground floor premises in, or with planning permission for, non-shopping uses;
- the particular nature and character of the proposed use, including the level of activity associated with it;
- whether the proposed use would give rise to noise, smell or other environmental problems;
- in addition, within the core city centre primary shopping frontages as defined on the proposals map, such changes of use will only be permitted where they would enhance the vitality of a particular street as a retailing area.

Residential, business developments, industry and warehousing uses (except on upper floors) will not be permitted.



- S6 Within the secondary retail frontages set out in the schedule and defined on the proposals map, permitted uses will be:-
- retail shops, financial and professional services, and food and drink uses;
 - other uses of general public interest or service normally associated with high streets and attracting members of the public, such as amusement centres, car showrooms, solariums, taxi hire and nightclubs provided that the use will not give rise to any unsatisfactory environmental conditions, such as problems associated with parking, servicing and highway safety, noise, litter and effects on neighbouring properties.

Residential, business developments, industry and warehousing uses (except on upper floors) will not be permitted.

- S8 Food and drink uses will be permitted in the following locations:-
- shopping centres and parades.
 - in appropriate locations in employment areas.
 - areas of leisure uses, public amenities and tourist attractions.
 - purpose built leisure or mixed use developments.
 - food and drink uses will not be permitted which would give rise to environmental conditions which would harm the amenity of nearby residents by virtue of:-
 - the number, distribution and proximity of other premises in, or with planning permission for, food and drink uses.
 - noise, fumes, smells, late night activity.
 - unsatisfactory arrangements for parking, servicing or resulting highway safety problems.
 - unsatisfactory arrangements for refuse storage and disposal detracting from the appearance of the premises and area.
 - unsightly extensions, flues and installations.

- S11 Street or open markets will be permitted provided they:-
- do not harm the vitality and viability of shopping centres.
 - include sites or premises for storage of market stalls, parking of traders' vehicles and provision of market facilities.
 - do not adversely impact on the local environment due to noise, activity, hours of operation, traffic generation and parking.



- CS10 The development of community health resource bases and resource centres will be permitted, provided:-
- the amenity of local residents would not be materially harmed due to noise or other disturbance.
 - any additional traffic generated would not result in unacceptable harm to highway safety.
- M1 Development will be permitted provided that it meets the relevant criteria listed below, having regard to the particular nature of the development proposed:-
- it safeguards transport proposals; as shown on the Proposals Map.
 - it provides safe and adequate access on to the existing highway network having regard to environmental considerations. Where the development has internal circulation areas for vehicles, it achieves a high standard of road safety.
 - it avoids the introduction of traffic of excessive volume, size or weight on to unsuitable highways or into residential and other environmentally sensitive areas.
 - it provides off-street parking, servicing and loading facilities in accordance with the standards set out in the schedule.
 - it provides facilities for cyclists and pedestrians.
 - it provides of traffic calming measures.
 - it provides funding of appropriate transport improvements to overcome unsatisfactory transport conditions created or exacerbated as a direct result of the development.
 - it does not increase the need to travel and does not encourage the unnecessary use of cars or lorries.
 - it provides for access by disabled people within the external layout of buildings.
 - it does not involve the loss of rear access lanes and garage courts which provide valuable off-street parking, or makes alternative provision for any such loss.
 - it avoids the introduction of unnecessary lorry traffic into the city centre or where environmental quality would be harmed or congestion increased.



- M16 In determining planning applications account will be taken of opportunities to enhance the pedestrian and cycle networks. Development will be permitted when it incorporates measures to take advantage of such opportunities.
- B1 in determining applications account will be taken of the following design issues:-
- the local context.
 - accessibility.
 - safety and security.
 - layout and form.
 - building exteriors and elevations.
 - landscape treatment and environmental works.
 - environmental impact.
- NE12 In determining planning applications, account will be taken of the benefits of creating new or enhancing existing open spaces, particularly in the urban fringe, outer housing estates and inner city areas lacking publicly accessible open space of high amenity, landscape or recreational value, or nature conservation interest.

APPENDIX 2 ST PAUL'S SPD BIBLIOGRAPHY

- St Paul's Assessment Study - Tony Trott Associates, 2000.
- St Paul's External Environment Study - Mason Richards, Dec 2002.
- St Paul's Investment Study – Hacas Chapman Hendy, 2003.
- St Paul's Housing Needs & Aspiration Survey – David Coultie Associates, 2004.
- St Paul's Street Ambassadors Survey.

SPD10 Supporting Documents and other relevant plans, strategies and studies, are available at www.bristol.gov.uk/planningpolicy, and at Planning Reception, Brunel House. Tel: 0117 922 3097.



APPENDIX 3 - GLOSSARY

Accessibility – the ability of people to move about within an area so as to reach facilities and places. This includes young, disabled, old people and those with children and /or baggage.

Active frontage – fronts of buildings that add interest, life, vitality, etc. to the public realm and should consist of frequent doors and windows with few blank walls, articulated facades with bays and porches and lively internal uses that either spill onto the street or visible from outside.

Active Use - land use that results in people actively using/visiting the building or site. Typically this could include shop, cafés and restaurants, high street businesses such as banks and travel agents and some community uses.

Affordable Housing – low cost housing for sale or rent, often from a housing association, to meet the needs of local people who cannot afford accommodation through the open market. (definition from the Planning Portal glossary of planning terms).

Amenity – the pleasant or normally satisfactory aspects of location, which contributes to its overall character and the enjoyment of residents or visitors (definition from the Planning Portal)

Block – an area consisting of buildings and/or spaces bounded by a set of streets and undivided by other significant streets.

Character – the combination of a features of a building or an area such as their spatial relationship landscape and building uses, etc, that give it a distinctive identity

Community Partnership – a collection of local people, groups, businesses and bodies from within a defined area, usually a local neighbourhood, that come together to influence and/or guide various social, economic, environmental, etc., changes.

Conservation Area – an area designated by the local planning authority under the Town & Country Planning (Listed Building and Conservation Areas) Act 1990 as possessing special architectural or historical interest.

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

Density – In case of residential development, a measurement of either the number of habitable rooms per hectare or the number of dwellings per hectare. (definition from the Planning Portal glossary of planning terms)

Design Statement – a document accompanying a planning application setting out the design principles upon which development proposals are based and in relation to the site and its wider context.

Development Plan – a document, a Structure or Local Plan, that sets out in writing and/or maps and diagrams the local planning authority's policies and proposals for development and use of land and buildings in authority's area (definition from the Planning Portal)

Development Brief – a document providing planning advice and guidance on how a specific site of significant size or sensitivity should be developed in accordance with local planning policies.



Employment Sites – sites identified in the adopted local plan as suitable for business uses that provide jobs.

Family Housing – housing that is suitable for occupation by a family, usually a three or more bedroom house with its own easily accessible and secure garden.

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

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

Highways Authority – the local authority that has statutory responsibility for managing and maintaining the roads in an area, usually the local authority, which in this SPD is Bristol City Council

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

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

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

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

Listed Buildings – A building or structure identified by the Secretary of State for Culture, Media & Sport as being of special architectural or historic interest included on a statutory list and assigned a grade (I, II* or II) There are three categories of listing: Grade I (the highest quality), Grade II* and Grade II. (definition from the Planning Portal glossary of planning terms).

Local Development Framework – The LDF System replaces the development plan system of Structure and Local Plans. The LDF brings together all local planning authority planning policy documents for its area, including the the equivalent of any supplementary guidance, i.e. supplementary planning documents. The core elements of the LDF comprise: area wide planning policies, statement of community involvement and proposals and is mandatory for all local authorities. Authorities have flexibility to add area action plans setting out detailed proposals for change where it is needed.

Local Plan – Statutory development plan prepared by a local planning authority setting out detailed policies for environmental protection and development (definition from the Planning Portal glossary of planning terms).

Local Planning Authority – Local Council with statutory responsibility for administering/managing the land-use planning system within its area

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



Mixed land-uses – a mixture of uses within a building, on a site or within a particular area.

Mixed use development - a mix of uses within a building, on a site or within a particular area. 'Horizontal' mixed uses are side by side, usually in different buildings. 'Vertical' mixed uses are on different floors of the same building. (definition from By Design)

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

Natural Surveillance – the discouragement of wrong doing by ensuring that public areas including streets, open spaces, parks, etc., are clearly visible from streets, spaces and windows of adjacent buildings. presence of passers-by or the ability of people to be seen from surrounding windows.

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

Planning Policy Guidance – Issued by central government setting out its national land use policies for England on different areas of planning. These are gradually being replaced by Planning Policy Statements. (definition from the Planning Portal glossary of planning terms).

Planning Policy Statement – Issued by central government to replace the existing Planning Policy Guidance notes in order to provide greater clarity and to remove from national policy advice on practical implementation, which is better expressed as guidance rather than policy. (definition from the Planning Portal glossary of planning terms).

Policy Advice Note (PAN) – Bristol City Council has produced a series of Policy Advice Notes which aim to encourage high standards of development and environmental quality in the City and raise awareness about some of the design issues which the City Council consider priorities in development control. These notes provide supplementary planning guidance in support of Local Plan policies.

Protected Shopping Frontage – Primary - core area within designated shopping centres that contain the main shops

Protected Shopping Frontage – Secondary – Supporting streets within a shopping centre occupied by smaller, often independent traders, for example, financial and professional services and/or food and drink uses.

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

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

Public Realm – the parts of a village, town or city (whether publicly or privately owned) that are available, without charge, for everyone to use or see, including streets, open spaces like squares and parks, outside of buildings visible from streets and other public areas.



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

Section 106 Agreement – A binding agreement between a council and a developer associated with a grant of planning permission and regarding matters linked to the proposed development. (definition from the Planning Portal glossary of planning terms).

Shared Ownership – Housing produced by an Registered Social Landlord (RSL), previously, either new or existing properties purchased by an RSL, which the RSL then sells on a part rent/part buy basis. The shared owner buys a percentage of the property, funded by mortgage and/ or savings. The remaining percentage is still owned by the RSL who charges a rent on it. (Source: St Paul's Housing Needs and Aspirations Survey 2004. Final Report)

Streetscape – the overall effect of street facades and linked spaces

Street Scene – that which is visible from the public domain. The street scene is considered to constitute an area particularly sensitive to development proposals, requiring a high standard of design.

Supplementary Planning Document – additional advice or guidance issued by a local planning authority, expanding on its statutory planning policies.

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

Sustainability – The principle that the environment should be protected in such a condition and to such a degree that ensures new development meets the needs of the present without compromising the ability of future generations to meet their own needs

Townscape – The physical form and character of part of a built-up area

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

Visual amenity – The value of a particular area or view in terms of what is seen.

This Glossary is neither a statement of law nor an interpretation of the law, and its status is only an introductory guide to planning issues and should not be used as a source for statutory definitions.

If you would like this information in a different format, for example Braille, audio tape, large print or computer disc, or community languages, please contact Strategic & City Wide Policy Team on: 0117 903 6720.