Character areas

4



Character areas

Criteria for character areas

The character areas have been defined using English Heritage guidance provided in '*Understanding Place: Historic Area Assessments: Principles and Practice*' (2010), although the boundaries have been adjusted to fit with existing Conservation Area or Neighbourhood boundaries where practical.

Detailed description of character areas has been provided where they intersect with the major areas of change as identified by the Bristol Central Area Plan. Summary pages have been provided for the remaining character areas including those within the Temple Quarter Enterprise Zone (section 5).

Further information about the Enterprise Zone is provided in the Temple Quarter Heritage Assessment and Temple Quarter Spatial Framework documents.

Following the accepted guidelines each character area is defined by the aspects in 1.1 and primarily Topography, urban structure, scale and massing, building ages and material palette. This is in accordance with the emerging Development Management policies on local character and distinctiveness.

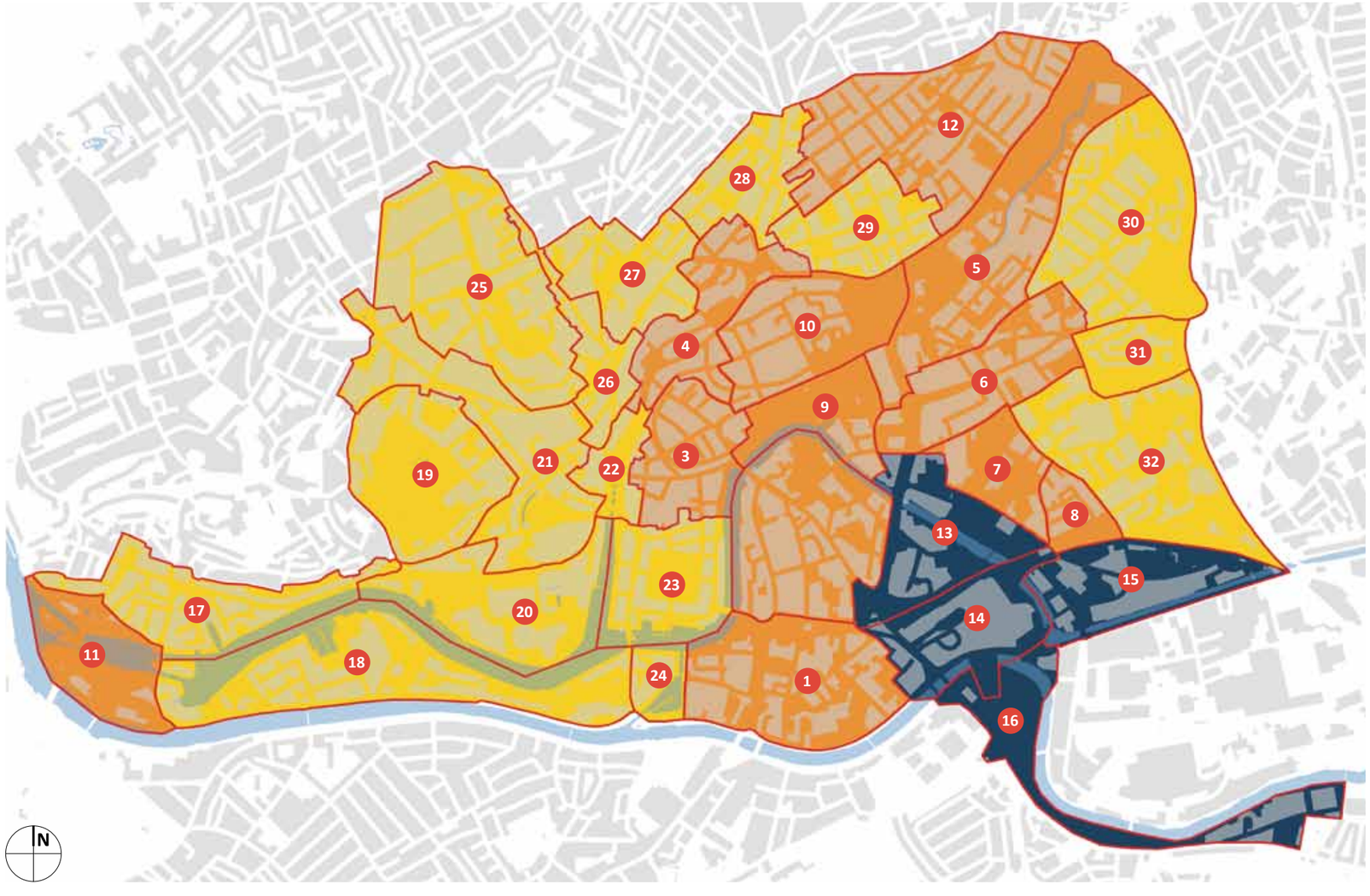
The character of each area refers to the predominant physical characteristics within each area. The boundaries are an attempt to define where these physical characteristics notably change, although there will be design influences within neighbouring areas. Therefore adjoining character should be considered in any response to context.

The key challenges and opportunities for each character area are given at the end of each character description section. These challenges are not an exhaustive list and are presented as the significant issues and potential opportunities as identified by the context study.

Fig 26
Character areas

- Detailed character descriptions
- Temple Quarter Enterprise Zone
- Summary character descriptions

1 South Redcliffe
2 North Redcliffe
3 Old City
4 Lewin's Mead - St James Barton
5 Newfoundland Way
6 Old Market
7 Broad Plain
8 The Dings
9 Castle Park
10 Broadmead
11 Cumberland Basin
12 St Pauls
13 Temple Quay
14 Temple Meads City Gateway
15 Silverthorne Lane
16 Avon Riverside
17 Hotwells
18 Spike Island
19 Brandon Hill
20 Canons Marsh
21 Park Street and College Green
22 Centre Promenade
23 Queen Square
24 Bathurst Basin
25 University
26 St Michael's Hill
27 Hospital
28 Stokes Croft
29 Portland and Brunswick Squares
30 Stapleton Road
31 Newtown
32 Barrow Road



1 South Redcliffe





Fig 27: Character area

1. Local character and distinctiveness

1.1 Location

Redcliffe sits on the island bounded by the Avon New Cut to the south and the Floating Harbour to the west north and east. The neighbourhood is divided into north and south by Redcliffe Way, which cuts a swathe east/west across it.

Portwall Lane is the boundary between the north and south Redcliffe context study areas. South Redcliffe links Temple Meads City Gateway in the east with Queen Square, Bathurst Basin and the Floating Harbour in the west. It is also the entry point into the central area from Bedminster, 0.1 miles south of the New Cut.

Most of South Redcliffe is circled by A roads: Temple Gate (A4) in the east; Redcliffe Way (A4044) along the north; Redcliff Hill (A38) in the west; and Clarence Road (A370) completes the loop along the south. Commercial Road, running west beyond Bedminster Bridge, links with Queen Square and the Floating Harbour.

1.2 Summary description

South Redcliffe is primarily a residential neighbourhood containing a range of typical post-war social housing. 1930s highway interventions, extensive WW2 bombing, and post-war redevelopment have had a significant impact on the area. The landscape of South Redcliff is the inheritor of these various schemes.

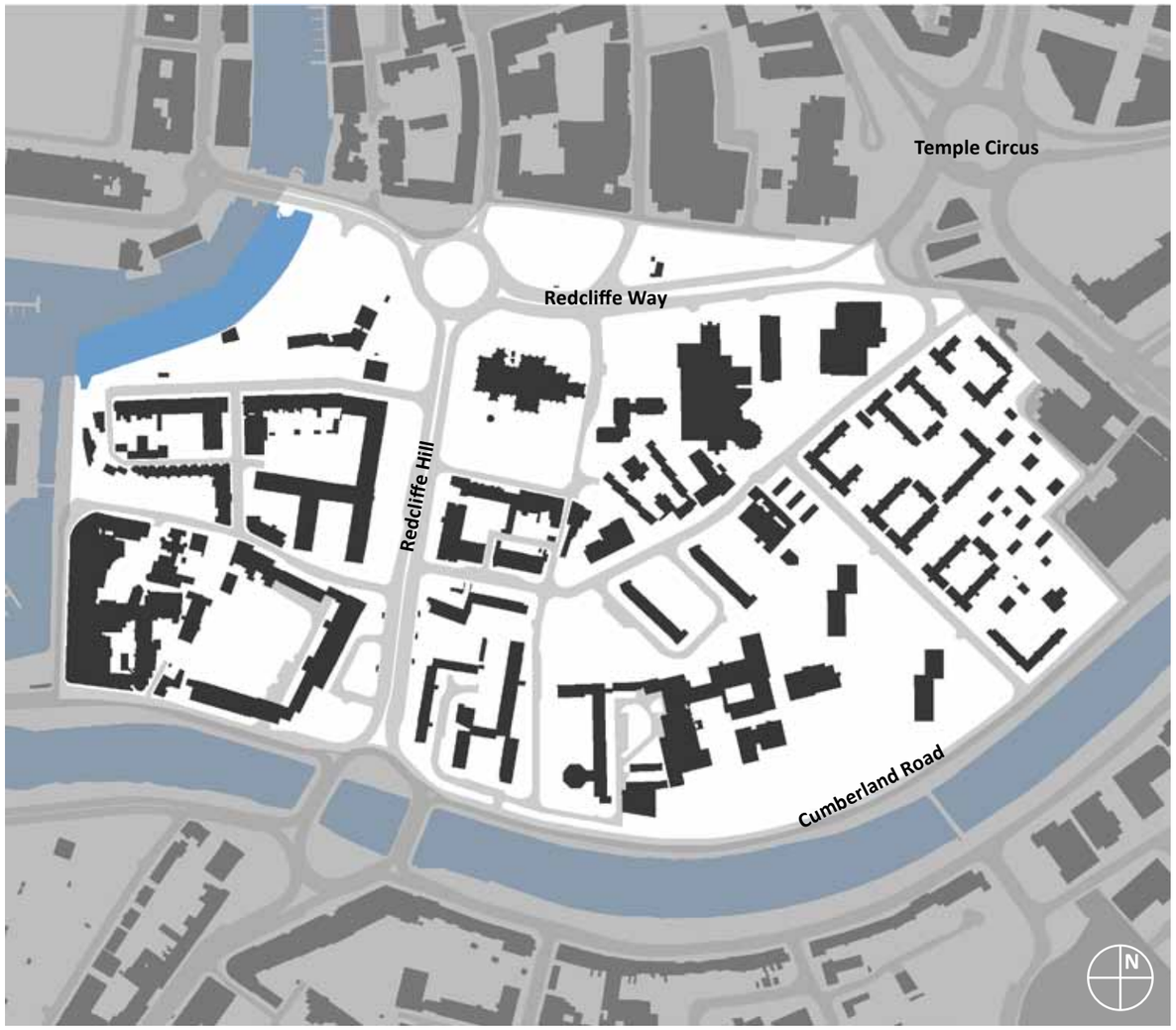
To the east of Redcliff Hill, road layout has created an island suburb where legibility, pedestrian movement and the quality of the public realm is poor. St Mary Redcliffe Church, one of Bristol's most important landmarks, sits marooned within a dual-carriage way system.

Beyond this A road system, to the west of Redcliff Hill, a much more coherent historic route structure and townscape has survived. Pockets of historic character remain around the dockside (Redcliffe Wharf, Redcliffe Parade and the old General Hospital at Bathurst Basin) and in the environs south of St Mary Redcliffe (Colston Parade and Ship Lane) - these contribute greatly to the charm of the area.

South Redcliffe has massive strategic potential, especially in linking Temple Meads City Gate Way and Bedminster with the city centre. Redcliffe Way and Redcliff Hill are important gateways.

1.3 Positive context

- Surviving historic route structure
- Fragments of historic townscape: street surfaces, boundary walls and other townscape details
- Surviving historic plot layout
- Views to landmark buildings and surrounding landscape
- Quality of pre-1950 buildings
- Surviving traditional shopfronts and active ground floor frontages
- Green infrastructure and open spaces
- Relationship between buildings and the waterfront













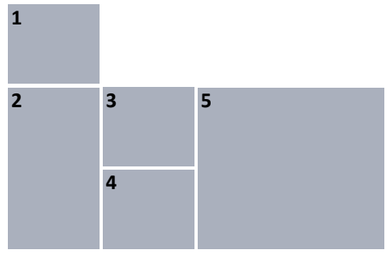


Fig 28: South Redcliffe

1 Portwall Lane looking west

2 St Mary Redcliffe south transept

3 Redcliffe Wharf and Redcliff Parade West

4 Redcliffe Way looking west

5 South Redcliffe aerial (© Blom Pictometry 2012)

2. Landscape

2.1 Topography

In a wider context of water and low-lying ground, South Redcliffe is characterised by a climbing landscape, which reaches 15m above sea level at its height. There is a sheer rise from Redcliffe Wharf to Redcliffe Parade, which exposes the underlying red sandstone that gives the area its name.

There is a gradual incline over Redcliff Hill, which drops down again to join the Avon New Cut and Bedminster to the south. The Ship public house and Redcliffe Methodist Church sit on the highest ground, which slopes down towards the water at the west end of Guinea Street and to Temple Meads from the east end of Prewett Street.

2.2 Views and Vantage Points

Surrounding areas are characteristically low-lying, giving good views into and out of South Redcliffe from its elevated position.

From Redcliffe Parade is an iconic panorama of Bristol, stretching from the Leigh Woods escarpment in the distant west round to the Floating Harbour, Brandon Hill, the Wills Memorial Tower, Queen Square and North Redcliffe.

The best views into South Redcliffe are from across the water. The corner of The Grove/Welsh Back gives a view of St Mary Redcliffe, Redcliffe Wharf, and Redcliffe Parade East and West sitting above. From Bathurst Parade and the Wapping Road/Cumberland Road is a view The General Hospital, The Ostrich public house and the rear of Redcliffe Parade West.

The spire of St Mary Redcliffe is one of the tallest in the country (292 feet) and visible on the skyline from many vantage points. Looking north between the Methodist Church and Dr White's Close is a framed view of St Mary Redcliffe.

From Ship Lane/Prewett Street views south extend to the Totterdown escarpment. The New Cut channels views along its length: east towards the Totterdown escarpment; and west towards Bedminster and beyond to Leigh Woods.

2.3 Landmarks

Positive landmark buildings within (or immediately adjacent to) the area:
- St Mary Redcliffe Church
- Bristol General Hospital complex
- Bedminster Bridge

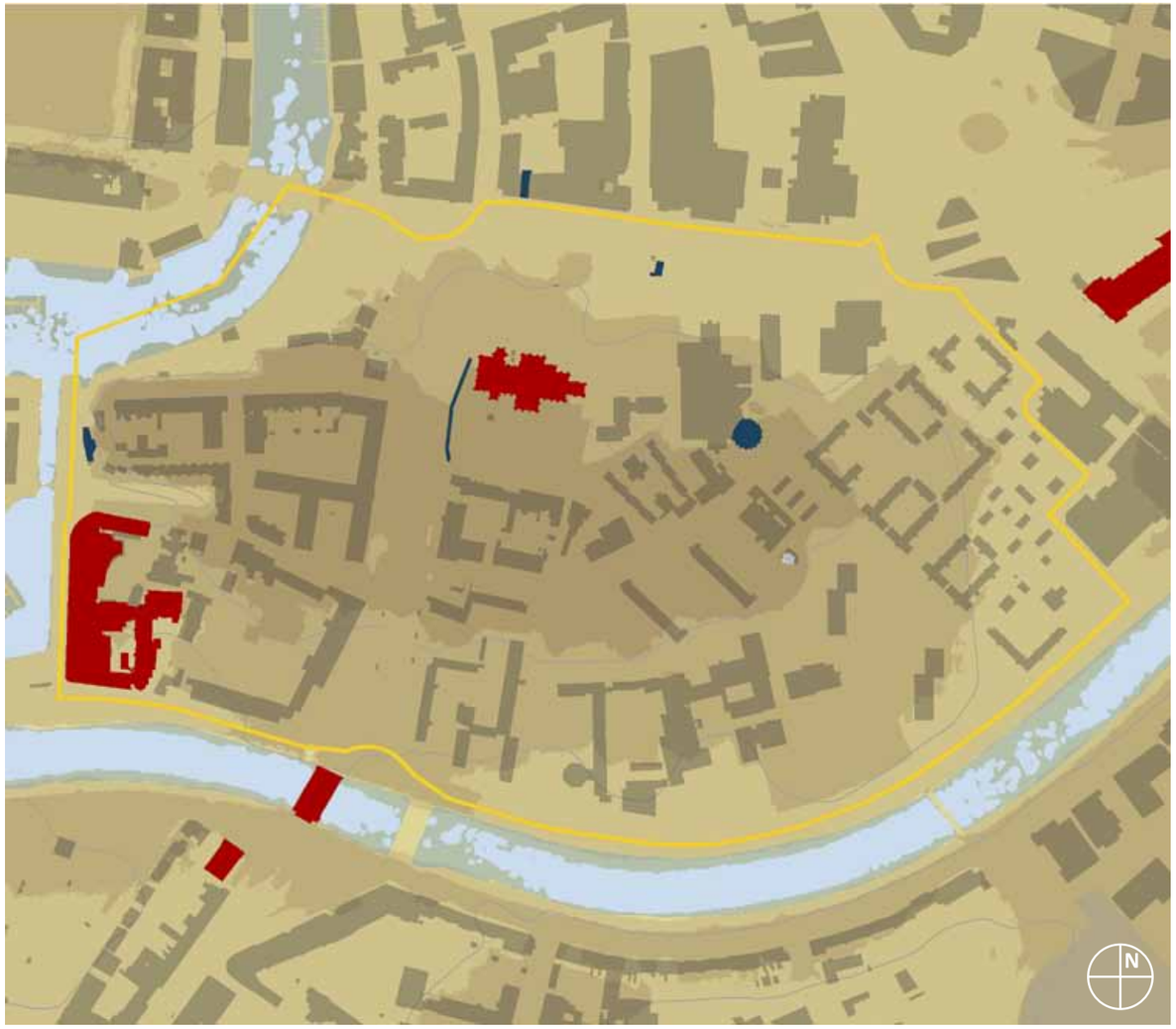
Other features within (or immediately beyond) the area:
- Prewett Street glass cone
- The Ostrich public house
- The Hermitage & Quakers Burial Ground
- St Mary Redcliffe Pipe Conduit Head
- Chatterton House

Positive landmark buildings beyond the area:
- St Paul's Church (Bedminster)
- Gaol Ferry Bridge (Bedminster)
- Zion House (Bedminster)

Fig 29:
Landscape and landmarks

Positive landmark buildings

Other visual features















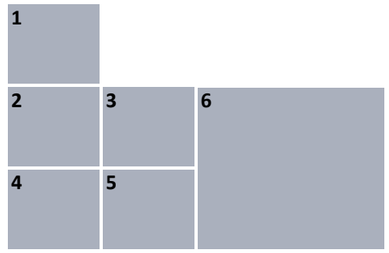


Fig 30: South Redcliffe views

1 Redcliff Wharf

2 Redcliffe Parade West

3 Redcliffe from Prince Street Bridge

4 Bristol General Hospital

5 Chatterton House

6 St Mary Redcliffe Church (south)

3. Routes and spaces

Fig 31: South Redcliffe historic images courtesy of Bristol Museums, Galleries and Archives

1 Millerd's c.1710 map extract

2 Lavar's view of Bristol, 1887 extract

3 Pile Street, c.1827

4 Looking to Redcliff Hill along Phippen Street, c. 1930









3.1 Routes

Until the mid 12th century Redcliffe was entirely rural, essentially fields between the settlement at Bedminster and the town of Bristol across the Avon. The principal routes were Redcliff Hill (running north-south), linking Bedminster to Bristol Bridge and Pile Street, running east from this main road.

As Bristol prospered, land values south of the Avon increased and the suburbs of Redcliff (developed as part of the manor of Bedminster) and Temple (granted to the Knights Templar) were established in the 12th century.

The developed part of the Redcliff suburb was defined by the line of Pile Street. Further south Red Lane (Redcliff Mead Lane) formed the southern edge of a larger block of landscape within which St Mary Redcliffe Church was built.

The Portwall, its ditch and intra-mural lane (Portwall Lane), was built in the 1240s to include the Redcliff and Temple suburbs within the jurisdiction of Bristol. This impacted on an existing landscape, taking the northern part of Redcliffe into the walled town, while the church and Pile Street were outside.

Redcliff Hill continued as a busy thoroughfare and the principal point of entry to the south side of the city, with a very urban character. Other streets were less busy, with rows of houses interspersed with large gardens. Water Mill Lane (Guinea Street) runs west of Redcliff Hill to Trin Mill and the Mill Pond (now Bathurst Basin). The south side of Pile Street was tightly packed tenements, reaching very close to the north side of the church.

The higher ground around St Mary Redcliffe was developed by wealthier residents for lodges or occasional residence (Colston's Parade, Cathay, Pump Lane). The wet and low-lying land of Redcliff Meads further to the south west remained undeveloped.

By 1710 Red Lane (now Redcliff Mead Lane) runs south west from Temple Gate. Pump Lane leads south off Pile Street, alongside St Mary Redcliffe, continuing as a secondary route towards Bedminster along the line of Ship Lane and Whitehouse Lane.

Industrialisation in the 18th to early 19th centuries had a huge impact. The creation of the Floating Harbour and Avon New Cut in 1809 split Redcliffe from Bedminster, with Bedminster Bridge and Langton Street footbridge providing the only connection between the two.

The higher ground continued to attract wealthier residents; by 1828 merchants houses had developed on the elevated Redcliffe Parade and Guinea Streets. Somerset Square was laid out with south-facing Georgian townhouses. The lower ground was developed more densely packed, lower-status housing (Harford Street/Langton Street/Wellington Street/ Somerset Street) to serve the neighbouring industry.

New streets and street improvement schemes emerged from the 1840s onwards. By 1850, the slums crowding St Mary Redcliffe were cleared and the west end of Pile Street re-configured to create the sweeping Phippen Street frontage, linking Redcliff Hill with Thomas Street (still evidenced in the shape of Phippen Street carpark).

Fig 32:
Historic routes and spaces

Listed buildings

Medieval routes

Existing green spaces

The Bristol Harbour Railway, a goods line from Temple Meads, was built immediately east of the area in the 1870s destroying most of Pile Street and the grand lodges east of St Mary Redcliffe churchyard.

Redcliffe Way was built in 1937 as part of the Inner Circuit road. Redcliffe Way and Redcliff Hill were both widened in the 1970s, creating dual carriageways and the roundabout where the two routes meet. These roads act as barriers to pedestrian/cycle crossing and movement. Redcliffe Hill is the main route into the city from Bedminster, though an unpleasant one for pedestrians and cyclists.

WW2 bombing destroyed the entire route structure between Redcliff Hill and Ship Lane, as far north as Colston's Parade. This created the imperative for widespread redevelopment in the 1950s, 60s and 70s. Somerset Street and Ship Lane are the only surviving routes from the grid layout that extended north of Clarence Road.

What was a clear pedestrian desire-line from St Luke's Road via the footbridge to Langton Street has disappeared. Pedestrians take an ad-hoc undefined route through the 1980s network of low-rise Caxton Gate development from Langton Street Bridge and Temple Meads.

3.2 Urban structure and grain

To the west of Redcliff Hill, and south of St Mary Redcliffe, the historic route structure survives, at least in part, reflecting the earlier tight urban form. Where these clusters survive, there tends to be a strong sense of enclosure, with building lines tight to the pavement's edge.

Much residential redevelopment has occurred in the last 50 years, including the Redcliffe estate of five high-rise blocks and the later lower-rise developments further east. These radical post-war schemes have largely removed the historic street pattern and replaced it with buildings set well back from the street, isolated in space and low in building densities, poor continuity and enclosure.

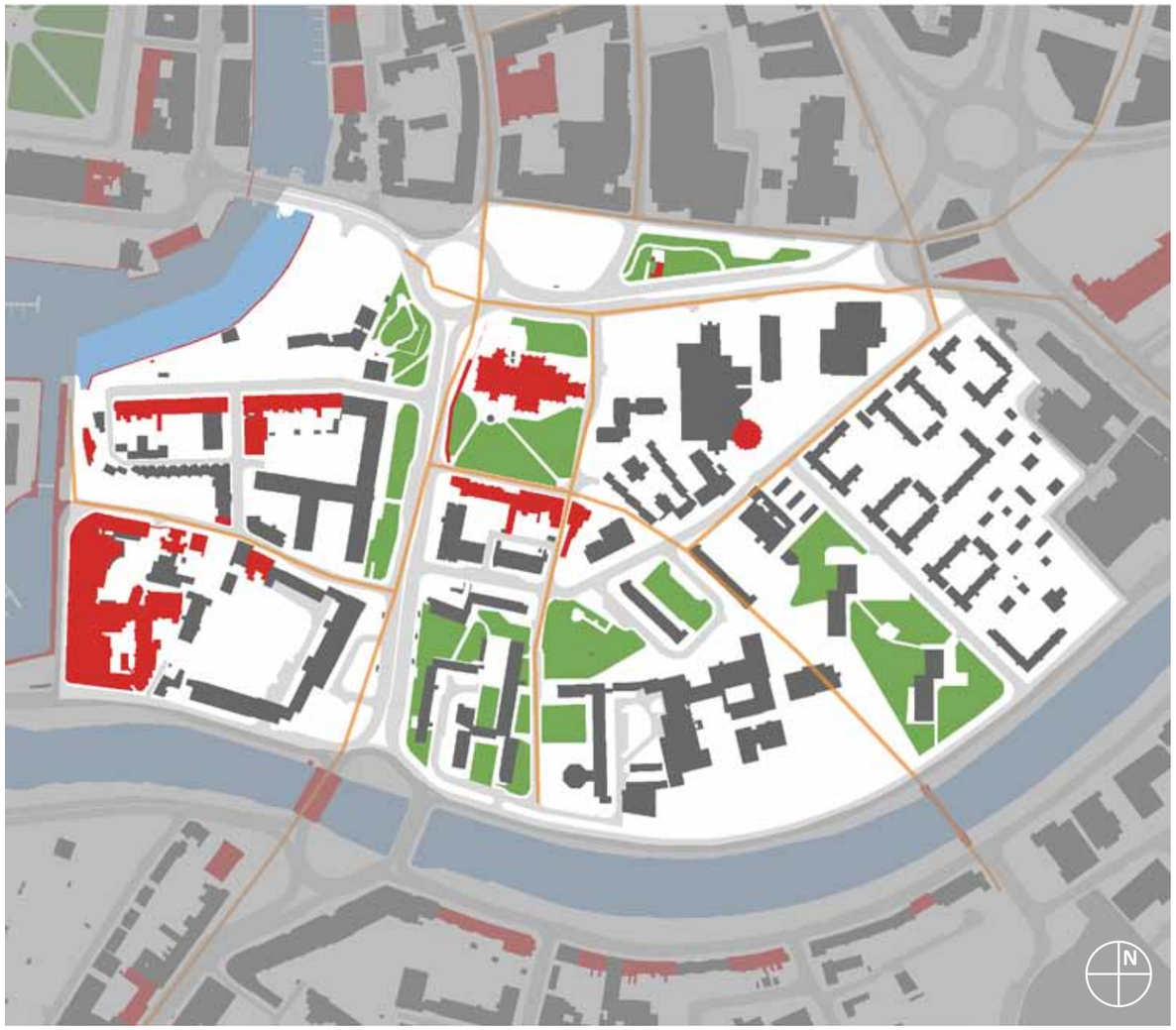
Redcliffe Way and Redcliff Hill have lost all sense of enclosure with the dominance of the highway. Buildings are set back well back with no relationship to the street frontage, surrounded by leftover green space and surface car parking.

3.3 Spaces

South Redcliffe has a lot of green space, though what there is is of poor quality and poorly defined. Where planned public spaces do exist they are often under used, with a lack of surveillance and permeability.

There is a huge amount of incidental, poorly defined space. The flat blocks tend to have a green 'buffer' of verges or fenced grassed areas though these fail to achieve any specific function. Much open space is given over to surface car parking or sweeping pavements, or bollarded areas of hard-standing.

The west side of Redcliff Hill is lined with a strip of under used space. This is a major route for pedestrians and cyclists though the majority of space is marred by poorly laid hard-standing, an obsolete underpass and concrete planters. If re-conceived, the avenue of Plane trees and grassed area outside of Holland House could provide a much enhanced route.



4. Layout and form

4.1 Scale and massing

Three and four storey houses gabled end-on to the street on narrow plots would have characterised this part of the city's southern suburb.

Traditional buildings in Guinea Street, Redcliffe Parade and Colston Parade tend to be three storeys plus attic and basement and three bays wide, set back with a basement lightwell and area railings. Public Houses tend to be double fronted, 2 - 3 storeys with roof concealed behind a parapet.

The area contains a range of different types of residential accommodation typical of post-war construction - tall slab blocks of duplex apartments or single level flats, lower rise walk-up flats and tower blocks, of reinforced concrete construction. The west section was completed first, mainly of three- to five-storey blocks, but some blocks up to 13 storeys. Waring House, south of Guinea Street is the biggest of the Redcliff Hill flats, scalloped roofline and barrel-vaulted canopy.

Holland House Hotel four storeys of unremitting horizontals over a stilted base, with minimal articulation provided by a stepped elevation.

Strung out along Redcliffe Way are a number of hotel and office buildings that relate poorly to their setting and offer no continuity and enclosure to either Redcliffe Way nor Prewett Street to the rear.

The Bristol General Hospital sits on a massive site, occupying 1.24Ha with frontages on Commercial Road, Bathurst Basin and Guinea Street. Its imposing stone built facades sit over basement warehousing of massive rock-faced masonry. The substantial elevations present a lack of active frontages and very few openings. The complex is generally inward looking and offers little permeability.

4.2 Building ages

St Mary Redcliffe is the oldest surviving building in South Redcliffe, parts of which date from 1185; the Lady Chapel, south porch and south transept from the 14th century; and most other parts in the 15th century.

No buildings survive along the earliest urbanized route of Redcliff Hill, which would have been characterised by tightly packed gabled houses and coaching inns.

The increase in trade and industry, and associated wealth of merchants, instigated an increase in merchant's residents with a prospect of the water. Guinea Street has the oldest surviving houses in South Redcliffe. Nos. 10 - 12 Guinea Street (Grade II*) built as one house in 1718 for Edmund Saunders, a slave trader, merchant and churchwarden at St Mary Redcliffe. The house was divided into three before 1832.

By the end of the 18th century, Redcliffe's character was one of industry, terraced housing, intermixed with places of worship, schools and slum dwellings.

By the early 1800s Guinea Street, Redcliffe Parade and Colston Parade were characterised by terraces of brick and limestone in a late Georgian style. Built as fairly high-status merchants or church houses. Fry's House of Mercy Almshouse, c. 1780, survives in the middle of Colston Parade

Synonymous to the increase in dwellings were public houses; the Ostrich, the Bell, The Velindra, The Golden Guinea and the Ship Inn are late 18th to mid 19th century.

Chatterton House was constructed in 1749 as a master's house for the adjoining Pile Street School. In the mid 1930s, the facade of the school building (c. 1739) was dismantled and re-erected to the south on the pile Street pavement line; on creation of Redcliffe Way the facade was re-erected in its present position.

Mid-way along the north side of Prewett Street is the stump of a brick-built glass cone, the only survivor in the city (c. 1780). The 18th century St Mary Redcliffe Pipe conduit head is sited in Somerset Square.

When the New Cut was constructed the new Bedminster Bridge was installed. The current bridge dates from 1883, it was doubled with a concrete bridge in the 1960s. Langton Street footbridge was installed in 1883.

The core of the Bristol General Hospital is 1852-7, extended in successive waves up to 1912.

Slum clearance and post-War housing schemes introduced redevelopment at the south end of Redcliff Hill and in the area around Somerset Square and Prewett Street was redeveloped with the Redcliff Hill flats by the City Architects Department, 1955 - 64. Redcliffe Methodist Church (Alec French & Partners) dates from 1962.

The rows of terraces further east, off Langton Street survived the War but were cleared and replaced with 1960s high rises and low-density 1990s development to the east of Somerset Street.

Road widening schemes off Redcliff Hill and Redcliffe Way resulted in the building of post 1970s office and hotel blocks.

Barossa Place and Alfred Place townhouses were developed in the late 20th century. The New St Mary Redcliffe School building was completed in 2011.

4.3 Materials

- Red clay brick
- Limestone ashlar
- Freestone dressings
- Pennant rubble sandstone
- Timber joinery
- Cast and wrought iron area railings
- Stucco render
- Slate or clay double-Roman tile roof









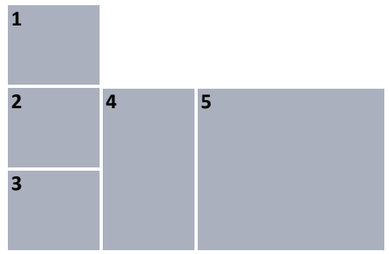


Fig 33:
Built form and building ages

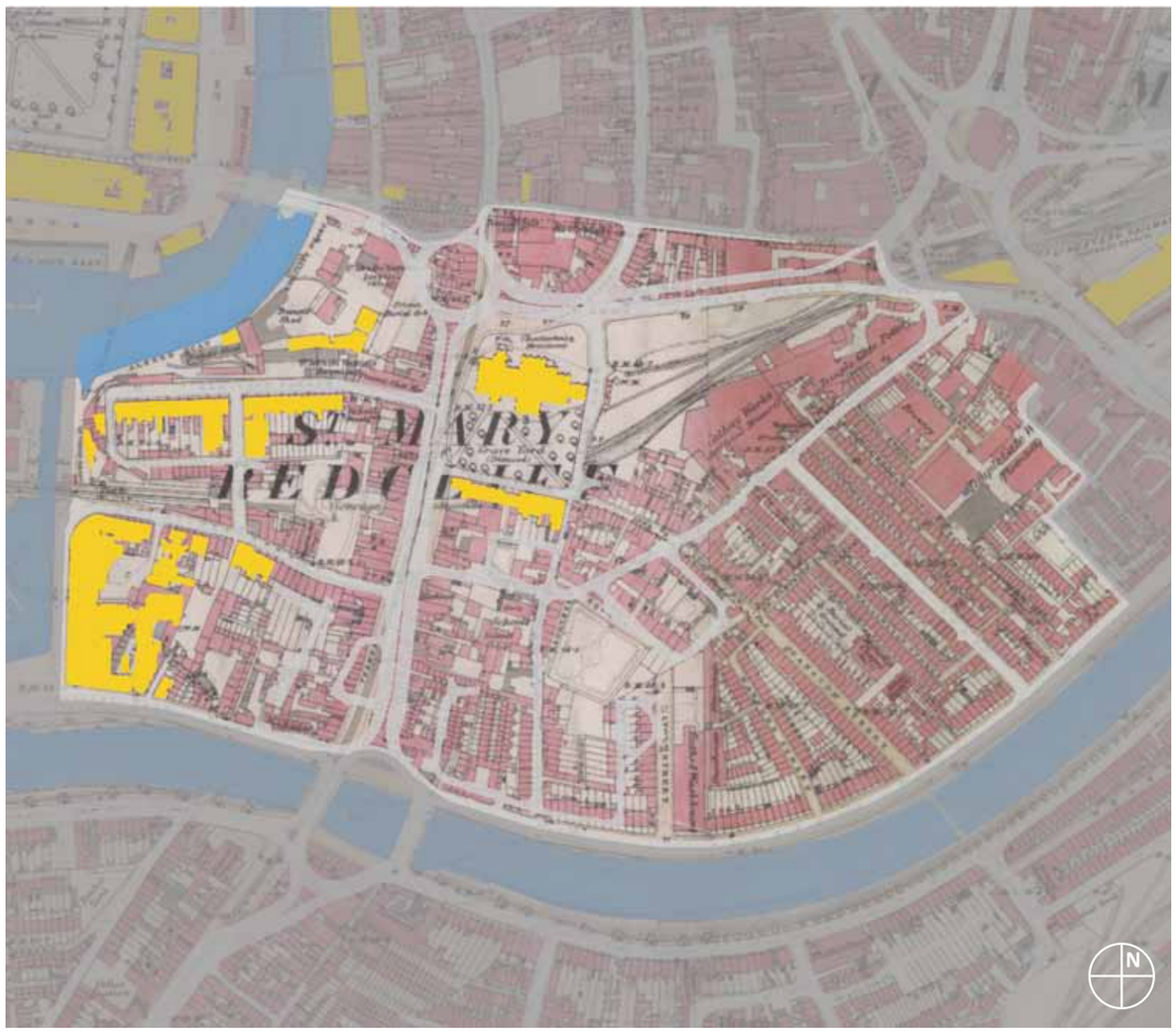
1 Colston Parade

2 No. 10 Guinea Street (Grade II*)

3 Holland House Hotel, Redcliff Hill

4 Francombe House Flats

5 1880s Ordnance Survey plan with surviving buildings marked in yellow and existing road structure overlain



5. Challenges and opportunities

Type	Area affected	Description	Opportunity
Spaces	**All**	South Redcliffe has a lot of green space, though it is generally of poor quality and poorly defined	To enhance green spaces and integrate poorly defined green spaces into the public realm
Routes and spaces	**Redcliffe Way**	The major highway intervention of Redcliffe Way physically divides the neighbourhood of Redcliffe into north and south, pedestrian links are particularly difficult. The large surface carpark off Phippen Street also creates a negative setting for Chatterton House and St Mary Redcliffe Church; the roundabout is also a major physical barrier and detracts from the setting of heritage assets such as the Church and the Hermitage	To repair old, or create new, north/south connections over Redcliffe Way To redress the imbalance between vehicular and pedestrian/cycling priority To Improve connections from Pump Lane (south Redcliffe) to St Thomas Street via Phippen Street. To encourage the sensitive redevelopment of Phippen Street carpark
Routes and spaces	**Redcliff Hill**	The road layout to the east of Redcliff Hill has created an island suburb where legibility, pedestrian movement and the quality of the public realm is poor Pedestrian movement between the east and west sides of Redcliff Hill is particularly difficult	To repair old, or create new, east/west connections over Redcliff Hill that would create better links between the east and west sides To redress the imbalance between vehicular and pedestrian/cycling priority
Routes and spaces	**North of Clarence Road**	The route linking St Mary Redcliffe and Bedminster via Langton Street has gone - making connections from Totterdown/St Luke's Road with north Redcliffe difficult; having to use ad-hoc undefined paths to reach North Redcliffe and Temple Meads	To improve the legibility of routes from the south and create better defined routes towards north Redcliffe or eastwards towards Temple Meads
Routes and spaces	**Clarence Road**	The relationship with the Cut and the potential role as riverside walkway is undermined through having a fairly unattractive and hostile pedestrian environment characterised by incidental green space and a poor public realm along the north side; the large garage forecourt and carpark at the north east end; and the poor connections through to Temple Meads	To improve the public realm along Clarence Road that would emphasise the relationship with the water To improve pedestrian and cycling amenity, which better showcases this as a major strategic route to/from Temple Meads To encourage the sensitive redevelopment of the Peugeot garage forecourt
Routes and spaces	**Guinea Street / Lower Guinea Street** **General Hospital site**	This route is used as a rat-run, which conflicts with pedestrian and cycling amenity and undermines the setting of the waterfront The General Hospital site is impenetrable on three sides	To redress the balance between vehicular and cycling/pedestrian amenity through a reduction in traffic flow and rat-running To encourage the reinstatement of a pedestrian route through the General Hospital to connect Guinea Street with Commercial Road

Type	Area affected	Description	Opportunity
Structure and form	**Post-war housing estates**	The post-war schemes have largely removed the historic plot size and continuity and replaced it with buildings set well back from the street, with poor continuity and enclosure - the relationship between buildings and the edge of the street is particularly bad along Clarence Road	To improve the relationship between building frontages and pavement edge
Structure and form	**Heritage assets**	Chatterton House is unused and on the At Risk register Lack of use and poor condition of unlisted pre-1950s buildings on Prewett Street (The Bell public house and neighbouring 1930s warehouse)	To an appropriate use for Chatterton House that would ensure its conservation and future viability To encourage the retention of pre-1950s building and encourage adaptive re-use through the planning process
Structure and form	**Redcliffe Way and Redcliff Hill**	These routes have lost all sense of enclosure with the dominance of the highway. Buildings are set well back, with no relationship to the street frontage, surrounded by leftover green space and surface car parking	To readdress the balance between vehicular dominance To encourage a widening of the footway or reinstatement of the traditional building line
Structure and form	**Redcliffe Parade**	Nos. 1 - 2 and 3 - 8 Redcliffe Parade have been converged to create a single office, blocking up some doorways and reducing frontage activity. Large commercial estate agent's boards dominate the frontages, undermining the character of this Grade II listed terrace	To resist further amalgamation of traditional houses to form office blocks through the planing process and encourage the reinstatement of the historic party walls and if an application to reinstate houses along Redcliffe Parade were received. To encourage the removal of agent's boards, where a breech of planning control has occurred To encourage a long-term strategy that manages commercial signage in sensitive areas

2 North Redcliffe





Fig 34: Character area

1. Local character and distinctiveness

1.1 Location

North Redcliffe is at the heart of the central area, on a peninsular bounded by the loop of the Floating Harbour to the west, north and east.

Redcliffe Way is the southern boundary of the area, which physically divides the neighbourhood of Redcliffe into north and south. Temple Way runs north to south along the eastern boundary, this has severed the physical link the area once had with the land to the east of it.

Three routes cross the water: Redcliffe Way via Redcliffe Bridge; Victoria Street via Bristol Bridge; and Counterslip via St Philip's Bridge.

The proximity to Temple Meads Station and Temple Quarter, south Bristol and the Floating Harbour means North Redcliffe has massive strategic potential in linking these areas with the city centre.

1.2 Summary description

North Redcliffe has a broadly commercial and dockside character containing a mix of historic churches and terraces, Victorian wharfs and warehouses, mid 20th century workshops, and more recent flat and office developments.

The area has undergone various phases of dramatic change: Victorian re-structuring, 1930s highway interventions, extensive WW2 bombing, and most recently an adaptation or redevelopment of waterfront buildings.

Positive development and investment in North Redcliffe has been piecemeal. The area remains blighted, in part, by the over-wide carriage ways and some soulless and over-scaled buildings.

Although the area's historic framework and traditional character has been much altered, within its current context are remnants of a much older legacy evidenced in a historic route structure and a variety of pre-1900 buildings.

1.3 Positive context

- Surviving historic route structure
- Fragments of historic townscape
- Surviving historic plot layout
- Views to landmark buildings and surrounding landscape
- Quality of pre-1950 buildings
- Surviving traditional street surfaces, boundary walls and other townscape details
- Surviving traditional shopfronts and active ground floor frontages
- Green infrastructure and open spaces
- Relationship between buildings and the waterfront
- Recent improvements to pedestrian routes along the waterfront and Brunel Mile















1

2 4 6

3 5

Fig 35: North Redcliffe

1 Nos. 25 - 31 Victoria Street

2 Civil Justice Centre and St Thomas'

3 Brewery Complex

4 Temple Church from Temple Street

5 Nos. 55 - 61 Victoria Street

6 North Redcliffe aerial (© Blom Pictometry 2012)

2. Landscape

2.1 Topography

North Redcliffe lies on the flood plain on the River Avon and is underlain by alluvial silts over Triassic sandstone. Land is low lying and flat, framed by the loop of the Floating Harbour which defines the area's shape and character.

Redcliff Street follows the natural course of the water's edge, which was gradually extended through a sequence of revetments and reclamation. The present line of the waterfront dates from the creation of the Floating Harbour in 1809.

The topography rises to the south where the red sandstone banks that give the area its name rise steeply at Redcliffe Parade. There is a gradual incline over Redcliff Hill, which drops down again to join the Avon New Cut and Bedminster further to the south.

2.2 Views and Vantage Points

From Redcliff Backs/Portwall Lane are good views south and west to Redcliffe Parade, the Floating Harbour, and beyond towards Leigh Woods. St Mary Redcliffe Church is the defining feature in views to the south, and from the east end of Portwall Lane

North Redcliffe is best viewed from across the water from Castle Park, Welsh Back and Bristol Bridge, from where the mix of wharfs and warehouses rise sheer from the Floating Harbour. One Redcliff Street and the spire of St Mary Redcliffe dominate the skyline. An important view across the water is to/from King Street and St Thomas Church.

The view from north Victoria Street, across Bristol Bridge and towards Castle Park and the Old City, is especially important. A distant view to the Upper Knowle escarpment is channelled along the Floating Harbour, looking south east from Philip Street Bridge.

On a more local level are views down narrow alleys or through gaps between buildings, towards the churches or along historic building lines. The leaning tower of Temple Church is best viewed from Temple Street, looking south, and east from Victoria Street.

2.3 Landmarks

Positive landmark buildings within (or immediately adjacent to) the area:
- Tramway Generating Station and Brewery complex
- Temple Church
- St Thomas' Church
- One Redcliff Street
- St Mary Redcliffe Church (South Redcliffe)
- Bristol Bridge (Old City)

Other features within (or immediately beyond) the area:
- Portwall Tavern, Portwall Lane
- The Wool Hall
- The Cornubia public house

Positive landmark buildings beyond the area:
- St Peter's Church (Castle Park)
- St Nicholas Church (Old City)
- St Mary le Port Church tower (Old City)
- Shot tower (Castle Park)

Fig: 36:
Landscape and landmarks

Positive landmark buildings

Other visual features

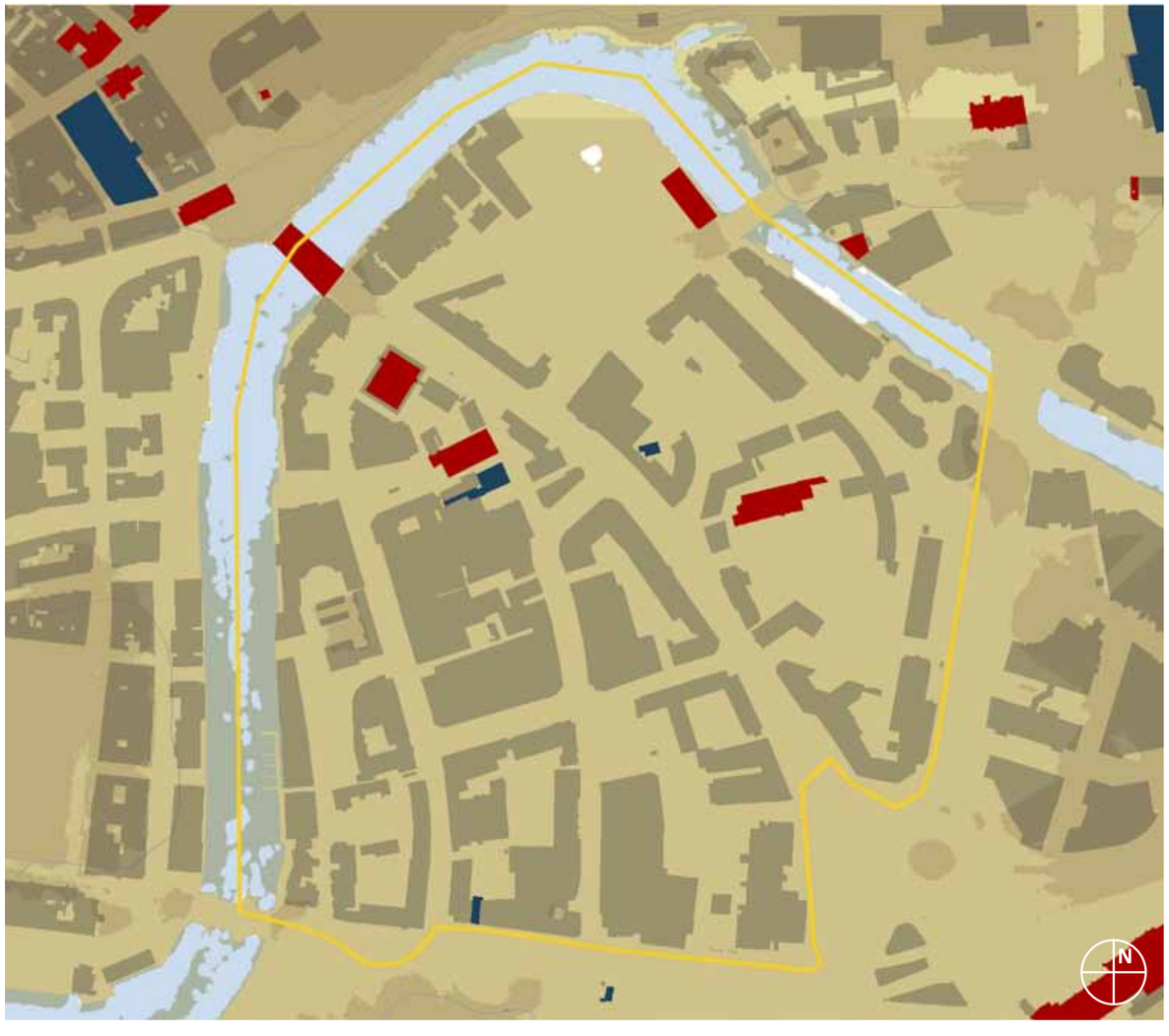


Fig 37: North Redcliffe views

1 St Thomas from King Street

2 One Redcliff Street from Welsh Back

3 Redcliffe Bridge and Redcliffe Parade

4 View northwest from Temple Quarter











3. Routes and spaces

Fig 38: North Redcliffe routes

1 Red Lion Yard (now carpark to One Redcliff Street) Braikenridge

2 Brunel Mile along Portwall Lane

3 Obelisk at Redcliff Quay

4 Millerd's Plan c. 1710

3.1 Routes

In the 11th century land immediately south of the Avon was within the parish of Bedminster and still entirely rural. To the south of Bristol Bridge the suburbs of Redcliffe (developed as part of the manor of Bedminster) and Temple (granted to the Knights Templar) were established in the 12th century.

Redcliff Street, St Thomas Street and Temple Street were laid out with tenement plots extending back on either side, those on the west of Redcliff Street stretching to the Avon. Development of Temple and Redcliffe was probably undertaken at the same time; the boundary between the two was the Lawditch, which served as a drain and open sewer for the tenements either side.

The Portwall, its ditch and intra-mural lane (Portwall Lane), was built in the 1240s to bring these two suburbs within the jurisdiction of Bristol. Prior to this the south side of Redcliffe was defined by the line of Pile Street.

The area had a distinct suburban and semi-rural character. Only the main thoroughfares had an urban appearance. The layout of streets and tenement boundaries within these suburbs was initially based on the pattern of tracks and strip fields. From 1400 - 1700 the areas away from the main streets took on a distinctive character of their own.

The west side of the shore of the Avon would have been further east, well back from the present edge of Redcliff Back. Land was gradually extended through reclamation of the waterfront, later superseded by docks and quay walls.

Millerd's 1673 plan shows the western side fully developed with buildings fronting Redcliff Street and to the rear along Redcliff Backs, with slip ways between properties (e.g Ferry Lane). Temple land remained in a semi-rural state. Millerd shows open pasture alongside the river with a narrow inlet running from the river to Water Lane.

By 1742, Roque shows the huge growth in trade and industries that occurred between the 16th to 18th centuries. Glass making, sugar refining, brewing and cloth making and dyeing dominate.

Creation of the Floating Harbour in 1809 increased the potential of Redcliffe. Bristol Bridge marks a change in building use as tall ships could not navigate beyond it, wharfs and warehouses are largely sited west of the bridge and larger manufactories to the east.

In the mid 19th century the route structure was altered in order to create new tram links between the new Great Western Railway at Temple Meads and the city centre. Redcliff Street was widened for a tramway linking Bedminster with Old Market via Philip's Bridge.

The new Victoria Street was laid out on a northwest-southeast axis between Bristol Bridge and Temple Meads and became the primary vehicular, pedestrian and commercial route through Redcliffe. The new road layout created sharply angled corners on several of the streets it bisected (e.g Temple Street and Thomas Street).

In 1900 an opening was made in the Victoria Street frontage to create a new route via Church Lane to Tower Street, creating an improved connection with Pile Street and Temple Meads. Temple Back ran









through to Commercial Road parallel to the Floating Harbour as far as Temple Meads. Temple Way, laid out in the 1930s, severed these connections.

As part of the 1930s inner circuit route, Redcliffe Way was extending over the new Redcliffe Bridge, via Queen Square to the centre. This over-wide carriage way has created a disconnect between north and south Redcliffe.

After the war, Three Queens Lane was doubled in width. The eastern end of Bath Street, which originally linked Victoria Street, crossing Temple Street to Philip Street, has been lost to new development. North Temple Street has been virtually lost, the frontage of no. 142 is the only physical remnant of the original line.

These later 20th century route changes have been most detrimental to North Redcliffe, losing a human scale to a vehicle-focused environment. Over-wide carriageways and no-through roads limit links to other neighbourhoods to the south, east and southeast. The limited water crossing also restrict accessibility to the centre.

It is possible to walk along the quayside in places, although this is not a continuous route, and the public realm is generally of a poor standard. The Brunel Mile has improved the pedestrian/cycle experience across the south of the area.

3.2 Urban structure and grain

Typically, Redcliffe's streets have a strong sense of enclosure, with building lines tight to the pavement edge. Where it survives, the traditional street pattern reflects the earlier tight urban form. Narrow alleys and routes permeating the blocks are remnants of the access to the rear of the long, narrow plots. Growth and change in industrial activity influenced the gradual amalgamation of plots.

Alterations to the route structure has influenced the gradual disintegration of the traditional urban grain. The largest plots belong to the former warehouse or industrial complexes along the Floating Harbour or to the mid 20th century workshops and sheds that swallow an entire block width e.g between Redcliff Street and St Thomas Street. This trend of combine plots has led to a less permeable urban structure and coarser grain.

3.3 Spaces

Planned spaces are lacking in North Redcliffe; green space is limited to the former churchyards. Temple Gardens is a relatively large green space, tucked away down a quiet enclave and welcome respite to the otherwise entirely built form nearby.

The area of sloped hard landscaping in front of the Civil Justice Centre and the waterfront square opposite give good views to St Thomas Church but are little used as lively urban spaces.

There is a high volume of incidental space, especially in the vicinity around Counterslip. There is a large amount of poorly defined space, giving poor continuity and enclosure. Much open space is given over to surface car parking or sweeping pavements, or private verges or planting troughs, notably where new buildings have been set back from the dominant building line.

Fig 39:
Historic routes and Listed Buildings



4. Layout and form

4.1 Scale and massing

Development in North Redcliffe is predominantly medium density, between 3 - 6 storeys. Buildings facing the Floating Harbour are generally 5 - 6 storeys.

Victorian warehouse and industrial buildings rise sheer from the water's edge with recessed regular openings, which contribute to a sense of proportion and vertical emphasis. Most waterfront warehouses have arcaded fronts.

Victorian route restructuring introduced a generally larger-scale and massing in buildings fronting Redcliff Street and at the north end of Victoria Street, where there is a particularly strong building line. Most main routes have active ground floor uses.

Further south, where pre- 1900 buildings survive, there is a more human/domestic scale: 2 - 3 storeys and up to 2 bays wide. These traditional 19th century buildings have a clear hierarch of design, with an active street frontage, mid floors and clear roof level. Vertical proportions are divided by regular glazing, cornice and parapet.

Larger-scale buildings, occupying wider plots, tend to post-date the 1930s road interventions, WW2 bomb damage and later site clearance. The tallest is One Redcliff Street, though many of the more utilitarian sheds are just one or two storeys. This development often introduces an alien modern horizontal emphasis, up to 5 storeys with flat roofs.

Successful new developments are those that have responded to the area's historic grain and scale, with vertical emphasis and rhythm reflecting the area's former modest plot widths.

Properties of a more human scale also tend to directly address the street line or are set behind area railings. Domestic buildings tend to exist along secondary or more intimate routes. Within the new commercial and flat developments, a number of small courts have been created in the midst of large-scale developments.

4.2 Building ages

North Redcliffe has a diverse architectural legacy, which spans over 700 years. Central to its character is the volume of 19th century warehouse and commercial buildings. Clusters of domestically-scaled Georgian residential developments also survive, and tend to be grouped close to the surviving medieval churches.

The oldest buildings in north Redcliffe are the churches (St Thomas the Martyr and Temple), which reflect the area's growth in wealth from the late 13th century onwards. As trade and industry in the area intensified so to did the working population, shops, and secondary industries intermixed with places of worship, schools and dwellings.

The 16th century saw the growth of new industries associated, enabled by the merchants increasing activities in the colonies involving slave labour. The creation of the Floating Harbour saw a massive increase in new warehouse developments during the 19th century. The vast, highly decorative buildings off Counterslip, reflect a move to a highly industrialised era.

During the Second World War Redcliffe was badly bomb damaged, raised sites were cleared and many of the later 20th century office blocks and workshops were built. As the traditional industries in Redcliffe began to decline, new workshop and manufacturing units began to emerge in the early to mid 20th century. The concentration of industry and manufacture in north Redcliffe caused it to be a major target for WW2 bombing.

The bomb-damaged sites have been largely redeveloped with a high volume of low-rise depots, massive office blocks or high-density flat developments. Much redevelopment post War, however, can not be attributed to bomb-damage: the entire block between Temple Street and Temple Back survived the war but was re-developed in the 1960s. Much of the developments immediately west of Temple Way date from the 1970s and have created a stark, soulless environment.

Today, there is a trend to develop the waterfront sites with high-density apartments and offices, and the new Civil Justice Centre.

4.3 Materials

Red clay brick

Limestone

Freestone and terracotta dressings

Pennant rubble sandstone

Timber joinery

Cast and wrought iron area railings

Stucco render

Glass curtain-walling

Slate or clay tile roof









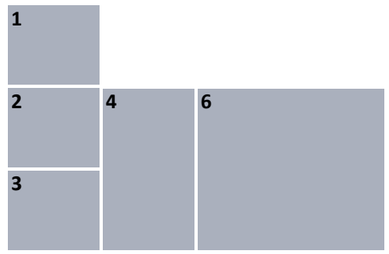


Fig 40: North Redcliffe built form

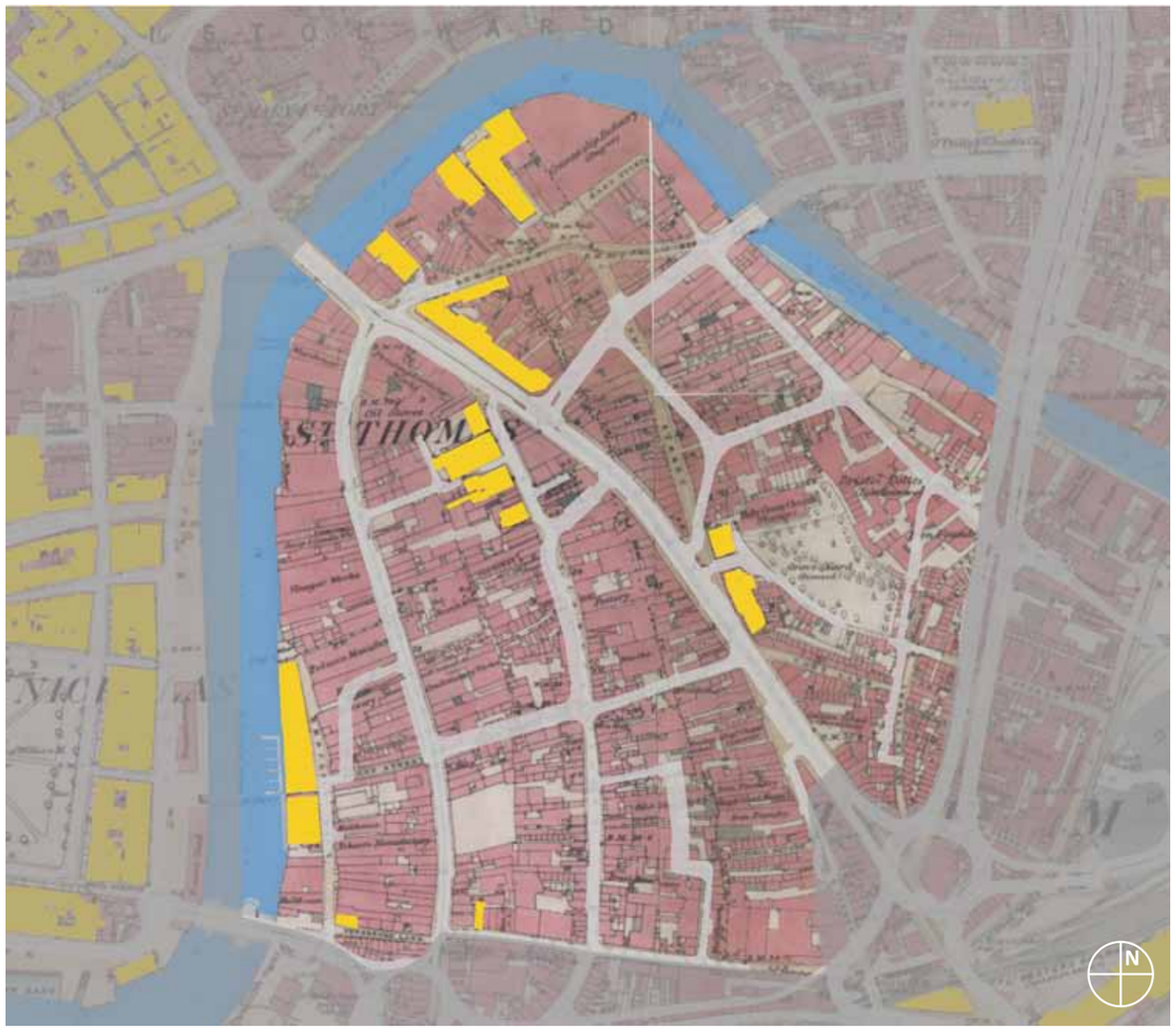
1 Victoria Street c. 1880

2 Bath Street

3 The Cornubia, no. 142 Temple Street

4 Temple Church

5 1880s Ordnance Survey plan with surviving buildings marked in yellow and existing road structure overlain



5. Challenges and opportunities

Type	Area affected	Description	Opportunity
Routes and spaces	**Redcliffe Way**	The major highway intervention of Redcliffe Way physically divides the neighbourhood of Redcliffe into north and south, pedestrian links are particularly difficult. The large surface carpark off Phippen Street also creates a negative setting for Chatterton House and the a poor entry point into North Redcliffe	To repair old, or create new, north/south connections over Redcliffe Way To redress the imbalance between vehicular and pedestrian/cycling priority To Improve connections from Pump Lane (south Redcliffe) to St Thomas Street via Phippen Street. To encourage the sensitive redevelopment of Phippen Street carpark
Routes and spaces	**Temple Way**	Temple Way has severed the physical link the area once had with the land to the east	To improve east/west connections over Temple Way
Routes and spaces	**All**	There has been a gradual loss of traditional street patterns and plot boundaries. Post-War road widening and redevelopment has resulted in loss of traditional building lines and street frontages e.g. Three Queens Lane, Bath Street and North Temple Street	To emphasise the significance of the traditional plot size or building patterns and notably the surviving legibility of historic access routes or remnants of the historic Lawditch and support the retention of these features through the planning process
Routes and spaces	**All**	The environment favours vehicles, resulting in over-wide carriage ways, and no-through-roads - limiting links to other neighbourhoods to the south, east and southeast	To encourage the widening of the footway, where appropriate, through the planning process To encourage a reinstatement of traditional building lines, where appropriate, through the planning process To improve the pedestrian / cycle amenity through a reduction in vehicular dominance
Routes and spaces	**Riverside walkway**	It is possible to walk along the quayside in places, though this is not a continuous route and the public realm is generally of a poor standard The limited water crossings also restrict accessibility to the centre, making parts particularly quiet outside office hours and at weekends	To create a continual riverside walkway To improve pedestrian connections to Castle Park from the Brewery Site through the implementation of the planned bridge

Type	Area affected	Description	Opportunity
Structure and form	**All**	In some locations, massive post-War workshop, warehouse and office developments have swallowed up traditional plot sizes, particularly in the central portion, removing the human scale and eroding the sense of historic character Some sites are subject to major re-development proposals and historic master plans. A new building that does not respond to the traditional height, scale, massing etc. could undermine further the character of the environment	To encourage the retention or reinstatement of traditional plot widths through the planning process To create a more permeable urban grain through the planning process To preserve and encourage the enhancement of views to key landmarks through the planning process
Structure and form	**All**	Some of the more recent interventions do not enhance the local character, specifically through their detailed design or material palette - this contributes to a blank a soulless frontage (notably in the block bounded by Temple Way / Victoria Street	To encourage new developments respond to local character through detailed design and material palette through the planning process To promote the wider dissemination of information on the key characteristics of a locality, to planning colleagues, architects and developers etc

3 Old City





Fig 41: Character area

1. Local character and distinctiveness

1.1 Location

The Old City is at the heart of the Central Area and forms the historic core of the city of Bristol. The area is situated between the major retail centre of Broadmead/Cabot Circus to the northeast and the cultural hub of Harbourside and Bristol's West End in the southwest.

The Central Promenade, running into Lewins Mead, wraps around the western side of the Old City. Baldwin Street marks the physical boundary between the Queen Square character area to the south. To the east the area is bounded by the River Frome and the open space of Castle Park lies beyond High Street and Mary le Port.

1.2 Summary description

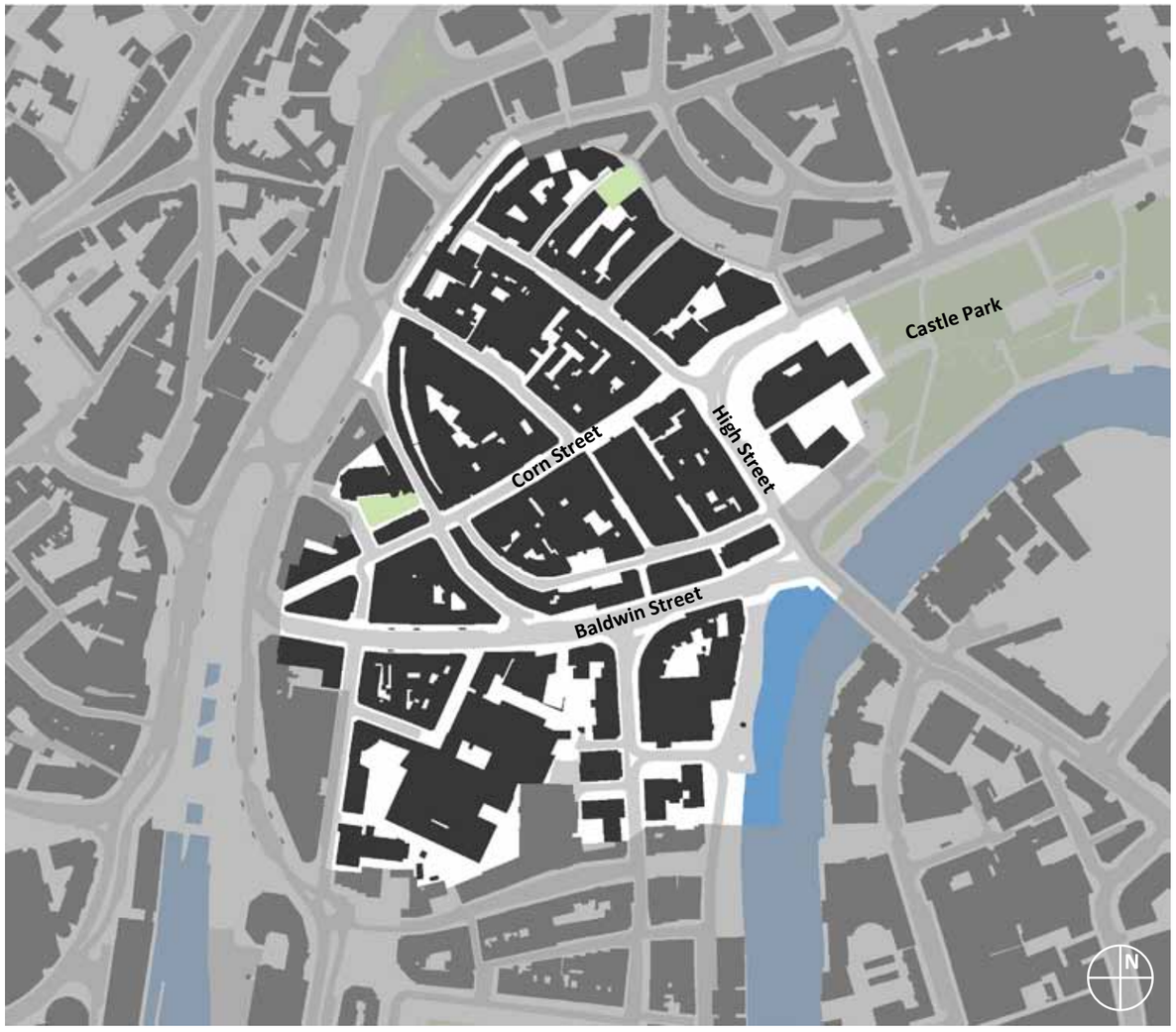
The unique character of the Old City derives largely from the preservation of the medieval street pattern and the relationship between the main streets and intimate network of back lanes and narrow alleys.

The ancient route structure is complemented by a rich architectural backdrop, containing a wealth of mainly Victorian commercial buildings united by a consistent material palette. The overall effect is a distinctive sense of place and one of the finest urban landscapes in Bristol.

A mix of shops, restaurants and independent market stalls contribute to a lively, bustling environment on Corn Street and the adjacent Corn Exchange and St. Nicholas Market. Away from the main thoroughfares a number of small medieval streets and alleys accommodate a dense mix of offices, law courts, legal chambers and small businesses.

1.3 Positive context

— Surviving historic route structure
— Surviving traditional townscape details, street surfaces and boundary walls
— Quality of architectural details
— High quality building materials
— Quality and diversity of independent shopping in an intimate and unique setting
— Views to landmark buildings
— Glimpses down narrow streets and alleys to a network of inner courts
— Quantity of well preserved historic buildings













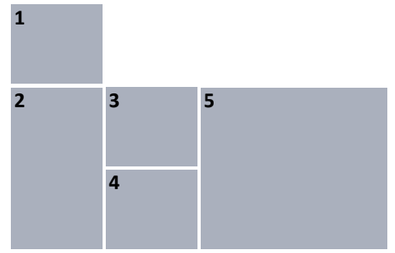


Fig 42: Old City

1 St Mary le Port

2 Corn Street Market

3 Baldwin Street

4 Corn Street, north side

5 Corn Street looking southwest

2. Landscape

2.1 Topography

The Old City sits on a shallow bluff of red Triassic sandstone that rises above the low-lying water courses of the Floating Harbour in the south, St Augustine's Reach in the west, and the Frome Valley in the north.

To the south and west land continues to drop towards the basin of the Avon. Beyond the low valley of the river Frome, north of Lewins Mead, there is a steep incline towards the St Michael's and Kingsdown escarpment.

2.2 Views and vantage points

The wider city topography that rises steeply towards St Michael's Hill is best viewed from the Broad Street/ Corn Street junction. South from the junction of Baldwin Street/High Street is an extensive view down the Floating Harbour towards Redcliffe Parade and beyond.

The local topography effectively creates an island of higher ground from which views are channelled up narrow streets. The rise of the Old City is most obvious from Corn Street and Small Street, while Broad Street slopes down northwest from Christ Church to the medieval gate at St John.

The dense urban grain tends to restrict panoramas but allows iconic buildings to terminate views as landmarks. Glimpsed views to the many churches and intimate views into narrow lanes are a characteristic of the Old City.

Positive landmark buildings within (or immediately adjacent to) the area:
- Christ Church, Wine Street
- St Nicholas Church, Baldwin Street
- St Stephen's Church, St Stephen Street
- All Saints' Church, Corn Street
- St John's Church
- Bristol Bridge
- Electricity House (Lewins Mead & James Barton)

Other features within (or immediately beyond) the area:
- Dome of no. 25 - 27 Clare Street
- St Nicholas Market, Corn Street
- Old Council House, Corn Street
- The Exchange, Corn Street
- Radisson Blu (Central Promenade)

Positive landmark buildings beyond the area:
- Royal Fort (Tyndall's Park)
- St Mary Redcliffe (South Redcliffe)
- Redcliffe Parade (South Redcliffe)
- St Peter's Church (Castle Park)
- St Mary le Port Church tower (Castle Park)
- No. 1 Redcliff Street (North Redcliffe)

Fig 43:
Landscape and landmarks

Positive landmark buildings

Other visual features













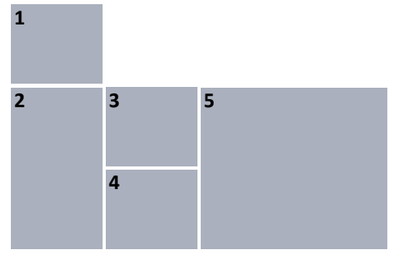


Fig 44: Old City landscape

1 View south from High Street

2 St Stephen's Church

3 Corn Street

4 Market Steps from Baldwin Street

5 Millerd's plan, 1673

3. Routes and spaces

3.1 Routes

The area's natural topography informed the earliest Saxon defensive line of the city of Bristol. St Nicholas Street, Leonard Lane, Bell Lane and Tower Lane effectively form the defended outer edge of the Old City.

Gateways through the city wall were at St John's Gate in the north; St Leonard Gate to the west; St Nicholas Gate in the south; and Needless Gate to the east. The connections between these entry points created the main east/west (Corn Street to Wine Street) and north/south (Broad Street to High Street) routes through the area. The High Cross, at the crossroads of these main routes was the physical and commercial hub for the area.

Secondary routes through the Old City were Small Street, leading north from Corn Street; and Mary-le-Port Street, leading east from High Street. All other routes were narrow lanes and passageways connecting the outer streets with the core of the Old City.

Second World War bombing saw the area that is modern day Castle Park destroyed. Historic street patterns were completely eroded in the area around St Mary-le-Port. High Street and Wine Street lack the physical enclosure that once existed at the heart of the medieval core of the city.

Radical post-War town planning has drastically impacted the environs to the east of Old City. This has particularly affected legibility to and from Broadmead, Castle Park, and over Lewins Mead to Christmas Steps.

3.2 Urban structure and grain

The urban structure makes for a very permeable layout.

Gateways into the area from the Central Promenade and Baldwin Street allow for ease of pedestrian and vehicular penetration. Corn Street remains a key pedestrian desire line and important cycle route across the city.

Pedestrian movement has been badly affected by the creation of the Inner Ring Road, which impacts on movement into the area from the east. The junction with Baldwin Street is particularly difficult for pedestrians and cyclists.

3.3 Spaces

The only open spaces are the burial grounds. St Stephens provides a welcome green oasis, accessible to the public. St John's churchyard offers borrowed vegetation with restricted access.

Small 'break-out' spaces are the historic courts or chambers at the end of very narrow passageways. Today these are largely forgotten, incidental spaces, away from the main pedestrian desire-lines.

St Nicholas Market acts as a hub of independent retail activity and street stalls and is a vibrant, intimate space.

An area of hard landscaping outside the Old Council House makes an important contribution to the public realm and contributes greatly to the human scale and prevents the total domination of vehicular traffic.

Fig 45:
Historic routes and Listed Buildings













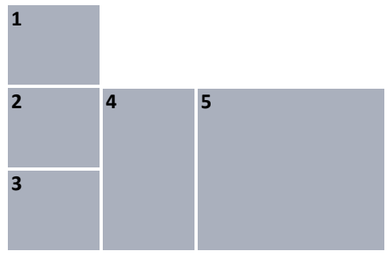


Fig 46: Old City routes

1 Wine Street , 1873

2 Wine Street, 1973

3 Wine Street, 2010

4 St Nicholas Steps

5 St John's Burial Ground

4. Layout and form

4.1 Scale and massing

The area is characterised by densely packed and interconnected developments on traditional plot boundaries. There is a diminution of scale from primary to intimate routes.

- Corn Street buildings have wide frontages 6+ bays, 5 - 6 storeys, and deep returns
- With the exception of the Guildhall and Crown Courts, Broad Street and Small Street plots are 2 - 5 bays, 3 - 5 storeys
- Throughout the area the street frontages are permeated by narrow alleyways leading to tiny courts

Overall there is a vertical emphasis, pitched roofs set behind a parapet on main streets or where buildings have shopfronts at ground floor.

4.2 Building ages

With the notable exception of the churches, most of the older buildings in the Old City are Georgian or Victorian. The area around the spine of Clare Street and Corn Street retains its cohesion and historic character.

Baldwin Street originally developed as an area for stores and warehouses. Most of the buildings are Victorian. The south side has seen significant modern development and is now a wide and heavily trafficked street.

The area around Nelson Street, was massively reconceived in the 1960s. There is now mainly high-rise brutalist blocks on the north and eastern perimeter of the Old City.

4.3 Materials

Predominant building materials

- Dundry or Bath stone
- Pennant sandstone
- Pennant stone with limestone dressings
- Red clay brick
- Clay tile, natural slate or copper roof coverings,
- Cast iron area railings
- Timber windows, doors, shopfronts
- Pennant flag stones
- Historic cast iron kerbs and stone gutters

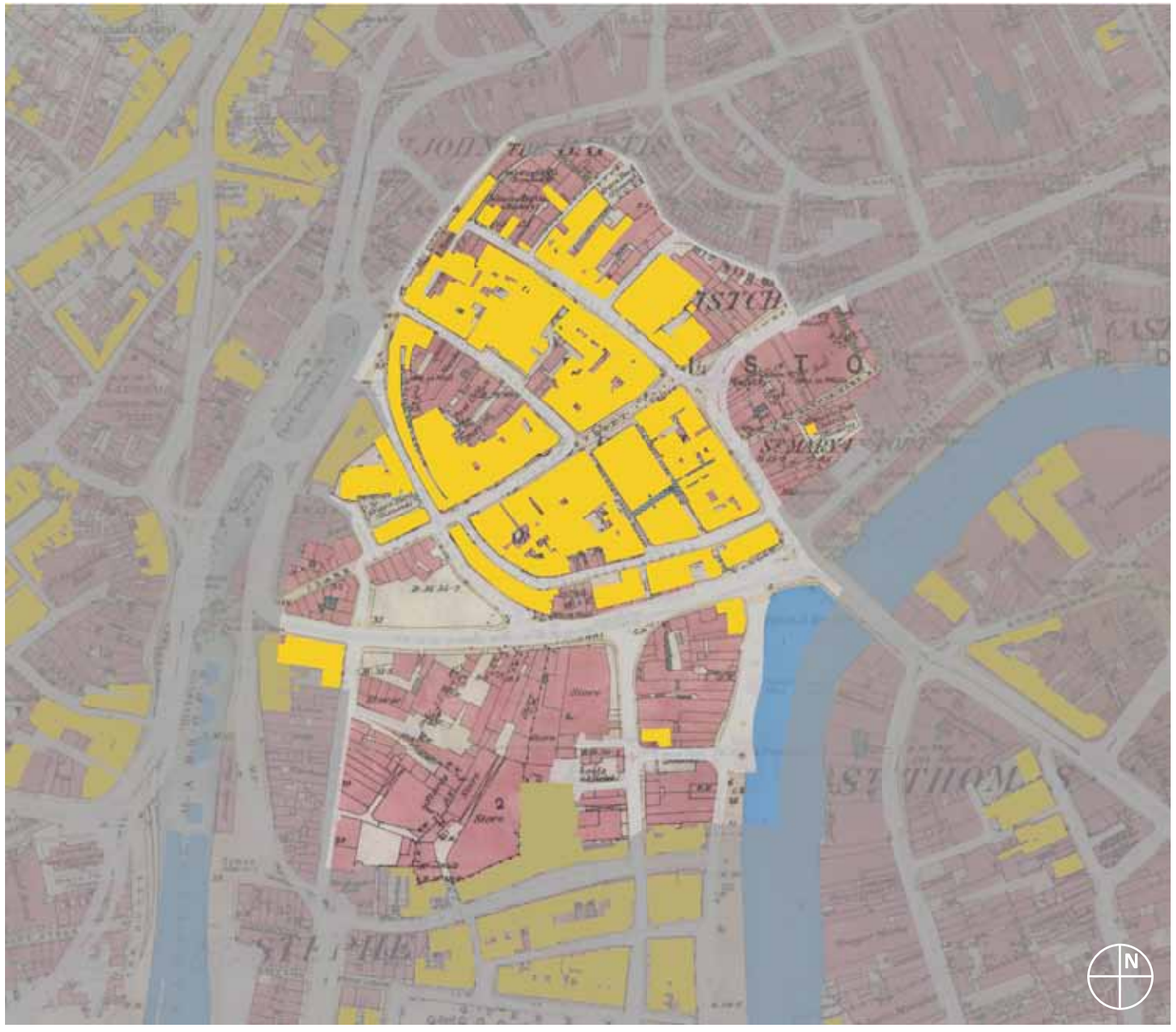


Fig 47: Built form and building ages

1880s Ordnance Survey plan with surviving buildings (yellow) and existing roads overlain













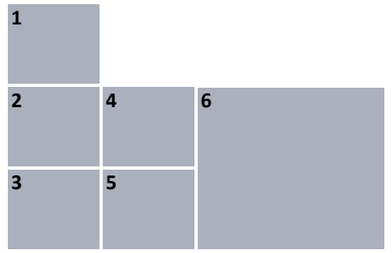


Fig 48: Old City townscape details

1 19 - 21 Clare Street

2 Albion Chambers

3 John Street

4 Cupola no. 49 Corn Street

5 Basement steps and gate

6 The Commercial Rooms

5. Challenges and opportunities

Type	Area affected	Description	Opportunity
Routes and spaces	**All**	The generally poor public realm throughout the Old City is currently failing to provide the best setting for the fine buildings and unique historic context. The mix of surface materials combined with an excess of street clutter (including A-boards, redundant signs, and street-side bins, CCTV) is cumulatively detracting from the quality of surviving historic street surfaces and the overall character of the area	To implement the principles contained within the Highway Protocol and Old City Medieval Core Public Realm Scoping Study, which identifies a strategy for improving the public realm and reducing clutter
Routes and spaces	**High Cross Corner St Mary le Port**	The historic street pattern has been completely eroded in the area around St Mary-le-Port, affecting the visual and physical links between the Old City and Castle Park	To improve legibility and pedestrian desire-lines and connections between Castle Park and Broadmead To encourage the reinstatement of the lost historic street pattern through the planning process in order to improve legibility of the St Mary le Port site
Routes and spaces	**Corn Street / Wine Street**	The street market and pedestrian links between Corn Street and Wine Street are severed by vehicles accessing Broad Street	To reduce vehicular dominance at this junction in order to give greater priority to pedestrians and cyclists and improve the entrance into the Old City
Routes and spaces	**The Pithay**	There is a pedestrian and vehicular conflict over the Pithay, which makes an uncomfortable junction and affects the links and flow of movement between Broadmead and the Old City	To give greater priority to pedestrians in improve ease of movement at this junction
Routes and spaces	**Corn Street**	Corn Street is vehicle dominated and cluttered with no place for leisure or commercial opportunities	To improve the public realm through redressing the balance between pedestrians and vehicles, reducing clutter and making a more welcoming environment for shoppers
Routes and spaces	**Baldwin Street**	Baldwin Street is currently vehicular dominated and marred by street clutter, poor quality signage and which also provides poor entrances into the Old City off St Stephen's Street and Market Steps. It is an unattractive and difficult environment for pedestrians and cyclists, with poor links to King Street and very few street trees	To realise the potential for Baldwin Street to become an enhanced street, with more street trees, less street clutter and better pedestrian and cycling amenity. To create distinct and attractive gateways into the Old City through improving entrances at St Stephen's Street and Market Steps
Routes and spaces	**St John's Churchyard**	The only green space in the area, St John's Churchyard (the walls, piers, gates and railings are Grade II listed), is inaccessible to the public and is undermined by littering, vandalism, trespassing signage	To clean up and enhance St John's Churchyard and encourage the more sensitive management of the site

Type	Area affected	Description	Opportunity
Structure and form	**All**	Empty buildings are an issue which threatens the physical fabric of the area through deterioration and lack of maintenance, and presents an image of an area in decline and lacking in activity and vibrancy. Some of designated heritage assets are also At Risk	To bring empty buildings back into appropriate use in order to increase activity in some areas and to help mitigate against physical decline
Structure and form	**All**	There is an excess of clutter attached to buildings including CCTV, that detracts from individual architectural quality of the building and the wider character of the area	To encourage application of principles contained within the Highway Protocol and Old City Medieval Core Public Realm Scoping Study
Structure and form	**All**	The poor quality signage, especially at key entrance points into the Old City or into St Nicholas Market, detracts from the focus as a quality destination. Oversize signage or commercial vacancy boards also detract from the facades of historic buildings, and contribute to a sense of a declining economy in the area.	To reduce the volume of poor quality advertising in the area, especially at key entrance points into the Old City. To encourage a high-quality approach to advertising within the old city as part of the planning process To seek the removal of unauthorised commercial hoardings where a breech of planning control has occurred and encourage a long-term strategy that manages commercial signage in sensitive areas
Structure and form	**All**	Security measures, especially associated with vacant buildings or alleyways with no or restricted public access, are often utilitarian and visually undermine the character of the area	To improve the design of shopfront security measures through the planning process To seek the removal of unauthorised security measures through planning enforcement where a breech of control has occurred
Structure and form	**High Cross Corner** **St Mary le Port**	The historic cross-roads of High Street/Corn Street/Wine Street/Broad Street has lost its fourth quadrant that originally enclosed the High Cross. This creates a poor gateway into the Old City and has removed the sense enclosure at this junction. The tower of St Mary le Port is barely visible above the brutalist 1960s concrete facade of the former Norwich Union House that dominates the east side of High Street	To redress the sense of enclosure that is currently lacking at the High Street / Wine Street corner To encourage the sensitive redevelopment of the St Mary le Port site that would provide a more appropriate setting for the historic church, Castle Park and the Old City

4 Lewins Mead and St James Barton





Fig 49: Character area

1. Local character and distinctiveness

1.1 Location

This character area is centred upon the three routes of Lewins Mead, Rupert Street and Nelson Street that extend northeast away from the Central Promenade towards the St James Barton roundabout.

The area wraps around the north and west ends of the Broadmead shopping area. The Old City is to the south and Stokes Croft to the north.

1.2 Summary description

This area is characterised by traffic dominated routes in a low-lying topography, fronted by Brutalist office blocks and carparks.

There is a clear east/west emphasis of movement, with limited opportunity or obvious routes to enable flow north/south.

There is massive potential for improvement of strategic pedestrian links between the Central Promenade and Broadmead, and between the Old City and Christmas Steps.

Post-war town planning has placed vehicular movement over pedestrian amenity and eroded any sense of the historic origins of the area. Segregated walkways and retail areas have become under used and threatening environments.

St James' Churchyard, Froomsgate Park and the Bear Pit are the only open spaces. These function as green oasis, providing respite and an opportunity for human interaction away from the fast traffic flow that otherwise dominates the environment.

1.3 Positive context

- Surviving historic route structure
- Fragments of historic townscape
- Surviving historic plot layout
- Views to landmark buildings and surrounding landscape
- Quality of pre-1950 buildings
- Surviving traditional street surfaces, boundary walls and other townscape details
- Green infrastructure and open spaces



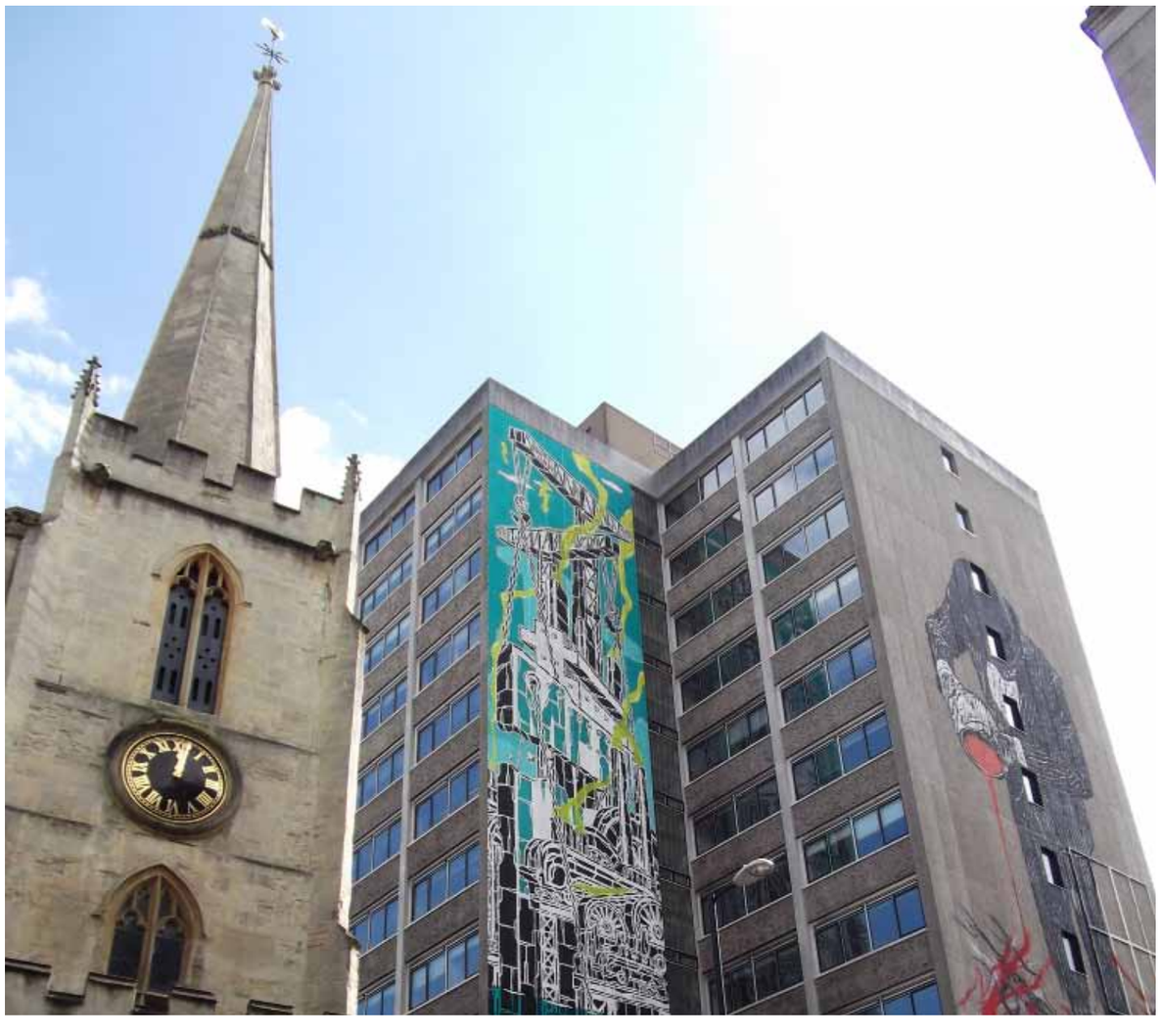












1		
2	4	6
3	5	

Fig 50: Lewins Mead and St James Barton

1 Historic street sign

2 St James' Parade path

3 Segregated pedestrian route

4 St James' Park

5 Lewins Mead

6 St John's, Nelson Street

2. Landscape

2.1 Topography

This character area is essentially formed in the low-lying valley bed of the River Frome, which follows a narrow winding course from the east before widening at the Quay Head (the north end of Colston Avenue).

The topography rapidly climbs to high ground in the north towards St Michael's and the Kingsdown escarpment, and southeast into the Old City. Johnny Ball Lane follows the contour of the escarpment from Lewins Mead to Upper Maudlin Street.

This natural topography creates a swathe of low ground in which Lewins Mead, Rupert Street and Nelson Street sit. Their winding paths respond directly to the water course that was critical in the evolution of the area.

2.2 Landmarks and views

The local topography has formed a 'canyon', now sided by tall buildings. Consequently most routes have an enclosed nature which open out at the Central Promenade to the southwest and at St James' Barton to the northeast.

There are a number of valuable local views, as well as intriguing glimpses to historic buildings or up narrow streets. Maintaining or increasing views to positive landmark buildings within and beyond the area is critical in protecting its character.

Positive landmark buildings within (or immediately adjacent to) the area:
- St John's Church (Old City)
- St James' Church
- Electricity House
- Former John Lewis building (Broadmead)

Other visual features within (or immediately adjacent to) the area:
- The Meeting House, Lewins Mead
- The Sugar House & Hotel du Vin, Lewins Mead
- Unitarian Chapel Sunday School, Lewins Mead
- St James' Churchyard boundary walls and railings
- Froomsgate Park and Samuel Morley statue
- Bridewell Police & Fire Station
- Former Police Court, Bridewell Street
- Premier Inn, Canon Street
- 51^{0}02, St James' Barton roundabout
- The Bear Pit
- 29-31 Broad Street (Old City)

Positive landmark buildings beyond the area:
- Christ Church (Old City)
- St Stephen's Church (Old City)

Fig 51:
Landscape and landmarks

Positive landmark buildings

Other visual features













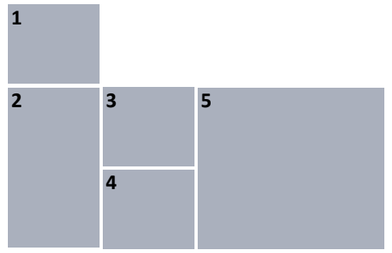


Fig 52: Lewins Mead landscape

1 51^{0}2 from the Bear Pit

2 St James' Church

3 St Michaels escarpment

4 Christ Church (Old City)

5 St John's from Lewins Mead

3. Routes and spaces

3.1 Routes

The area has been defined by the now invisible River Frome: Lewins Mead running along its north bank and Nelson Street to the south. Rupert Street was formed when the Frome was culverted in the late 19th century, its route represents the winding course of the water.

The curving pavement that fronts St Bartholomews Court and the Meeting house reflects the historic route of Lewins Mead. Johnny Ball Lane is an ancient pedestrian route linking Upper Maudlin Street.

Three bridges (Stone Bridge, Froomsgate Bridge and St Johns Bridge) crossed the Frome and linked the Old City with Christmas Steps and St Michaels. The short sections of Christmas Street and Silver Street are all that remain of these historic north/south routes.

The main route node in this area was at the southwest corner of St James' Church, which evolved from a pedestrian into a major tram and vehicular crossroads.

20th century road infrastructure has had a significant impact on the area. The A38 has caused a physical severance between the Old City and Christmas Steps. The creation of St James Barton roundabout moved the main route node to the northeast. Traffic can no longer make an easy north/south crossing without being redirected onto the loop of the A38 gyratory; it has also positioned vehicular amenity and flow above that of pedestrians and bicycles, severing links between Stokes Croft and Broadmead.

3.2 Urban structure and grain

Radical post-War town planning principles were applied in the environs around Nelson Street and St James' Barton roundabout, which sought to separate car and pedestrian movement. The area is now characterised by vehicular dominance at ground level with pedestrian movement elevated to floating footbridges (Nelson Street) or in sunken walkways (the Bear Pit). Retail functions were segregated (Haymarket Walk).

Today, the block to street relationship along Nelson Street and Rupert Street is poor. Massive concrete buildings loom over a narrow pavement with little or no ground floor permeability between the blocks. This creates a canyon effect, blocking light and deterring pedestrian use.

3.3 Spaces

Access between blocks either side of Nelson Street is a high-level circulation with concrete footbridges and stairways leading to a podium level. There is limited activity along the street and very few places to stop or sit. Recesses, blank frontages and blind corners add to the poor quality of the street.

St James' Churchyard is the primary green space in the area and a visual contrast to the otherwise built environment of the locality.

The Bear Pit has started to evolve as a community space, its sunken position enabling activity and interaction.

The only other green space is Froomsgate Park. This is undermined by the traffic that encircles it.

Fig 53:
Historic routes and spaces













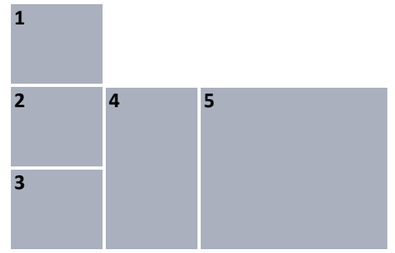


Fig 54: Lewins Mead routes

1 Lewins Mead, c.1850

2 Lewins Mead, c.1970

3 Lewins Mead, 2011

4 Nelson Street looking northeast

5 St James' Barton roundabout

4. Layout and form

4.1 Scale and massing

- A few tall buildings (over 10 storeys), which dominate the street scene along Lewins Mead/ Rupert Street and Nelson Street with generally a poor interface at the street level.
- In the enclave around St James' Church buildings are 2 to 4 storeys allowing the church tower to be the tallest feature on the skyline
- The average building height across the area is 6 storeys
- A very large street block on the northern side of Nelson Street, impenetrable at the street level, dominated by large Brutalist office buildings with austere facades and limited openings onto the public realm
- A long medium height block on the southern side of Nelson Street, which corresponds to the most ancient set of city walls and of the surviving St John's Church

4.2 Building ages

Many 18th century houses that survived bombing were cleared to enable the A38 gyratory. The only surviving pre-20th century buildings are in the enclave around St James' Church and on the north side of Lewins Mead (the Sugar House and the old Meeting House) The historic character has been largely eroded by development that arose either side of the major road way when it was carved through Lewins Mead in the 1960s.

Most of the post-war buildings in the area of limited architectural or townscape merit.

The buildings dating from before the 1960s interventions are significant, and add character and distinctiveness.

4.3 Materials

A good palette of materials and architectural detail is offered by buildings that pre-date the post 1960s office blocks, including:

- Portland stone
- Red brick
- Limestone ashlar
- Pennant stone paving and granite kerbs
- Render with stone detailing
- Bath stone
- Cast- and wrought-iron railings
- Pennant rubble walls with limestone dressings

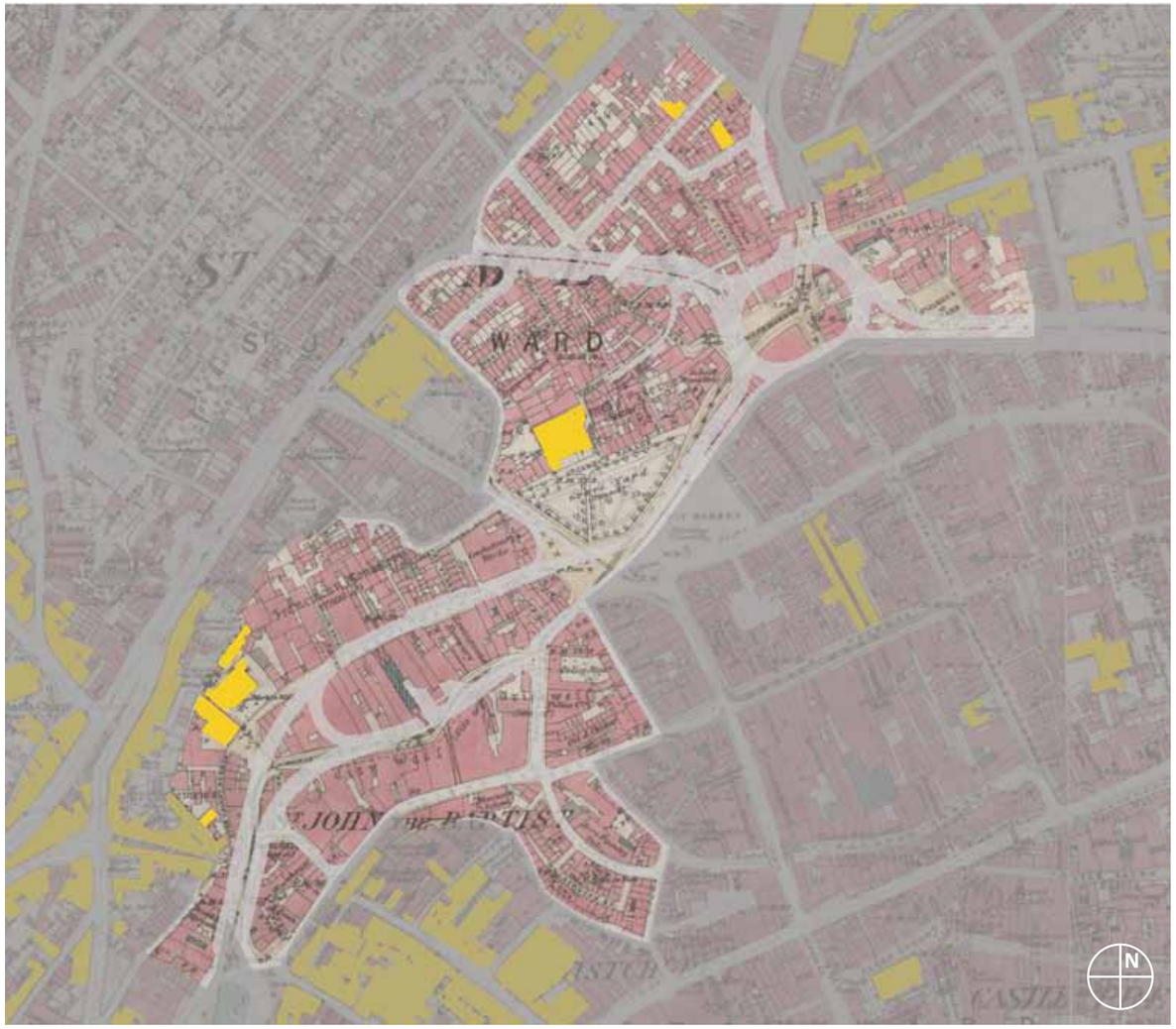


Fig 55: Building Ages

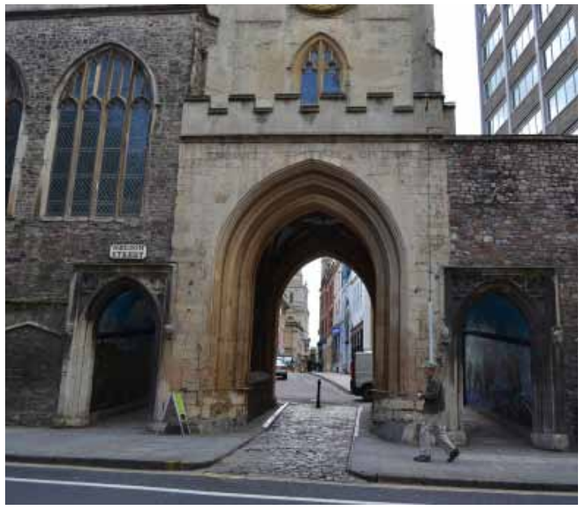
1880s Ordnance Survey plan with surviving buildings marked in yellow and existing road structure overlain













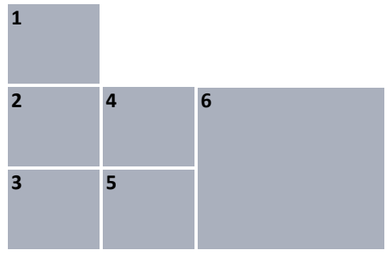


Fig 56: Lewins Mead built form

1 St James' House

2 Shell canopy, Sugar House

3 Townscape details, St James'

4 The Meeting House

5 St John's oriel window

6 Bridewell Police Station

5. Challenges and opportunities

Type	Area affected	Description	Opportunity
Routes and spaces	**All**	Street furniture and lighting is vehicle-orientated and utilitarian, compromising the perception of a human scale. Main routes lack street trees to soften the hard landscape	To encourage new or replacement street furniture that is less utilitarian in character To improve the pedestrian and cyclist experience through the area To improve the public realm and soften the built environment through increasing the number of street trees and green landscaping
Routes and spaces	**Green open spaces**	St James' Churchyard, the Bearpit and Froomsgate Park are important green spaces, these are undermined by poor access, a lack of maintenance and a lack of footfall particularly at night	To enhance public open spaces, with improved pedestrian access, lighting and signage To improve links between Broadmead and the Central Bus Station and between Rupert Street and Christmas Steps
Routes and spaces	**Nelson Street / Rupert Street**	The footways are narrow at certain points, with the stairways to the building podiums obstructing movement even further	To widen footways and remove redundant stairways or other structures through future master planning or pre-application discussions
Routes and spaces	**Nelson Street**	Nelson Street has poor gateways, depriving it of obvious links and a visual presence from The Centre. It therefore fails to function as an important strategic pedestrian link between Broadmead and The Centre	To improve the public realm through an increase in street tree planting, to encourage new or replacement street furniture that is less utilitarian in character
Routes and spaces	**Rupert Street/Lewins Mead**	The A38 is a physical barrier to/from Christmas Steps, where vehicular amenity and flow has been put above that of pedestrians and cycles -the pedestrian crossing points are convoluted and fail to respond to desire-lines. The link between the Old City and Christmas Steps has all but disappeared.	To improve cycling amenity and safety To create more direct crossings over Rupert Street / Lewins Mead that respond better to pedestrian desire lines and especially improve legibility between Christmas Steps from the Old City
Routes and spaces	**The Bearpit**	The St James Barton roundabout severs links between Stokes Croft and Broadmead, pushing pedestrians and cyclists onto the underpasses of the Bearpit. Although recently the Bearpit has become an enhanced and greater used space, the underpasses and lack of footfall at certain times is still undermining the potential of this as a strategic route.	To further enhance the Bearpit through improved lighting and signage that would encourage a higher footfall To improve pedestrian and cycling provisions through The Bearpit as a strategic link between Stokes Croft and Broadmead, Haymarket Walk, St James' Churchyard and the Central Bus Station

Type	Area affected	Description	Opportunity
Structure and form	**All**	Brutalist post-War architecture dominates and undermines the setting of the few significant buildings that predate the 1960s introductions	To enhance building frontages and improve the environment through sensitive redevelopment through the planning process To improve the relationship between buildings and the street, where appropriate, through the planning process To increase active frontage, where appropriate, through the planning process
Structure and form	**Heritage assets**	Some significant pre-1960s buildings are vacant and at risk of physical deterioration	To bring vacant buildings back into appropriate use in order to ensure their long term maintenance
Structure and form	**Haymarket Walk**	Retail uses have been segregated at Haymarket Walk which has a high vacancy rate and is a threatening environment to walk through	To improve the public realm of Haymarket Walk that would encourage a higher footfall and promote more investment and increased use of the shops
Structure and form	**Rupert Street**	Buildings fronting Rupert Street generally have a poor relationship with the street, with many concealed entrances, car parks at ground floor and generally low-quality street level frontages	To create a more active frontage, where appropriate, along Rupert Street and resist the creation of ground-floor carparks that prevent the creation of an active frontage through the planning process
Structure and form	**St James' environs**	The high-rise 1960s/70s buildings have a negative dominance over other significant landmarks, notably St James' Churchyard	To resist the development of over-scaled buildings that affect the context of heritage assets or significant landmarks and, through the planning process

6 Newfoundland Way





Fig 57: Character area

1. Local character and distinctiveness

1.1 Location

Newfoundland Way is a lozenge-shaped area extending northeast away from Broadmead and Cabot Circus and sitting between St Paul's/St Agnes to the north and Old Market/Lawrence Hill to the south.

The river Frome runs centrally through the area. The major A-road Newfoundland Way marks the northern boundary and creates a physical barrier to the residential St Paul's area to the north.

Pennywell Road runs along the southern edge and marks a clear boundary, both physically and in terms of character, with the terraces and housing estates of the Stapleton Road area to the south.

1.2 Summary description

Collectively, the area has an extremely varied character which can broadly be split between the western area of St Judes; the central light-industrial portion to the north and south of Wellington Road; and the eastern ribbon of Riverside Park and Pennywell Road.

St Judes retains some evidence of its origins as an early planned suburb, though it has suffered greatly from redevelopments and massive road adaptations from the 1930s. Cabot Circus has had a mixed impact, in part it has contributed to the further erosion of the historic environment, the introduction of vast car-parks and hotels. This has been off-set by an increased investment in the public realm, introduction of a 'home zone', improved parks and landscaping and better connections across Temple Way. Overall, the character here is relatively thriving.

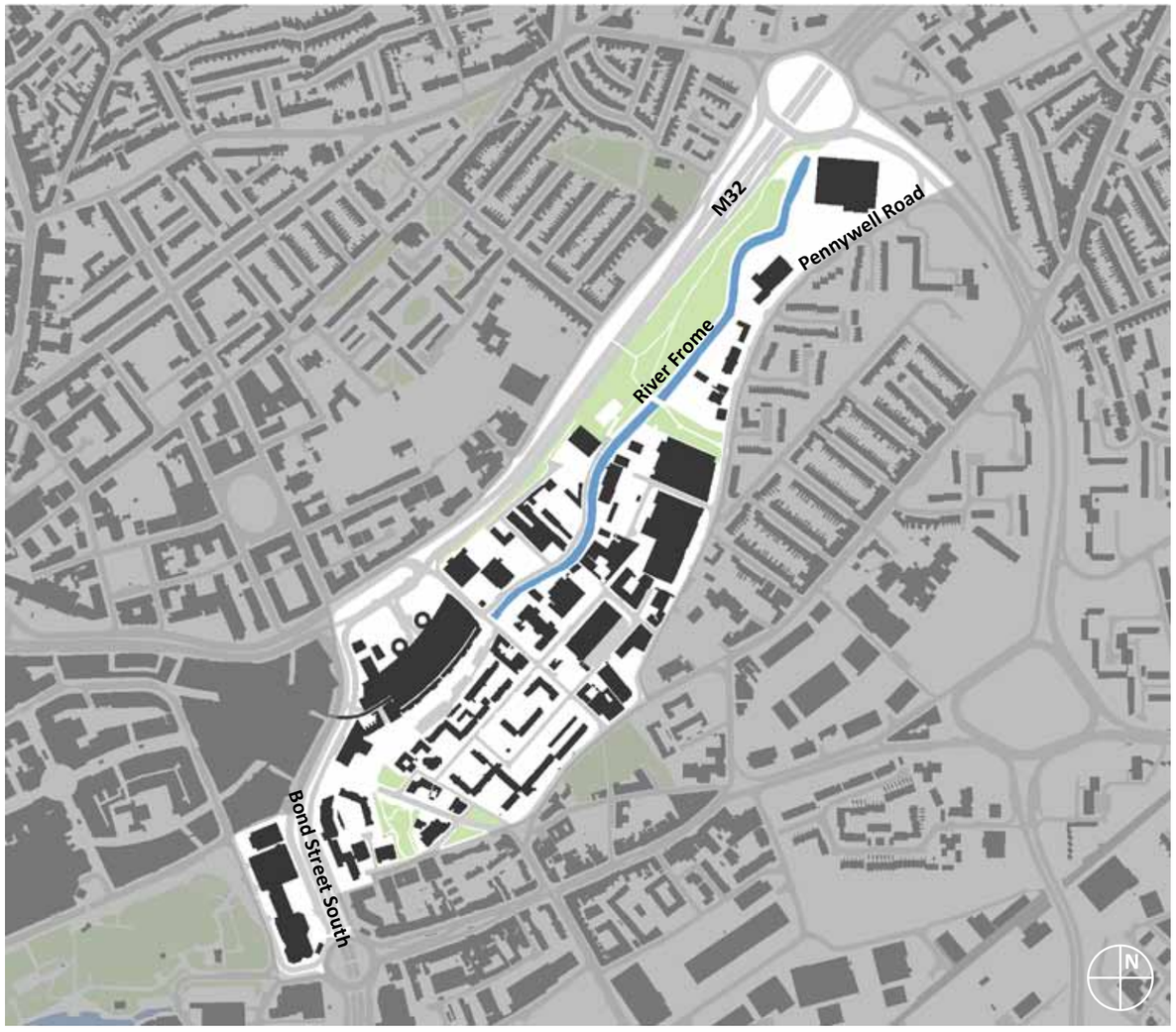
The central and eastern portions of this character area are marred by the lack of north/south crossings over Newfoundland Way and the Frome, which makes it relatively isolated and poorly connected.

Wellington Road, extends eastwards beyond Wade Street, the character changes to a relative back-water. Decaying buildings, commercial units and introspective industrial sites. Within this context though are some significant buildings, with a Victorian industrial character, and remnants of a historic route structure. The winding course of the Frome that runs centrally through it.

Riverside Park runs below Newfoundland Way and alongside the Frome. It is an informal green space with a pedestrian/cycle route running through it, which forms part of the Frome Greenway. Towards Easton Way is a number of commercial and office blocks, car showrooms and surface car-parks which sterilise any character in this portion of the area.

1.3 Positive context

- Surviving historic route structure
- Surviving pre-1950 buildings
- Industrial character of central portion
- Historic street surfaces
- Historic Pennant boundary walls
- Traditional material palette
- Views to landmark buildings
- Views along the river Frome
- Mature trees framing routes and spaces
- Successful introduction of Home Zone principles around River Street















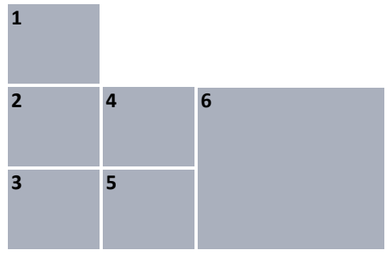


Fig 58: Newfoundland Way

1 River Street

2 Great Ann Street

3 Pennywell Road

4 Safestore, Pennywell Road

5 Frome Greenway

6 River Street aerial

2. Landscape

2.1 Topography

The river Frome is the key topographical feature that runs centrally through the area and flows from the northeast towards the city centre.

Sitting in the low-lying valley bed of the Frome, the area is characteristically flat. The land around St Matthias Park and at the end of New Street slopes to the northwest as it drops towards the now culverted River Frome. Towards the north, land gradually rises towards the escarpment of Ashley Down, Montpelier and Kingsdown.

To the south the topography stays flatter with just a slight rise towards the ridge along the line of Old Market/West Street. It drops down again to a very low-level at St Philips Marsh. In the far south distance is the Totterdown/Arnos Vale escarpment.

2.2 Views and vantage points

The flat local topography affords good views to the rising Kingsdown escarpment and hillsides of Ashley Down, surmounted by the Royal Fort and the Montpelier terraces.

Newfoundland Way channels a view towards the city centre. The impact of new high-rises in Cabot Circus is most obvious from this route.

The most important views are to the key landmark features just beyond the character area: St Paul's Church (Portland Square), St Agnes Church & Mission Room (St Paul's).

On a more intimate level, a good view is from Temple Way into Champion Square/St Matthias Park and from New Street/Redcross Street, both framed by mature Plane trees. From Newfoundland Way/Clement Street, there are views to the red brick, gable roofed Corporation Depot buildings off Wellington Road. The Globe House Chimney is also a key local landmark. To the southwest of the area, the flat topography allows views towards Lawford's Gate and Trinity Road.

2.3 Landmarks

Positive landmark buildings within (or immediately adjacent to) the area:

- St Agnes Church and Mission Room (St Paul's)
- Vestry Hall, Pennywell Road
- St Judes Church (Old Market)
- Globe House chimney

Other features within (or immediately beyond) the area:

- Peel Street Bridge
- Corporation Depot buildings
- Andalusia Academy
- 7 Redcross Street
- New Street Flats (former Quakers Work House)
- E. Baily & Son Malthouse
- Nos. 1 - 5 Wellington Buildings

Positive landmark buildings beyond the area:

- St Paul's Church (Portland Square)
- St Nicholas of Tolentino (Stapleton Road)
- Royal Fort Tower (University Precinct)
- Methodist Central Hall (Old Market)
- Greek Orthodox Church (Easton)

Fig 59:
Landscape and landmarks

Positive landmark buildings

Other visual features















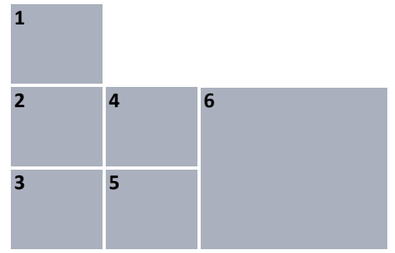


Fig 60: Newfoundland Way landscape

1 River Street flats

2 River Frome looking west

3 St Matthias Park

4 Newfoundland Way looking west

5 Newfoundland Way looking east

6 St Agnes Church & Mission Room

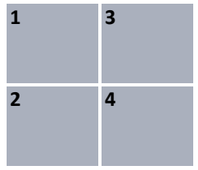


Fig 61: Newfoundland Way routes

1 Peel Street Park

2 Peel Street Bridge

3 Wellington Road ariel view

4 New Street

3. Routes and spaces

3.1 Routes

Newfoundland Way is a key gateway into the city centre, linking the end of the M32 with the Inner Circuit Road. It is a segregated highway along most of its length with the only at-grade pedestrian crossings at its western end, where it becomes Newfoundland Circus. A long, high-level footbridge spans between Riverside Park on the south and St Pauls on the north.

The route structure at the southwest end of the area has changed drastically:

- The Frome was culverted in stages from the city centre towards Wade Street; nos. 1 - 5 Wellington Buildings were on its north side and River Street ran along its southern bank.
- The creation of Bond Street as the northern extension to Temple Way and subsequent creation of Bond Street South. A pedestrian route now penetrates the hotel blocks to link with Cabot Circus.
- River Street and Champion Square are now cul-de-sacs and one of the better examples of the application of Home Zone principles in the city.

East of Temple Way, the St Judes area partly retains its historic grid pattern of planned streets and block structure. The southwest extension of Great Ann Street that linked with New Street; and Pinnel Street, which connected Great Ann Street with Lamb Street, were built over in the 1960s.

Wellington Road runs east of Houlton Street, following the north bank of the Frome. It is the start of the Frome Greenway, a fragmented pedestrian and cycle way that continues alongside Newfoundland Way.

Wellington Road is quiet and mainly used by vehicles accessing the commercial and light-industrial units. Today, the route comes to an abrupt end where Riverside Park starts; in 1900 the route ran from Bond Street to the blocks that extended between it and Newfoundland Road.

Riverside Park was created in the late 1970s on land made vacant by the total destruction of an entire neighbourhood between Newfoundland Road and Wellington Road to enable the creation of Newfoundland Way. The connection between what was part of St Paul's has also been destroyed.

Pennywell Road connects with Eastern Way at the east end. It is relatively quiet, though wide and lined with parked cars. Despite the area's relative proximity to Temple Meads and the shops of Stapleton Road, pedestrian legibility remains poor in this area. Like the area north of the Frome, blocks of terraces and routes that existed in 1900 have disappeared owing to 1960s redevelopment plans.

The destruction of the historic routes to the east of Wade Street and north of Pennywell Road has resulted in a relatively isolated and inaccessible area. James Street and White Street are the only remnants of the historic route structure that once characterised the area north of Pennywell Road. James Street still retains its historic setted surface. Peel Street was once a significant north/south route from Pennywell Road and over the Frome. Evidence of this street has virtually disappeared. Although physical connection over the Frome is still possible by foot or bike.









Fig 62:
Historic routes and Listed Buildings

Listed buildings

Medieval routes

3.2 Urban structure and grain

Fronting Bond Street South and Newfoundland Circus is a massive hotel, car park and office blocks that have overlain the historic route structure and swamp pre-1950 buildings. Most of the existing blocks are set back from the main routes, in their own plots. There are pockets of indeterminate green space and surface car parking which undermines the block-to-street relationship in parts.

The River Street housing development has introduced a continual terrace set behind front gardens and fronting the pavement and surface carpark. The surviving terrace at nos. 1-5 Wellington Buildings is a remnant of the historic grain of narrow, densely packed plots set back behind low boundary walls and short thresholds.

Further northeast, most of the original block structure and urban grain has been lost, particularly in the Pennywell Road area. Towards Easton Way, the historic grain of tightly packed terraces, directly addressing the pavement edge has been replaced by large, single to two storey commercial units, sitting in their own plots.

At the southwest end of Pennywell Road there is more evidence of the original urban structure: relatively long, narrow plots directly addressing the pavement edge, forming stronger building lines.

Within the blocks south of Newfoundland Way and Wellington Road are a number of introspective industrial complexes, with large units facing a central courtyard space behind boundary walls that front the main routes.

3.3 Spaces

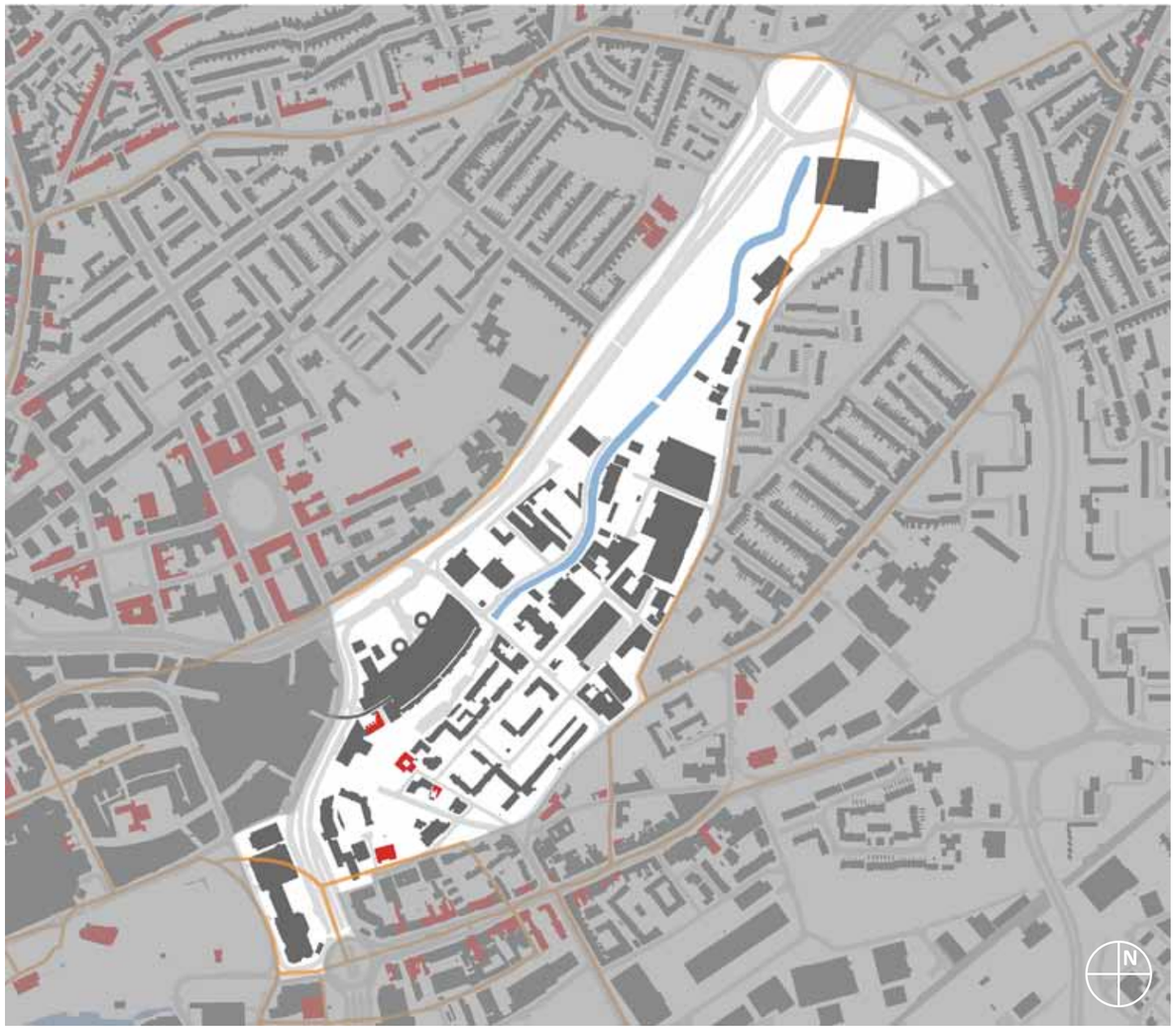
St Matthias Park is a locally registered historic park that was established as a municipal park in the late 1880s. The space is clearly defined with a low Pennant wall and area railings. This is mainly laid with grass, with a central circle of hard surface, edged with benches and a mix of mature trees. A new route across Temple Way from Cabot Circus links with Champion Square and St Matthias Park. Together with the River Street home zone and recent investment in the park this has become a better used public space.

The route of St Matthias Park and the triangles of land at the end of Redcross Street were laid out by 1900. These are now indeterminate public spaces laid with hard surface and framed by mature Plane trees.

Pockets of green space front the mid 20th century flat blocks off Great Ann Street and Great George Street. A children's' play park and some benches mark some spaces as public, though other green spaces are less obviously private or public and some are used for off-street parking.

Some landscaping investment has been made along the Frome Greenway, mainly concentrated on way-marking along the route and improved entry points. Riverside Park is still an under used space, which lacks footfall and a sense of safety, especially at night.

New Street and St Matthias Park are lined by an avenue of mature Plane trees, which give a human scale and helps frame the context of historic buildings in this area.



4. Layout and form

4.1 Scale and massing

The tallest buildings in the area front the major routes of Bond Street South and Newfoundland Circus (6 - 14 storeys). These are mainly Brutalist concrete and glass blocks or glass curtain walled.

The enclave around St Matthias Park and New Street has a more domestic scale - 2-3 storeys plus attic; 4 window range. Pitched, gabled or parapet roofs. Buildings directly address the pavement edge. The Andalusia Academy is a local landmark, symmetrical, with projecting gable wings.

River Street and Wade Street are modern terraces - 3 storeys; 2 window range; with end pairs set slightly forward and vertical subdivision set behind short front gardens and low boundary walls. Redwood House rounds the corner into River Street: 4 storeys with pitched roof or 5 storeys; directly addressing the street. Other pre-1950s buildings in this portion are on narrow plots: 2 - 3 storeys; 1- 2 bay wide with pitched or gable roofs, with vertical emphasis and responding directly to the street.

The Post-war local authority housing around Great George Street and Great Ann Street has low rise balcony access walk-ups and slab blocks; 4- 6 storeys with horizontal emphasis standing in their own plots.

Traditional buildings with an industrial character, and surviving terraced houses around Pennywell Road, Great Ann Street, Wade Street and Wellington Road (2 - 5 storeys; up to 2 - 3 bays facing main routes with up to 8 bay returns; pitched or parapet roofs).

4.2 Building ages

The area developed from west to east. The oldest surviving building in the area is the former Quaker's Workhouse (New Street flats). Built in 1698-1700 in Pennant rubble; the building was covered in a hard cement render and the roof raised in c. 1930 when it was converted for social housing.

Other 18th century buildings in this area are: no. 7 Redcross Street, a fine stone house of c. 1715-20. It was once the centre of a three-house terrace, now enveloped by aggregate 1970s offices. The Volunteer Public House on New Street in part dates from the 18th century, with 19th century additions.

The grid pattern of streets around Great and Little Ann Streets, Great George Street and Wade Street was developed by Nathaniel Wade from 1715. Consisting of relatively modest terraced houses specifically for artisans and shopkeepers. Nos. 17 (retains original timber shopfront), 46 Wade Street and no. 12 Little Ann Street (the Swan with Two Necks) are the only survivors.

By 1800 the central portion contained a leather works, four tanneries, an oil and colour works, resin works, malthouse, brewery and the St Philips Poor House (c. 1700). Parts of the Earlsmead Tannery complex, the Old Malt House off Little Ann Street and some boundary walls and setted streets still survive. The terrace of four houses and public house (Wellington Buildings) and Sevenways public house are early-mid 19th century.

The mid to late Victorian period saw a significant wave of development and alteration. Terraces and inner courts at the east end of Redcross Street were cleared and replaced by the School (now Andalusia Academy) in c. 1890. The Corporation Depot on the north side of Wellington Road was developed in c. 1890. Vestry Hall, on the north west side of Pennywell Road dates from 1880 as a segregated sports and activities gymnasium; it was converted to a cinema in 1909 (now flats).

Edwardian buildings include Redwood House, Wade Street and Globe House, Eugene Street. The former public house at no. 20 Wade Street (Al Baseera Bristol Centre), which retains its green salt-glazed tiled front.

Most of the terrace and inner court developments were gradually removed in stages of 'slum clearances' from 1930 - 70. 1930s alterations included new council blocks (Whitson House and Elton House) and the Bristol City Mission. A second phase of development took place in the 1950s, which saw higher, denser blocks being built over the southwest end of Great Ann Street.

The late 20th century has seen the introduction of light-industrial and commercial sheds, particularly north of Wellington Road and off Pennywell Road. A large hotel, flats and car park now front Bond Street South/Newfoundland Circus. Some of the central portion has seen flat blocks introduced. The most successful recent development has been north of River Street.

4.3 Materials

- Red clay brick
- Limestone ashlar dressings
- Painted render
- Pennant sandstone rubble, especially in boundary walls
- Some steel frame windows, particularly in industrial buildings
- Some limestone framed windows around St Matthias Park
- Red clay (single or double Roman) or natural slate tile roof coverings
- Pennant setted streets, gutter and kerbs and slab haulingways

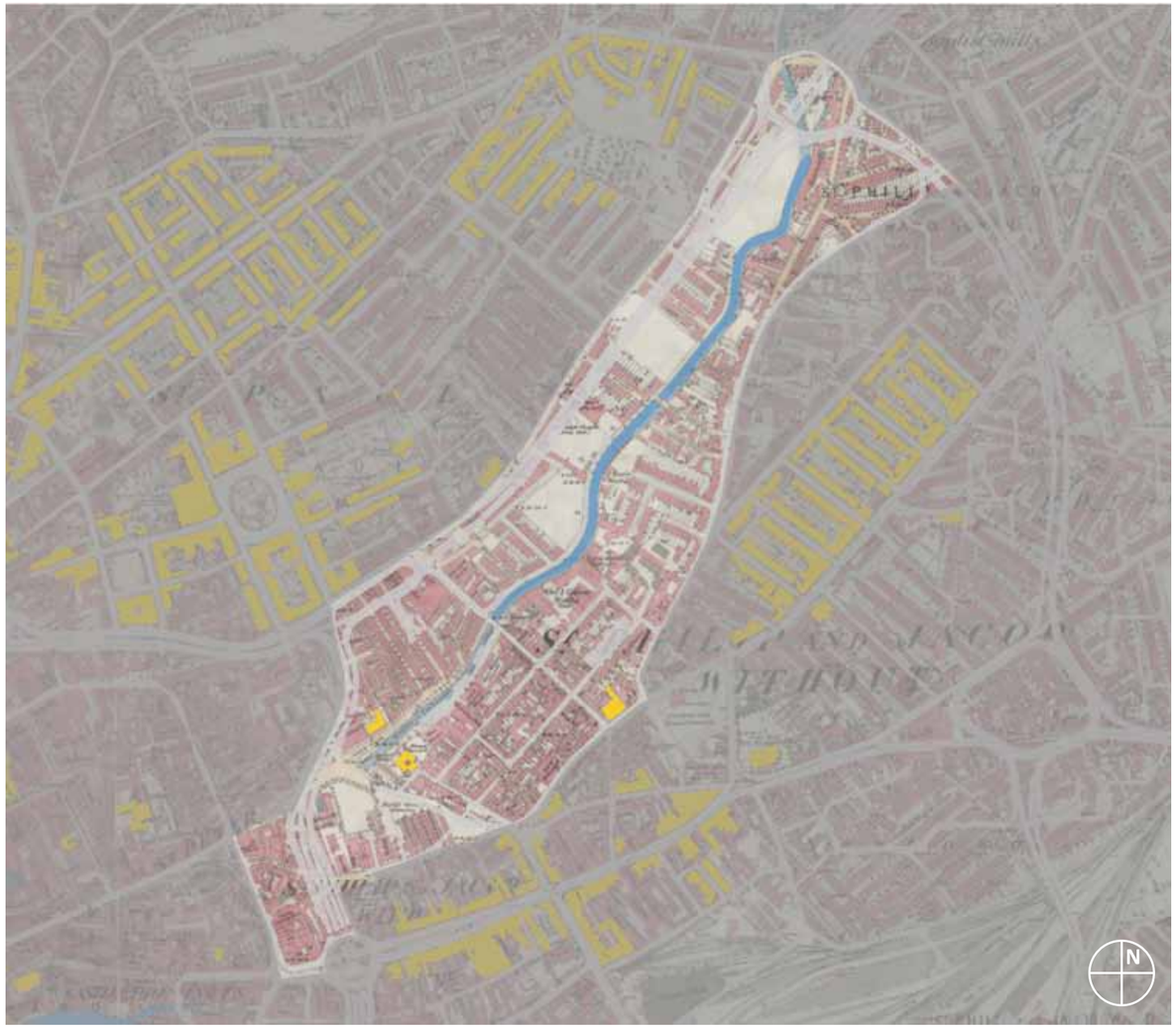












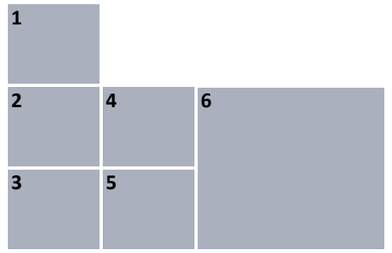


Fig 63: Newfoundland Way built form

1 New Street flats c. 1700

2 The Volunteer, New Street 18th century

3 The Sevenways PH, St Matthias Park

4 No. 7 Redcross Street

5 Wellington Buildings

6 1880s Ordnance Survey plan with surviving buildings marked in yellow and existing road structure and water courses overlain

5. Challenges and opportunities

Type	Area affected	Description	Opportunity
Routes and spaces	**All**	Newfoundland Way creates a physical barrier between the study area and the residential neighbourhood of St Pauls to the north. The river Frome acts as a natural barrier that has only one pedestrian crossing - the area east of Wade Street is particularly isolated and disconnected	To increase the number of north/south pedestrian crossing points both over Newfoundland Way and the river Frome
Routes and spaces	**St Judes**	The area has suffered greatly from redevelopments and massive road adaptations	To improve pedestrian movement, especially east/west across Bond Street South to improve links with Cabot Circus To resist the loss of any further through-routes through the planning process
Routes and spaces	**Frome Greenway / Riverside Park**	Sense of safety, particularly at night along footpaths and cycle routes owing to lack of lighting and natural surveillance	To increase the sense of safety through improving the quality of green space and provide better lighting along its length
Routes and spaces	**River Frome**	The Frome is overgrown with vegetation, giving a low-quality river edge in part and a poorly maintained historic wall	To improve the visual amenity of the Frome and enhance it as a riverside route through a reducing vegetation and rubbish and encouraging maintenance repairs to the Wellington Road wall
Routes and spaces	**Newfoundland Way / Newfoundland Circus**	The public realm alongside Newfoundland Way is harsh, not welcoming, nor pedestrian or cycle friendly and a poor introduction into the centre from the east	To improve the public realm and cycling and pedestrian amenity and undertake a long-term strategy for environmental improvements
Routes and spaces	**Great Ann Street / Great George Street**	The relatively high volume of green spaces is indeterminate and lacks any clear indication of its private or public status; some green spaces is used for off-street parking	To improve public use and amenity through providing a more clearly defined function and quality of green space
Routes and spaces	**Redcross Street / Temple Way**	The western extension of Redcross Street has been cut off by a 1970s block, which disrupts legibility of this as a historic route to Lower Castle Street / Broadmead	To improve legibility of Redcross Street as an historic through route and improve connections over to Broadmead / Cabot Circus

Type	Area affected	Description	Opportunity
Structure and form	**All**	Poor quality design, scale, massing and materials of new buildings that do not contribute to an architectural cohesion or strengthen a sense of character for the area	To achieve a higher quality built environment and improve the sense of cohesion and character in the through by encouraging a better use of the predominant material palette and seeking the retention of existing building where possible the planning process
Structure and form	**Wellington Road** **Pennywell Road**	Poor condition of late 19th and early 20th century industrial buildings	To secure a stronger sense of character and bring traditional buildings back into use where possible
Structure and form	**Newfoundland Way**	The existing built form off Newfoundland Way is fragmented and generally of low quality, which fails to give a sense of arrival into the city centre	To improve the approach into the city through providing a higher quality built form along Newfoundland Way through future development negotiations
Structure and form	**Pennywell Road**	There is a high volume of single-storey sheds at the northeast end of Pennywell Road. These are of low-quality design and relate poorly to the street and present a utilitarian character	Encourage a higher-quality of built form along Pennywell Road that better relates to the street and improves the overall environment, through future development negotiations
Structure and form	**Temple Way / Redcross Street**	The west end of Redcross Street is significantly undermined by an unsympathetic group of 1970s office blocks and extensions to listed buildings	To improve provide a more appropriate and sensitive setting to neighbouring heritage assets through reconfiguration or re-cladding of the existing structures through the planning process

6 Old Market





Fig 64: Character area

1. Local character and distinctiveness

1.1 Location

Old Market forms the eastern gateway into the core of the Central Area.

The character area is defined by the route of Old Market Street and West Street that together form the spine of the A420, a main route in and out of the city. Central to this route is the crossroads where Midland Road and Lawford Street meet.

Castle Park and Broadmead are immediately west and north of the area, though physically disconnected by the Temple Way underpass that carves a major north/south route at the west end of Old Market Street.

1.2 Summary description

Old Market is essentially an early suburb of the medieval city of Bristol.

The area retains much of its historic street plan and the area's character derives in part from the preservation of the medieval route layout and relationship between the main streets, back lanes, interconnecting alleyways and the size and form of the building plots.

There is a rich architectural mix and buildings reflect the development of the area and its rich social, economic, architectural and archaeological history.

The area has suffered commercial and economic decline owing to the development of Broadmead and 1930s and 60s road infrastructure. Recently, the area has gained an identity as a centre for gay pubs and bars. A number of dense flat developments has also introduced a young, single population.

Many of the historic buildings are in decline and there remains a lack of active ground floor uses on the main thoroughfares.

1.3 Positive context

- Surviving historic route structure
- Fragments of historic townscape
- Surviving historic plot layout
- Views to landmark buildings and surrounding landscape
- Quality of pre-1950 buildings
- Surviving traditional street surfaces, boundary walls and other townscape details
- Surviving traditional shopfronts and active ground floor frontages















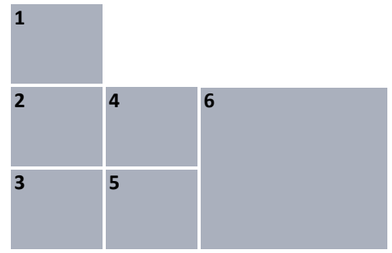


Fig 65: Old Market

1 Palace Hotel detail

2 Lawford Street

3 Lamb Street

4 Braggs Lane

5 Redcross Street looking east

6 40 - 42 Old Market

2. Landscape

2.1 Topography

The area sits on a ridge of land that falls towards the Frome flood-plain in the north and the River Avon to the south (St Philips Marsh).

The earliest alignment of the route east away from the former Castle and centre of Bristol followed the crest of a Triassic sandstone ridge, rising from west to east to a high point at the Old Market/West Street junction at Lawford's Gate.

The slight ridge of higher ground that runs east/west drops away down to the lower marshland in the south before the steep rise of the Totterdown escarpment.

To the north, the land falls towards the Frome Valley before rising towards Montpelier and Ashley Down in the north and east.

2.2 Views and vantage points

The linear form of Old Market/West Street allows for long views east and west towards various church spires and tall buildings towards the city centre.

Midland Road also channels views towards the palace Hotel and the variety of roof forms that sit on the ridge of Old Market Street.

Glimpsed views are via the alleys and narrow lanes that permeate the main streets and into the private spaces of the Almshouses or churchyards.

The southern topography is best appreciated from Waterloo Road, which gives a panorama across St Philips Marsh, Temple Quarter and east towards Lawrence Hill and beyond.

2.3 Landmarks

Positive landmark buildings within (or immediately adjacent to) the area:
- Holy Trinity Church
- St Jude's Church
- The Palace Hotel
- Barstaple Alms House
- Methodist Central Hall
- Stag & Hounds public house
- St Philip & St Jacob's Church

Other features within (or immediately beyond) the area:
- Trinity Road Library
- Bristol Evening Post building
- Kings House

Positive landmark buildings beyond the area:
- St Nicholas of Tolentino Church (Stapleton Road)
- Gardiner's warehouse (Broad Plain)
- Arnos Vale Cemetery

Fig 65:
Landscape and landmarks

Positive landmark buildings

Other visual features













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Fig 66: Old Market landscape

1 Trinity Church

2 View west down Unity Street

3 Old Market roofline from Broad Plain

4 Palace Hotel, corner of West Street

5 Methodist Central Hall, Old Market

3. Routes and spaces

3.1 Routes

Old Market evolved as the most important gateway into Bristol on the route from London. The demolition of Bristol's Nether and Lawford's Gates in the 17th and 18th centuries created a continuous commercial avenue into the heart of the city.

The site of the market place is evidenced in the wide lozenge-shaped area, with buildings providing good continuity and enclosure to the public realm.

Off the main routes, streets are discernibly quieter and intimate in character. Redcross Street and Jacob Street functioned as service routes and accessed the rear of properties on Old Market Street. North/south permeation between these was via narrow alleys.

The width of the street, and links with the east of the city, leant itself to becoming a major commuter and transport hub in the late 19th century. Trinity Road/ West Street/Old Market Street became a significant tram route.

Midland Road changed from a field track into a primary route, from St Philips, in the late 19th century. Gloucester Lane historically connected West Street and Stapleton Road; since WW2, the northern continuation no longer exists. Traffic now flows from Midland Road/Lawford Street/Lamb Street to join Lawford's Gate. West Street is part of a one-way gyratory system.

When Castle Street was razed during the Blitz, and Broadmead developed in the 1950s, the physical and commercial link between Old Market and the city weakened.

Temple Way further severed this connection and physically isolated St Philip and St Jacob's Church.

The Showcase Bus Route has taken advantage of the width of Old Market and has a significant impact on the space and traffic flow through the area.

3.2 Urban structure and grain

There is a dense urban structure along the main routes, where buildings have narrow frontages and extremely deep returns (4.75 - 5.75 metres wide and between 45 - 65 metres long).

There has been some amalgamation of plots on the main routes to create wider frontages, as well as to accommodate warehouse or small industrial buildings fronting the back lanes.

Where historic routes have been severed or blocked, it has changed the urban grain. Some new developments reflect the original plots on the main frontage but engulf the historic pattern to the rear.

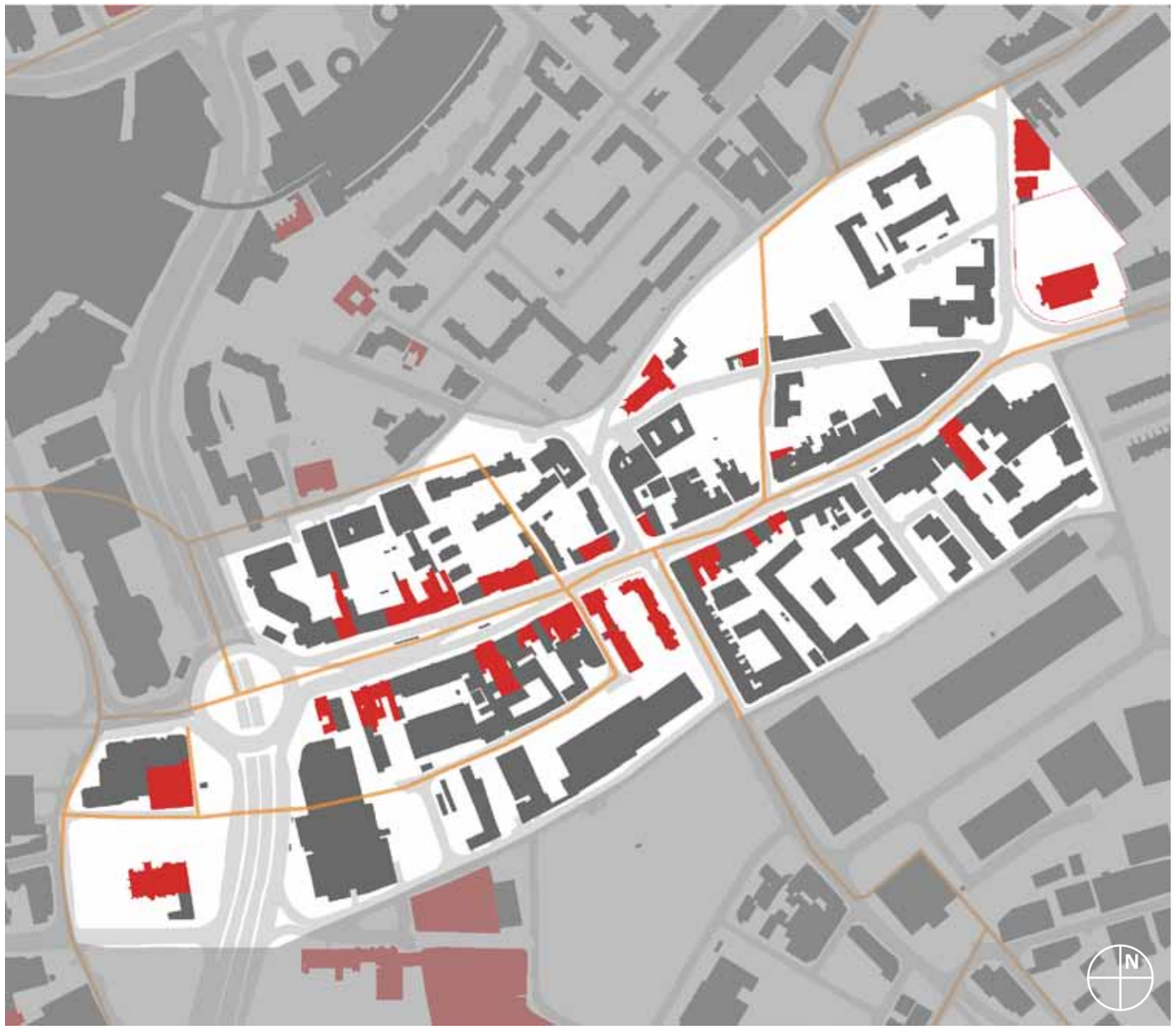
3.3 Spaces

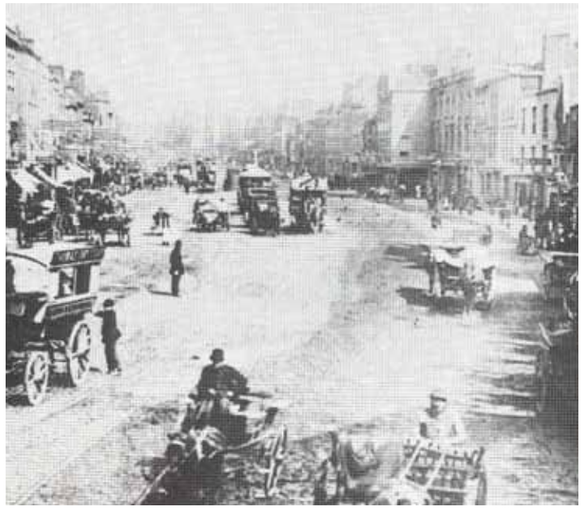
Between the grid of east/west routes, narrow lanes lead to a network of hidden mews and court developments.

There are more open spaces and undeveloped land to the north around Redcross Street. Overall, built form is dense, broken only by pockets of green space, burial grounds or incidental car parking.

All green space, private or public, is vital in breaking up the otherwise entirely built environment.

Fig 67:
Historic routes and Listed Buildings















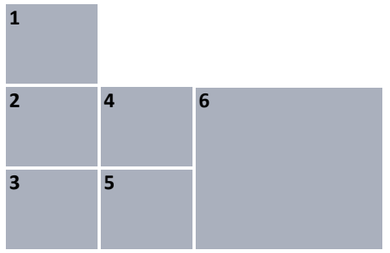


Fig 68: Old Market routes

1 Old Market looking east 1885

2 Old Market looking east 1973

3 Old Market looking east 2010

4 Old Market Showcase bus route

5 Temple Way pedestrian route

6 West Street aerial view

4. Layout and form

4.1 Scale and massing

The scale of buildings is relatively consistent (2 - 4 storeys along the central streets and back land areas), with the exception of landmark buildings.

Along the main thoroughfares, buildings directly address the street with a traditional scale and rhythm. Building frontages have a vertical emphasis, responding to the narrow plot widths.

There is a diminution of scale away from the main routes. Later, industrial buildings straddle a number of narrow plots along the back lanes.

The hidden mews, almshouses and court developments are introspective, facing a central courtyard or green space.

4.2 Building ages

Old Market has some of the most interesting groups of buildings in Bristol, spanning the 17th to 20th centuries. The quality and variety of the built fabric characterises the area.

Buildings reflect the area's origins as a place for trade and commerce. Most properties have shopfronts at ground floor level, some with traditional timber surrounds. There is also a high volume of historic pubs, inns and hotels.

SS. Philip & Jacob was a medieval parish church in which the chancel, nave and lower tower date to the early 13th century, though some evidence of Norman work in the fabric suggests an earlier foundation.

With the exception of churches, the more highly decorated, quality buildings front the main thoroughfares. There has been subsequent waves of redevelopment and refashioning. Many facades were re-fronted in the 18th century, masking an older timber frame and roof structure behind.

The back lane developments contain a broader mix of warehouse, utilitarian buildings, which reflect an evolution from access towards light industry and manufacture.

An inter-war housing estate replaced the prison south of Lawford's Gate. The slum terraces around Brick Lane and Gloucester Lane were cleared in 1930s. The pattern for merging historic plots intensified post-war.

By the 1970s the area had been blighted by post-war development plans. Recent large-scale residential developments have continued to ignore the historic grain. Waterloo Road has lost most evidence of the narrow plots that once ran through to West Street. The street does retain a number of Pennant boundary walls and cobbled street surface reminders of its origins.

The commercial activity that once characterised Old Market has drastically reduced. Pubs, gay bars and nightclubs still have a significant presence, though a number of historic pubs have closed.

4.3 Materials

- Stucco render
- Limestone ashlar and dressings
- Red clay brick
- Pennant rubble boundary walls
- Timber joinery



Fig 68: St Jude's Church











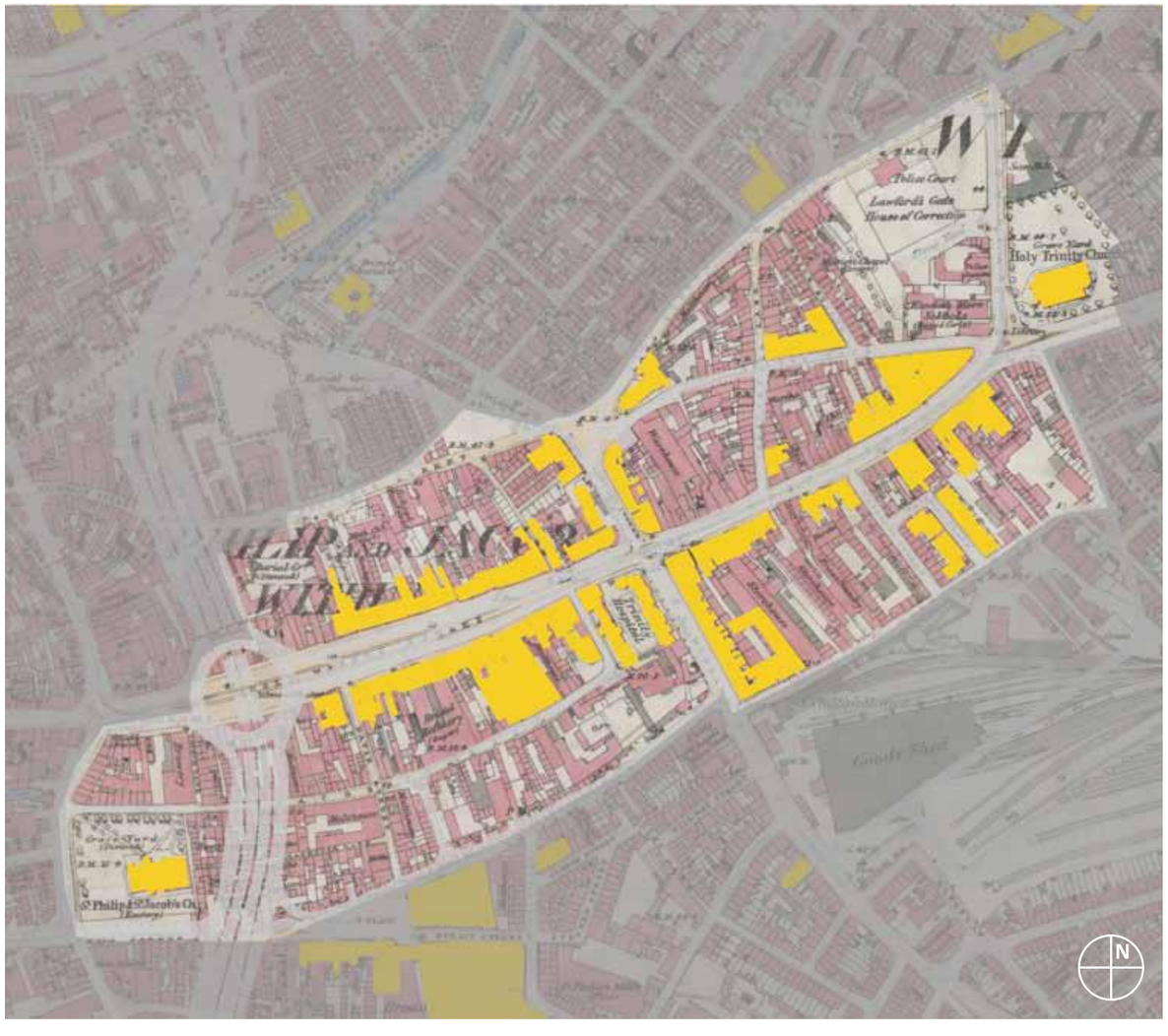


Fig 69: Old Market built form

1 Unity Street industrial buildings

2 Palace Hotel, West Street

3 Old Market Street from Temple Way

4 Old Market (south west side)

5 Barstaple Almshouses

6 1880s Ordnance Survey plan with surviving buildings marked in yellow and existing road structure overlain

5. Challenges and opportunities

Type	Area affected	Description	Opportunities
Routes and spaces	**Old Market Street**	Old Market has suffered greatly from the effects of the creation of Temple Way and the Inner Ring Road gyratory. This has carved through the west end of Old Market Street, physically severing the connection between it and the city centre	To improve east/west movement, especially for pedestrians and cyclists To repair the historic connection between the now severed west end of Old Market Street and Castle Street
Routes and spaces	**West Street**	The incorporation of West Street into a one-way gyratory at the east end of the area has severely undermined the legibility of the area	To improve legibility through improvements to traffic flow and redressing the balance between traffic and pedestrian amenity
Routes and spaces	**Jacob Street; Redcross Street**	Where Jacob Street and Redcross Street have been cut off they now have no through traffic and have become a dead-end	To improve connections east/west over Temple Way and seek to re-open a pedestrian link from the west end of Redcross Street over to Castle Park / Broadmead and Cabot Circus
Routes and spaces	**Old Market Street**	Old Market now functions as a major traffic artery, with only limited space given over to pedestrians. Coupled with the width of the street and limited crossing points, it can be a hazardous environment for pedestrians and cyclists	To redress the balance between pedestrian / cyclist amenity and vehicular dominance through increase crossing points and better cyclist provision
Routes and spaces	**West Street / Waterloo Road** **Old Market Street / Jacob Street**	Some recent developments have built over of blocked up some of the narrow alleys and through-routes that linked the main streets with the back-land areas, contributing to an erosion of the rare historic route structure	To resist further loss of historic through-routes and encourage reinstatement of through-routes, where appropriate, through the planning process
Routes and spaces	**All**	Generally the area has a degraded public realm. Traditional street surfaces and street furniture have been lost to utilitarian replacements	To improve the public realm through the introduction of street furniture that has been designed with regard to local character To encourage the maintenance and repair of traditional street furniture and street surfaces

Old Market

Type	Area affected	Description	Opportunities
Structure and form	**Old Market; West Street**	The decline in shops and pubs trade is decreasing the number of active ground floor uses, causing a deadening impact on the street scene	To encourage the retention of traditional shop fronts and resist blocking traditional openings through the planning process To seek enforcement action where a breech of planning control has occurred
Structure and form	**Old Market Street (west)**	St Philip & St Jacob's Church was historically linked to the Old Market, though through the major road interventions now sits isolated, disjointed from the rest of the Old Market area	To improve the context around SS Philip and Jacob's Church and improve links with Old Market over Temple Way
Structure and form	**Jacob Street; Unity Street; Braggs Lane**	The character of these streets as back-lane, secondary streets with an industrial character to their built form is under threat as buildings are largely vacant and earmarked for redevelopment	To encourage the retention of traditional buildings or new buildings that respect the traditional building heights, plot widths and materials through the planning process
Structure and form	**Blocks to rear of main routes**	Some new developments reflect the original plots on the main frontage but engulf the historic pattern to the rear, eroding the historic urban grain	To encourage the retention of the traditional urban grain through the planning process

7 Broad Plain





Fig 70: Character area

1. Local character and distinctiveness

1.1 Location

Broad Plain lies in the eastern portion of the central area: immediately east of Temple Way, to the south of Old Market and north of Temple Quay. The area is within 400 metres walk of North Redcliffe, Temple Meads and Cabot Circus.

The character area is bounded by Temple Way to the west, Midland Road to the east, Unity Street along the north and Old Bread Street to the south.

1.2 Summary description

When accessed from the west there is a positive introduction into this character area: fine 18th century terraces fronting Broad Plain, the triangle of open space lined with mature plane trees, terminated by the striking Gardiner's warehouse.

Move east and the area is characterised by crumbling buildings, vacant sites and an over-dominance of surface car parking. Despite it being a diverse area containing a school, residential properties, workshops, and offices, there is little evidence of a coherent community.

The area is the link between Temple Quarter, Old Market and North Redcliffe but its strategic potential is undermined by poor connections. It is isolated from the west by the Temple Way intersection.

There is considerable scope for enhancement of the few public open spaces within the area. Residential redevelopment and the re-introduction of more routes through the area would afford the opportunity for both visual enhancement and improvement of permeability.

1.3 Positive context

- Surviving historic route structure
- Fragments of historic townscape
- Surviving historic plot layout
- Views to landmark buildings and surrounding landscape
- Quality of pre-1950 buildings
- Surviving traditional street surfaces, boundary walls and other townscape details
- Surviving traditional shopfronts and active ground floor frontages













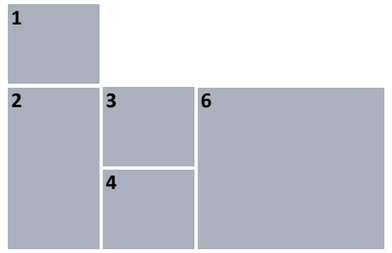


Fig 71: Broad Plain

1 Gardiner Haskins from Russ Street

2 View north along New Thomas Street

3 Vacant site, Unity Street

4 18th century houses, Broad Plain

5 Old Pan Building

2. Landscape

2.1 Topography

The whole area is characterised by a very flat topography, as the land levels out from the slight ridge of Old Market towards the marshy land of St Philips.

Beyond St Philips Marsh the topography rises steeply to the ridge of the Totterdown escarpment, visible in long views south from Midland Road.

The River Avon runs immediately south of the area (now the Floating Harbour since the early 1800s).

2.2 Views and vantage points

There are important views out of the area to other parts of Bristol, particularly towards the higher ground of Old Market and interesting roof forms e.g Barstaple Alms House and Central Hall; as well as long views towards Temple Meads and North Redcliffe; and the far-reaching view to the Totterdown escarpment.

A variety of views are blocked at various points by the railway or by large-scale industrial buildings, and by the vast late 20th century office buildings at Temple Quay. The height of buildings fronting directly onto the street channels views e.g looking east down Straight Street.

2.3 Landmarks

Positive landmark buildings within (or immediately adjacent to) the area:
- Former Ebenezer Methodist Chapel, Midland Road
- Gardiner's Warehouse, Straight Street (north side)
- Old Pan Building, Straight Street (south side)
- Hannah More School, New Kingsland Road

Other features within (or immediately beyond) the area:
- Jewish Burial Ground, Barton Road
- Former Pride of the Forest public house, Unity Street
- Printers Devil public house, Broad Plain
- Historic stone boundary walls and setted streets
- Post & Press building, Temple Way

Positive landmark buildings beyond the area:
- St Philip and St Jacob's Church (Old Market)
- Methodist Central Hall (Old Market)
- Shot Tower (Castle Park)
- Tramway Generating Station (North Redcliffe)
- Palace Hotel (Old Market)
- Barstaple Alms House (Old Market)
- Palace Hotel (Old Market)

Fig 72:
Landscape and landmarks

Positive landmark buildings

Other visual features















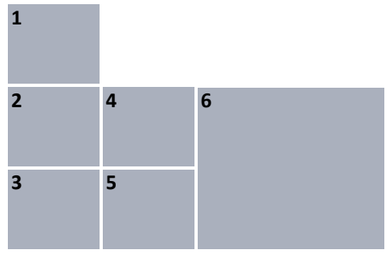


Fig 73: Broad Plain landscape

1 Old Pan building

2 View to Broad Plain from Redcliffe

3 Verdigris building, Old Market

4 New flats, Old Bread Street

5 View south from Midland Road

6 View to Old Market roofline

3. Routes and spaces

3.1 Routes

The central route was the east/west spine leading from Narrow Plain opening into the triangular Broad Plain, from where secondary routes diverged to the northeast (Unity Street) and southeast (Straight Street).

The area was linked to North Redcliffe via St Philips Bridge, crossing the Avon at the west end of Narrow Plain. Links with North Redcliffe were severed when Temple Way was created in the 1930s and widened in the 1960s.

Bread Street and Cheese Lane were also main routes running south of and parallel to Broad Plain. At the junction with Avon Street, Cheese Lane extended northeast towards Midland Road along what is New Kingsley Road/Horton Street. Lucky Lane linked Horton Street with Unity Street.

As the area rapidly developed new streets appeared: Thomas Street/Russ Street, Upper Bread Street, Stephen Street, George Street and Willway Street, now all overlain by surface car parks or vacant sites. The only surviving intimate setted routes are Louisa, Albert and Jubilee Streets.

Midland Road is a significant route north/south, connecting Old Market with St Philips. Routes within the interior of the area are quieter, though Kingsland Road/Horton Street is used as a rat-run during rush hour. Straight Street is a pedestrianised/cycle route but links with the Bristol and Bath Railway Path are poor. A pedestrian/cycle underpass goes from outside St Philip & Jacob Church to emerge in front of the Post and Press building.

3.2 Urban structure and grain

Directly to the south of Broad Plain is a row of 18th century houses, the scale here is domestic. Historically rows of terraces fronted these main routes with plots broken by narrow alleys. Behind the main frontages were a network of inner courts. An arched access route through nos. 3-4 Broad Plain still exists that once lead to Charlotte Court and Tucker's Court.

Vast manufactories have been overlain on top of the traditional narrow plot widths to dominate the block structure to the north and south of Straight Street. The tall buildings of the former Soap works dominate visually.

3.3 Spaces

Broad Plain has a triangular open space at its centre, the Plane trees around it are essential to its character. The open recreational space of the Hannah More school provide good views to the old soap works buildings and beyond.

Private parking space dominates the street scene. The surface carparks undermine the continuity and enclosure to the surrounding streets (Horton Street, Midland Road and Unity Street). Gardiner Haskin's building sits alongside a large cleared area of surface car parking which disrupts pedestrian movement.

The Jewish burial ground was located within the brickyard and was in existence by 1759. It remains concealed behind tall Pennant rubble walls at the south of Horton Street.

Fig 74:
Historic routes and Listed Buildings















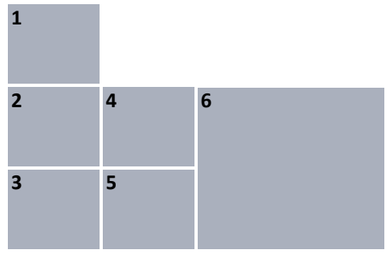


Fig 75: Broad Plain routes

1 Loxton's view to Broad Plain from west

2 Temple Way underpass

3 Unity Street looking east

4 Rear of Drill Hall, Old Market

5 Gardiner's carpark

6 Broad Plain aerial view

4. Layout and form

4.1 Scale and massing

In Broad Plain the scale is domestic, although ground floors are now office use. Broad plain houses - 3 storeys and attic; gabled front; 3-window range.

East and south of Broad Plain, are large-scale warehouse style blocks. General height of 3-4 storeys book ended by larger 5 storey buildings. The Old Pan building is a central landmark 9-storeys with machicolated chimneys like corner turrets.

New Kingsley Street has a lower density block structure. 1930s flats 6-storeys. Hannah More Primary School: 3-storey bays with single-storey link buildings.

Off Midland Road, much lower density. Single- to 2-storey workshops or domestic buildings directly addressing pavement edge. The exception is the Ebenezer Chapel.

4.2 Building ages

The area first began to be developed at the end of the 17th century, as the city expanded eastwards from the centre. The earliest buildings line the south side of Broad Plain; the 18th century frontages may conceal earlier structures.

The early 19th century saw a major acceleration of industrial development in the area, largely owing to the creation of the Floating Harbour and the nearby Feeder Canal in 1804-1809, and the later construction of the Great Western Railway in 1838-1841.

Most of the surviving industrial buildings date from the mid to late 19th century.

A candle works existed in Broad Plain since 1783. In the mid 19th century, the candle works merged with a soap makers and the area south of Straight Street was dominated by the vast Soap Works. The factory north of Straight Street dates from 1865 to a design by W.B. Gingell and re-fronted in 1884 and is an example of the Bristol Byzantine style.

By the end of the 19th century the whole area was developed with a mix of terraced housing, industrial sites, a chapel, school and public houses. The former Primitive Methodist Chapel, Midland Road, existed by 1855. Hannah More School was established in the late 19th century. These buildings serviced the close-knit terraces that had appeared in back streets off Midland Road (Jubilee, Albert and Louisa Streets) and west of New Kingsley Road (Russ Street and Upper Bread Street). These terraces survived WW2 but had largely disappeared by the late 20th century. Kingsley House dates from the 1930s

From the mid 20th century onwards, the area has seen many of the industrial sites becoming disused and derelict. The soap works closed in 1954. Some buildings have been demolished and replaced with surface car parking. Most of the terraces have gone, many replaced by small workshop units off Midland Road. The Chapel and its neighbours are the only late 19th century survivors.

Since the late 20th century some contemporary flats have been built on north Bread Street and at Ratcliffe Court and The Quadrant, between Barton Road and Anvil Street. The vast 'Glassfields' office block at the west end of Bread Street was demolished in 2011.

4.3 Materials

- Red clay brick
- Pennant sandstone rubble
- Painted Render
- Timber joinery
- Some iron window frames
- Cast and wrought iron area railings
- Pennant rubble boundary walls
- Limestone dressings
- Ashlar or incised stucco
- Pennant stone setts
- Single or double Roman clay tiles
- Slate
- Setted streets and Pennant slab hauling-ways

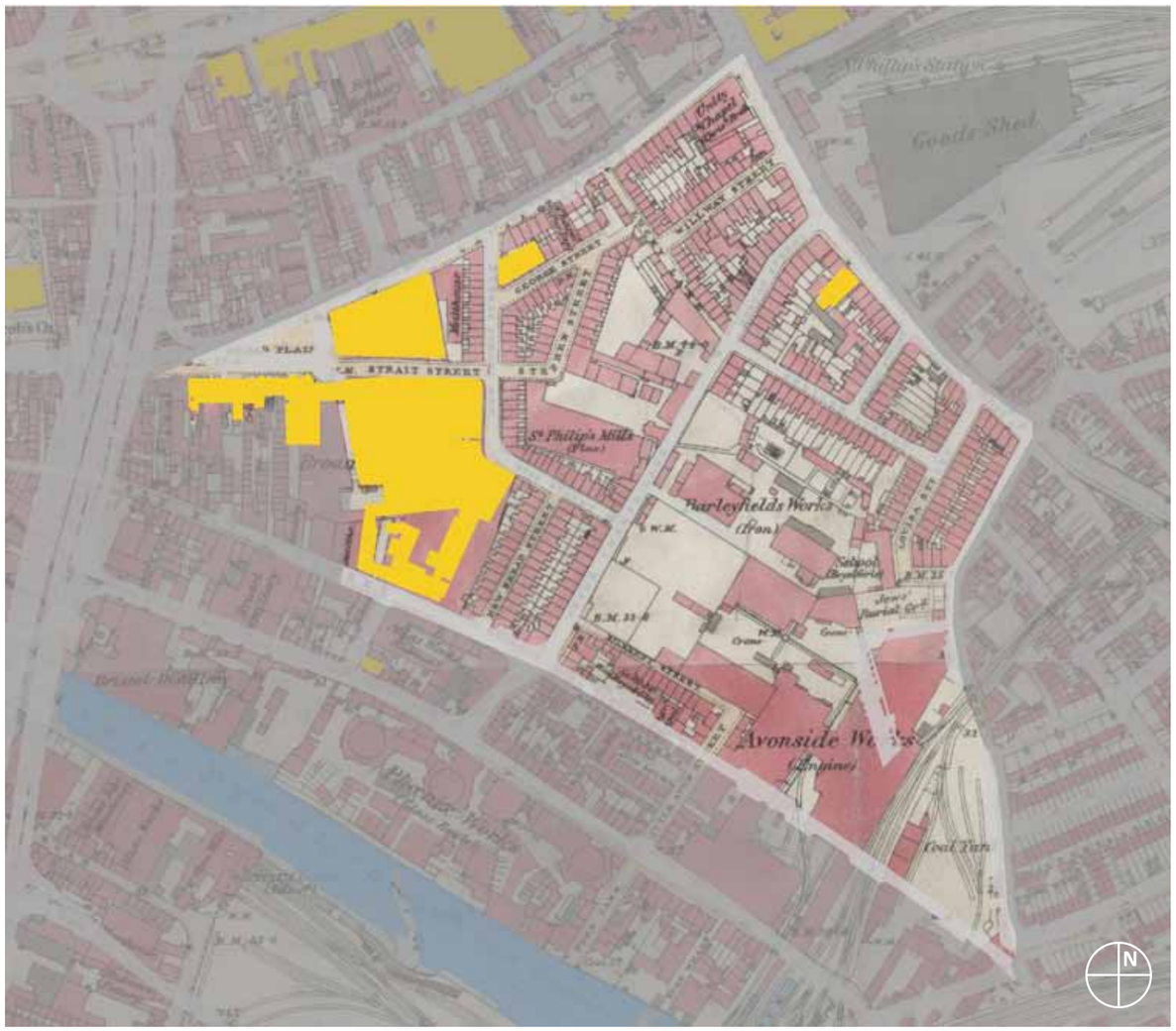












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Fig 76: Broad Plain built form

1 Midland Road Chapel

2 Old Pan Building detail

3 Hannah More School

4 Gardiner's, Straight Street (north)

5 Broad Plain (south)

6 1880s Ordnance Survey plan with surviving buildings marked in yellow and existing road structure overlain

5. Challenges and opportunities

Type	Area affected	Description	Opportunities
Routes and spaces	**All**	Poorly maintained public realm Utilitarian lighting and townscape details undermine the public realm	To improve the public realm through the maintenance and repair of surviving traditional street furniture and street surfaces or to replace street furniture, when necessary, that has been designed with regard to local character
Routes and spaces	**Horton Street, Midland Road and Unity Street**	The surface car parking undermines the continuity and enclosure to Horton Street, Midland Road and Unity Street	To introduce or reinstate clear pedestrian routes through any proposed redevelopment of the car park site that would reinforce links between Old Market, the Dings and Temple Meads through the planning process To encourage active frontages, where appropriate, through the planning process for any re-development proposals
Routes and spaces	**Broad Plain**	Temple Way has severed the physical link with the area to the east. The route from St Philips Bridge/Narrow Plain into Broad Plain has been redirected under Temple Way, reducing use and connection between the two	To improve legibility and pedestrian desire-lines and connections between Broad Plain and the area west of Temple Way
Routes and spaces	**Broad Plain**	Clutter in the streetscape around Broad Plain	Seek the removal of excess clutter in the public realm and improve the overall area with street furniture that has been designed with regard to the local character
Routes and spaces	**Midland Road/Barton Road**	Large advertising hoardings around Midland Road/Barton Road junction	Seek a discontinuance notice on existing advertising hoardings and resist the erection of any additional hoardings in the area
Routes and spaces	**Jubilee Street and other back lanes**	Volume of on-street parking to rear of Hannah More primary	To encourage strategies that look at reducing commuter parking in the area and are supported by the local community

Type	Area affected	Description	Opportunities
Structure and form	**All**	Poor connections and incoherent spaces and links between buildings	To improve connections and bring indeterminate spaces into the public realm through the planning process
Structure and form	**All**	Poor quality signage undermines building frontages, the boundaries of car parks and vacant sites	To reduce the volume of poor quality advertising in the area, especially at key entrance points, and encourage a high quality approach to advertising in the area as part of the planning process. To seek enforcement action and the removal of large commercial estate agents boards where a breech of planning control has occurred and encourage a strategy for commercial signage in sensitive areas
Structure and form	**Midland Road / Horton Street**	There are a number of vacant sites in the vicinity of Horton Street and Midland Road - if insensitively developed, the character of the area and the neighbouring Old Market Conservation Area could be undermined. The vacant site on the corner of Midland Road is particularly sensitive as it is on the gateway to the Old Market Conservation Area and provides the setting for the Ebenezer Chapel	To ensure that any redevelopment proposals of the vacant site are sensitive to the local character and context in terms of scale, massing, materials and detail through the planning process
Structure and form	**Heritage Assets**	Some of the traditional buildings in the area are vacant or in a particularly poor state of repair (e.g The Printer's Devil public house and the Ebenezer Chapel). If their condition continues to deteriorate the buildings will be vulnerable to irreparable damage and eventual loss.	To increase activity in some areas and to help mitigate against physical decline through encouraging empty buildings are brought back into appropriate use. To arrest and reverse physical decline of listed buildings through investigate the possibility of serving a formal notice on listed buildings or locally listed buildings identified on the At Risk register
Structure and form	**Unity Street**	There is a high vacancy rate of buildings along Unity Street, with some traditional buildings hoarded up and in a clearly declining condition. This gives a character of a declining environment but also makes the buildings themselves under threat from demolition and redevelopment	To encourage the retention of existing buildings or at least their scale, materials and detailing in order to retain the semi-industrial character along Unity Street through the planning process

8 The Dings





Fig 77: Character area

1. Local character and distinctiveness

1.1 Location

The Dings lies in the eastern portion of the central area, immediately north of the Temple Quarter Enterprise Zone. The area is less than 400m to Temple Meads train station, Redcliffe and Old Market though despite this proximity it remains relatively isolated and little-known.

The triangle of residential development is bounded by the major railway siding of St Philips Viaduct along the south. Kingsland Road runs north/southeast and Barton Road north/southwest. Oxford Street is the only route that runs fully through east to west.

1.2 Summary description

The Dings is a tiny residential area whose essential purpose and character is family housing. The inner portion has low-density, modest Victorian and 1930s houses, with some larger former workshops and a public house around the perimeter. South of Oxford Street is a park and recreation ground.

The area is a surprising contrast to the neighbouring industrial context to the east and rail infrastructure to the south. Immediately west of Barton Road is an emerging trend for modern flat and town-house blocks.

The former street pattern of The Dings is important, in areas where the former housing has been cleared original street layout survives, at least in part.

The limited entry points into The Dings (three from the west and just one from the east) and the recent application of 'home zone' principles, contributes to a strong sense of place and intimate, introspective character.

1.3 Positive context

- Sense of a contained residential development
- Surviving historic route structure remnants of traditional street surfaces
- Overall domestic scale contributing to an intimate character
- Surviving traditional boundary walls
- Strong material palette
- Generous private green space
- Views to landmark buildings and surrounding landscape
- Mature trees framing routes and spaces



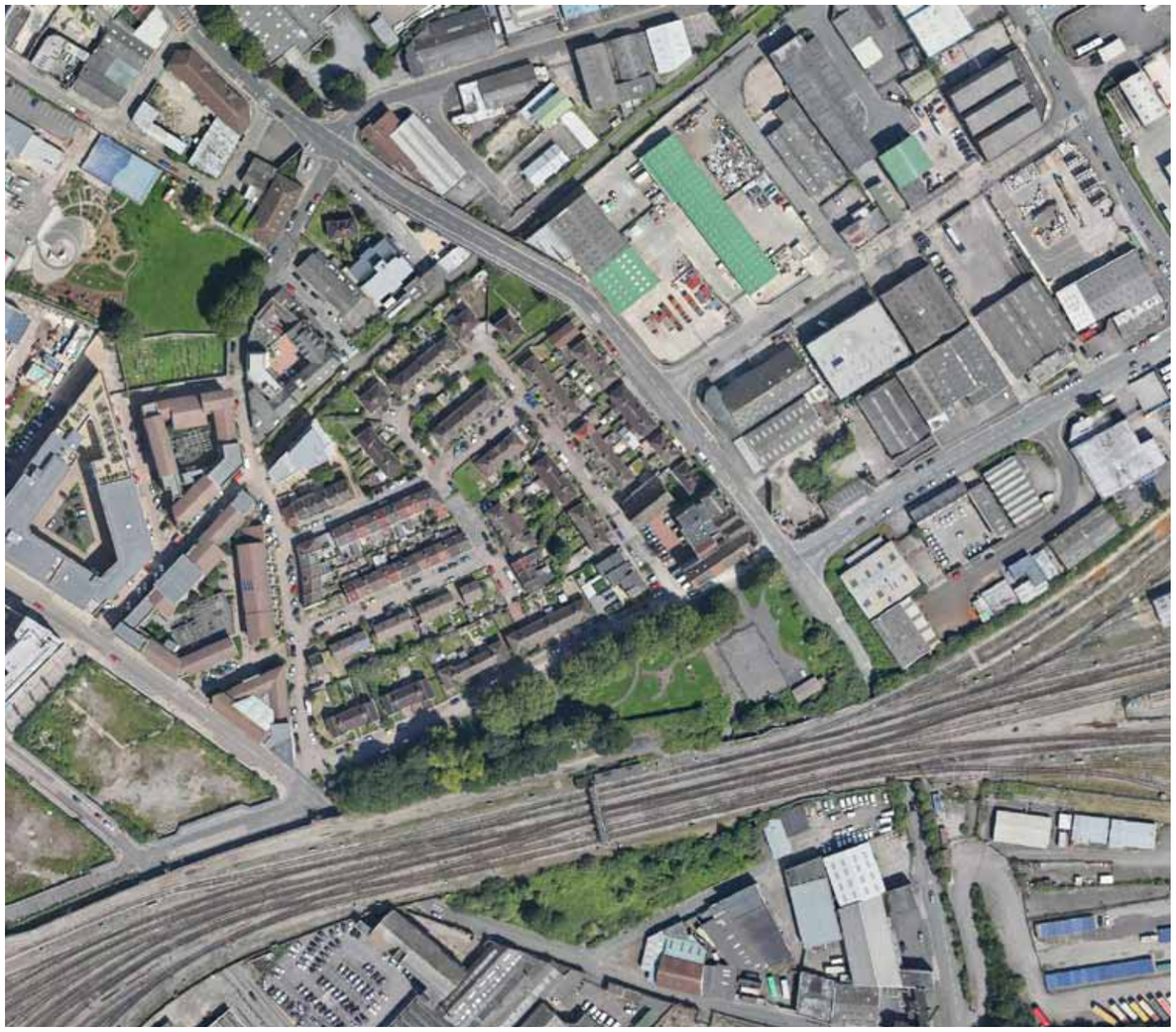












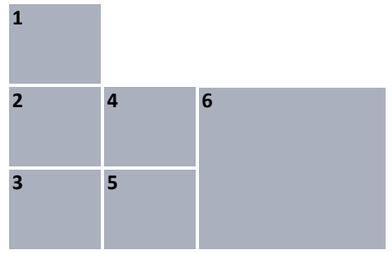


Fig 78: The Dings

1 Modern residential west of Barton Road

2 View to Hannah More and Old Pan buildings

3 Kingsland Road looking north

4 Public art marking the entrance to The Dings, Oxford Street

5 Entrance into The Dings Park

6 The Dings aerial

2. Landscape

2.1 Topography

The Dings sits in a very low-lying context, on a portion of slightly higher ground. The Avon runs close to the southwest; the Feeder canal is approx 200m to the south; and the Wain Brook runs northeast to north west to meet the Avon at Cuckold's Pill (culverted in the early 19th century).

The rise in land level is discernible on approach from St Philips Marsh. The Kingsland Road Bridge gives the best vantage for understanding the local topography, which shows the gradual rise towards the ridge of Old Market in the north; the flat landscape to the south and west; and the steep rise of the Totterdown/Arnos Vale escarpment beyond St Philips.

The railways have greatly impacted the local topography. Cutting across the northern portion is the former Midland Coal Yard line (now a cycle path), Kingsland Road Bridge was built to cross over this line. The Great Western Railway lines, running from Temple Meads eastwards through St Philips Marsh, are carried on the St Philips Viaduct. This massive bank, which has road tunnels through it, physically and visually blocks views to the south from The Dings.

2.2 Views and vantage points

- Kingsland Road Bridge provides the best vantage point giving far-reaching views to the Temple Meads complex, Broad Plain, Redcliffe, the Royal Fort, and Totterdown escarpment
- From Barton Road, looking south down, to terraces and Sydenham Road church on the Totterdown escarpment
- A long view from Barton Road looking southwest down Chimney Steps and Tyler Street channelled towards Temple Meads and the spire of St Mary Redcliffe
- A local view from the west end of Tyler Street/ Barton Road to Union Street Mission Hall
- View from top of Union Road and Barton Vale looking south to mature trees that line Oxford Street
- Via gaps between 1930s houses looking north or west to Hannah More Primary School

2.3 Landmarks

Positive landmark buildings within (or immediately adjacent to) area:

- Shaftesbury House
- Union Road former mission room

Other features within (or immediately beyond) the area:

- Jewish Burial Ground (Broad Plain)
- St Philips Viaduct arches and bridges
- The Barley Mow public house

Positive landmark buildings beyond the area:

- Former Soap Works and Gardiner's Warehouse (Broad Plain)
- No. 1 Redcliffe Street (North Redcliffe)
- St Mary Redcliffe Church (Redcliffe South)
- Temple Meads train station complex (Temple Quarter)
- Sydenham Road Church (Totterdown)
- Hannah More Primary School (Broad Plain)

Fig 79:
Landscape and landmarks

Positive landmark buildings

Other visual features















1
2 4 6
3 5

Fig 80: The Dings landscape

1 Oxford Street looking east towards Shaftesbury House

2 Union Road former mission room

3 Kingsland Road looking south

4 Tyler Street looking east

5 Barton Road looking east

6 View north from Kingsland Road Bridge

3. Routes and spaces

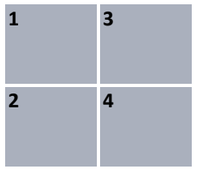


Fig 81: The Dings routes and spaces

1 Cycle path looking west

2 Cycle path looking east

3 The Dings Park

4 Union Road southern extension

3.1 Routes

The Dings remained essentially agricultural in character well into the 18th century. A portion was a brick field and pool, which became a cemetery for the Jewish community (off Barton Road) in 1759. When the Feeder Canal was cut through St Philip's Marsh it kick started an increase in industrial sites in the environs around The Dings.

Cooks Lane (Barton Road) and Kingsland Road appeared by 1828, framing The Dings. Within these perimeter routes, The Dings is being developed with speculatively built low-grade cottages along Union Road, Waterloo Lane, Oxford Road, and Freestone Road (now in Temple Quarter). In the earliest route structure, no single street leads fully from north to south nor east to west

By 1840 the remaining portion at the northwest of The Dings had developed along Tyler Street and the southern part of Barton Vale.

By the mid 19th century the railways had significantly altered the route structure of The Dings. The St Philips Viaduct, carrying the Great Western railway, cut across the south, resulting in the demolition of Waterloo Place buildings and severing the legible connections with the southern portion. Also, the Midland Coal Yard line running east/west across the north through Union Road and Barton Vale.

Although railways came to dominate the local topography, its communications with the rest of the city were poor. It was not served by tramways and the first road link to St Philips from the south was not created until the building of Totterdown Bridge in 1888.

Construction of the Kingsland Road Bridge altered the route structure in the north of the area. The northern extension of Kingsland Road became the no-through route of Kingsland close.

The early 20th century slum clearance and subsequent inter-war housing schemes introduced another route layout. Dings Walk was created to bridge the top of Barton Vale and Union Road (which consequently lost their northern connections). Birkin Street was extended eastwards to link with Union Road. The network of terraces and courts south of Oxford Street were replaced with a park and recreation ground.

The present day route structure of the Dings contributes to its character as quiet and self-contained enclave. Oxford Street is the only street that links the main roads either side. The former Midland Coal Yard line is now a cycle path linking to the Bristol and Bath Railway Path and Temple Meads.









Fig 82:
Historic routes and Listed Buildings

Listed buildings

Medieval routes

Existing green spaces

3.2 Urban structure and grain

The northern portion of the Dings has largest plot sizes, on a slightly haphazard layout. Historically this northern portion emerged in a more piecemeal way and various alterations to the historic route structure here have most obviously changed the urban grain. Union Road and Barton Vale are cut off the warehouses and flats over the traditional smaller plot sizes.

South of the Barley Mow public house, buildings directly address the street and occupy relatively large plots. The new flats opposite contribute to a canyon-like effect, though the winding course of the street and focused views through give it a pleasant feel.

Kingsland Road carries heavier traffic and is less intimate in character. Shaftesbury House is conspicuous in its scale, occupying the large corner plot into Oxford Street. Beyond are domestically scaled semi's and two groups of terraces, all set back from the pavement behind short front gardens or a paved forecourt.

The inner structure and grain is intimate and introspective. Building density depends on whether streets retain their Victorian townscape. Birkin Street (west) and Tyler Street have a dense structure, tight terraces directly addressing the street, or set behind a short threshold.

The Inter-War layout introduced a lower density with houses set back from the pavement behind hedges and short front gardens, creating a spacious streetscape with a strong rhythm of gaps between the houses. The intermixing of terraces and pairs adds variety to the street scene.

3.3 Spaces

The Dings Park lies at the east end of Oxford Street, rounding the corner into Kingsland Road. It is clearly defined and enclosed by mature Plane trees. It is divided into three sections: an open grassed area; a children's play park; and a recreation ground. The northern perimeter of the first two sections is marked by a low boundary and cast iron railings.

The area has recently become a 'home zone', redesigning street layouts so that pedestrians, cyclists and vehicles share the space on equal terms. Pavements are no longer a step up from the road and, although cars are clearly allowed into the zone, pedestrian and non-motorised forms of transport have priority. This has helped to combat the area's commuter-parking problem and rat-running.



4. Layout and form

4.1 Scale and massing

North of The Dings Railway Path, buildings occupy deeper, wider plots. Predominant building heights 2 - 3 storeys. Scale of new housing developments up to 4 storeys. Mix of flat and pitched roofs. Simple, utilitarian detailing.

South of the Railway Path, the overall scale is domestic. 1930s buildings are flat fronted and flat backed houses of a simple block form of rectangular or square plan. 2 storeys with pitched roofs, simple architectural details brick string course and door canopies.

Victorian and Edwardian terraces: 2 storeys, either flat fronted or with canted bays.

Shaftesbury House and the former Union Road Mission Hall are exceptions in scale, massing and detailing:- up to 4 storeys, 5 bay return, splayed and turreted corner on Oxford Street/Kingsland Road, gabled roof.

4.2 Building ages

There is little or no built fabric surviving from the earliest development of The Dings. The Barley Mow is the oldest, and only 19th century, building.

The first industrial cottages were demolished and replaced in various phases, in the late 19th century to allow construction of rail lines.

The workshop on the corner of Barton Road and The Dings Railway Path is c. 1900 but currently in poor state of repair.

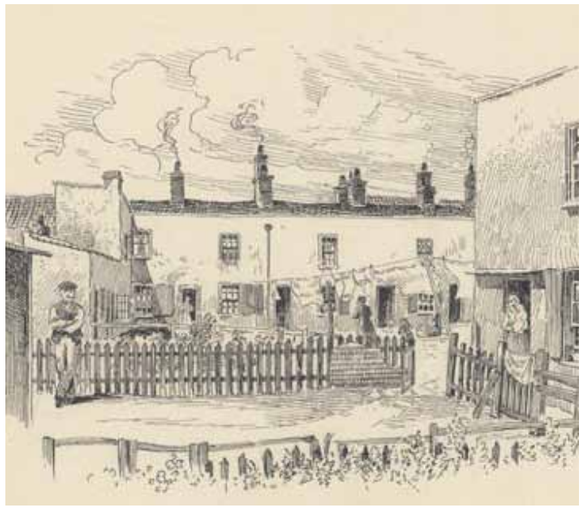
The greatest population boom was in the later 19th century when the major part of the development took place, including service buildings of chapels and schools. A good deal of the existing housing had already become slum dwellings by the end of the 19th century, Birkin Street terraces are replacements of the earlier cottages, with upgraded sanitation.

The majority of the housing stock in The Dings is 1930s, built to replace the compact streets of back-to-back terraced houses that were considered slums by the 1920s. The replacement housing, built by the Bristol Corporation, had higher space standards and included front and back gardens. Most of the residents were relocated to new housing estates in Knowle and Brislington.

The decline in population in the 1930s made local pubs and churches superfluous. The church closed in 1938 and was demolished in 1939. The Church Hall survived until 2008, only the plaque survives. The Union Road mission room dates from 1880.

4.3 Materials

- Red clay brick
- Red clay tile
- Timber joinery, painted white
- Pennant rubble boundary walls
- Low privet hedges as front boundaries to 1930s housing
- Black brick string course
- Limestone dressings













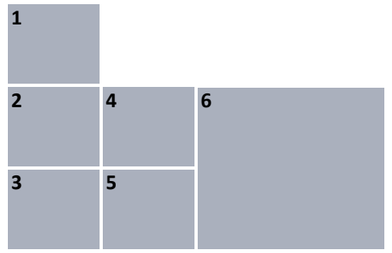


Fig 83: The Dings built form

1 Loxton's View

2 Tyler Street

3 The Barley Mow

4 The Dings Park

5 Oxford Street

6 1880s Ordnance Survey plan with modern roads overlain

5. Challenges and opportunities

Type	Area affected	Description	Opportunity
Routes and spaces	**Kingsland Road/Barton Road**	Advertising hoardings opposite Kingsland Road/Barton Road junction and on east side of Kingsland Road	To seek a discontinuance notice on existing advertising hoardings and resist the erection of any additional hoardings in or adjacent to the area
Routes and spaces	**Union Road**	Commuter parking	To support a strategy that looks at routes where commuter parking is an issue and proposes resolutions in line with a community consultation
Routes and spaces	**All**	Wheelie bins on streets	To improve the public realm through encouraging initiatives that tackle waste disposal and reduces impact of wheelie bins on streets
Routes and spaces	**All**	Loss of traditional street furniture or street surfaces	To improve the public realm through seeking the maintenance and repair of surviving traditional street furniture and street surfaces or with street furniture that has been designed with regard to local character
Routes and spaces	**Union Road**	Loss of links and routes through the area, especially towards the north where development has been across a road; and in the south, where the historic links with St Philips were cut off by the railway siding	To improve links with neighbouring areas and Temple Meads through the retention of routes and footpaths and the reinstatement of lost through-routes as appropriate, through the planning process

Type	Area affected	Description	Opportunity
Structure and form	**Barton Road** **Kingsland Road**	Derelict, disused or under used buildings are undermining a sense of vibrancy in the area and unlisted buildings that are pre-1950 and of some character become increasingly vulnerable to vandalism and eventual loss through demolition	To encourage adaptive re-use or sensitive redevelopment of vacant buildings, especially unlisted buildings that make a contribution to local character, through the planning process To encourage the renovation or upgrade of the housing stock as part of the city council's ongoing strategy for maintaining their properties
Structure and form	**All**	Some of the more contemporary flat blocks within the Dings and on the perimeter fail to support the local character through being of incongruous scale, or material	To ensure that any redevelopment proposals of the vacant sites are sensitive to the local character and context in terms of scale, massing, materials and detail through the planning process
Structure and form	**Kingsland Road**	Poor quality shopfonts and signage	To encourage the Kingsland Road frontage through seek improvements to the group of shopfronts through enforcement action where a breach of planning control has occurred and seek improved signage and security measures through the planning process
Structure and form	**1930s housing**	The traditional architectural form is gradually being eroded through an incremental loss of front boundary treatments (from short front gardens behind low privet hedges to hard-standing and mix of front boundary treatments); extensions; and through a proliferation of satellite dishes	To encourage the retention or reinstatement of traditional boundary treatments where appropriate through the planning process To take enforcement action against unauthorised satellite dishes where a breach of planning has occurred

9 Castle Park





Fig 84: Character area

1. Local character and distinctiveness

1.1 Location

Castle Park is at the heart of the Central Area, between Old Market in the east and Old City to the west. Bristol's main shopping district, Broadmead and Cabot Circus, is immediately to the north and east.

The park is bounded by roads on three sides: High Street on the west; Wine Street, Newgate and Broad Weir along the north; and Lower Castle Street on the east. The curving river Avon runs along the south; Redcliffe is immediately across the water.

This study excludes the St Mary-le-Port site (in Old City) but does include the blocks southeast of the park, which front the water between Tower Hill and Cheese Lane and the Floating Harbour, and the Ambulance Station site.

1.2 Summary description

Castle Park provides the largest green open space in the city centre. With an elevated position over-looking the Floating Harbour, it enjoys a gently sloping southerly aspect and some of the iconic views of Bristol. The landscape is enriched with archaeological remains, surviving remnants of historic buildings, new landscape features and public art.

It is well used as a through-route, for pedestrians and cyclists, as well as being an important event and recreational space. The public park has become a vital and well loved asset for the city; its creation however was a break with the past and leaves little evidence of a much older legacy.

The area has never fully recovered from the destruction of the majority of the built fabric during the Blitz, the subsequent relocation of the shopping district to Broadmead, and overlaying of the historic route structure. The connection with Old Market has been most badly damaged, exacerbated by the Temple Way underpass and roundabout.

Gateways, through routes, connections with neighbouring areas, and the physical and intellectual enhancement of assets are major opportunities for the park and the wider city context.

1.3 Positive context

- Surviving features of archaeological or historic interest
- Views into and out of the area
- Biodiversity value
- Well used public open space
- Strategic link between Old Market and the Old City, and between Redcliffe and Broadmead and Cabot Circus
- Remnants of the historic route structure
- Potential for improved intellectual access to specific sites and wider area
- Quality of landmark buildings
- Surviving pre-1950 structures

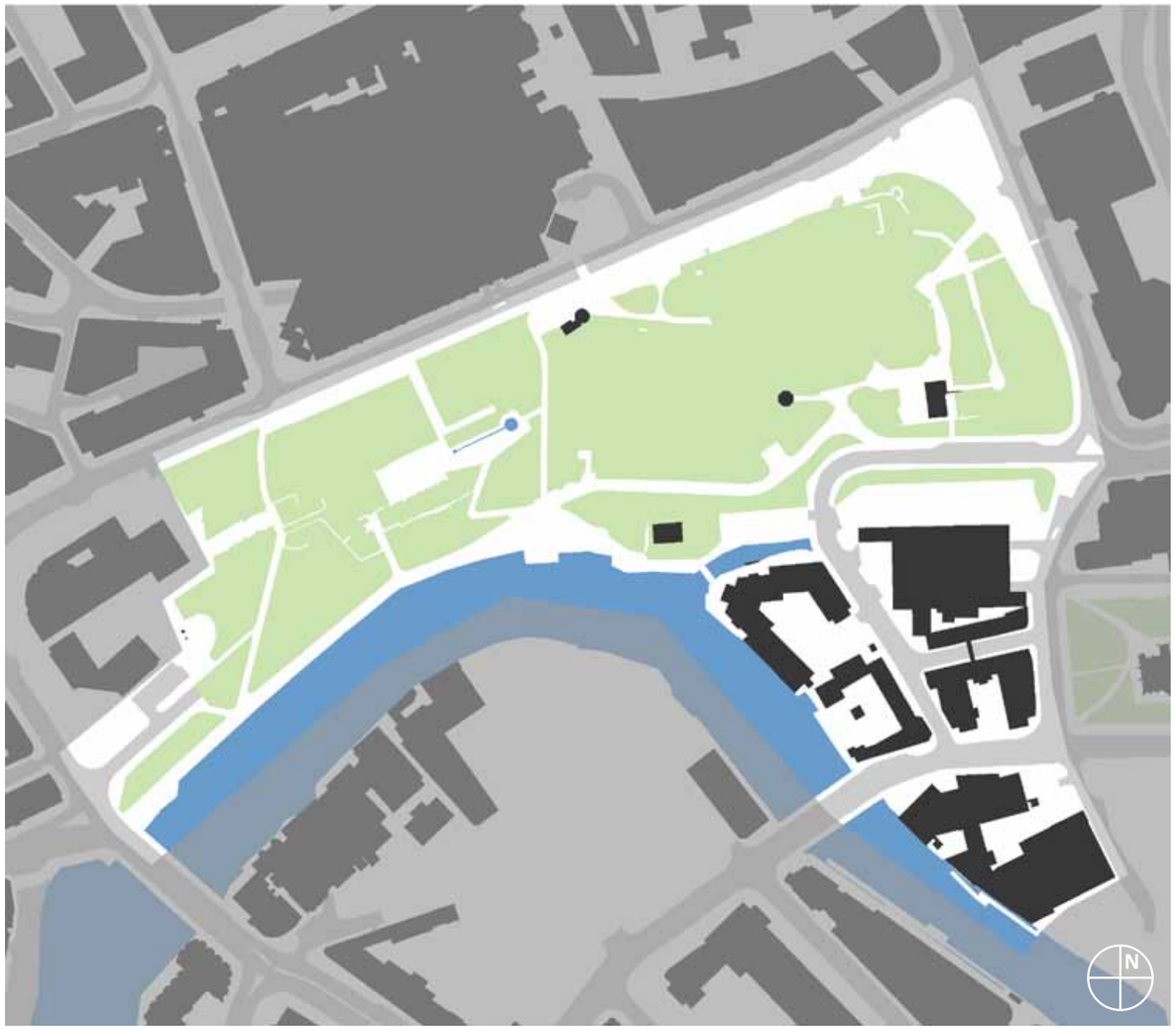












Fig 85: Castle Park

1 Castle Park during Harbourside Festival

2 Floating Harbour walls

3 View from east to west

4 View towards Redcliffe

5 Castle Park aerial

2. Landscape

2.1 Topography

Castle Park sits on a bluff of red Triassic sandstone that is sandwiched between the river Avon in the south and the Frome in the north.

Land slopes from north to south, dropping towards the basin of the Avon then flattening out over Redcliffe. Beyond the low, level ground of the Frome Valley to the north, there is a steep incline towards the Kingsdown and Ashley Down escarpment.

The site rounds the horseshoe of the Floating Harbour, that wraps over Redcliffe to the south. The harbour wall runs along the southern edge of the park with a steep drop to the Avon.

2.2 Views and vantage points

Views into and out of Castle Park are extensive. The Floating Harbour channels views along its length, which extend towards Temple Meads City Gateway in the south east and towards Redcliffe Parade in the south west.

There are many opportunities to view some of Bristol's oldest churches. From Castle Street, looking west, the view includes five church spires/towers: St Peter's, Christ Church, All Saints, Mary-le-Port and St Nicholas'. View north from Philip Street Bridge to St Peter's Church.

The shot tower is an important landmark, especially viewed from the south and east.

Good views of the context of the Floating Harbour are also significant e.g from the north end of Queen Street looking west along the castle ditch and beyond. The harbour walls contribute to the setting of the park and Bristol Bridge and is an important feature in its own right.

Views out of the area are to the wharfs and warehouses of North Redcliffe; westwards beyond Bristol Bridge to Redcliffe Parade; and from Castle Street to Old Market Street.

Positive landmark buildings within (or immediately adjacent to) the area:
- Christ Church (Old City)
- St Nicholas Church (Old City)
- All Saints' Church (Old City)
- Bristol Bridge
- St Mary le Port Church
- St Peter's Church
- The Shot Tower, Cheese Lane
- St Philip and St Jacob's Church (Old Market)

Other features within (or immediately beyond) the area:
- Floating Harbour walls
- E W Godwin's School Building (now Ambulance Station Offices)

Positive landmark buildings beyond the area:
- Brewery Complex (North Redcliffe)
- Electricity Generating Station (North Redcliffe)
- Redcliffe Parade (South Redcliffe)
- No. 1 Redcliff Street (North Redcliffe)
- Temple Church tower (North Redcliffe)
- Central Hall (Old Market)

Fig 86:
Landscape and landmarks

Positive landmark buildings

Other visual features















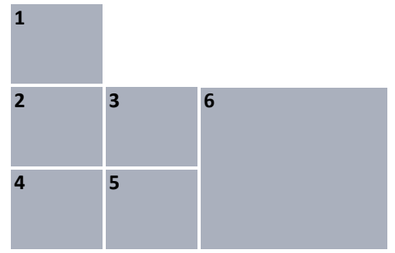


Fig 87: Castle Park landscape

1 View east to west

2 View of five churches

3 View south west to Bristol Bridge

4 View to North Redcliffe

5 St Peter's Church

6 View from the south east

3. Routes and spaces

Fig 88: Castle Park routes

1 Extract from Hoefnagle's map, 1581

2 Extract from Millerd, 1673

3 Castle Street, November 1940 (Facey Collection)

4 Castle Street, looking west

3.1 Routes

The early town of Bristol evolved between the rivers Avon and Frome, Castle Park lies on the ridge of high ground between the two. High Street forms the western boundary, leading from the bridge to the High Cross - where east/west and north/south routes meet.

To the east lay Wine Street, the remnants of Mary-le-Port Street and the former Worshipful Street, or Shambles, the latter replaced in the 18th century by Bridge Street. These streets terminated at the north/south route of Dolphin Street - now largely obliterated by modern landscaping. They formed a grid of streets connected by secondary lanes. The early medieval defensive circuit may have run immediately east of Dolphin Street. By the 13th century the defence of the town had been extended as far as Newgate to the north east.

East of this the early route structure was influenced by the castle complex, its defensive moat and the river Frome that fed into Broad Weir. Hoefnagle's map, 1581, shows the relation between the rivers Frome, Avon, the gates, and the castle complex.

The castle moat ran from the Avon eastwards as far as Tower Hill, then north, parallel to Lower Castle Street, then west along Broad Weir, where it joined the Frome at the weir for the castle mill. The King's Orchard was located in the area bounded by the modern Passage Street, Tower Hill and the Avon and separated by the ditch.

The next significant phase in route development came with the demolition of the castle in the 1650s. Castle Street became the major east/west route linking the medieval town core (Old City) with the existing broad marketplace (Old Market), east of the Nether Gate. Millerd's 1673 plan shows the new block structure emerging, with Castle Green running parallel to Castle Street and Castle Green and Peter Street at each end.

By Millerd's 1710 plan, the King's Orchard had been developed, introducing new roads south of Castle Ditch and alongside the Avon: Queen Street, Mary Bush Lane, Kennet Wharf and Queen Street Wharf.

Demolition of the castle's Nether Gate enabled a continual route from Old Market to Castle Street. By the mid 18th century Castle Street had became an increasingly important commercial hub for Bristol, and the strategic link between the Old City and Old Market.

In the late 18th century a more regimented route structure was imposed. Ashmead's 1828 map shows Dolphin Street had been widened creating an improved link into Union Street and Broadmead further north. The Shambles was replaced by the wider, more linear Bridge Street and the Back of Bridge Street along the water. Church Lane punctuates the block between Narrow Wine Street and St Peter's Street.

By the early 19th century all the town gates had gone improving through-routes into and out of the Old City. St Philips Bridge appeared by 1840. Most of the castle moat had been culverted by 1855. By 1880, the weir had gone and a tramway ran from Redcliffe over St Philip's Bridge, along Tower Hill, splitting at Castle Street to go either northwards along Lower Castle Street/Broad Weir or east along Old Market.









Fig 89:
Historic routes and Listed Buildings

Listed buildings

Medieval routes

Existing green spaces

The area was virtually flattened by bombing in November 1940. While bombing destroyed the buildings, the route structure remained in tact, even with the clearing of buildings to make way for surface car parking. Broadmead was developed as Bristol's new commercial centre in the 1950s, weakening the physical and commercial connection between Old Market and Old City.

In the 1960s the west end of Wine Street was re-aligned, as the start of a wider redevelopment plan that never emerged. In the 1970s, the area was laid out as a public park. New paths and landscape features were introduced, completely eradicating the sense of a historic route structure.

Temple Way underpass and Old Market roundabout destroyed the once fluid route from Old Market through to Castle Park. The once significant link between Bridge Street and Union Street via Dolphin Street had been largely lost, although there is a footpath that roughly corresponds to this historic route.

Surviving routes include the short stretch of Bridge Street's west end; Back of Bridge Street that survives along its original length; half of Castle Street, between Old Market Street and Queen Street; and the blocks north and south of Passage Street.

A cycle path runs through the park linking the city centre to the Bristol to Bath cycle path. A waterside path leads from Passage Street, over a new footbridge into the park. A new footbridge over the Avon is planned between the brewery complex in North Redcliffe to the park, south of St Peter's Church.

3.2 Urban structure and grain

There is no surviving evidence of the traditional tight urban form that would have characterised the area. Prior to WW2 buildings would have directly addressed the pavement edge; tightly packed creating a densely built up landscape.

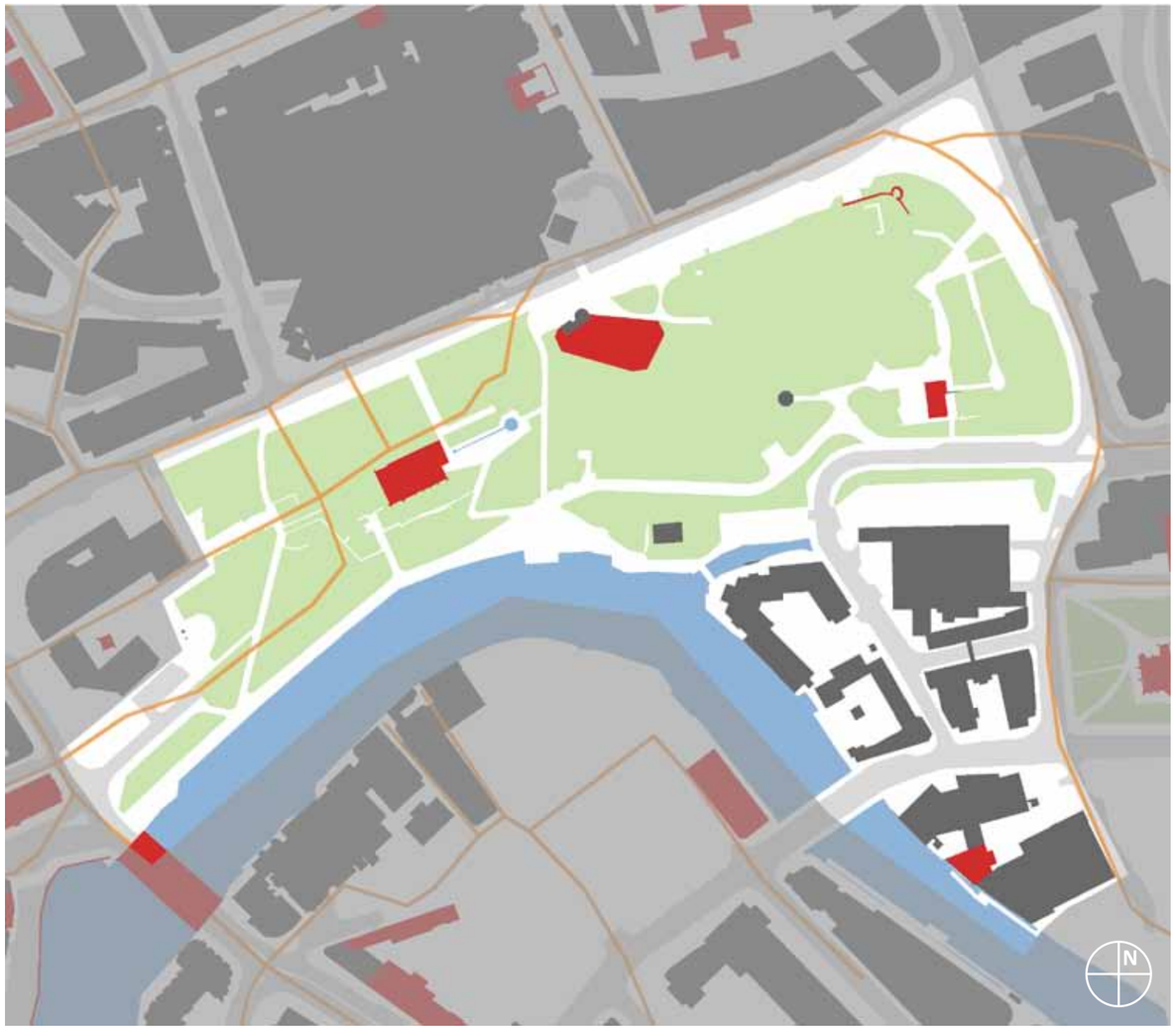
South of Castle Street, built form is large and more industrial in scale. Buildings tend to occupy most of the block, looming large straight from the pavement edge. The ambulance station is set back in area, with a poor relationship between the streets. Large building plots now extend across the narrow passages that once penetrated between Queen Street and the Avon. This has led to a less permeable urban structure and courser grain. Buildings in this area occupy vast plots, some with internal, private courtyards.

3.3 Spaces

The park as it exists today was completed in 1978, largely composed of grassed lawns and the partially excavated remains of Bristol Castle.

A large paved square (St Peter's Square) lies to the north and west of the church and more formal gardens, including a large water sculpture and a herb garden lie east and south of it. To the north of St Peter's Church is a relatively level area of paving with a grassed area to the east, bordered to the north by a line of Plane trees.

The perimeter boundaries of the park are well defined though some of the internal spaces are lacking surveillance and with potential for enhancement - especially around the surviving Castle buildings.



4. Layout and form

4.1 Scale and massing

Historically, development along the main thoroughfares would have been of tightly packed terraces with long plots extending to the rear. Older properties would have been two or three storey timber frames, gable fronted and often jettied. The early 19th century redevelopments in the Bridge Street environs introduced taller, more uniform structures; four storeys, plus attic concealed behind a parapet; two bays wide.

Before WW2 the area would have been a mix of three and four storey buildings and later, larger buildings that would have merged the plots of several earlier properties. All properties would have been tightly packed, directly addressing the back of pavement, forming a strong building line

Existing buildings within the park are isolated, lacking context with their surroundings. What survives of the vaulted chambers sits low behind a pennant boundary wall, single storey, with a roof behind parapet and large buttresses to the flank wall.

Development south of Castle Street is generally of larger scale and massing. There is a lack of ground floor activity, a more industrial scale, four to six storeys. The Ambulance Station occupies a vast plot. Just two storeys with a flat roof, there is limited ground floor opening, with a ramp and roof top carpark and surface carpark facing Castle Street.

Passage Street has a more domestic scale: a parade of two storey shops, and a three storey pub on the corner with Queen Street.

4.2 Building ages

St Peter's Church (Grade II*) is traditionally held to be the oldest church in Bristol and was first recorded in 1107, the fabric of the lower element of the tower is thought to be 12th century, although the majority of the fabric dates from the 15th century.

The only elements of the Castle now visible above ground are the Vaulted Chambers, a rock-cut sally port and a section of the south curtain wall. The Vaulted Chambers (Grade II listed and a Scheduled Ancient Monument) are constructed of Pennant sandstone rubble with limestone ashlar detailing date from the 15th century. Remains of the foundations of the 12th century Bristol Castle Keep (Grade II) constructed of Pennant sandstone.

18th century town planning saw the redevelopment of Bridge Street, Dolphin Street and Union Street to the designs of Thomas Paty; typical elevations were late Georgian classical, red brick, with limestone details. This development formed part of a wider scheme of improvements including the rebuilding of Bristol Bridge and the harbour wall.

With the dawn of trade across the Atlantic, industries and crafts that fed into this trade appear. Also, a number of independent chapels were built in the late 18th and 19th century, and by the mid to late 19th century a number of manufactories had been established.

In the early 20th century, and up to the Second World War, the district continued to develop as an important commercial 'high street' for Bristol. Large department stores and several cinemas, and hotels were interspersed between a mixture of 17th, 18th and 19th century buildings. The public house and parade of shops along Passage Street are mid to late 20th century.

On the north side of Marybush Lane is the former school building by E W Godwin, c. 1860s. The building was extended at either end and integrated into the 1960s Ambulance Station complex.

The sexual health clinic on the south of Marybush Lane, 1935, by C F Dening. Brown brick and Portland stone, with a deep u-shaped courtyard, stepped central tower and canted ends to the rear wings

The Blitz of November 1940 effectively razed the Castle Street district; surviving buildings were so extensively damaged that they had to be demolished. A small number of buildings in the east of the park, on either side of Castle Street and north of Castle Green, did survive and remained in occupation until the late 1960s.

The area was finally cleared of the remaining buildings, excepting the shell of St Peter's Church, the medieval structure of the Vaulted Chambers, and St Mary-le-Port Church tower in the late 1960s. Buildings were cleared down to the former cellar levels and land used for car parking.

The Lead Shot Tower (Grade II), Cheese Lane was constructed in 1969. Built of reinforced concrete with vertically set slit windows in the tower. At the top is a twelve-sided room with a central band of vertically set windows.

A grand scheme for re-inventing the castle street area included plans for a museum and art gallery. Only the Norwich Union building, which wraps itself around the St Mary-le-Port site was realised. The area was eventually laid out as a public park in the early 1970s. The large rubble stone retaining wall alongside Broad Weir and foot bridges are 1970s; the toilet block is 1990s.

Between Queen Street and the Avon, large flat blocks replaced the earlier warehouse, mill and cold store that did front the Avon. Kings Orchard is offices and housing built in 1982, in hard orange brick with broken rooflines. At the south end lower housing with stucco walls and a courtyard over underground parking.

4.3 Materials

Predominant building materials
- Pennant rubble sandstone
- Limestone ashlar dressings
- Red clay brick
- Brown buff brick
- Painted render
- Timber frames
- Timber shopfronts
- Clay double-Roman or natural slate tiles
- Crittal windows













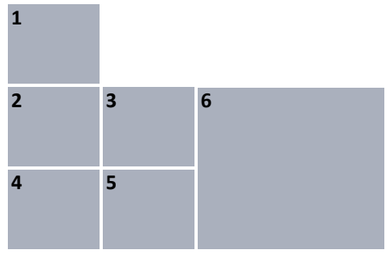


Fig 90: Castle Park built form

1 63 - 69 Castle Street (Braikenridge)

2 Mary le Port Street looking east

3 Back of Bridge Street, c.1920

4 The Vaulted Chambers

5 Wine Street, November 1940 (Facey Collection)

6 1880s Ordnance Survey plan with surviving buildings (yellow) and modern roads overlain

5. Challenges and opportunities

Type	Area affected	Description	Opportunity
Routes and spaces	**All / Old Market**	The creation of Temple Way underpass/ Old Market roundabout in the 1960s has significantly impacted on the once strategic link between Old Market and the city via Castle Street	To improve the connections between Old Market and the city centre by resolving the barrier to east/west flow of movement caused by Temple Way, especially for pedestrians and cyclists
Routes and spaces	**All**	The area has never fully recovered from the destruction of Castle Street and its environs as the key route between Old Market and the Old City	To improve connections through the park for pedestrians and cyclists To create a more direct path linking the surviving remnant of Castle Street in the east with the Old City
Routes and spaces	**All**	The pedestrian route along the north side of the park is convoluted, involving numerous steps between the park and Broad Weir. The environment is also quiet and secluded in places, and poorly lit, which detracts from a sense of safety, particularly at night. Other paths in the park do not necessarily follow desire lines.	To improve pedestrian and cycling amenity and sense of safety, particularly during the night through improved lighting and increasing natural surveillance
Routes and spaces	**East end of park**	The high wall to the south of the Vaulted Chambers blocks the historic route of Castle Street	To reinstate the historic route to Castle Street and improve public access to the Vaulted Chambers through any future master planning and through the planning process
Routes and spaces	**Castle curtain wall**	The path created along the southern elevation of the castle wall is secluded which has encouraged graffiti to the asset and the area is difficult to access	To undertake public realm improvements and improve lighting that would increase the accessibility to the area and reduce its seclusion, in turn lessening the likelihood of graffiti
Routes and spaces	**West end of park (St Mary le Port site)**	The historic route structure has been entirely lost at the west end of the park, having a negative impact on connections between Union Street and the Old City	To improve links between Broadmead via Union Street and make a better link between St Nicholas Market and St Peter's Church through reinstating a route structure more consistent with its historic line along Dolphin Street

Type	Area affected	Description	Opportunity
Structure and form	**Heritage assets**	The remnants of the castle complex vary in their legislative protection through having an inconsistent designation or a listed status that doesn't reflect their special interest The historic monuments and major heritage assets in the park currently have no public access and are suffering from a general lack of maintenance and ongoing deterioration. There is little/no provision for intellectual access. Their setting is also compromised, further limiting public interpretation	To improved access and increased interpretation of all heritage assets within the park. Support the sensitive restoration To seek the consistent designation of all the heritage assets associated with the castle that fully reflects their special interest
Structure and form	**St Mary-le-Port site**	The former Norwich Union building represents a blight and obscures the medieval church of St Mary-le-Port. It also detracts from the setting of the park	To provide a more appropriate setting for the historic church, Castle Park and the Old City as well as re-opening historic routes through encouraging the sensitive redevelopment of the St Mary le Port site through the planning process
Structure and form	**Wine Street/High Street junction**	The 1960s office building built on a pared back building line replaced the badly-bomb-damaged 'Dutch House', a fine half-timbered building which used to provide continuity and enclosure to the High Street/Wine Street junction as the city's historic central crossroad	To improve the continuity and enclosure of this corner as well as improve the gateway into the Old City and Castle Park through the redevelopment of the Wine Street / High Street corner and potentially bringing the building line forward through the planning process
Structure and form	**Newgate**	The Mall Shopping Centre multi- storey car park provides a poor back-drop to the park, and offers little in terms of surveillance or active ground floor uses	To seek more active frontage and potentially bring forward the building line as appropriate through the planning process To improve the public realm and enhance the setting for Castle Park through increased planting and seating along this route
Structure and form	**Castle complex**	The development of the park over the past 40 years has resulted in the creation of earth mounds, which are unrelated to the historic interest of the area and are not important to its current function and obscure an understanding of the former extent and arrangement of the castle and historic street layout	To enhance the setting and interpretation of the castle complex through sensitive improvement of the green spaces

10 Broadmead and Cabot Circus





Fig 91: Character area

1. Local character and distinctiveness

1.1 Location

Broadmead lies immediately north of Castle Park and south of St James Barton roundabout; centred on the junction where Broadmead running east/west and Merchant Street running north/south meet.

Cabot Circus is immediately east of Broadmead, the triangle of modern development bounded by Penn Street/Bond Street South and Newfoundland Street. The exterior flank wall of Cabot Circus terminates views into Bristol from Newfoundland Way

The entire study area is bounded by The Haymarket/ St James Barton/Newfoundland Street to the north; Silver Street/Fairfax Street/Union Street to the east; New Gate/Broad Weir to the south; and Temple Way/ Bond Street.

1.2 Summary description

Broadmead and Cabot Circus together form Bristol's main shopping area. Whilst their pedestrian areas have been designed to readily connect with each other, the two shopping areas have very different characters.

Broadmead is typical of the shopping precincts built in the post-war period and comprises a grid of pedestrianised streets, open to the air, lined by three-storey, retail units of a generally well-mannered architecture. Whilst the streets are vibrant and busy during the day, they are quiet and can be intimidating at night due to the lack of evening uses or through traffic.

Tucked behind Broadmead's main shopping streets is The Mall (formerly the Galleries Shopping Centre) – a large, introverted indoor centre arranged on three levels, with its own multi-storey carpark facing Castle Park. The brick pastiche design is very typical of centres built in the late 1980s.

Cabot Circus (opened 2008) represents a new era of city centre retail development, a new city quarter with a range of uses including residential apartments, offices, restaurants and bars, and a cinema. The architecture is bold and contemporary, and the public realm is to a very high standard.

Within this context of post 1950s shopping centres, pedestrianised streets and a primarily retail focus are historic survivors. A nonconformist chapel, a Victorian arcade, an almshouse and an in-part surviving historic route structure all add a necessary degree of character and local distinctiveness.

1.3 Positive context

- Surviving historic route structure
- Surviving historic buildings
- Fragments of historic townscape
- Views to landmark buildings and surrounding landscape
- Quality of public realm and open spaces
- Quality and range of retail offer



Fig 92: Broadmead and Cabot Circus

1 Broadmead looking west

2 Philadelphia Street looking east

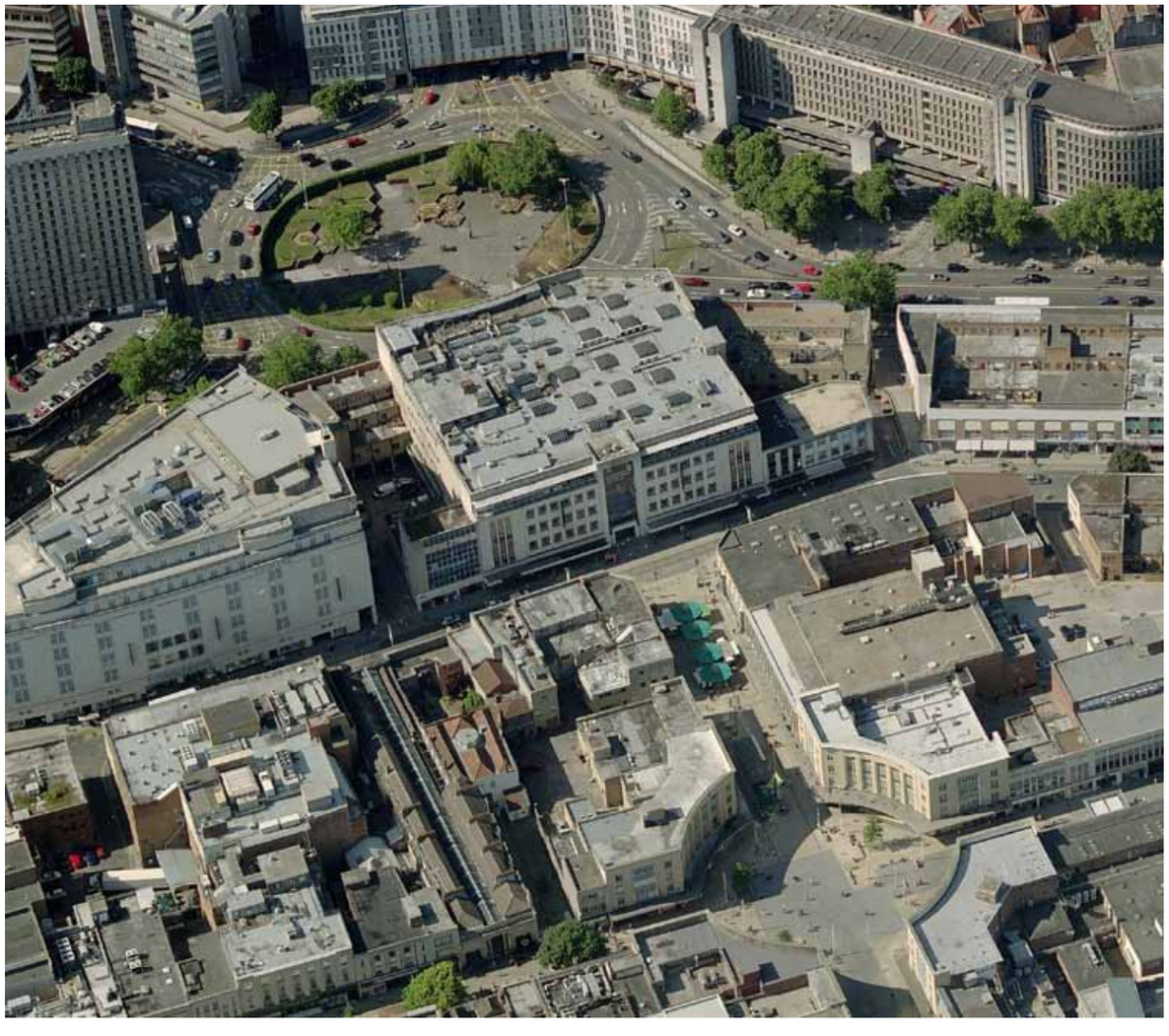
3 Quaker's Friars public realm

4 Broadmead and James Barton aerial









2. Landscape

2.1 Topography

Broadmead sits in the low-lying valley bed of the river Frome. The landscape is characteristically flat, climbing steeply to the south up to Castle Park and north beyond St James Barton to Stokes Croft and Marlborough Street.

2.2 Views and Vantage Points

The study area sits in a low basin, which restricts long views to an extent. The best views are channelled via the straight main thoroughfares of Union Street (view north to St James' Church complex) and Merchant Street (view south to the Shot Tower.

On a more local level, glimpses to historic buildings are via narrow alley entrances e.g to the New Room from Broadmead and along the Lower Arcade via Horsefair.

2.3 Landmarks

Positive landmark buildings within (or immediately adjacent to) the area:
- Harvey Nichols tower
- Odeon Cinema
- St James' Church
- Primark (Former John Lewis building) The Horsefair

Other features within (or immediately beyond) the area:
- Wesley's New Room
- Quakers Friars complex
- Merchants Tailor's Almshouse
- The Arcade
- Bridewell Island Site (Lewins Mead & James Barton)
- Broadmead Baptist Church

Positive landmark buildings beyond the area:
- The Shot Tower (Castle Park)
- St Peter's Church (Castle Park)
- Temple Church tower (North Redcliffe)

Fig 93:
Landscape and landmarks

Positive landmark buildings

Other visual features



Fig 94: Broadmead landscape

1 Merchant Taylor's Almshouse

2 Quaker's Friars

3 Wesley's chapel courtyard

4 Broadmead towards Nelson Street









Fig 95: Broadmead historic images courtesy of Bristol Museums, Galleries and Archives

1 Extract from Millerd's Plan 1674

2 OS Map 1973-4 - showing post-War road layout

3. Routes and spaces

3.1 Routes

Broadmead originated as a planned medieval suburb developed in the 12th century in a meadow on the floodplain for the Frome. The land was associated with the St James' Priory immediately north and stood just east of Bristol's town wall. To the north east of the developed area were further meadows known as Earls Mead.

The suburb was clearly laid out, divided into quadrants with Broadmead/Rosemary Street forming the main east/west axis and Merchant Street/Old King Street the north/south route. The route north continued into The Barrs and The Barton. The southern edge was defined by the bank of the River Frome and the northern extent by the Horsefair/Milk Street. Punctuating this block structure were narrow alleys and courts that ran north/south between them.

The Dominican Friary, Blackfriars, was founded in 1227 in the south-east quadrant, defined by Merchant Street on the west, Rosemary Street to the north and the river Frome on the south. On the east side was the Great Orchard. Following the Dissolution, the Friary complex was adapted and fragmented. The overall street pattern, defined in the medieval period, was little changed throughout the 16th and 17th centuries.

Millerd's 1673 map shows The Horsefair and Broadmead lined with houses, with large gardens. A number of garden houses were developed on the Friary land, as well as the first Quaker's Friends' meeting house. Development ceased at Merchant Street, and land further east continued as orchards and gardens into the 18th century.

By the time of Roque's 1742 plan, development had started to extend eastwards. The remainder of the block between Rosemary Street and Milk Street had been developed and a new block structure appeared off Milk Street, with Leek Street and Clark Street extending south. Water Street led to a lane which crossed the remaining open land to Horseshoes Bridge across the Frome.

Merchant Street was the only crossing over the Frome until the mid 18th century. Penn Street and Philadelphia Street were established in 1743 and 1763 respectively, extending from Water Street with bridges over the Frome. Union Street and its bridge were begun in 1771. The St James' Market, a vast cattle and meat market opened in 1776 and dominated the east side of Union Street.

Later significant adaptations were Lower Arcade, a purpose-built shopping arcade between Horsefair and Broadmead in 1824; Upper Arcade was created the following year running north from Horsefair to Barton Alley off St James Barton.

By the 1840s, the Frome was increasingly culverted following growing pressure to resolve the sewage problems caused by the Floating Harbour. The section at St James' Back was closed when Fry's factory was built in c. 1845. By 1850 the part of the river which ran through Broadmead had been culverted, creating Fairfax Street, which follows its curving line.

Lower Union Street had been created by 1855 to create another north/south route between Broadmead and Horsefair. Trams were introduced through the area by the 1880s, with a route that linked Old Market in the southeast with Upper Maudlin Street in the northwest via Broad Weir, Merchant Street, Broad Mead, Lower Union Street and Hay Market.

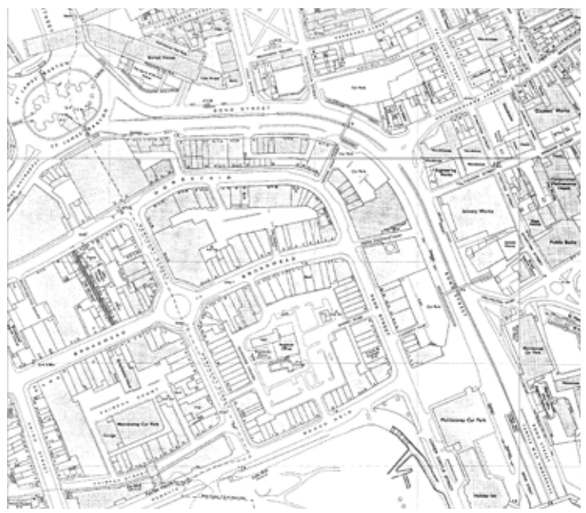
Although virtually all of the built fabric of Broadmead was destroyed and redeveloped after the Second World War, much of the earlier route structure did survive. Post-War, New Gate was created alongside Castle Park, resolving the 'dog-leg' form of Castle Mill Street and Narrow Wine Street. North of Horsefair, the Bond Street (A4044) was introduced running east from James' Barton roundabout as part of the Inner Circuit route. With creation of the Galleries scheme in the late 20th century, Fairfax Street was bridged by a multistory carpark, becoming an enclosed route.

The new development at Cabot Circus meant Bond Street/Temple Way junction was replaced with the sweeping Bond Street South at the end of the M32. A new route linking Penn Street with Merchant Street was pushed through to open up the Quaker's Friars complex into the public realm. Three routes (Concorde Street, George White Street, Brigstowe Street) extend east off Penn Street as covered walkways, converging in a central atrium 'The Circus'.

3.2 Urban structure and grain

Historically, the upper and southwest quadrants were intensively developed, divided into regular narrow plots and punctuated with courts and narrow alleys. The southeastern quadrant was more loosely developed with larger-scale buildings.





Over time, the traditional narrow plots redeveloped as works and larger-scale industries grew in the area. Today there is very little surviving evidence of the traditional tight urban form that would have characterised the area.

WW2 and the subsequent creation of Broadmead as Bristol's main shopping district saw increased amalgamation of plots and introduction of a wider, deeper plan form, subdivided at ground floor level with shop units. The centre of the blocks were given to car parking and service areas. New units north of The Horsefair swallowed the entire block up to the newly created Inner Circuit.

The late 1980s Galleries shopping centre took up most of the southwest quadrant, enveloping Fairfax Street and leaving just historic frontages on Broadmead and Merchant Street.

3.3 Spaces

There is no green space in the study area, though recent redevelopments have created a few pockets of hard-landscaped areas. Carparks and service bays take up much of the space behind the main Broadmead frontages.

At Broadmead's centre is a pedestrianised 'hub', with wide routes extending away, providing space for temporary markets and stalls, and an opportunity for sitting. St James' Place Gateway at the east end of Horsefair is marked by steel masts supporting a glass canopy.

Cabot Circus has introduced some quality hard-landscaped spaces. Notably, the newly laid out Quaker's Friars area which provides an improved setting for the listed buildings, with a water feature and seating.

Fig 96:
Historic routes and Listed Buildings



4. Layout and form

4.1 Scale and massing

Traditional buildings on the main thoroughfares would have been gabled houses of two ,or more commonly three storeys, often with a shop occupying the ground floor. Land parcels on Merchant Street and Old King Street were more shallow, extending only between 25 - 30 metres back from the street to meet the Broadmead/Rosemary Street parcels. The Greyhound Hotel (Grade II) on Broadmead is the only surviving example - 3 storeys; 3-window range, with gabled roof

Surviving 18th century buildings are symmetrical, usually 2 storeys in a Classical style, with either a hipped or pedimented roof.

19th century buildings tend to be 4-storeys, two bays and directly address the street. Nos. 55 - 65 Union Street form a strong building line that rounds the corner, with a covered glass walkway.

The Odeon cinema occupies a prominent plot, with a rounded tower over the splayed entrance. The side wings are 4-storeys.

The J. N Meredith scheme for Broadmead introduced the central 'hub' layout, with 4-storey bath stone quadrants. Generally, a paired-down Classical style dominates, with a broadly vertical emphasis, flat roofs and ground-floor subdivision of shop units.

The development was piecemeal; later units further eastwards tend to be 2-storey and have a more horizontal emphasis. Much of these have been re-clad as part of the Cabot Circus scheme, which continues the predominant 2 to 3-storey flat-roofed scale into Quaker's Friars.

Cabot Circus flagship stores are larger, with the Harvey Nichols tower reaching over 16 storeys. Seen from Temple Way or the M32 there is virtually no penetration into the precinct, which presents a monolithic blank facade of up to 6 storeys.

Flagship stores are larger scale, sometimes occupying an entire block. Percy Thomas's Lewis's building- 6-storeys of Portland stone on a sloping triangular site, in a modern 'ocean liner' form. Marks and Spencers, is classical in Bath stone, 3-storeys with 14 bays.

4.2 Building ages

The oldest buildings in the area date from the 12th century; fragments of the monastic ranges of the Blackfriars survive. Cutlers' Hall was possibly the friar's dormitory over the south cloister range - a 14th century arched brace roof survives in the building. Bakers Hall was the south range - a 14th century roof also survives.

Broadmead was inhibited by artisans and wealthier merchants in the 17th century and the social profile of the area may have been an influence on the founding of a number of nonconformist meetings in Broadmead.

A Baptist church was established on the north side of Broadmead behind nos. 10 - 13 Broadmead and this was replaced by a new meeting house in 1695. Quakerism arrived in 1654. The extant Quakers' Meeting House is 18th century, 1747 - 9 by the Quaker George Tully (now Brasserie Blanc). The caretaker's cottage attached at the left is c. 1833-5. The New Room (extant), on the southern side of Horsefair, was the first Methodist chapel to be built in 1739 and enlarged in 1748.

The established church altered its own organisation in Broadmead by creating the parish of St Paul out of the parish of St James in 1787, Merchant Street marking the boundary between the new parish and the old.

From the late 18th century many small manufacturing businesses inhabited the streets around Broadmead. A sugar house was sited on the north side of Quaker's Friars; Joseph Fry moved his chocolate-making business to the west side of Union Street. In the mid 19th century the works were expanded by the construction of a number of large factories in the area between Union Street, Fairfax Street. As well as manufacturing, several almshouses were founded in the 18th century.

The Lower Arcade, a covered shopping arcade, runs between Broadmead and Horsefair, was one of the earliest in the country 1824 -5 by Foster and Oakley in a Greek Revival style (The Upper Arcade was destroyed by bombing).Other 19th century and early 20th century survivors are no. 108 Broadmead, nos. 65- 55 Union Street.

The entertainment industry had a major representative: the Alhambra, later The Tivoli Music Hall, was built on the north side of Broadmead in the mid 19th century. The Odeon Cinema is the only pre-WW2 cinema to survive in the area.

Post-War, Broadmead was the City Architect's response to re-creating a retail centre for Bristol. The development was planned by J. N Meredith built piecemeal between 1950 - 60. The Broadmead Baptist Chapel, Union Street, dates from 1969, with shops at ground-floor level and a chapel above.

The Galleries was developed in the early 1990s, swallowing the rear of any surviving historic buildings on Broadmead or Merchant Street. The expanded multistory carpark also demolished the vast 'Fairfax House' that had fronted New Gate as part of the earlier 1950s scheme. Cabot Circus was opened in 2008.

4.3 Materials

— Red clay brick
— Portland Stone and Bath Stone
— Freestone dressings
— Pennant sandstone
— Timber joinery
— Stucco render
— Glass curtain-walling
— Slate or clay double-Roman roof tiles

Fig 97: Broadmead built form

1 The Arcade, looking north

2 The Odeon Cinema, c.1938

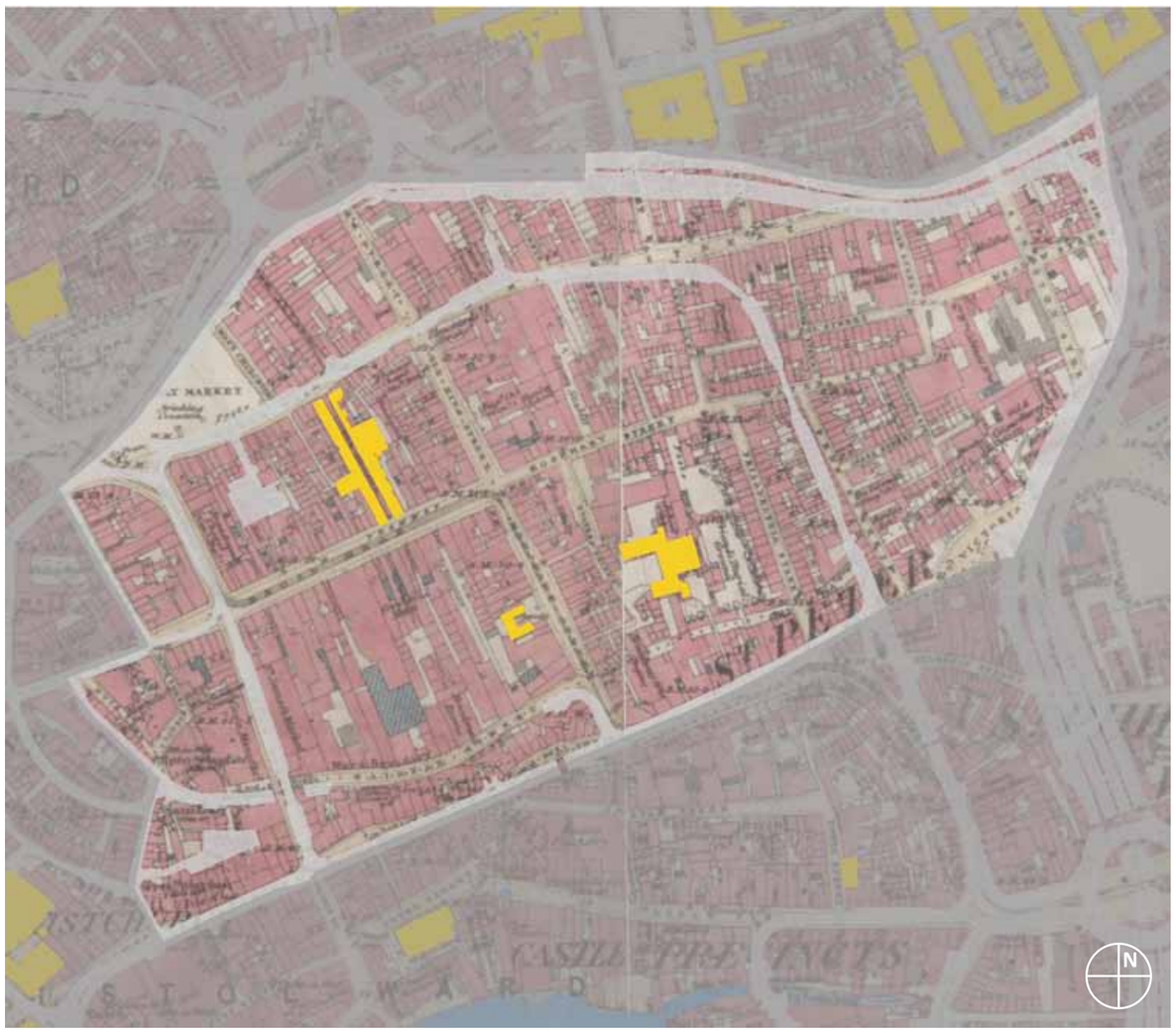
3 Quaker's Friars

4 1880s Ordnance Survey plan with surviving buildings (yellow) and modern roads overlain









5 Challenges and opportunities

Type	Area affected	Description	Opportunity
Routes and spaces	**Broadmead and Quakers Friars**	The route of Horsefair/Penn Street acts as a barrier for shoppers using Cabot Circus and Broadmead and Quakers Friars. Crossing the traffic and bus route acts as a physical disincentive for shoppers to cross between the two districts	Improve physical connectivity between the two areas through improved crossing points and greater pedestrian over vehicular priority
Routes and spaces	**Broadmead**	The quality of the public realm in Broadmead is undermined by the increasing volume of clutter, including A boards and tables and chairs associated with kiosks	To undertake a strategy aimed at managing and reducing clutter in Broadmead
Routes and spaces	**Quakers Friars**	There is a high vacancy turnover in some retail units within Quakers Friars largely to the reduced footfall compared with the covered Cabot Circus development	To create more of a cafe quarter around Quakers Friars and improve the pedestrian amenity in order to increase footfall through this district
Routes and spaces	**Broadmead / Castle Park**	The crossing points from Union Street and the north side of Newgate are limited, undermining the pedestrian links between Broadmead and Castle Park	To improve pedestrian crossing and amenity at the Union Street/New Gate/Castle Park
Routes and spaces	**The Haymarket**	Links with St James' churchyard are undermined by the A38, which presents a significant barrier for pedestrian movement	To improve pedestrian crossing and amenity over the A38
Routes and spaces	**The Horsefair**	The Horsefair is a busy bus route, which conflicts with pedestrian amenity and crossing north to south	To improve pedestrian crossing and amenity over The Horsefair
Routes and spaces	**Bond Street South**	The east/west flow of movement is hindered by Bond Street South. The public realm along the west side is also narrow, conflicting with wide service bays and loading areas. This inhibits ease of movement between Cabot Circus and Old Market / St Judes	To improve pedestrian crossings over Bond Street South To address the balance between public/private realm outside Castlemead and the Marriott Hotel through the planning process

Type	Area affected	Description	Opportunity
Structure and form	**Galleries**	The Galleries is introspective in form which limits the footfall and impacts on the economic viability of the retail units. Entrances on the south side are particularly poor: The Newgate/ Union Street entrance is convoluted for buggies and wheelchair access. The ramp and bridged entrance that links with Castle Park is also steep, poorly signed and uninviting	To increase footfall the Galleries through improving the entrances through provision of better lighting and signage from the Castle Park footbridge ramp
Structure and form	**Galleries multistory carpark**	The north side of Newgate presents an entirely blank facade, the only activity on the frontage is offered by the car park entrance. This is a poor setting for Castle Park and is an unappealing route for pedestrians	To improve the Newgate frontage and encourage the introduction of a more active frontage through the planning process
Structure and form	**Broadmead / Merchant Street**	There is a growing trend for kiosks in the centre of the Broadmead / Merchant Street routes. These are adding to the issue of clutter as well as presenting a physical barrier for pedestrians crossing from one side of the street to the other	To encourage the implementation of a survey and strategy aimed at managing and reducing clutter in Broadmead
Structure and form	**Castlemead / Marriott Hotel**	The block bounded by Lower Castle Street / Bond Street South is characterised by large scale buildings that lack an active frontage and have a poor public realm	To improve the public realm and encourage an increase in active frontage through the planning process

11 Cumberland Basin





Fig 98: Character Area

1. Local character and distinctiveness

1.1 Location

The Cumberland Basin character area centres on the low lying land at the western end of Floating Harbour. The land is the western extremity of Spike Island and is surrounded by water on three sides: The New Cut to the south, the River Avon to the west, and Cumberland Basin and the Floating Harbour to the North and east.

The land is connected to Hotwells to the north and Ashton to the south by Brunel Way (A3029) or via Cumberland Basin Bridge. Cumberland Road runs eastwards along Spike Island.

1.2 Summary description

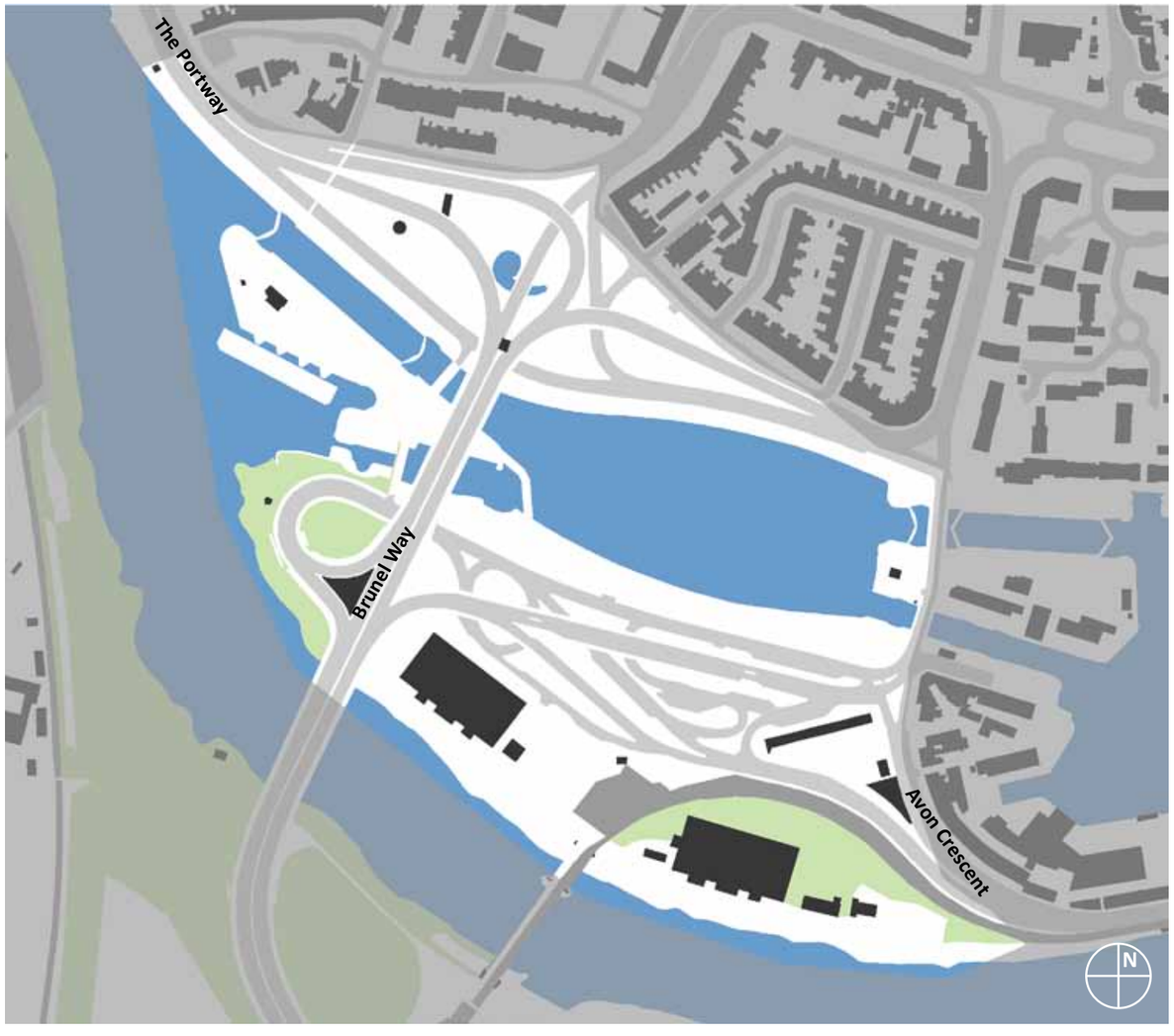
The character area is a major gateway into Bristol's Central Area, characterised by a hard industrial dockside landscape punctuated by warehouses and robust harbour buildings and equipment. This is interlaced by the concrete multi-level road junction that carries vehicles across the Avon and Floating Harbour.

The large brick-bonded warehouses are landmarks that identify the area from the south west. The surviving railway and maritime infrastructure provides a unique industrial heritage which contributes greatly to the area's character.

Despite the dominance of road and rail infrastructure, the area suffers from poor and convoluted connections. The Ashton Avenue Bridge is an important route for cycles and pedestrians from south Bristol, though this route is undermined by physical deterioration of the built fabric and an overall sense of neglect.

1.3 Positive context

— Surviving historic buildings
— Fragments of surviving railway and maritime infrastructure
— Views to landmark buildings and surrounding landscape
— Biodiversity value
— Sylvia Crow landscaping scheme















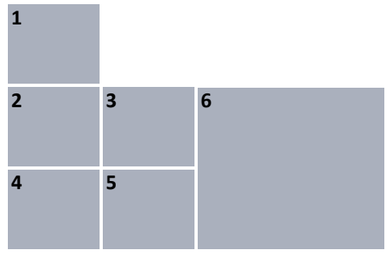


Fig 99: Cumberland Basin

1 Create Centre

2 Looking east towards Floating Harbour

3 Ashton Avenue Bridge

4 Looking east from Cumberland Basin

5 Plimsoll Bridge

6 Cumberland Basin aerial

2. Landscape

2.1 Topography

The topography of this area is formed by the valley of the river Avon, which has produced a low, level valley bottom with pronounced hillsides on both the northern and south western sides. The water of the Floating Harbour and Avon New Cut continue eastwards.

To the north and west are Avon Gorge and the escarpment and terraces of Hotwells and Clifton. Leigh Woods and the Ashton Court Estate rise up the contours to the south west.

2.2 Views and Vantage Points

Land in this area is flat and low-lying and so provides numerous vantage points from which to view the surrounding topography, major city landmarks and features of interest.

The area is rich in both long-range panoramic views, long views to specific features or landmarks, as well as short-range contained views and glimpses.

Maintaining or increasing views to key features within the area and beyond, is critical in protecting its character.

2.3 Landmarks

Positive landmark buildings within (or immediately adjacent to) the area:
- Bonded warehouses
- Clifton Suspension Bridge
- Underfall Yard chimney

Other features within (or immediately beyond) the area:
- Railway lines of former docks railway
- Brunel's Swing (Swivel) Bridge, North Entrance Lock
- Lock gates and harbour walls by Brunel below 20th century Plimsoll Bridge
- Remains of ferry facilities at Rownham Mead
- Diner Building, McAdam Way (former transport cafe)

Positive landmarks beyond the area:
- Sylvia Crowe landscaped area:
- Ashton Court Estate
- Leigh Woods Escarpment
- Avon Gorge
- Clifton and Clifton Wood terraces
- Brandon Hill
- St Mary Redcliffe church spire

Fig 100:
Landscape and landmarks

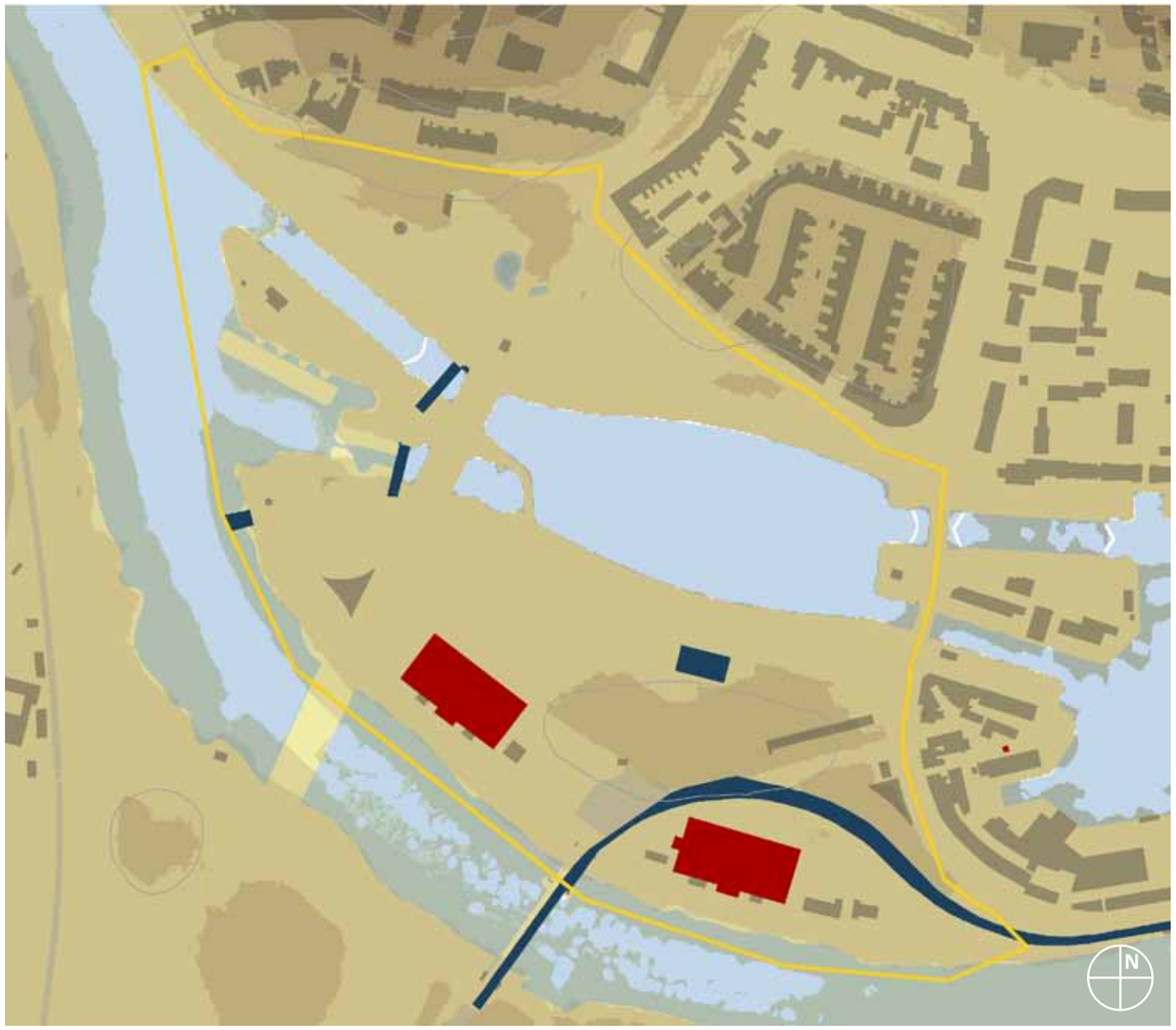


Fig 101: Cumberland Basin landscape

1 River Avon, looking north west

2 Lock gates

3 Landscaping under flyover

4 Sylvia Crowe landscape

5 Looking north to Clifton











3. Routes and spaces

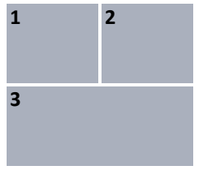


Fig 102: Cumberland Basin historic images courtesy of Bristol Museums, Galleries and Archives

1 Extract from De Wilstar's Map of Clifton 1746

2 Cumberland Basin looking towards Rownham Hill, c. 1826 (Braikenridge collection)

3 Lavar's view of Floating Harbour 1887

3.1 Routes

The land of the study area was low-lying and marshy, inhibiting physical development. De Wilstar's 1746 plan shows the land form before the creation of the Floating Harbour. The only route was a riverside path winding along the north bank of the Avon, which linked land to the east to the Rownham Passage - a crossing between Hotwells and the Somerset side of the river.

The Floating Harbour completely altered the land form, which dammed the river Avon at Rownham and Totterdown Hill, impounding all the water between. A weir, the Overfall Dam, at the Rownham end controlled the water at the outward end of the Harbour. A new half-tidal basin (Cumberland Basin) was constructed with entrance locks from the river and a junction lock into the Harbour. A tidal bypass, The New Cut, was dug from Rownham to Totterdown.

Physical connections north and south were provided by the Swing Bridge (at North Entrance Lock) and New Rownham Ferry crossing. The original Rownham Passage crossing had been displaced by construction of the realigned and enlarged entrance lock to Cumberland Basin c. 1873.

The curving Avon Crescent, lined by buildings on its east side, appeared by the early 19th century. The route split to the north and south of the Crescent with routes running the perimeter of what was now a peninsular of land, reaching to the Cumberland Buildings development at the west end. The houses had been demolished with the exception of the north-east corner of the development by 1882.

By 1874 a new lock entrance to the Floating Harbour was constructed and crossings from Avon Crescent to Hotwells was via two swing bridges. The Harbour Railway was laid in the late 19th century, with sidings lines just east of Avon Crescent and then extending further westwards (to go alongside the bonded warehouses) in the early 20th century.

In the early to mid 20th century Ashton Avenue was introduced, providing a route from the north side of Cumberland Basin via Merchants Road, between the bonded warehouses, and over Ashton Swing Bridge to Ashton and Southville in the south.

The late 20th century road infrastructure imposed primary vehicular routes through and over Cumberland Basin. Ashton Avenue has been cut off, severing vehicular links with Ashton Swing Bridge. Today, the bridge is for pedestrian and cycles.

3.2 Urban structure and grain

Cumberland Basin has always had a loose urban structure, defined by incidental industrial sheds and storage warehouses in stand-alone plots with indeterminate spaces between.

Avon Crescent to the east was the only developed route until the terrace of seven 1930s houses was built fronting Ashton Avenue. This group has a strong building line, with houses set back from the street behind low front boundaries and front gardens.







Fig 103:
Historic routes and Listed Buildings

Listed buildings

Medieval routes

Existing green spaces

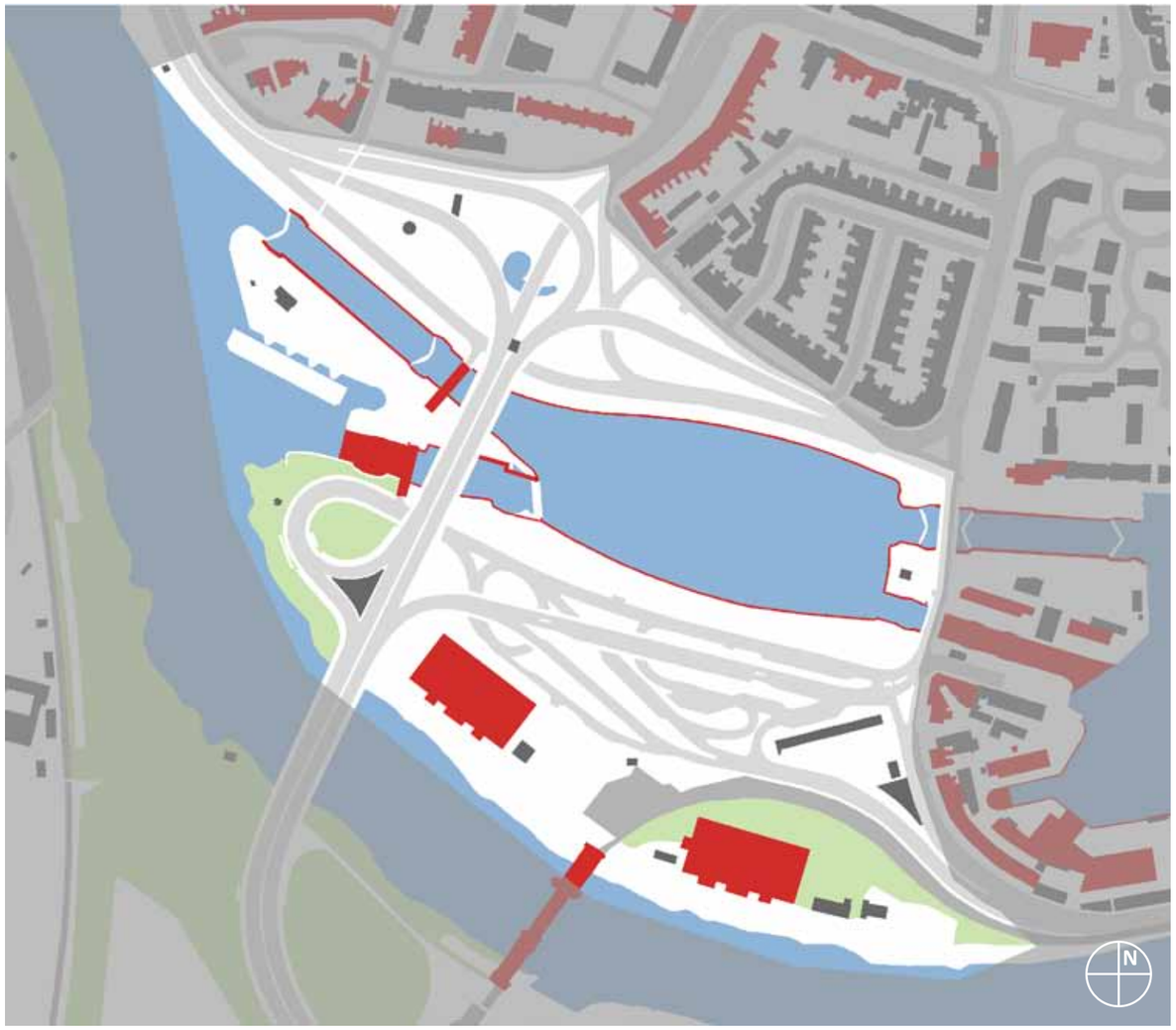
3.3 Spaces

Use of the Harbour Railway has virtually ceased (except for occasional pleasure rides from Princess Wharf to Create) and Ashton Avenue no longer functions as a vehicular route. Many of the spaces between this old infrastructure have become poorly defined.

The Cumberland Basin road network carries the majority of vehicular traffic above and around the area, leaving pockets indefinable spaces below. The public realm is defined by car parking or hard-landscaped underpasses, with poor links between buildings and spaces.

The Sylvia Crowe landscaped areas to the west give a soft edge to an otherwise entirely urban environment. Other pockets of green landscape are incidental.

Boats pass through Cumberland Basin on entering and exiting the Floating Harbour, however, this section of the waterway lacks the vibrancy associated with other parts of the Floating Harbour further east.



4. Layout and form

4.1 Scale and massing

The majority of buildings are low-rise, allowing the 9-storey, 18-window range bonded warehouses set in substantial plots their landmark quality.

The short run of 1930s terraced housing are 2-storey, double fronted with pitched roofs. Other structures tend to be single-storey, some built under the over-head road system.

Immediately opposite the study area are the terrace of 19 houses on Avon Crescent. 2-storeys plus attic, either pitched or mansard roofs.

4.2 Building ages

There is no surviving buildings in the study area that pre-dates the early 20th century. The oldest surviving structures in the Cumberland Basin area are the 1804 - 9 Old Junction Lock (Grade II), Brunel's c. 1844 Swing Bridge and South Entrance lock gates (Grade II*) and the 1803 - 9 quay walls and bollards (Grade II listed) associated with the Floating Harbour.

Traditional built context is provided by the c. 1830 Avon Crescent; the earlier buildings along Nova Scotia Place, were contemporary with the Cumberland Buildings, that were demolished by the mid 19th century.

The study area had virtually no buildings, even by Ashmead's 1874 plan. A small pocket of development was concentrated at the west end, just south of the lock gates - first occupied by Cumberland Buildings and the Dock Master's office. These were gradually demolished and a pair of mid to late Victorian houses stood on the site until after WW2, lost with the introduction of the 1970s road infrastructure.

The two bonded warehouses, 1908, designed by the Docks Committee engineer and built by William Cowlin and Sons. 'B' Bond was the first important structure in England to use Edmond Coignet's reinforced concrete system.

Ashton Avenue houses are 1930s. Other structures, the transport cafe and offices under the road system all date from the 1970s.

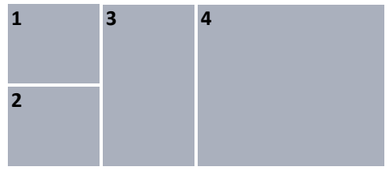
4.3 Materials

- Red clay brick
- Patent red brick
- Blue engineering bricks
- Terracotta details
- Welsh slate tiles
- Clay double-Roman tiles
- Early 20th century ironmongery in railings and railway sidings



Fig 104: Brunel's South Entrance Lock

Fig 105: Cumberland Basin built form



1 Harbour Mater's store c.1860

2 Bonded warehouses 1908

3 Ashton Swing Bridge, opened 1906

4 1880s Ordnance Survey plan with surviving buildings (yellow) and modern roads overlain









5. Challenges and opportunities

Type	Area affected	Description	Opportunities
Routes and spaces	**All**	The historic landscape has been significantly eroded and replaced with a fairly utilitarian public realm, utilitarian seating and lighting that reinforce a highway dominated character	To ensure the retention and ongoing maintenance and repair of surviving traditional townscape features To soften the environment and help introduce a more human scale in the public realm through adopting a less utilitarian approach to lighting/seating design and increasing trees and soft landscaping
Routes and spaces	**All**	Need for improved management and maintenance of landscaping, especially around railway lines	To enhance green spaces and existing landscaping taking the opportunity to integrate surplus green space into the public realm through the planning process
Routes and spaces	**Highway Infrastructure**	Brunel Way and the associated 1970s road infrastructure dominates, particularly south of Cumberland Basin. The underpass areas are also largely given over to providing car parks. Overall there is a imbalance in favour of facilitating vehicles to the detriment of pedestrian and cycling movement	To encourage a review into the potential opportunities to rationalise the highway infrastructure as appropriate To redress the balance between pedestrian / cyclist amenity and vehicular dominance through increased crossing points and better cyclist provision

Type	Area affected	Description	Opportunities
Structure and form	**All**	Vacancy of industrial buildings contributing to a sense of neglect and a threatening environment at certain times of day	To increase activity in some areas and to help mitigate against physical decline through encouraging appropriate adaptive reuse of empty buildings through the planning process
Structure and form	**All**	Threat to key views and panoramas from unsympathetic new development	To ensure key views and panoramas are taken into account through any future developments, through the planning process To encourage the retention of traditional buildings where possible or support new buildings that respect the traditional building heights, plot widths and materials through the planning process
Structure and form	**Heritage assets**	Need for restoration and increased use of the Brunel and Ashton swing bridges and potential for Improved interpretation of industrial heritage	To encourage the restoration and increase use of the two swing bridges in order to secure their long-term viability To improve interpretation of the industrial history through the area

12 St Pauls



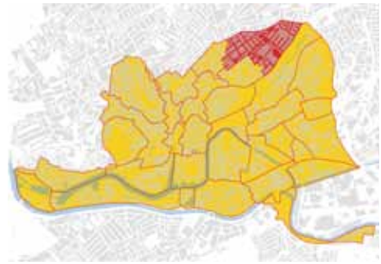


Fig 106: Character area

1. Local character and distinctiveness

1.1 Location

St Pauls forms the north-east corner of the central area, bounded by Lower Ashley Road and Ashley Road to the east and north, and Newfoundland Way along the south. Stokes Croft lies to the west and the Georgian suburb of Portland and Brunswick Squares are to the south west.

1.2 Summary description

St Pauls is primarily a Victorian residential suburb, it is a vibrant area with a strong community identity.

In the City Road area, there is clear definition between the public street and the private back gardens to these properties. Residential terraces provide good continuity and enclosure to the street. However, an area defined by Grosvenor Road, Newfoundland Road and St. Nicholas Road does not follow such a legible layout. A large area of low rise housing blocks has been built which has not respected the historic pattern of streets and spaces found throughout the rest of the neighbourhood. Instead, buildings interrupt the natural pedestrian desire lines through the area, resulting in poor legibility and a labyrinthine network of pedestrian routes which lack natural surveillance and feel hostile and intimidating.

The focus of local shopping is at the junction of Ashley Road, Sussex Place and Grosvenor Road. The retail offer reflects the fact that this is one of the most ethnically diverse areas in Bristol. 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 multicultural city and regional centre.

Away from Ashley Road and City Road the area is generally traffic calm and peaceful.

1.3 Positive context

- Surviving historic route structure
- Surviving historic buildings
- Fragments of historic townscape
- Views to landmark buildings and surrounding landscape
- Quality of public realm and open spaces
- Quality and range of retail offer











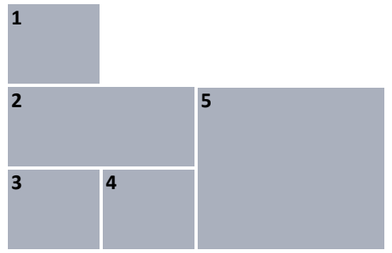


Fig 107: St Pauls

1 Halston Drive

2 Newfoundland Road

3 Badminton Road, St Agnes

4 Lower Ashley Road, approach to Junction 3 of the M32

5 St Pauls aerial



2. Landscape

2.1 Topography

Sitting just north of the river Frome, in its low-lying valley bed, the study area is characteristically flat. Towards the north there is a gradual rise towards the escarpment of Ashley Down and Montpelier.

Immediately south, just beyond Newfoundland Way, the river Frome flows from the northeast towards the city centre.

2.2 Views and Vantage Points

The flat local topography affords good views to the rising Kingsdown escarpment and hillsides of Ashley Down, surmounted by the Royal Fort and the Montpelier terraces.

The area is relatively low lying allowing views towards the University and the tall buildings of the central area. Other landmarks such as St Pauls Church are glimpsed between or above residential blocks.

Newfoundland Way channels a view towards the city centre. The impact of new high-rises in Cabot Circus is most obvious from this route.

The most important views are to the key landmark features either within or just beyond the character area: St Paul's Church (Portland Square), St Agnes Church & Mission Room

2.3 Landmarks

Positive landmark buildings within (or immediately adjacent to) the area:
— St Agnes Church and vicarage
— St Pauls Church (Portland Square)

Other features within (or immediately beyond) the area:
— Premier Inn (Lewins Mead and James Barton)
— Former Jenning's Drapers and Milliners building
— Carr House, Winkworth Place
— Cabot Circus (Broadmead and Cabot Circus)

Positive landmark buildings beyond the area:
— Brookes Chimney (Montpelier)
— University Physics Tower

Fig 108:
Landscape and landmarks

Positive landmark buildings

Other visual features



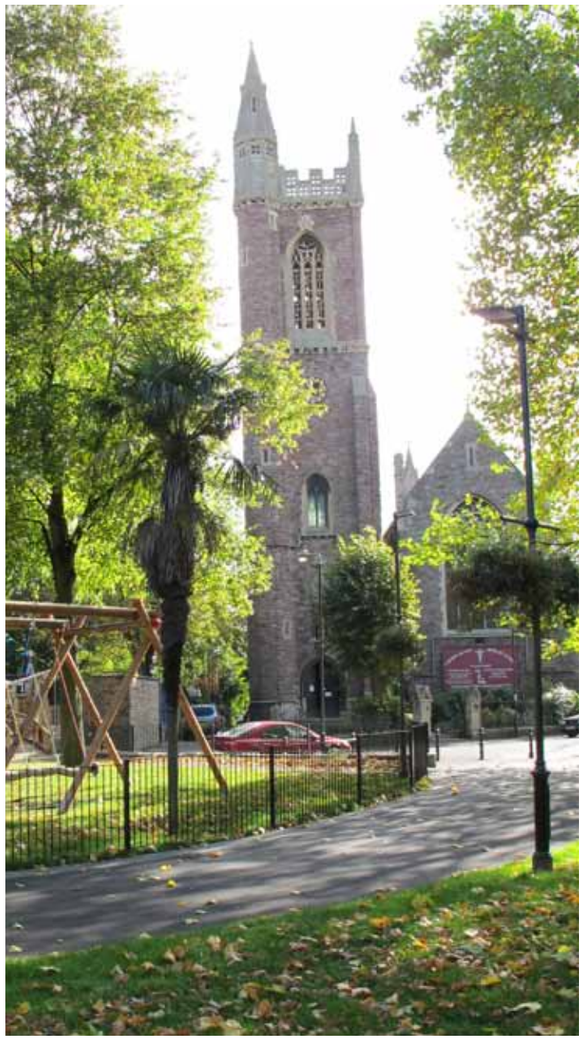
Fig 109: St Pauls landscape

1 St Agnes Church

2 View of St Paul's Church from Davey Street

3 St Agnes Park

4 View of Montpelier escarpment from M32 footbridge







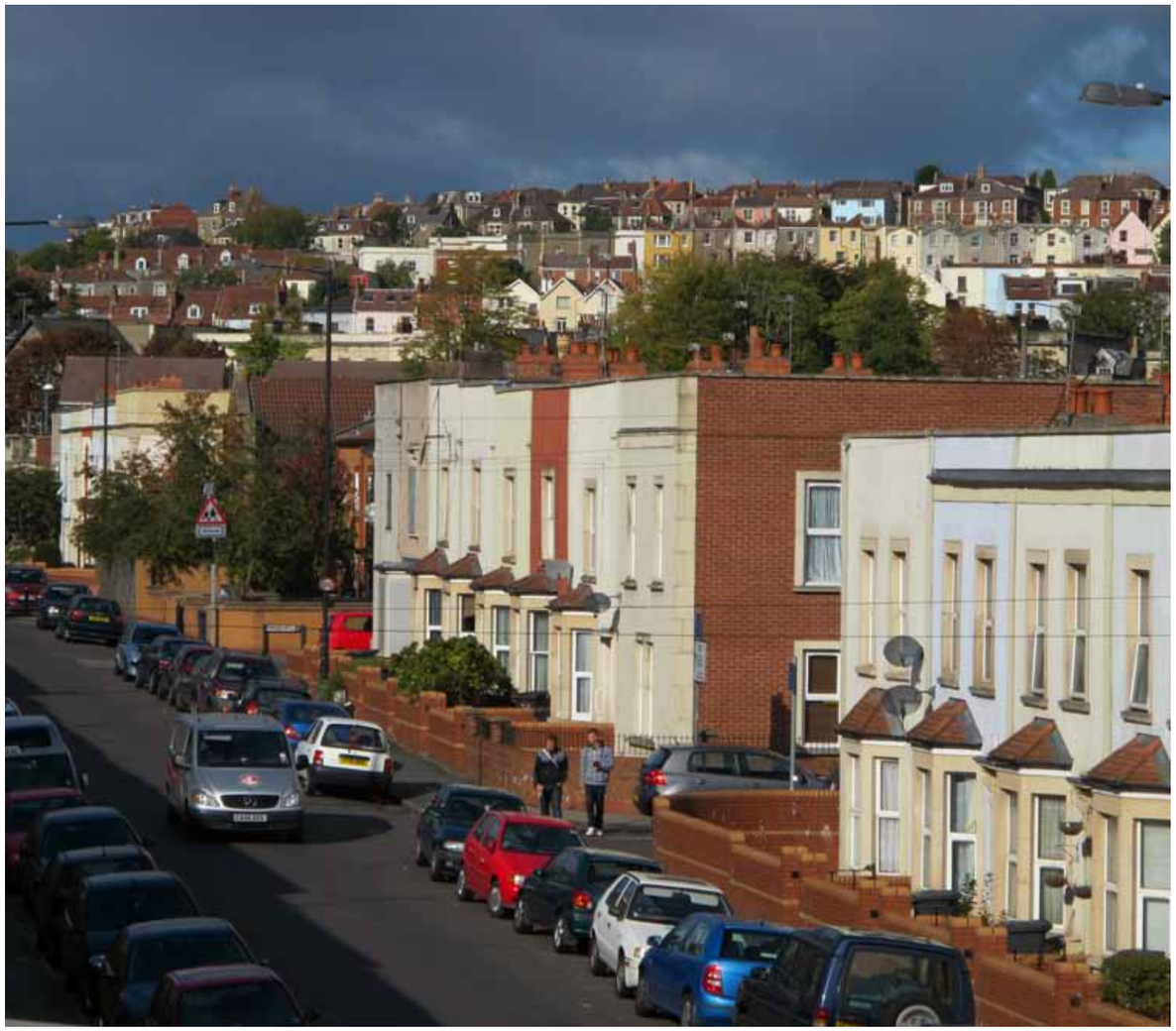


Fig 110:
Listed Buildings and spaces

Listed buildings

Existing green spaces

3. Routes and spaces

3.1 Routes

The route of Newfoundland Way follows a historic lane that extended northeast away from the city. North of this, the land was undeveloped well into the 18th century. Roque's map of 1746 shows an unnamed route extending eastwards from North Street (the south end of Stokes Croft) which corresponds to the current Wilder Street/Grosvenor Road.

Development out of the city centre gradually crept north of Newfoundland Street, with the Georgian suburb of Portland Square. By 1828, the St Paul's area was still characterised by open fields, with scattered development following field boundaries. The strong linear form of Grosvenor Road was informed by the rope walk that lay along it. Linking the east end of the rope walk and Newfoundland Lane was a country lane that corresponds to the current St Nicholas Lane.

By the mid 19th century the historic field boundaries were informing the line of streets and development that was starting to emerge. A speculative development of terraces along Grosvenor Place was established by 1855. In the St Agnes portion, development of large buildings in substantial plots had appeared along the straight routes north of Newfoundland Lane running east off Beehive Lane.

20 years later, this evidence of this earlier Georgian settlement has all but disappeared. Imposed by a formal gird pattern of intensively developed terraced housing. Beehive Lane was straightened and widened, renamed St Nicholas Road.

By the end of the 19th century, the entire suburb of St Pauls is characterised by Victorian terrace housing, interspersed by schools, chapels, public houses. St Agnes Park provides the only open space in this context.

The Halston Drive development imposed an entirely new route structure and layout to the south of Grosvenor Road in the 1960s. Historically Albert Street linked St Nicholas Road with Bishop Street and Portland Square. This east/west route is now lost and legibility and permeability south of Prince's Street suffers as a result.

The entire suburb of St Paul's extended across Newfoundland Road until the creation of the M32 in the late 1970s - the neighbourhood south of Newfoundland Road was destroyed, which has physically isolated the area to the south. Newfoundland Way is now a segregated highway along most of its length with the only at-grade pedestrian crossings at its western end, where it becomes Newfoundland Circus. A long, high-level footbridge spans between Riverside Park on the south and St Pauls on the north.

City Road and Ashley Road are the main strategic pedestrian and vehicular routes from Stokes Croft east into St Pauls and beyond. Connections north/south are more difficult and convoluted, with St Paul Street/ Dean Street/Brigstocke Road providing the primary route.



Fig 111: St Pauls historic maps courtesy of Bristol Museums, Galleries and Archives

1 Plumley and Ashmead, 1828

2 Ashmead, 1854

3 Ordnance Survey, 1885

3.2 Urban structure and grain

Most of the area is arranged within a formal grid of streets, which defines a series of high density residential perimeter blocks.

Land uses found along Newfoundland Way include St. Agnes's Church, St. Paul's sports centre, a petrol station, and some poor quality housing. These buildings collectively fail to offer any continuity and enclosure to Newfoundland Way, in part due to the fragmented nature of the buildings and in part due to the sheer scale of the Newfoundland Way corridor.

3.3 Spaces

St Agnes Park is a popular open space, but the area also contains several smaller pocket parks within the areas of twentieth century developments in Halston Drive and Winkworth Place. Green spaces exist at the junction of Grosvenor Road and Ashley Road and outside the St Pauls Learning Centre. Other informal open spaces such as along the south side of Grosvenor Road and at Prince's Street contribute to a relatively green, open environment.

The public realm generally throughout the City Road area is of a low quality, and is dominated by car parking and bins. The area lacks sufficient high quality open space, aggravating pressure on the few existing open spaces such as St. Paul's Green, St. Agnes Park and Grosvenor Green.

Halston Drive has the two community spaces there are many hedges and the informal green space at Princes Street that give the area an open spacious feel despite the relatively large buildings.

Winkworth Place area has three green spaces: the junction of Ashley Road and Grosvenor Road; the play area in Winkworth Place and the green space outside the learning centre

There is the occasional street tree, but the gardens are well kept and contribute to the positive nature of the area.

St Agnes park is a valuable asset that is a good meeting and playing space. The information on the notice board is also interesting.







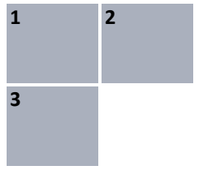


Fig 112: St Pauls open spaces

1 St Agnes Park and Tudor Road

2 Halston Drive

3 St Agnes Park

4. Layout and form

4.1 Scale and massing

Streets in the St Agnes area are Victorian, two storey terraced houses. The roads all provide access to St Agnes Park.

Halston Drive consists of three and four storey high blocks of flats surrounding two tree lined open spaces.

The streets around Winkworth Place are varied in form with some Victorian terraced housing on Grosvenor Road, Franklyn Street and William Street and twentieth century two storey houses and the three, four and five storey residential blocks including Carr House on Winkworth Place itself.

4.2 Building ages

North of Grosvenor Road the majority of Victorian terraced houses survive with the exception of the area around Winkworth Place that consists of two storey brick houses and the larger blocks of flats such as Carr House on William Street. To the west of St Nicholas Road most of the former Victorian terraced houses were replaced by four storey blocks of flats in the 1960s.

4.3 Materials

- Limestone ashlar dressings
- Painted render
- Pennant sandstone rubble, especially in boundary walls
- Red clay (single or double Roman) or natural slate tile roof coverings
- Timber joinery

Houses along the street are a mixture of colourfully painted render, pebble dashed or brick fronted with moulded stone work around doors and windows.







5. Challenges and opportunities

Type	Area affected	Description	Opportunity
Structure and Form	**Grosvenor Road, Halston Drive and St Nicholas' Road**	A large area of low rise residential blocks were built which do not respect the historic layout of the area	To preserve any surviving historic routes in order to avoid further erosion of a legible historic pattern
Structure and form	**Newfoundland Way**	Newfoundland Way lacks a sense of enclosure and the highway dominates the environment; there is virtually no surviving legibility of the historic extent of the neighbourhood on both sides of the road.	To strengthen the building line along the road and create an increased sense of enclosure to the entire area through encouraging appropriate development along Newfoundland Way through the planning process
Structure and form	**All**	Many of the historic terraces originally found in the area were destroyed and replaced by blocks of flats in the 1960s	To protect/strengthen the positive traditional character through resisting any further loss of traditional buildings, and encourage continued use and maintenance of traditional buildings through the planning process
Routes and Spaces	**Grosvenor Road, Halston Drive and St Nicholas' Road**	Large built blocks break the pedestrian and cycling desire lines creating a labyrinth of routes with poor legibility, lack of natural surveillance and an overall hostile and intimidating character	To improve the public realm, in particular improvements to the pedestrian and cycling amenities through the area, to enhance the legibility of routes through the site and to encourage natural surveillance which in turn would improve the overall character of the area
Routes	**Newfoundland Way**	Newfoundland Way created an isolated island to the southern portion of St Pauls and the original built form didn't survive Pedestrian movement across Newfoundland Way is limited to the crossing at the point where the road becomes Newfoundland Circus and a long footbridge extending from St Nicholas' Road	To redress the imbalance between vehicular and pedestrian/cycling priority To increase of north/south connections over Newfoundland Way in order to repair links with the area to the south
Spaces	**All**	The public realm is dominated by car parking and bins along with low quality street furnishings such as furniture and surfaces	To improve the public realm through adopting a holistic approach to street furniture/signage, street surfaces etc To encourage a strategy that looks at resolving local parking issues in line with community consultation
Spaces	**All**	The area lacks sufficient high quality open space which aggravates pressure on the few existing open spaces such as St Paul's Green, St. Agnes Park and Grosvenor Green	To improve the provision of green spaces in the area and to alleviate pressure upon the existing spaces through enhancement of all green spaces in the area