

Temple Quarter Enterprise Zone

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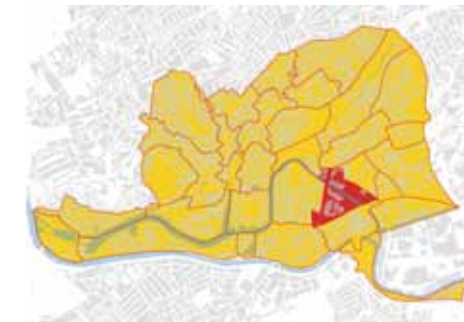


Fig 113: Character area

1. Local character and distinctiveness

1.1 Location

Temple Quay is the northern character area within the Temple Quarter Enterprise Zone. It is bounded by Temple Way and Temple Circus to the west, the station complex of Temple Meads to the south and Broad Plain to the east.

The area is relatively flat and low lying and is truncated by the former course of the River Avon, now the Floating Harbour.

1.2 Summary description

Temple Quay is predominantly a modern commercial area with little or no surviving historic context and large building blocks with a poor relationship to the surrounding streets.

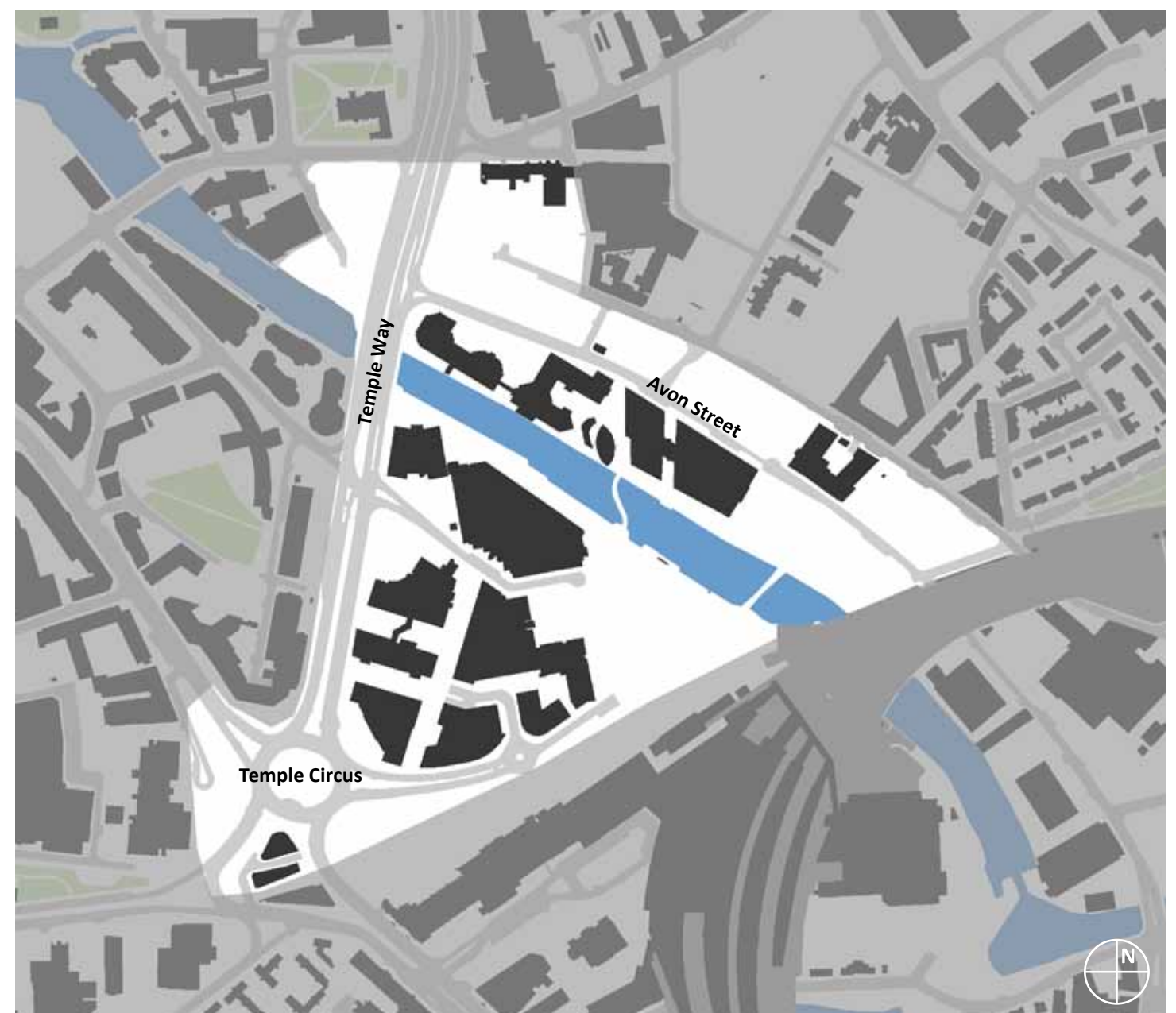
Fragments of historic urban structure survive mainly in the area north of the Floating Harbour, although the route of the medieval Portwall and former intra mural lane has been preserved at Rivergate within the 1990s Temple Quay development area.

The western side of the area is a large traffic dominated highway.

Historically this was an industrial area in the eighteenth, nineteenth and early twentieth century. By the mid twentieth century the majority of the area between Temple Meads and Temple Way was covered by a large railway goods shed. The removal of this railway infrastructure created the opportunity for the 1990s commercial regeneration that can be seen today.

1.3 Positive context

- Route of Portwall
- Grosvenor Hotel frontage
- Views of Temple Meads
- Former engine house wall on south boundary adjacent to the Friary
- Waterfront along the Floating Harbour



Challenges and opportunities

Type	Area affected	Description	Opportunity
Routes	Temple Way	Temple Way has increased in scale and the addition of Temple Circus has completed the isolation of the 'island site' while the fast-flow of traffic makes pedestrian / cycling legibility difficult	To improve the public realm To improve the pedestrian and cycling amenities through the area to enhance legibility to the site and also increase permeability through the area
Structure and form	All	Developments in the Temple Quay character area will have a potential impact on the setting of the heritage assets in the surrounding areas or the undesignated Grosvenor Hotel	To minimise impact upon existing heritage assets in the surrounding area, including safeguarding of views to and from the site through the planning process
Structure and form	The Portwall	The Portwall is a nationally significant monument and has been preserved in situ in all previous development schemes	To achieve this the Portwall with require locating and assessing through a process of archaeological trial trenching in order to be able to preserve it further
Structure and form	All	Views into, within and out of the Temple Quarter Enterprise Zone are an important element of character and setting and aid legibility to and through the area	To minimise the obstruction of principal views and where possible it should seek to enhance the views by building layout and orientation through the planning process

1. Local character and distinctiveness

1.1 Location

The Temple Meads City Gateway character area is the central area within the Temple Quarter Enterprise zone. It is bounded by Temple Quay to the north, Silverthorne Lane to the east and the Avon Riverside area stems from the south. The South Redcliffe character area bounds the western edge of the area.

1.2 Summary description

Temple Meads is principally defined by its topography and is today dominated by the Grade I Listed railway complex and its associated infrastructure from the nineteenth and twentieth centuries. These buildings are contrasted against the Temple Gate dual carriageway which runs through the western area along with post war urban development.

To the south and east Temple Meads has a waterfront setting that is of greatest value along the Floating Harbour and the tranquil Totterdown Basin. The south of the area is dominated by the dual carriageway of Temple Gate / Temple Way and post war urban development, most of which has a negative impact upon the area.

1.3 Positive context

- The Station Ramp
- All undercroft archways
- Clock Tower Yard
- Remains of Tramway terminus
- Retaining wall to the south of the station
- Collett House
- George and Railway Hotel
- Surviving elements of the Bristol Harbour Railway viaduct
- Listed station buildings

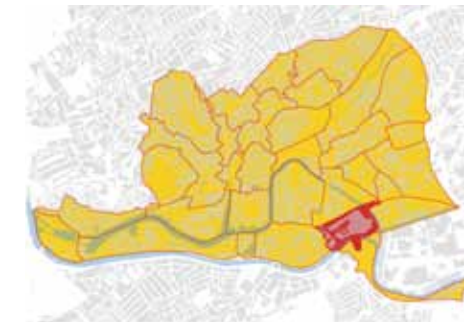
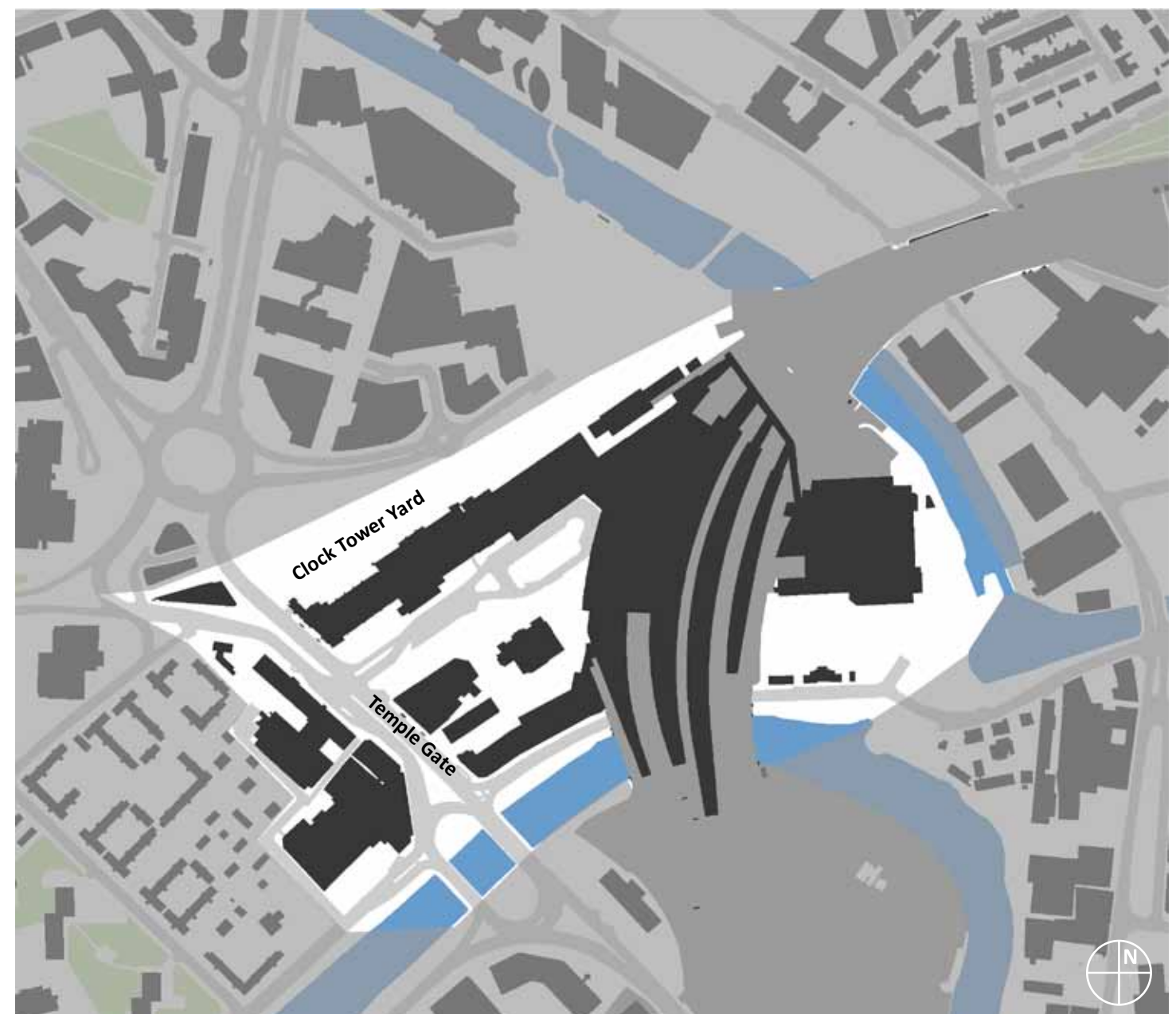


Fig 114: Character area



Challenges and opportunities

Type	Area affected	Description	Opportunity
Routes and spaces	All	The Temple Meads Station complex acts as a block to the permeability through the site and limits pedestrian access through the area	The reuse of undercrofts will enable the reanimation of the spaces of Bristol and Exeter Mews, Clock Tower Yard and the site of the former tram terminus This reanimation of spaces will be further achieved with improved site permeability and will revitalise the site with minimal impact to the historic fabric with the aim of enhancing and better revealing the character of the site Appropriate development of Plot 6 and Plot 3 will aid permeability through the station complex and add to the animation of the site as a whole
Routes and spaces	Undercrofts	The undercrofts are an important element of the Temple Meads complex and make a positive contribution to the significance of the site, however, many are under used or in poor condition	The undercrofts provide a number of opportunities to improve the movement across the site and would contribute to the animation of the existing spaces around the station Upgrades to the undercroft used for the rail replacement bus service access would greatly enhance the overall character of the area
Structure and form	Men's Club	The men's club building blocks access to some of the undercrofts which in turn adds to the view of Temple Meads as an 'island site' with little pedestrian permeability	Removal of the single storey men's club and upgrade of the tunnels would aid permeability of the area and enhance animation of all associated spaces
Structure and form	Post Office Sorting Office and Signal Control Building	The post office building to the east of the character area, is currently in a semi-derelict condition and has a negative impact upon the overall character of the temple Meads complex The signal control box has a negative impact upon the rest of the character area, in particular, views toward the station are marred	These sites present an opportunity for appropriate adaptation or a redevelopment scheme more in sympathy with the surrounding forms
Structure and form	All	Views into, within and out of the Temple Quarter Enterprise Zone are an important element of character and setting and aid legibility to and through the area	New development should seek to minimise the obstruction of principal views and where possible it should seek to enhance the views by building layout and orientation The open areas to the north of the station and around Bristol and Exeter House offer opportunities to enhance the setting of the listed structures

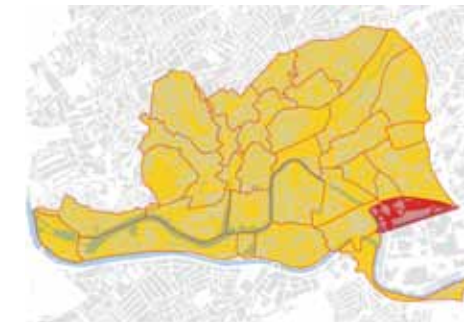


Fig 115: Character area

1. Local character and distinctiveness

1.1 Location

Silverthorne Lane character area is the eastern area within the Temple Quarter Enterprise Zone. It is bounded along its northern edge by Barrow Road, 'The Dings' residential area and Temple Quay. To the west lies the Temple Meads City Gateway area whilst the south western corner adjoins the Avon Riverside area.

1.2 Summary description

The Silverthorne Lane character area is dominated by the remains of former industrial uses with high pennant sandstone Listed rubble walls that run through the area. It is bounded by the Feeder, the Floating Harbour and an elevated railway line.

The setting of the heritage assets in the Silverthorne Lane area is primarily defined by the site's topography and waterfront location. The elevated railway of the St Philip's viaduct prevents views into the area from the north and east whilst the low lying site results in views from the south with waterfront features, significant historic elevations of St Vincent's Works and the perimeter wall of the former Marble Mosaic building.

A significant feature of the Silverthorne Lane character area is the views of St Vincent's Works factory building and existing land uses within the area have had an impact upon many heritage assets with sites being used as surface car parks.

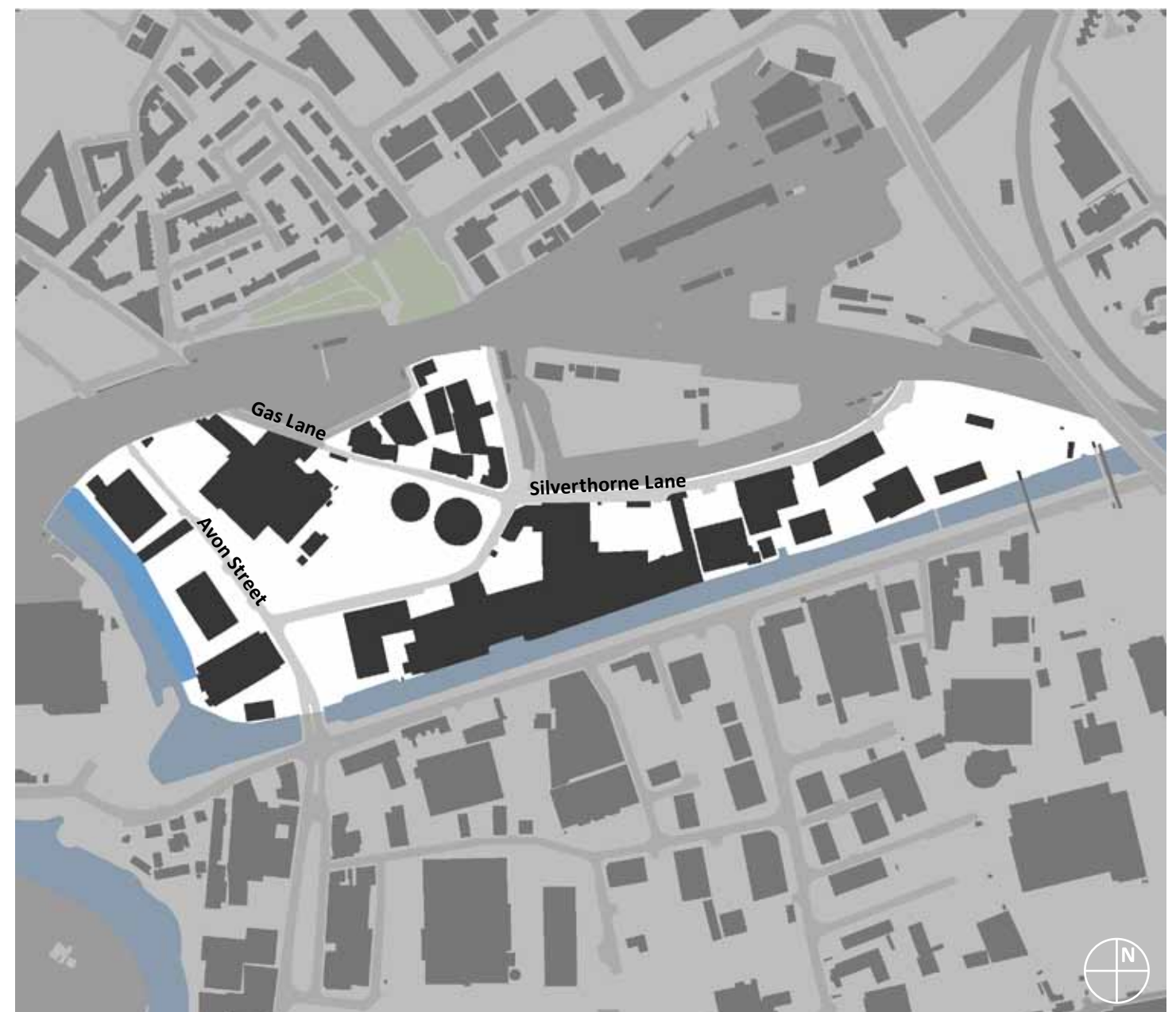
1.3 Positive context

Within the area are seven Listed Grade II and Grade II* structures that relate to the former industrial uses in the area.

- St Vincent's Works office building with flanking, octagonal, crenellated turrets (Grade II*)
- St Vincent's Works gateway (Grade II)
- St Vincent's Works factory (Grade II)
- Warehouse on Silverthorne Lane (Grade II)
- Gas Works perimeter wall along Silverthorne Lane (Grade II)
- Former Gas Works retort building (Grade II)
- Surviving railway infrastructure, much of which dating back to Brunel's original design.

Other significant features:

- Kingsland House
- Former Methodist Chapel on Gas Lane
- Bristol Gas Company coal wharf and warehouse
- Historic street surfaces
- Harbour wall and associated features



Challenges and opportunities

Type	Area affected	Description	Opportunity
Structure and form	Silverthorne Lane	The area is characterised by the industrial heritage but risks limited use and empty sites	This character should be preserved or enhanced through the reuse of existing buildings and through the safeguarding of historic fabric including street surfacing Sensitive development plans which are respectful of the existing fabric would help to enhance the area in terms of use Where appropriate heritage assets should be retained and reused within new developments, particularly where undesignated industrial buildings contribute to the character of the area
Structure and form	Silverthorne Lane	Part of the area’s character is defined by high pennant walls and enclosed yards	New development should respond positively to this character by strengthening the building line along Avon Street whilst existing plot sizes should be maintained and appropriate scale and massing chosen to reflect the importance of the historic assets and views
Structure and form	Silverthorne Lane	There are many archaeological remains of former industrial uses in the area, many of which are of regional or national significance	These assets should be monitored and preserved whilst their archaeological significance will need to be determined through evaluation prior to any development in the area
Structure and form	All	Views into, within and out of the Temple Quarter Enterprise Zone are an important element of character and setting and aid legibility to and through the area	New development should seek to minimise the obstruction of principal views and where possible it should seek to enhance the views by building layout and orientation
Structure and form	Original Barge Dock	An original building which was built before 1914 survives, but access is blocked by corrugated asbestos sheeting.	Removal of the corrugated asbestos sheeting would enhance the overall character of the area and restore the historic nature of the site

1. Local character and distinctiveness

1.1 Location

The Avon Riverside character area is located at the southern edge of the Temple Quarter Enterprise Zone. It is bounded along its northern edge by the Temple Meads City Gateway character area and extends southeast following the route south of the River Avon along Bath Road.

1.2 Summary description

The Avon Riverside character area can be sub-divided into three further areas; the former Diesel Depot site which is now an open space, the Paintworks site which has been developed into a modern mixed use area and is characterised by reused industrial sheds; and a green open space located between the other two which was occupied by Victorian terraced housing until the later twentieth century.

The area is now defined by a large amount of green space which needs to be preserved whilst new developments on the former diesel depot site should respect the history of the area. The Paintworks development has brought new uses to historic structures in the east of the character area and this should be allowed to progress and be enhanced further.

1.3 Positive context

- Late 19th century former industrial buildings that have been retained at the Paintworks
- Totterdown Bridge
- Relieving arches and associated structures fronting the river at the former Diesel Depot site
- Surviving remains of waterfront uses including rubble stone slipways

Just outside of the area are some designated assets:

- Turnpike (now Thunderbolt) public house (Grade II)
- Conservation Area of Arncliffe with numerous listed structures including entrance lodgings fronting Bath Road (Grade II*)
- At the junction of Wells Road and Bath Road stands the Three Lamps (Grade II*)

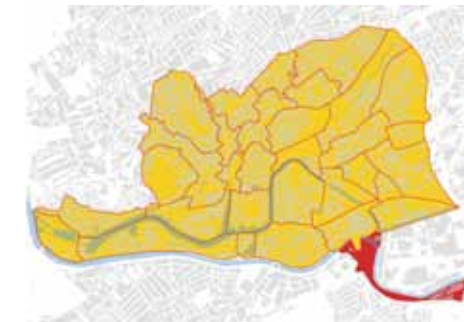
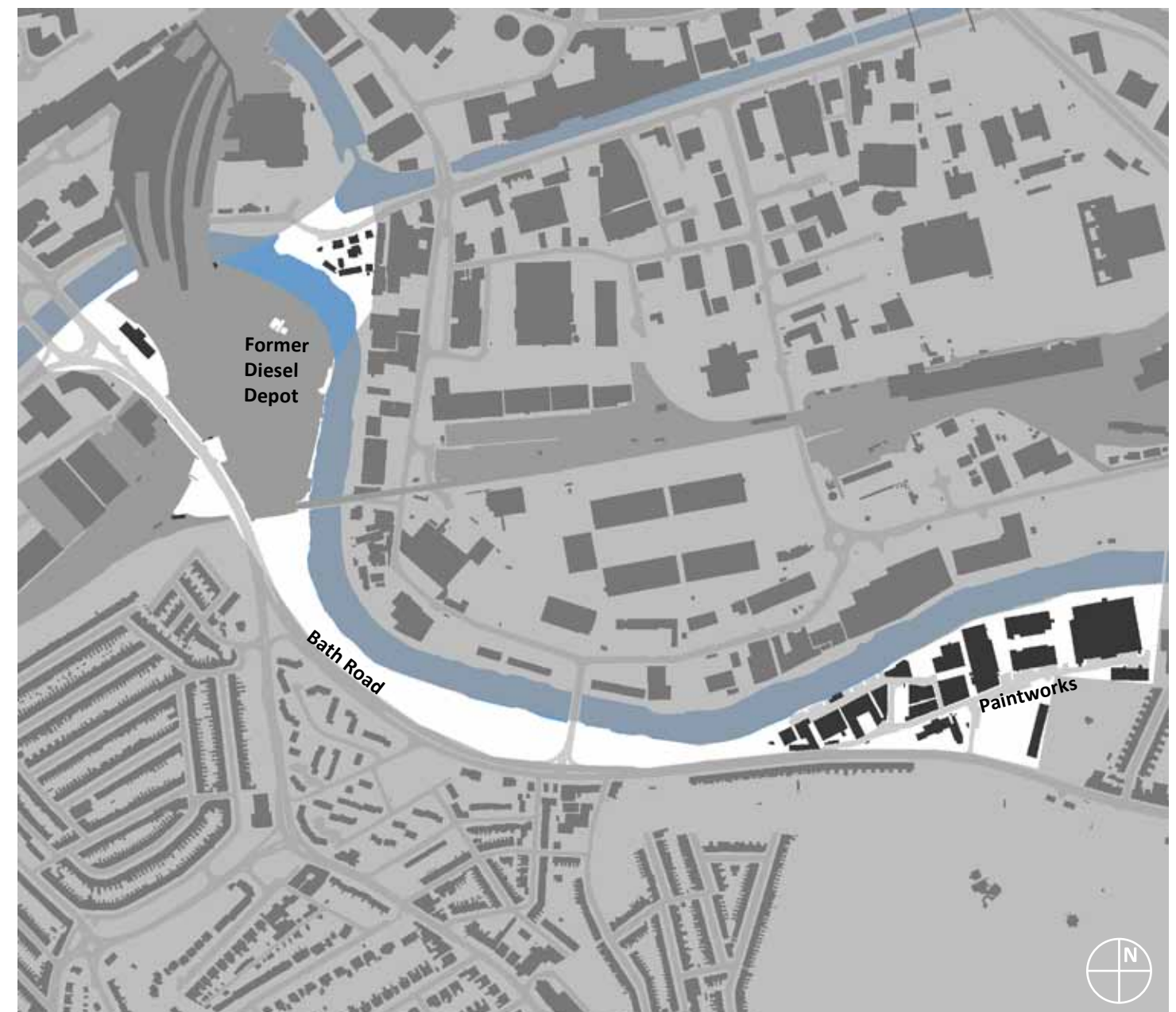


Fig 116: Character area



Challenges and opportunities

Type	Area affected	Description	Opportunity
Routes and spaces	Bath Road	Bath Road is highway dominated and a poor environment for cycling and pedestrians.	New development along Bath Road should seek to improve the public realm.
Routes and spaces	River Avon	There are several crossing points over the river in this area, although none of them offer a good route for pedestrians or cyclists.	Improvements to the existing crossing points and any new bridges should provide safe routes for pedestrians and cyclists.
Structure and form	Paintworks	Paintworks has become one of the development success stories in Bristol. This success is based on the reuse of existing buildings and balance of uses.	Further developments at Paintworks can strengthen the existing character in terms of the built form and mix of uses.
Structure and form	Bath Road	Green infrastructure in Avon Riverside is a very significant element that defines the character and sense of place along the Avon.	New development should seek to preserve and enhance this character.

Other Character Areas

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1. Local character and distinctiveness

1.1 Location

The Hotwells character area is located in the west of the city of Bristol, immediately east of the Portway, north of the Floating Harbour and west of the city centre. The character area centres upon the development of terraces, crescents and streets that rise from Hotwells in the south up to Clifton to the north.

Hotwells is bounded along its southern edge by Cumberland Basin to the southwest, Spike Island to the south and Canon's marsh to the southeast.

1.2 Summary description

This character area occupies the flat land to the north of the floating harbour and the southern edge of the Clifton slopes. The area is almost entirely residential, both in scale and character, with late Victorian terraces to the west of Merchants Road. The east of the area is home to late 20th century residential developments of Rownham Court and Pooles Wharf facing the floating harbour.

Much of the development in the character area occurred towards the end of the 20th century when the commercial dockside activity ceased. The Hotwell Road element still retains some of its original character and is home to some of the area's oldest buildings. It retains a mix of commercial uses at ground floor level.

By contrast with the main vehicle route through the area, the quayside is generally an attractive and well used pedestrian promenade; and although parts of it have been semi-privatised, natural surveillance is very good. The public realm also manages to retain some of its gritty industrial character, particularly in an around Junction Lock Bridge.

The area is characterised by low-rise residential buildings with a mix of surface treatments including brick, render, timber cladding and Pennant. There are a number of key, landmark buildings in the area, namely The Pump House public house, the Albert Dock and Grenville Chapel in Oldfield Road.

1.3 Positive Context

- Quiet, intimate nature of residential streets and spaces located away from the main thoroughfares
- Retention of historic buildings and original features, particularly along Hotwell Road and the Oldfield Road terraces
- Survival of commercial uses at ground floor level along Hotwell Road which contrasts against the predominantly residential uses
- Quality of waterfront views and views to Clifton
- Proximity of landmark buildings

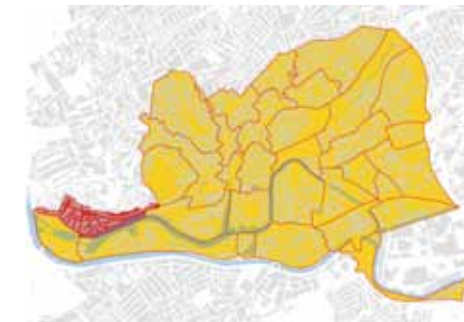
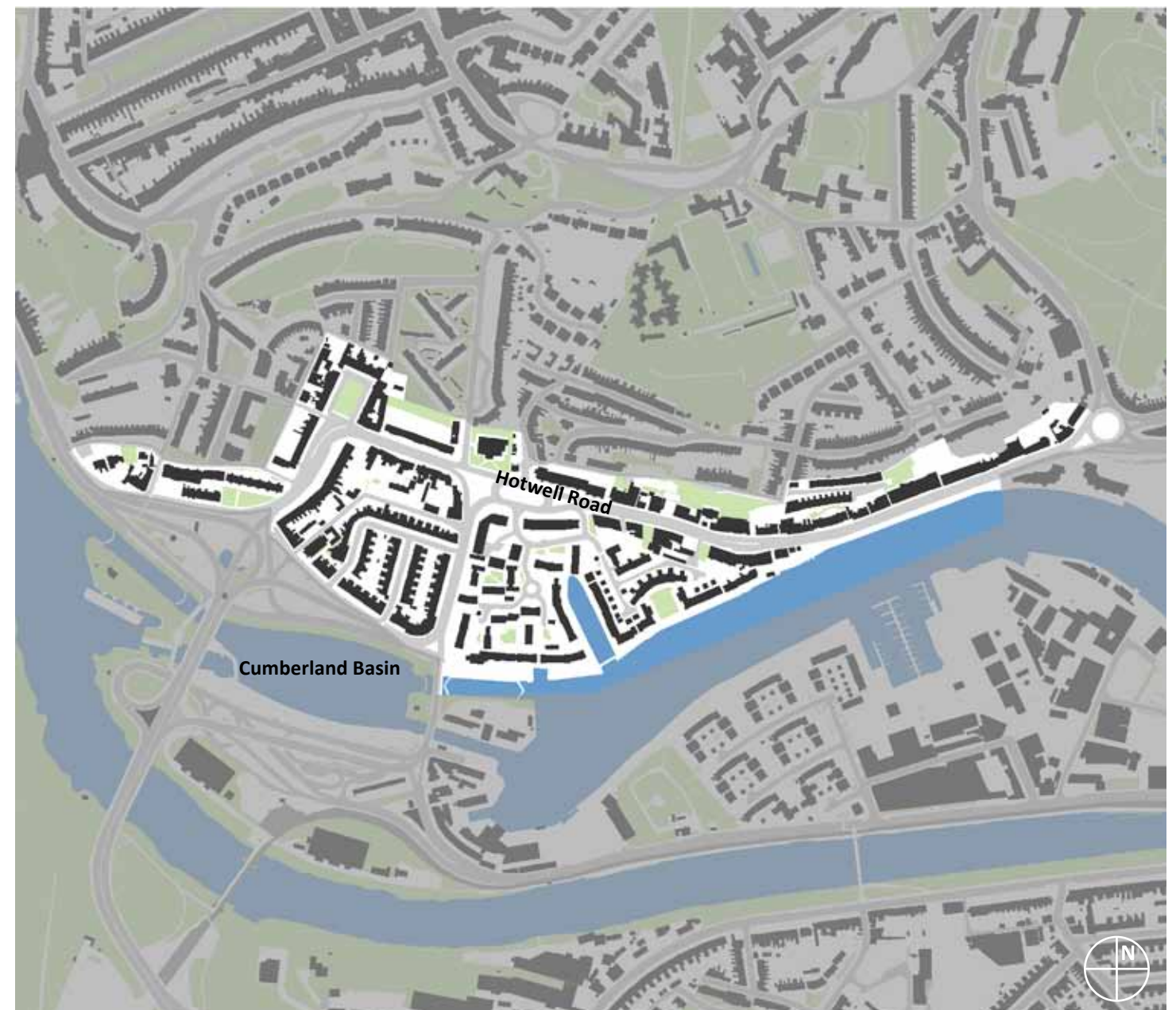


Fig 117: Character area



Challenges and opportunities

Type	Area affected	Description	Opportunity
Routes and spaces	Main routes	Hotwell Road is vehicular dominated, unpleasant for pedestrians and cyclists. Existing pedestrian crossings are not on desire-lines, especially across Merchant’s Road	To improve pedestrian crossings and amenity and cycling provisions enhance the public realm and soften the vehicular impact on main routes
Structure and form	All	Poor maintenance of the older buildings in the character area, particularly on Hotwell Road	To encourage the maintenance and retention of traditional buildings through the planning process and seek enforcement action where a breach of control has occurred
Routes and spaces	Waterfront	Cycling provision is interrupted by barriers at Rownham Mead	To improve cyclist amenity along the waterfront through removal of barriers
Structure and form	All	Use of unsympathetic materials, especially uPVC in replacement windows, doors, soffits, shopfronts and signage	To encourage sensitive materials and details that support the character of the area through the planning process and seek enforcement action where a breach of control has occurred

1. Local character and distinctiveness

1.1 Location

This Character Area takes in the main body of the Floating Harbour and the low lying land on the south bank that includes docks and shipyards as well as more recent residential development, known collectively as ‘Spike Island’.

The Spike Island character area is linear in form, on an east-west axis toward the south of the city of Bristol. It is bounded to the west by Cumberland Basin character area and to the east by Bathurst Basin. The northwest and northeast edges to the character area are lined by Hotwells and Canon’s Marsh character area respectively.

1.2 Summary description

Spike Island is a long narrow stretch of land created by the excavation of the New Cut and construction of the Floating Harbour in 1809. Until the creation of the Floating Harbour, this was an area of river bank, mainly used for shipbuilding. The Floating Harbour enabled the area to be used for working quays, warehousing and other associated dockside industry.

The northern edge of the island along the Floating Harbour is the busier, with pedestrians attracted by views of Bristol’s townscape and various dock related activities and visitor attractions. The pedestrian path along the New Cut (affectionately referred to as the Chocolate Path because of its surfacing materials) is quieter, and is valued for its greater ecological diversity. This is a more feral landscape, with mud banks that are revealed and then hidden as the tides ebb and flow throughout the day.

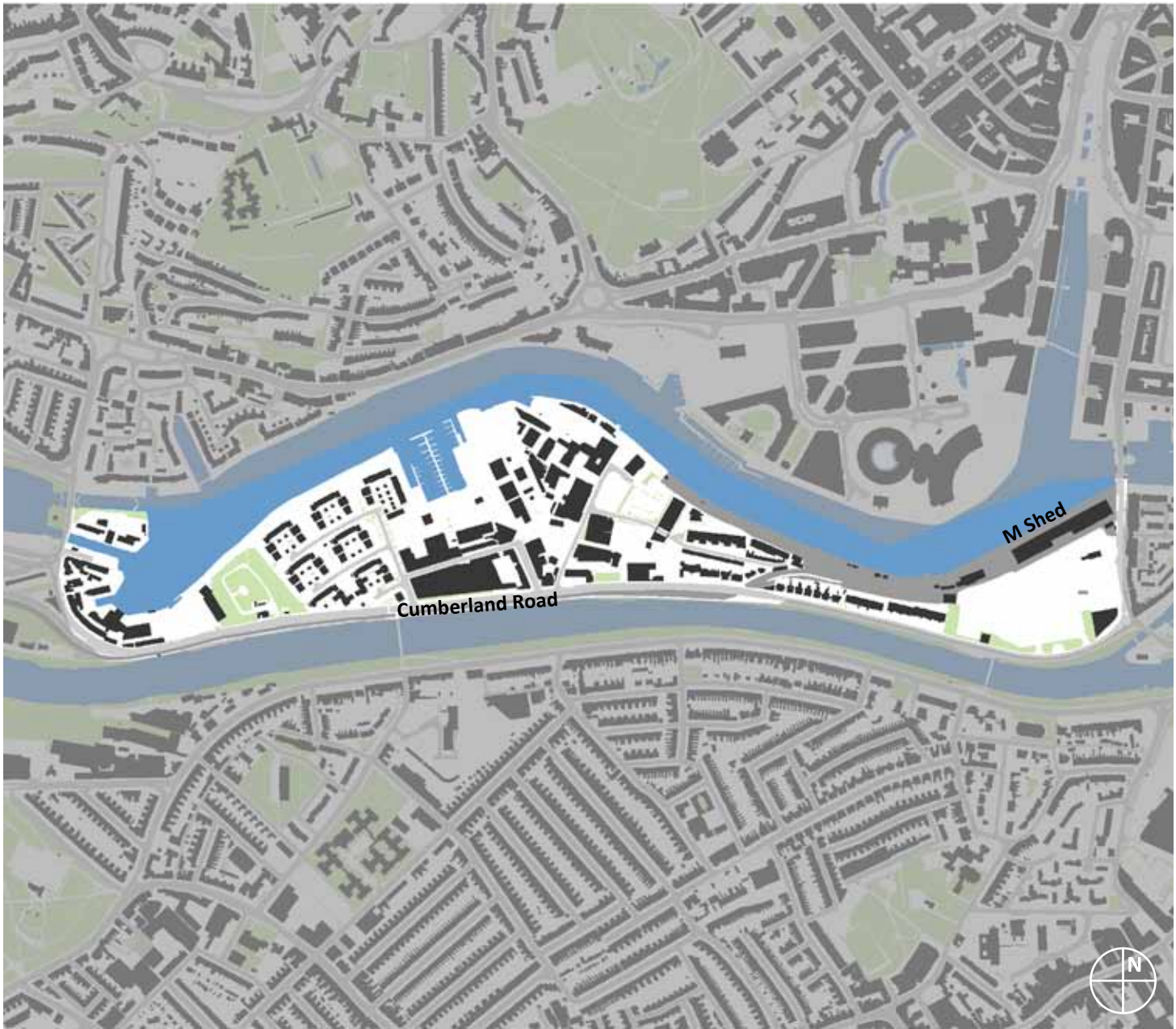
Much of Spike Island’s rich heritage has proved to be highly adaptable to modern uses, particularly related to culture, leisure and tourism. It is now home to a diverse range of uses and attractions including maritime industry and crafts at Underfall Yard and Albion Dockyard, the SS Great Britain, the headquarters of Aardman Animations, Spike Island Arts, rowing and sailing clubs and a touring caravan site. A new museum for Bristol, the MShed, opened in 2011 on the eastern side of Spike Island. In recent decades, a number of residential schemes have been built along the waterfront exploiting views across the harbour to the Clifton escarpment and the city centre. Architectural styles vary from the brick pastiche of Baltic Wharf, to the more contemporary scheme Wapping Wharf called The Point.

1.3 Positive Context

- Diversity of cultural, leisure and heritage activity such as Underfall Yard sitting in close proximity to residential developments
- Surviving dockside features along the waters edge and surviving railway
- Successful conversion or reuse of former industrial buildings or well-integrated new developments that compliment the historic character
- Limited vehicular access along the waterfront allowing leisurely pedestrian and cycle flow
- Quality and range of views from the waterfront to specific features, including Clifton hills and the Clifton Suspension Bridge, and the wider city context
- Large number of historic structures and landmark buildings



Fig 118: Character area



Challenges and opportunities

Type	Area affected	Description	Opportunity
Structure and form	Wapping Railway Wharf	Vacant, undeveloped sites which contribute to an overall sense of decline in the area	To help mitigate against physical decline and securing the future vibrancy of the area by encouraging empty buildings are brought back into appropriate use and secure the sensitive redevelopment of gap sites through the planning process
Routes and spaces	All	Poor pedestrian permeability, particularly at the west end of the area and limits access and circulation of the Floating Harbour as a whole	To redress the pedestrian / cyclist amenity and vehicular dominance through increase crossing points and better cyclist provision
Routes and spaces	Cumberland Road	The advertising hoardings around the Wapping Wharf site detract from the character of the 'gateway' into the character area from Commercial Road bridge	To seek a discontinuance notice for large-scale advertising hoardings and resist the introduction of further hoardings in the area through the planning process



Fig 119: Character area

1. Local character and distinctiveness

1.1 Location

The Brandon Hill character area lies immediately north of the Floating Harbour towards the heart of Bristol and is bounded by Park Street & College Green to the north and east, and by Canon's Marsh character area to the south. The south western edge abuts the far eastern tip of the Hotwells character area.

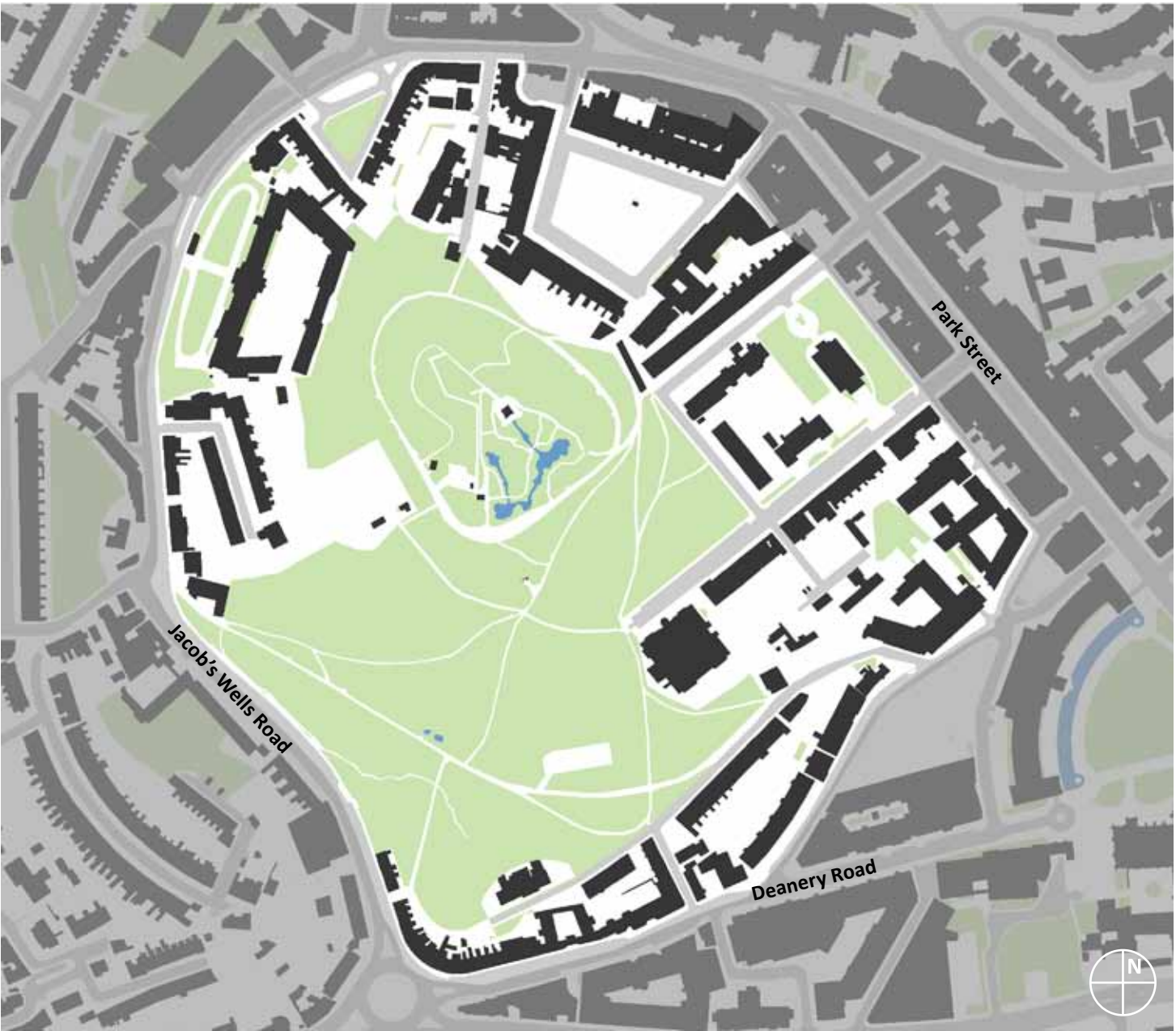
1.2 Summary description

The steep slope to the south of Brandon Hill is characterised by the terraced 18th century residential townscape while the main focus of the area is the climbing park landscape, terminating at Cabot Tower, one of Bristol's most famous landmarks and marking one of the highest points in the city at 30 metres above sea level.

The topography and landscape setting are important factors in the character area. They allow for extensive views into and out of the area and contribute to the sense of its prominence in the overall context of the city. The park itself is significant for its biodiversity value, its quality as a public green space in the heart of the city, the views that extend out from it and for its historic and archaeological interest.

1.3 Positive Context

- Probably the oldest public park in the country
- Provides a tranquil contrast to the busy commercial area of Park Street and the centre
- Multiple long vistas across the city as well as shorter range views to the surrounding areas
- Historic and archaeological interest
- A number of landmark buildings, including Cabot Tower, St George's Church and Charlotte Street terrace.
- Visual integrity provided by the cohesive architectural character, symmetry and detailing
- Quality of formal squares and green spaces
- Survival of the original layout with original plots and building lines
- Brandon Hill Fort is a Scheduled Ancient Monument



Challenges and opportunities

Type	Area affected	Description	Opportunity
Routes and spaces	St George’s and Berkeley Square	Large volume of on-street parking and associated signage detracts from the quality of the built fabric	To encourage a survey and strategy that looks at resolving parking issues in line with community consultation To encourage the removal of agent’s boards, where a breach of planning control has occurred To seek a discontinuance notice on large advertising hoardings To encourage a long-term strategy that manages commercial signage in sensitive areas
Routes and spaces	St George’s and Berkeley Square	Poor maintenance of historic townscape details such as street furniture and surfaces	To rationalise street furniture and remove redundant items in order to enhance the visual and physical character of the area To encourage like-for-like replacement of surfacing and the reinsertion of already lost features
Routes and spaces	St George’s Road and Jacob’s Wells Road	There is a conflict between the function of the main streets as major traffic routes and the buildings themselves with a proliferation of large signage and lighting which caters more for vehicles than it does for pedestrians	To improve the public realm and increase footfall through improved, less utilitarian street lighting Improve pedestrian amenity to increase footfall To seek a discontinuance notice on large advertising hoardings
Structure and form	St George’s Road and Jacob’s Wells Road	Many of the traditional shopfronts have been lost or severely degraded by poor quality signage	To seek sensitive or traditional shopfront design that responds to local character and seek the retention of traditional shopfronts through the planning process
Structure and form	St George’s Road and Jacob’s Wells Road	There are a number of poor quality, unsympathetic infill buildings in the area which do not pay attention to the established urban grain or the styling of buildings	To avoid further erosion of traditional grain or character through encouraging more responsive approach in future redevelopments through the planning process
Spaces	All	Large advertising hoardings dominate main routes and strategic gateway points into the city	To encourage the removal of agent’s boards, where a breach of planning control has occurred To seek a discontinuance notice on large advertising hoardings To encourage a long-term strategy that manages commercial signage in sensitive areas

1. Local character and distinctiveness

1.1 Location

Canon's Marsh character area sits north of the Floating Harbour on former marshland belonging to Augustinian Abbey Canons (now the Cathedral). The character area is enclosed along all of its edges by other character areas and lies just west of the historic heart of the city.

The area is bounded to the north by Brandon Hill and Park Street and College Green and Centre Promenade character areas, to the east by Queen Square and to the east and south by Spike Island and Hotwells.

1.2 Summary description

Prior to the creation of the Floating Harbour, Canon's Marsh was, like Spike Island, a busy shipbuilding area, with slipways and dry-docks cut into the riverbank. The last of these, at Lime Kiln Dock closed in 1904. After the Floating Harbour was built, wharves were created, and industrial uses like gas production were set up. These endured and developed until the middle of the 20th century when commercial activity in the harbour call but ceased.

The area has been redeveloped over the last thirty years to create a modern mixed-use quarter which combines high density apartment blocks, large head quarter office buildings, cultural attractions and numerous bars and restaurants, all of which exploit the area's proximity to the harbour. Some dock buildings have been retained and have proved remarkably adaptable to change for uses such as the Watershed Media Centre and the @Bristol hands-on science centre.

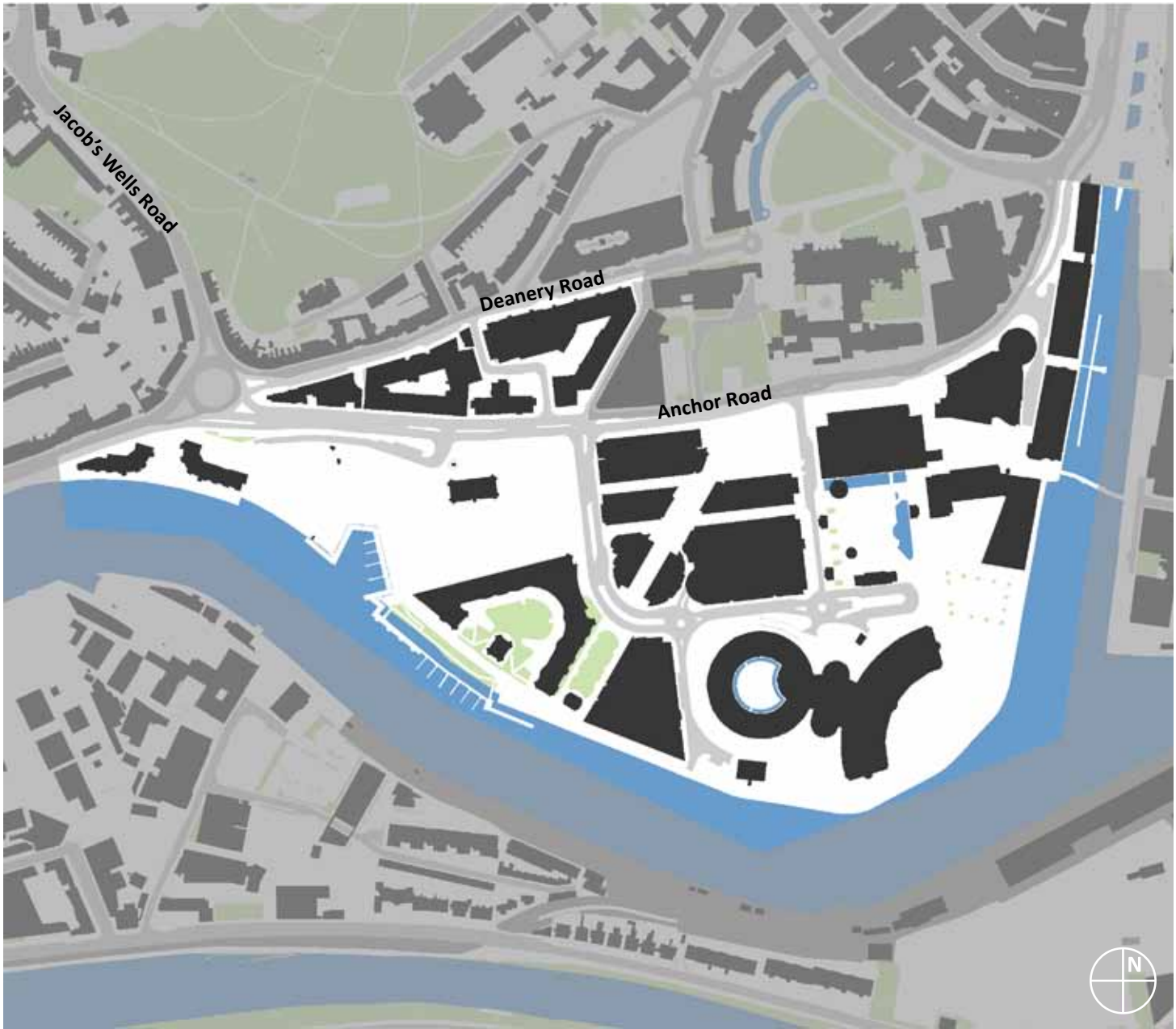
The public realm is generally of a high quality, and is well used throughout the day and into the evening when creative use of street lighting gives it a different character again. Whilst many of the larger spaces are used for numerous festivals and events, some can seem wind-swept and empty at other times. Pero's Bridge, the Brunel Mile and quayside paths provide good, legible pedestrian and cyclist movement through the area.

1.3 Positive Context

- Robust, large-scale buildings
- Many heritage buildings and structures have been reused
- Interesting public squares and spaces with a collection of public art
- Waterside walks enabling interpretation of the south side of the Floating Harbour and surrounding landscape
- Flexibility of public spaces to allow for events and festivals which occur throughout the year
- Views south across the Floating harbour to south Bristol and Dundry Hills
- Variety of cultural and leisure attractions contributing to Bristol's wider economy



Fig 120: Character area



Challenges and opportunities

Type	Area affected	Description	Opportunity
Spaces	All	Lack of trees and soft landscaping	To improve the public realm through increase in soft landscaping and increase in street trees to soften the hard built form
Routes and spaces	All	Poor connections behind and between buildings with a general lack of pedestrian permeability	Redress the pedestrian / cyclist amenity and vehicular dominance through increase crossing points, especially between buildings, and better cyclist provision
Structure and form	All	Some views through the area have been obscured by new development	To ensure key views and panoramas are taken into account through any future developments through the planning process



Fig 121: Character area

1. Local character and distinctiveness

1.1 Location

The west end of Bristol is dominated by Park Street, one of Bristol’s most iconic streets which runs up from College Green up a steep incline to join Park Row. The area lies immediately north of the Floating harbour and is crowned by the Wills Memorial Tower at the top.

The Park Street and College Green character area is bounded to the north by the University precinct, the east by St Michael’s Hill & Christmas Steps and the Central Promenade character areas. It’s south and east boundaries are edged by Canon’s Marsh and Brandon Hill respectively.

1.2 Summary description

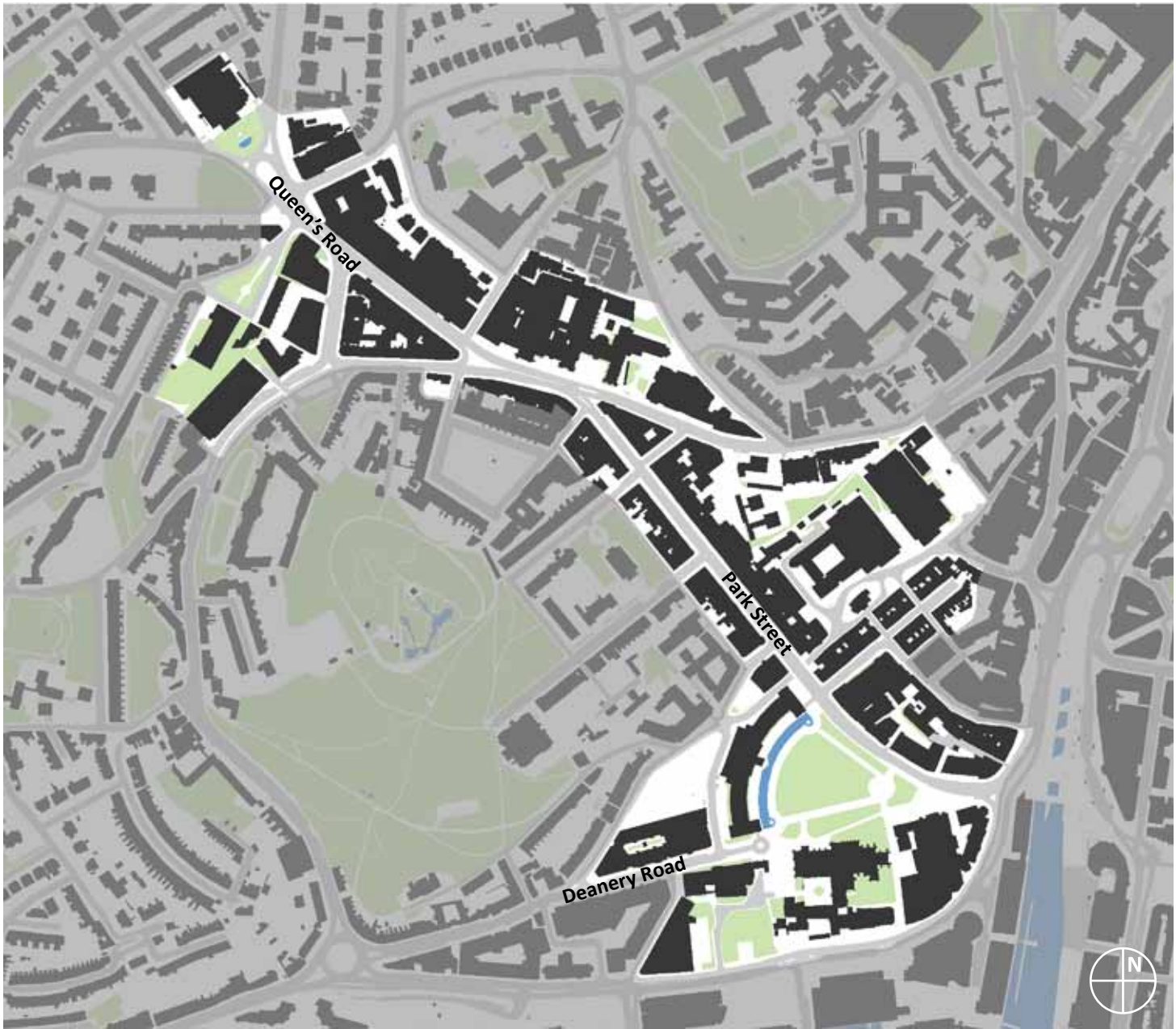
Park Street is defined by its planning urban street and dominated by high-quality townscape. Much of the built form of the area is listed and there is also a high concentration of Bristol’s most renowned civic buildings and institutions. The topography of the area rises up to the northeast, lined by Georgian terraces, up to Clifton Triangle and the Wills Memorial Tower.

The south of Park Street opens out onto College Green which itself is dominated by major civic buildings including the Cathedral and St. Marks Church.

Below the level of College Green lies the old harbourside which is characterised by small scale buildings containing and attractive variety of ground floor uses which once aligned the former quayside.

1.3 Positive Context

- Its own distinctive sense of place, albeit eroded by vehicular traffic and its associated negative impact
- Lively ground floor uses and historic building formations
- Park Street is one of Bristol’s earliest surviving examples of uniformly stepped hillside terracing and remains largely in its historic form with wide, straight pavements
- Linear views to the north and south due to the topography and straightness of the roadway
- Historic character portrayed by the mainly Georgian buildings with visual integrity provided by symmetry of detailing and the sense of rhythm
- Large landmark buildings such as the Wills Memorial Tower, the University refectory (Browns Restaurant) and the City Museum and Art gallery.



Challenges and opportunities

Type	Area affected	Description	Opportunity
Routes	College Green	The pedestrian space is limited and over-exposed to traffic while congestion visually segregates pedestrians from major civic buildings	Redress the pedestrian / cyclist amenity and vehicular dominance through increase crossing points and better cyclist provision
Use	College Green	Some upper floors remain under-used and vacant	Bring empty buildings back into use in order to increase activity in some areas and to help mitigate against physical decline
Structure and form	College Green	There are pockets of ill-conceived post-war development which has downgraded the traditional character of the character area	These sites present an opportunity for appropriate adaptation or a redevelopment scheme more in sympathy with the surrounding forms
Structure and form	Park Street	There are always lots of over-sized estate agents' boards which obscure building frontages	Wherever possible, proposals for the removal of inappropriate advertising should be sought
Routes and spaces	Park Street	Throughout the area there is poor quality paving which detracts from the visual appeal	A holistic approach to street furniture/signage etc; in order to minimise the visual impact and threats to pedestrian amenity Seek improvements to public realm, street surfaces, crossing points Encourage like-for-like replacement of surfacing and the reinsertion of already lost features
Structure and form	Elmdale Road / Queens Avenue junction	c.1970 office block which is not sympathetic to its surroundings and degrading to the entirety of the character area	To improve the environment through encouraging the appropriate adaptation or sensitive redevelopment through the planning process

1. Local character and distinctiveness

1.1 Location

The centre and St. Augustine’s Reach follow the line of the culverted River Frome, which is now a landscaped roundabout extending from the Quayhead, up to Electricity House and is now a partially pedestrianised open space in the central area of Bristol. It is located west of the Old City, at the bottom of the slope from Park Street & College Green and just north of the city docks and Floating Harbour.

Due to its central location, the character area is bounded along all of its edges by other character areas, Old City, Queen Square, Canon’s marsh, Park Street and College Green, St Michael’s Hill and Christmas Steps and Lewin’s Mead and St James Barton.

1.2 Summary description

The area known today as The Centre took its name from the Tramway Centre which used to occupy the space before the war. The space was formed by the Floating Harbour, incrementally culverted during the late 19th and early 20th century as the demands of motorised traffic overtook the needs of the port. Although it lacks the coherence of a traditional market square or cross roads or a major public building to focus and strengthen its identity, it is an established pedestrian hub for arriving, gathering, relaxing, celebrating and passing through. Up until 2000, it was a busy traffic roundabout which was partially remodelled to create a new city centre space.

The Centre broadly divides into four areas; Neptune and Colston, the Fountains, the Cascade Steps and

Magpie Park. A traffic gyratory still partially wraps round and divides the space, although the remodelled Centre Promenade, incorporating the first three of those areas now allows pedestrians direct access to the quayside at St. Augustine’s Reach. Magpie Park, at the northern end of The Centre is still surrounded by traffic and is awaiting improvement. This contains the Cenotaph and a large paved area used to accommodate the ceremonial on Remembrance Day.

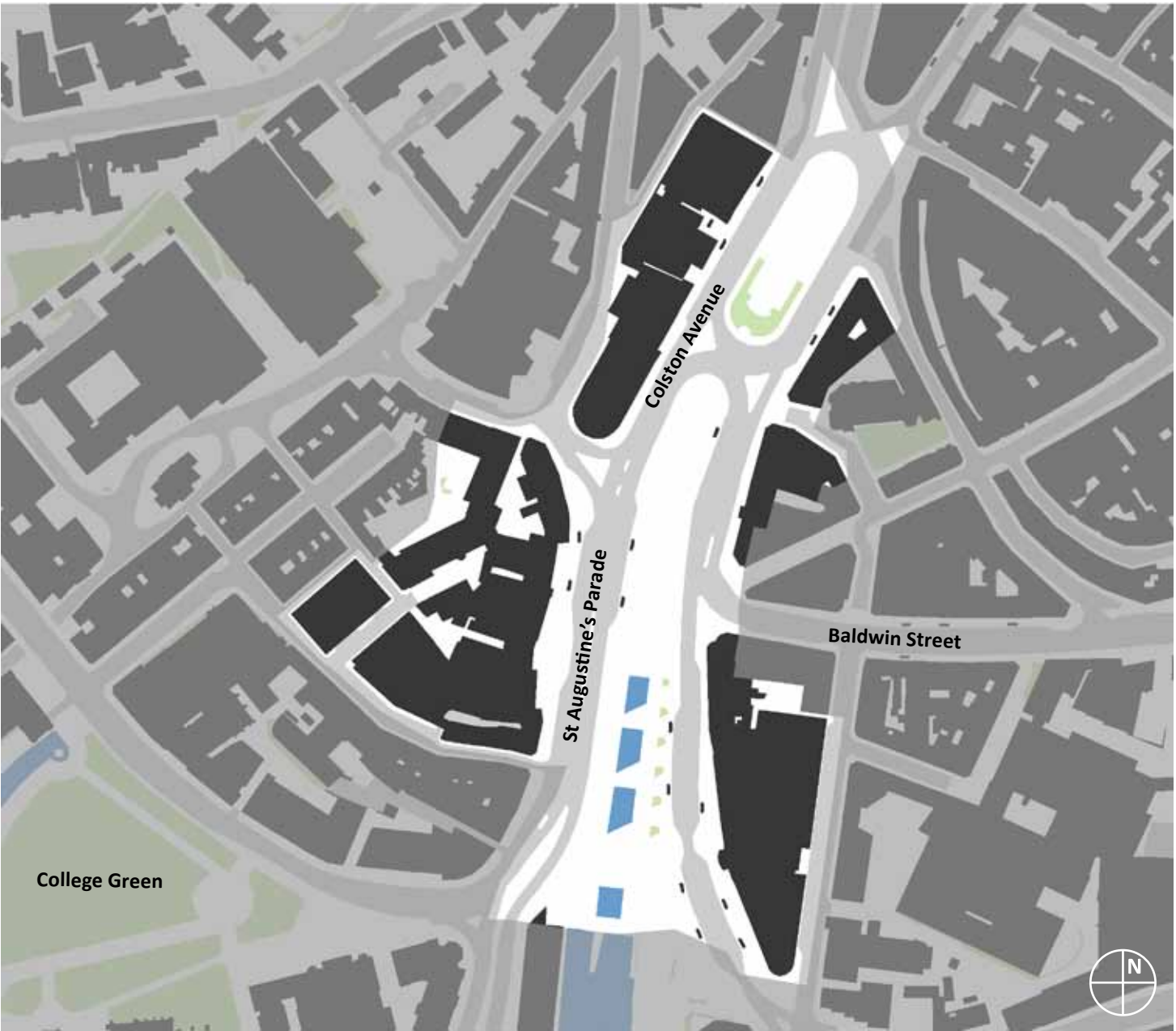
There is an eclectic mix of building types and styles around the space, including the modernist Colston Tower, and the recently re-clad former Bristol and West tower. Buildings generally offer good enclosure to the space albeit with variable ground level activity and animation. The Bristol Hippodrome is the key attraction on the Centre and more recently the new foyer building to the Colston Hall, just off the Centre has inserted itself into the scene by virtue of its dramatic contemporary form.

1.3 Positive Context

- High pedestrian footfall continues late into the evening
- Attractive location for gathering and relaxing providing a welcome relief from the clamour of surrounding traffic
- Close proximity to surrounding venues keeps the area busy at all times
- Eclectic mix of building styles and types
- Soft landscaping and trees are evident in the area helping to lessen the impact of transport infrastructure
- Variable ground floor activities to surrounding buildings



Fig 122: Character area



Challenges and opportunities

Type	Area affected	Description	Opportunity
Routes and spaces	All	The area demonstrates all of the problems relating to traffic saturation, pedestrian conflict and difficulties of movement	To redress the pedestrian / cyclist amenity and vehicular dominance through increase crossing points and better cyclist provision
Structure and form	All	Many historic buildings are suffering from continual traffic intrusion and decay from pollution	To mitigate the impact traffic pollution has through improving traffic flow, increasing tree planing and encouraging regular maintenance to improve the condition and appearance of historic buildings
Use	All	Some upper floors remain under-used and vacant	Bring empty buildings back into use in order to increase activity in some areas and to help mitigate against physical decline
Structure and form	All	There are pockets of ill-conceived post-war development which have degraded the traditional character of the area	These sites present an opportunity for appropriate adaptation or a redevelopment scheme more in sympathy with the surrounding forms
Use	All	The existing over-provision of office above retail uses at ground floor is affecting the vibrancy of the area	To encourage a more mixed use for ground floor frontages, which would provide greater activity and a better range of services



Fig 123: Character area

1. Local character and distinctiveness

1.1 Location

The Queen Square character area is located in the historic heart of the city of Bristol centred around Queen Square that was set out on marshland to the south of the city in the 18th century. It is bounded on the south, east and west by the Avon and Frome Rivers and to the north by the Old City character area.

The character area is enclosed on all of its boundaries by other character areas; Old City, North Redcliffe, South Redcliffe, Bathurst Basin, Spike Island, Canon’s Marsh and the Central Promenade.

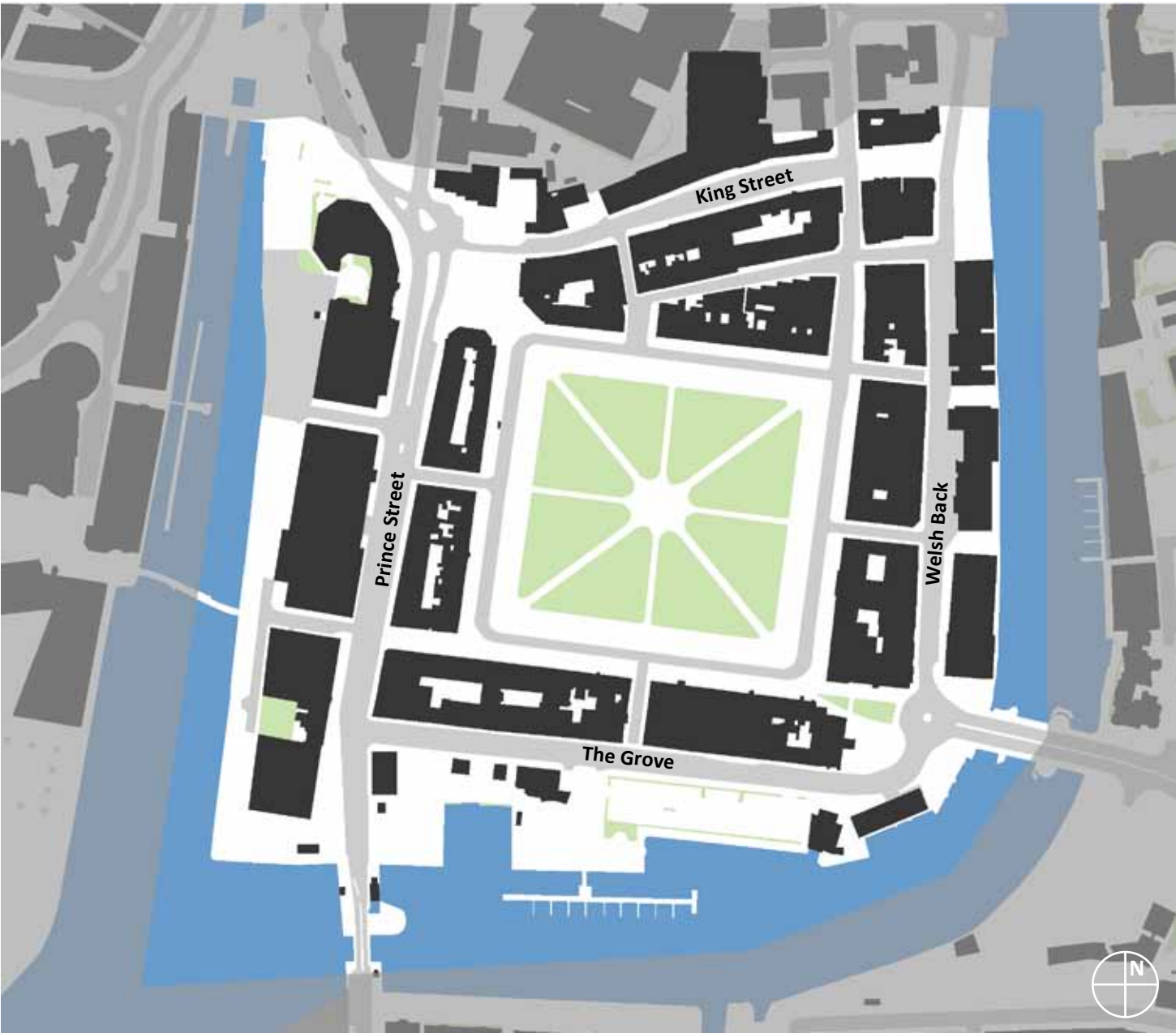
1.2 Summary description

The creation of a broad peninsula in 1220 by diverting the River Frome at its junction with the River Avon was utilised in 1700 by the Corporation to create Queen Square and Prince Street. Since its creation the square has had a varied history which includes partial destruction from rioting, demolition involved with the construction of a dual carriageway and multiple restorations.

The area is characterised by its flatness arising from its origin as a drained marsh and is laid out very differently from its surroundings as a formal open space with primarily office use but it is also heavily used for recreation. Queen Square is among the largest residential Georgian Squares in the country and is a valuable open space in the heart of the city. It is of considerable architectural and historical interest as an example of 18th century town planning.

1.3 Positive Context

- Queen Square has been returned to something of the grandeur it had in its heyday
- Historic street layouts and traditional plot boundaries remain
- Example of 18th century town planning
- Large Georgian townhouses which are of national significance
- Long views across Queen Square although restricted by trees in the summer
- Views from the boundaries across the floating harbour
- Landmark buildings scattered through the character area which include the Granary on Welsh Back, Bush House on Narrow Quay and the Llandogger Trow on King Street.
- Surviving historic street surfacing



Challenges and opportunities

Type	Area affected	Description	Opportunity
Structure and form	King Street	Traditional plasters and colours are important in this street and some have been removed	To encourage sensitive restoration of historic facades and encourage the dominant characteristics of the area are respected in future development proposals through the planning process
Structure and form	All	Unsympathetic alterations to a number of traditional buildings have resulted in a loss of original architectural details such as timber sash windows, parapets and cornices	Where possible original details should be preserved and restored whilst the reinstatement of lost features should be sought
Structure and form	All	Small-scale additions to a building's façade, such as satellite dishes, telephone wires, external gas and electricity boxes, boiler flues etc. have a significant cumulative impact on the building and on the wider street scene	Careful siting and choice of materials and colours, and removal when redundant, can significantly reduce the impact of these elements
Routes and spaces	All	Like much of the City, the Conservation Area has lost much of its original street surfaces and replacements have been made in a variety of materials. In places, the mixture of street surface treatments undermines the quality of the environment and can cause tripping hazards	A holistic approach to street furniture/signage etc; in order to minimise the visual impact and threats to pedestrian amenity Seek improvements to public realm, street surfaces, crossing points Encourage like-for-like replacement of surfacing and the reinsertion of already lost features



Fig 124: Character area

1. Local character and distinctiveness

1.1 Location

Bathurst Basin is located between the New Cut and the Floating Harbour. It is a small triangular basin fronted by small-scale residential developments.

The character area is bounded on its west, north and east sides by Spike Island, Queen Square and South Redcliffe character areas respectively.

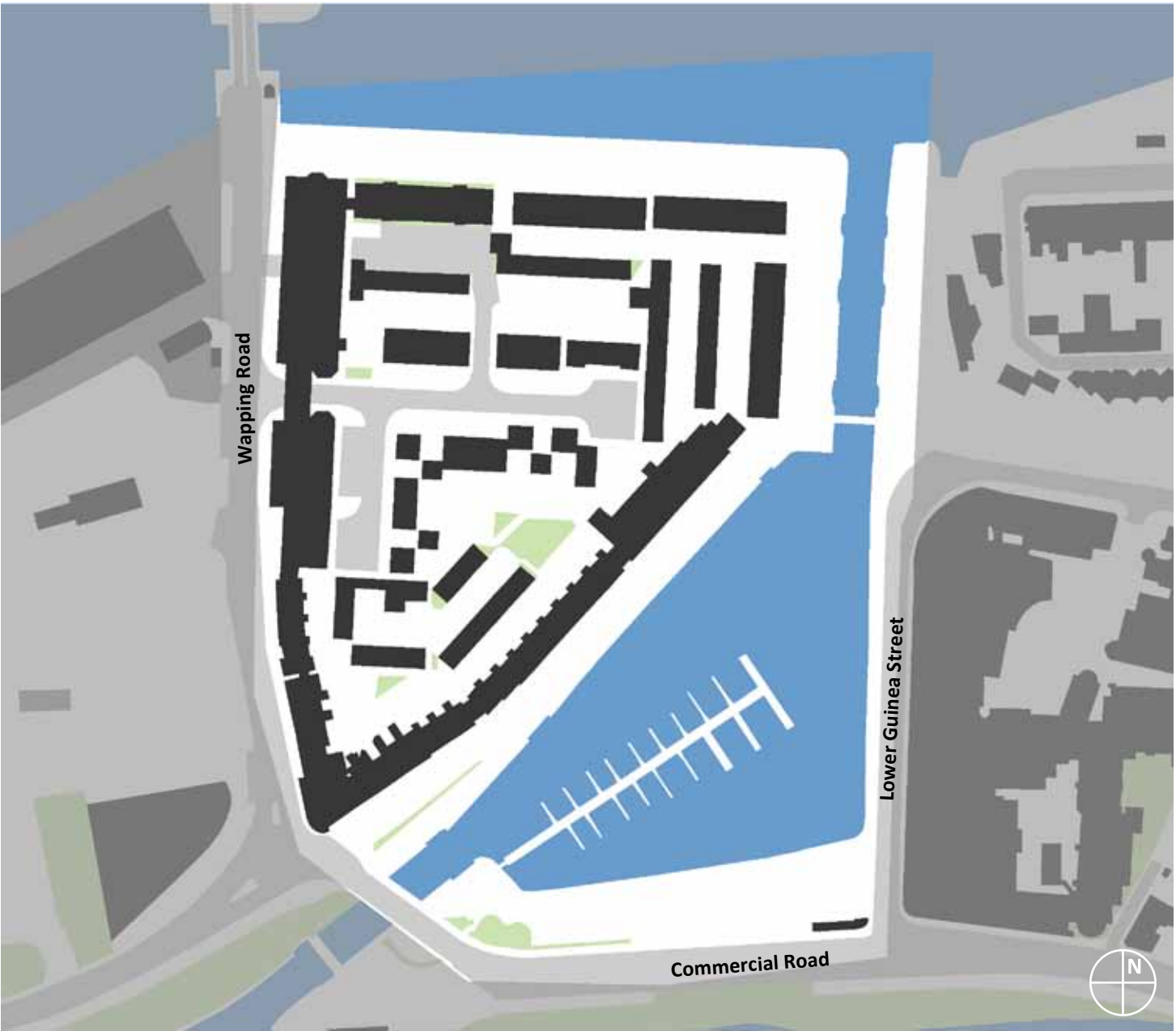
1.2 Summary description

The basin itself was built on an area of an old mill pond known as Trin Mill Pond that received its water supply from the River Malago before the creation of the New Cut. At one time Bathurst Basin formed a connection, through two sets of locks, between the Floating Harbour and the tidal River Avon in the New Cut. The lock to the New Cut was blocked at the beginning of the Second World War to ensure that in case of damage by bombing, the waters of the Floating Harbour could not drain into the river; it was shut permanently in 1952.

The area used to be an industrial dock with warehouses, but now has a small marina, with houseboats and residential quayside properties. A manually swung footbridge connects Bathurst Parade with Redcliffe and New Guinea Street. The basin is the home for Cabot Cruising Club who own the lightship John Sebastian. It was acquired by the Club in 1954 and opened as the Club's headquarters a few years later in 1959.

1.3 Positive Context

- Key landmark buildings including The Louisiana public house, the former Robinson building and Listed quay walls
- Quality of late Georgian buildings with original features
- Intimate character owing to a lack of vehicular access
- Successful modern residential development that integrates well with the scale and of the traditional fabric



Challenges and opportunities

Type	Area affected	Description	Opportunity
Structure and form	All	Some views out of the area are blocked by over-scaled development	To ensure key views and panoramas are taken into account through any future developments through the planning process
Spaces	Commercial Road	Advertising boards and hoardings outside Wapping Wharf development which undermines the quality of the architecture to the east of Wapping Road	To encourage the removal of agent’s boards, where a breech of planning control has occurred To seek a discontinuance notice on large advertising hoardings in the area To encourage a long-term strategy that manages commercial signage in sensitive areas

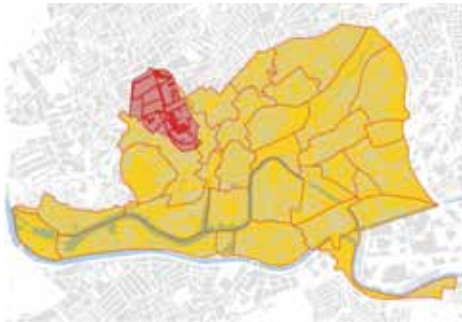


Fig 125: Character area

1. Local character and distinctiveness

1.1 Location

The University Precinct conservation area is focused around the prominent hill crowned by Royal Fort House in an area known as Tyndall’s Park. It lies to the north west of the medieval city of Bristol between the districts of Clifton, Cotham and Kingsdown.

The character area is enclosed along its southern boundaries by Park Street & College Green character area to the southwest and St Michaels Hill & Christmas Steps character area to the southeast.

The University of Bristol is in an elevated position overlooking the city centre. The iconic buildings at the heart of the site (Royal Fort, Wills Tower and the HH Wills Physics Laboratory) are visible from many parts of the city.

1.2 Summary description

The University of Bristol is in an elevated position overlooking the city centre. The iconic buildings at the heart of the site (Royal Fort, Wills Tower and the HH Wills Physics Laboratory) are visible from many parts of the city. Tucked within this area are the Royal Fort gardens, an attractive albeit hidden green oasis which seems to capture the dilemma of the University precinct.

The nearby Physics building extension, Medical building and Chemistry building were built in the 1960s and are modernist examples of University campus architecture. The southern part of the University precinct slopes steeply down towards Park Row. Routes tend to follow the contours of the

hillside. Physical barriers in the form of buildings, retaining walls and large level changes hinder movement across the contours and down toward the city. As a result, north-south pedestrian movement is illegible and difficult.

Park Row has a distinctive urban character with severe, high stone walls and narrow route-ways. Contrasting with the impenetrable character of the large-scale development to the south along Park Row, are more domestic scaled suburban areas including Woodland Road and Priory Road. These are of high quality and typical of other Victorian suburban developments in the area, incorporating tree-lined streets with large villas, most of them now forming part of the University and Bristol Grammar School campuses.

The northern part of the area around Tyndall’s Park is relatively flat. Tyndall Avenue comprises a number of large University buildings which have little architectural cohesiveness.

1.3 Positive Context

- A high number of high quality Edwardian buildings in a landscaped setting
- Entertainment and social facilities are located throughout the area, joint with the educational uses they result in an area which is always in use
- Some key views across Bristol



Challenges and opportunities

Type	Area affected	Description	Opportunity
Routes	All	Excessive through traffic is experienced at peak periods, using the road network as a shortcut through the area	To encourage a reduction in traffic or better traffic flow in neighbouring areas in order to reduce through-traffic using minor roads
Routes	All	Conflicts between pedestrians and vehicles are particularly apparent at key junctions across the area	To improve the public realm, in particular improvements to the pedestrian and cycling amenities through the area which reduce the conflict experienced
Use	All	The concentration of two dominant land uses, educational and cultural/ recreational, results in pressure for large scale development which poses problems for density, bulk and visual intrusions	Developments stemming from either of the two uses should be sensitive to the character of the area and should be appropriately scaled in order to minimise the risk of visual intrusion
Spaces	All	The limited amount of open space available and the need to expand educational facilities gives rise to pressure to build over traditional landscape settings resulting in over-intensification of use	Development plans which encroach upon open space should be avoided and schemes which actively enhance the existing soft landscaping should be sought through future development negotiations
Structure and form	All	A lack of coherent development plans has resulted in unrelated development and buildings of varying quality and styles, many of which not appropriate to their context	These sites present an opportunity for appropriate adaptation or a redevelopment scheme more in sympathy with the surrounding forms

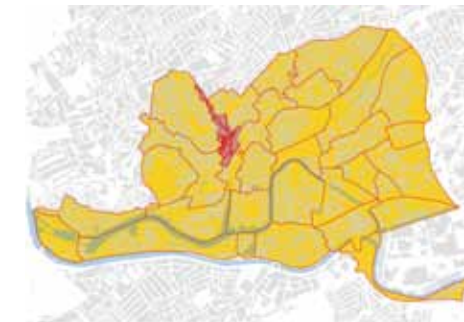


Fig 126: Character area

1. Local character and distinctiveness

1.1 Location

The St Michael's Hill & Christmas Steps Character Area is located immediately northwest of the centre of medieval Bristol. It lies on a northwest/southeast axis and cuts through the southeast facing escarpment that rises from the City Centre towards Cotham.

The boundaries of the character area are difficult to define and are dictated by the proximity of other areas. The Tyndall's Park area is located immediately west and the Kingsdown Conservation area lies to the northeast. The Park Street & Brandon Hill and College Green character areas are to the south and southwest whilst the Cotham, Redland & Gloucester Road area bounds the far northeast.

1.2 Summary description

The St Michael's Hill & Christmas Steps character area is one of Bristol's most charming and historic districts, characterised by its picturesque streetscape, intimate alleys and panoramic views. The area provides the central spine running from the north, which is separated by Park Row, Perry Road and Upper Maudlin Street from the lower portion of the character area. In the southern part, Colston Street is the main north/south route with Christmas Steps, Lower Park Row and Trenchard Street branching off it.

The character area is defined by its dramatic climb from 10 metres above sea level at its lowest point to 75 metres at the top of St Michael's Hill with the built forms becoming larger and grander the closer to the top. The southern portion of the area reflects

the maritime influence over this part of the city with the warehouses of Host Street, public houses and the shops of Christmas Steps being vital indicators of Bristol's significance as a major port for trade and commerce. Townscape details, cast iron curb stones, Pennant paving slabs and steep steps are also important features helping to define this character area.

1.3 Positive Context

- Network of narrow lanes which are important remnants of historic rights of way
- Long distance views across the City toward key features and landmark buildings
- A number of buildings which act as local landmarks and reflect the former village, namely the Manor House, Rectory and Colston's Armhouses
- Collection of original shopfronts, mainly in the lower St Michael's Hill area
- A fascinating collection of historic street furniture, some of which is listed, including letter boxes, lamp standards and cast iron lanterns
- Many different architectural periods and styles, from medieval through to modern day



Challenges and opportunities

Type	Area affected	Description	Opportunity
Structure and form	All	Unsympathetic alterations and loss of traditional architectural details including roof extensions and poor quality window and door replacements	Where consent is required, resist unsympathetic alterations and loss of traditional architectural details Encourage appropriate reinstatement of traditional architectural details wherever possible
Structure and form	All	Unsympathetic infill	Encourage high quality design and increase awareness of the conservation issues in relation to new development in the area
Structure and form	All	Poor quality replacement shopfronts and signage	To encourage improvement to shopfronts and sensitive restoration of traditional shopfronts through the planning process Take enforcement action where a breach of planning control has occurred
Structure and form	All	Loss of shopfronts as local businesses converted to residential or office uses	Avoid, wherever possible, the change of use of further shops through the planning process and take enforcement action where a breach of planning control has occurred
Structure and form	All	Poor maintenance of buildings	Seek improvement to poorly maintained buildings
Structure and form	All	Small scale accretions such as satellite dishes, telephone wires and air conditioning units	Careful siting and choice of materials and colours, and removal when redundant, can significantly reduce the impact of these elements
Routes and spaces	All	Loss of traditional street surfaces or a mixture of modern materials	A holistic approach to street furniture/signage etc; in order to minimise the visual impact and threats to pedestrian amenity Seek improvements to public realm, street surfaces, crossing points Encourage like-for-like replacement of surfacing and the reinsertion of already lost features
Routes and spaces	Park Row	Advertising hoardings detract from the character of the character area	Wherever possible, proposals for the removal of inappropriate advertising should be sought



Fig 127: Character area

1. Local character and distinctiveness

1.1 Location

The Hospital Precinct is located in a large, central city centre site and is bounded along its west, south and east sides. To the south west lies St Michael's Hill & Christmas Steps character area with Lewin's Mead & St James Barton and Stokes Croft character areas to the south east and north east. The proximity to the University Precinct character area to the east should also be noted.

1.2 Summary description

Bristol Royal Infirmary occupies a large central city centre site and is comprised of a number of hospital buildings, some dating from the early 20th century but mostly dominated by massive post-war expansion, added in an ad hoc fashion, typical of many major hospitals around the country. As a result, there is an impoverished, poorly defined public realm where legibility is nonexistent.

The buildings themselves are mostly of little architectural merit and relate poorly to their context. They tend to be large floor-plate pavilion type buildings, with a strong horizontal emphasis. Building entrances are difficult to find and historic street patterns have been swept away, and in doing so have removed any chance of knitting the hospital into the surrounding pattern of streets and spaces. Hospital buildings very rarely offer active uses or vibrancy to the street scene.

Accepting this, it is unfortunate that the main BRI building is positioned on such a prominent route connecting the Broadmead shopping area with Christmas Steps and beyond to Park Street.

1.3 Positive Context

- Presence of historic road layout still exists and Horfield Road, visible on the 1750 Bristol map, cuts north-south through the area
- Survival of some historic buildings, some of which are listed
- There are some surviving views across Bristol from various points in the character area



Challenges and opportunities

Type	Area affected	Description	Opportunity
Structure and form	All	Poorly defined public realm due to the ad hoc nature of hospital development	Seek public realm improvements, in particular improvements to the pedestrian and cycling amenities through the area
Routes and spaces	All	Many historic routes were swept away during the development of the area	Any surviving historic routes should be safeguarded to avoid further damage
Structure and form	All	Much of the post-war built form is in poor condition	These sites present an opportunity for appropriate adaptation or a redevelopment scheme more in sympathy with the surrounding forms
Layout	All	Many key views from higher ground across Bristol are obscured by large hospital buildings	To ensure key views and panoramas are taken into account through any future developments through the planning process

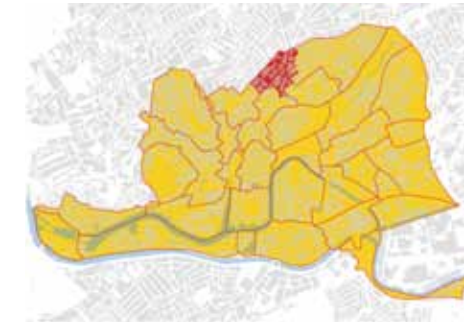


Fig 128: Character area

1. Local character and distinctiveness

1.1 Location

The Stokes Croft and Dove Street character area is located towards the eastern side of Bristol City Centre, just north of the Broadmead shopping area. The character area is at the foot of the hillside leading from Kingsdown and is separated on the east from the M32 by the adjacent St Paul's area of the city.

The character area is bounded to the south by the Hospital Precinct character area and to the far south by the Lewin's Mead and St James Barton area. To the east lies St Paul's and the southeast the Brunswick and Portland Square character area.

1.2 Summary description

Stokes Croft itself forms the southern extension of the Gloucester Road (A38) which links the city centre to South Gloucestershire and the city's northern suburbs.

Historically, it was an important trading street and remains an important commuter route with a diverse character and townscape. The area has a vibrant local community yet faces a challenge in overcoming a perceived image of neglect, to which the number of derelict buildings is a contributing factor.

Overall the character area enjoys a rich mix of quality architecture with buildings ranging from the gabled 17th century Full Moon through to important 19th century industrial buildings.

1.3 Positive Context

- Wide variety of architectural history including 17th century buildings
- Evidence of architectural experiments including one of Bristol's earliest iron-framed buildings at nos. 37-39 Jamaica Street.
- The range of shops and services in the area reflects the diverse character of the street and its clientele.



Challenges and opportunities

Type	Area affected	Description	Opportunity
Structure and Form	Stokes Croft	The number of redundant buildings and gaps sites within the area detract from the overall appearance of the character area	Bring empty buildings back into use in order to increase activity in some areas and to help mitigate against physical decline Appropriate development within gap sites could enhance the overall appearance of the area
Spaces	Stokes Croft	There are few street trees within the area which gives the appearance of a very hard landscape	The protection of existing trees and the planting of new ones, where practical, would greatly enhance the area
Routes and spaces	Stokes Croft	The area suffers from a high density of street furniture, such as litter bins, advertising and control boxes, which reduces ease of movement and detracts from the area’s special interest	An initiative to rationalise street furniture and remove redundant items could greatly enhance the visual and physical character of the area
Structure and form	King Square	The area suffered greatly from World War II bombing and subsequent development is mainly of poor quality and unsympathetic design	These sites present an opportunity for appropriate adaptation or a redevelopment scheme more in sympathy with the surrounding forms
Structure and form	South East King Square	The substantial building blocks are out of character with the traditional buildings in the rest of the square due to their horizontal emphasis, bulk and massing	These sites present an opportunity for appropriate adaptation or a redevelopment scheme more in sympathy with the surrounding forms
Routes and spaces	King Square and Backfields	Loss of traditional street surfaces or a mixture of modern materials	Encourage like-for-like replacement of surfacing and the reinsertion of already lost features
Structure and form	Dove Street	There is a small listed coach house building that dates from the Square’s original development in the mid 18th century. The building is important architecturally, yet is in a poor state and stands derelict and forgotten	Appropriate development and use of this building which would restore it to its original presence would greatly enhance the overall character of the area whilst protecting the structure of an historically important building
Routes and spaces	Jamaica Street	The fast flow of traffic along Jamaica Street causes difficulties for pedestrians trying to access the Square or the Deaf Centre	Seek public realm improvements, in particular improvements to the pedestrian and cycling amenities through the area



Fig 129: Character area

1. Local character and distinctiveness

1.1 Location

The Portland and Brunswick Square character area is located south of the St Pauls area and northeast of the Broadmead shopping area. The area is bounded along its western edge by Stokes Croft & Dove Street and Lewin’s Mead & St James Barton character areas. It’s eastern edge is enclosed by Newfoundland Way.

1.2 Summary description

The character area is centred around the two squares which stand on an east-west ridge of relatively flat ground, whilst there are significant falls into the valleys on the north and south. The focus of the area is on the mid-Georgian residential developments, some of the best surviving examples in Bristol, which centre upon Portland and Brunswick Squares and the streets which run past them.

The character area has the highest proportion of listed buildings in any of the city’s conservation areas (almost 70%) and is the only Grade I listed square in Bristol. The squares themselves have distinctly different material treatments with brick forms in Brunswick Square and stone in Portland Square.

1.3 Positive Context

- Surviving historic street layout
- Historic significance of both public squares with a fascinating collection of historic street furniture, some of which is listed
- Long views to St Pauls church, which sits off Portland Square, from other areas in the city
- High proportion of listed buildings
- High standard of built form, generally with a consistent scale and a vertical emphasis



Challenges and opportunities

Type	Area affected	Description	Opportunity
Structure and form	All	There are a number of seriously degraded buildings and gap sites in the area which detract from the significance of their setting and contribute to a sense of decline	To encourage the appropriate redevelopment or reinstatement of blighted buildings and gap sites through the planning process
Spaces	Brunswick Cemetery	A lack of natural surveillance and lighting contributes to a threatening environment and a high amount of anti-social behaviour	To improve the public realm and encourage a higher rate of footfall through improved lighting and seating and enhancement to the entrances of the cemetery
Spaces	Brunswick and Portland Square	Car parking has reduced the appeal of the central spaces and cars are starting to dominate the area	To undertake landscape improvements to the carpark and central spaces in order to enhance the setting of the buildings and make it a more appealing environment
Structure and form	All	There is a proliferation of small scale accretions, such as satellite dishes, telephone wires and estate agents' boards, which undermine the overall character of the area	To seek enforcement action and removal of any satellite dishes or advertising that has breached planning control To encourage a strategy that looks at restricting the size and location of commercial signage in sensitive areas
Routes and spaces	All	Loss or poorly maintenance of traditional street surfaces gradually erodes the public realm as well as posing a threat to pedestrians	Seek improvements to public realm, street surfaces, crossing points and like-for-like replacement of surfacing and the reinsertion of already lost features where appropriate through the planning process

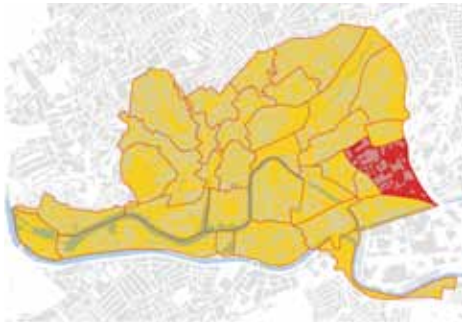


Fig 130: Character area

1. Local character and distinctiveness

1.1 Location

The Barrow Road area is located just south of the Newtown character area and north of the Silverthorne Lane character area. Barrow Road is positioned to the far-east of central Bristol and is bound along its western edge by The Dings, Broad Plain and Old Market character areas.

1.2 Summary description

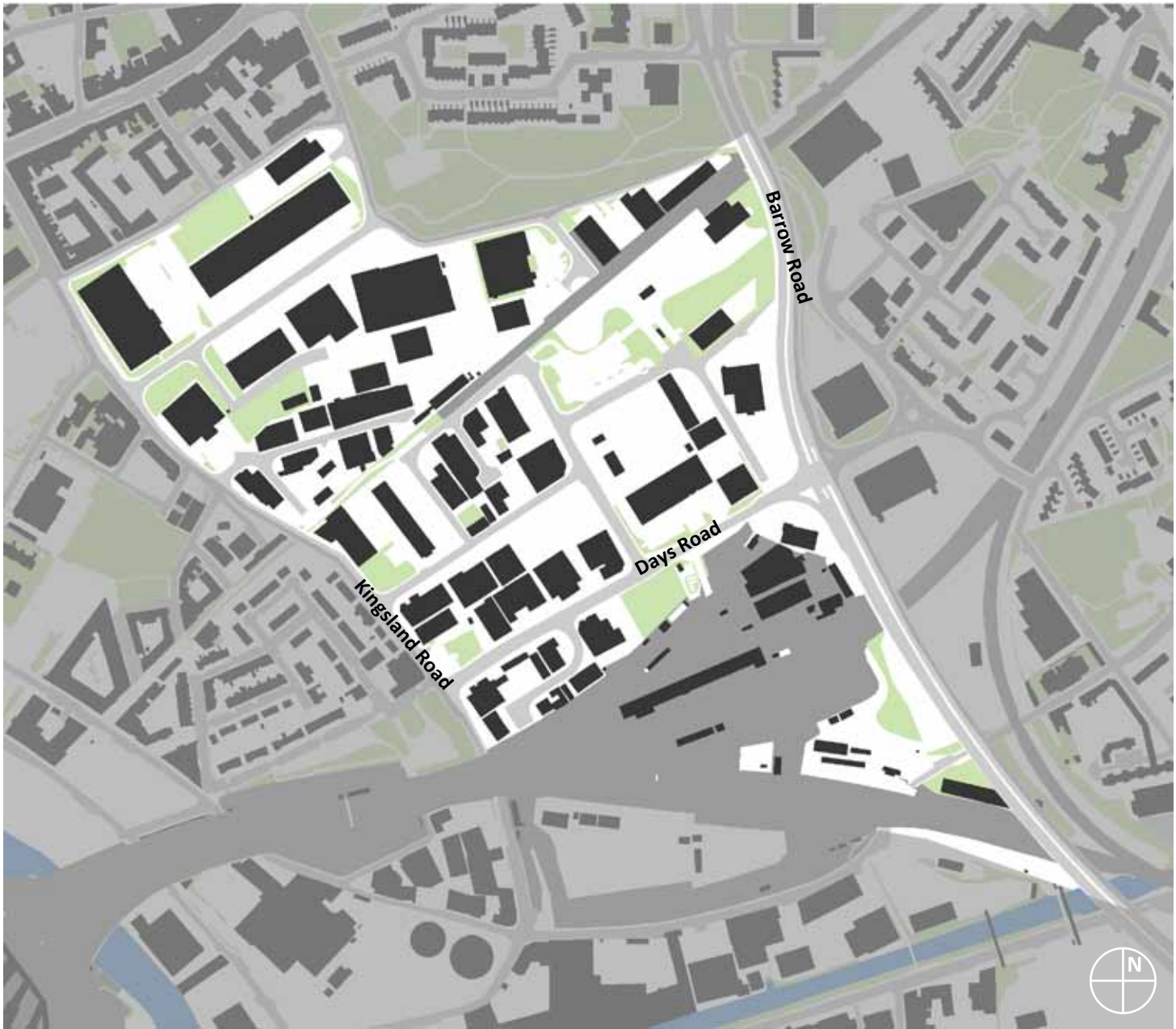
The Barrow Road area is characterised by dominating industrial and warehousing uses. It is typical of industrial estates found in such locations across the country – low cost, windowless sheds, surrounded by ill-defined parking and loading areas. The steel frames of the buildings found in the area have been designed using profiled metal cladding and with a short shelf-life in mind.

The area is bounded to the east by St. Phillip’s Causeway / Barrow Road which is a large dual carriageway leading up to the Lawrence Hill junction while the southern portion of the area is dominated by the railway lines from Temple Meads Station.

The character area is a bland and lifeless landscape where industrial uses predominate to the exclusion of all others. Throughout the area there are a number of large advertising hoardings. The area has been designed for access by vehicle rather than on foot, although the legibility of all modes of movement is poor.

1.3 Positive Context

- Small pockets of open parkland and soft planting helps to break up the industrial nature of the area
- Survival of some (although not much) of the historic road layout
- Views across Bristol to landmark buildings are possible from the south of the area, particularly around Kingsland Road
- Waterloo Road, on the boundary with Old Market Character Area, has attractive cobbled street surfacing



Challenges and opportunities

Type	Area affected	Description	Opportunity
Structure and form	All	The loss of traditional built form and eradication of any physical remnants of the old railway infrastructure has created a stark and uniform environment that lacks character	To retain and reinforce the character of the area through resisting further loss of traditional built form and seeking to reinstate buildings along a more traditional pattern in terms of scale, plot and detailing through the planning process
Routes	All	Cycle routes through the area are not continuous or unclear as to their full extent	To improve the cycling amenity through the area through the creation of better cycling provision, better lit and more clearly marked cycle lanes, which would in turn would encourage the level of activity through the area
Structure and form	All	The built form and lack of active frontage onto streets is creating a hostile and unwelcoming environment, which is exacerbated at night due to a lack of activity and footfall	To provide an enhanced environment through the creation of a more active frontage and more windows and openings onto the street and public realm improvements that would make it a more appealing environment
Spaces	All	Pockets of empty land used as service yards or informal parking has a negative impact upon the area	Appropriate development within gap sites could enhance the overall appearance and character of the area Soft landscaping and the addition of more trees around parking areas can soften the appearance of the area and enhance the overall character
Spaces	All	Many forecourts of industrial buildings are bounded by high walls and topped with barbed wire for security	Where possible, seek alternative methods for security or surveillance



Fig 131: Character area

1. Local character and distinctiveness

1.1 Location

The Newtown area is located just north of the Barrow Road character area and is positioned to the far-east of central Bristol. It is bounded by Stapleton Road character area to the north, Old Market character area to the west and by Barrow Road character area to the south and southwest.

1.2 Summary description

The Newtown character area is a residential area situated between predominantly industrial and commercial sites and major roadways. Soft landscaping and tree lined boundaries help to reduce the acoustic impact of the surrounding uses whilst 1970s residential blocks are located off a central east / west cul-de-sac with an eastern access point, whilst a smaller cul-de-sac extends from it (Hayes Close). Taller residential blocks at the end of roadways or within close proximity of the major routes also help to shield the impact of traffic.

The construction of Newtown came at the cost of dense historic terraced housing and the location of all preexisting routes through the area. A railway (St Phillip's Station) was also lost in the development although St Phillip's Road follows the northern edge of the railway lines.

To the south of Newtown lies Barrow Road, an area defined by industrial units although an open parkland area acts as a barrier to separate the two. The overall condition of the built form in the area is poor.

1.3 Positive Context

- The parkland to the south of Newtown has a positive impact upon the surroundings
- Soft finishes such as trees and hedgerows help to reduce the acoustic disturbance from the surrounding roads to the north and east of the area
- The parkland and tree lines to the south of the area help to obscure the industrial uses which predominate in the neighbouring Barrow Road character area
- The Bristol Bath Railway Path (cycle route) runs through the Newtown area



Challenges and opportunities

Type	Area affected	Description	Opportunity
Spaces	All	The development shows no relationship with its surrounding road network or buildings	To improve the public realm and create a more cohesive environment through better definition of incidental spaces between buildings
Structure and form	All	Complete loss of historic terrace forms from the industrial expansion of the city	To retain and reinforce the character of the area through resisting further loss of traditional built form and seeking to reinstate buildings along a more traditional pattern in terms of scale, plot and detailing through the planning process
Structure and form	All	Loss of a railway (and associated warehouses and services)	Seek to improve the legibility and interpretation of the area and resist the loss of any further buildings that add character to the area through future development negotiations
Structure and form	All	The built fabric is generally in a poor state and in need of renovation	To encourage the renovation or upgrade of the housing stock as part of the city council's ongoing strategy for maintaining their properties
Spaces	All	Many private front gardens have been lost and are now being used as private off-road parking	Resist further loss of front gardens and take action where a breach of planning has occurred

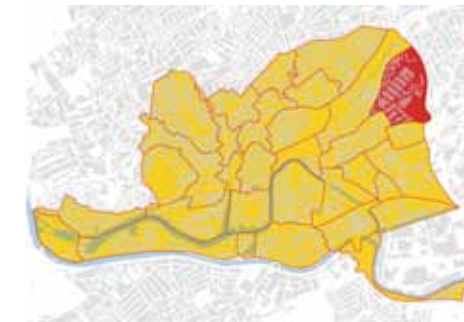


Fig 132: Character area

1. Local character and distinctiveness

1.1 Location

Stapleton Road runs north-east from Old Market, lying in the inner east portion of the central area. The study area falls within the boundaries formed by Easton Way in the east; Pennywell Road in the north; Easton Road and Clarence Road (A420) along the south; and Trinity Road to the west. Stapleton Road itself forms the central route through the area.

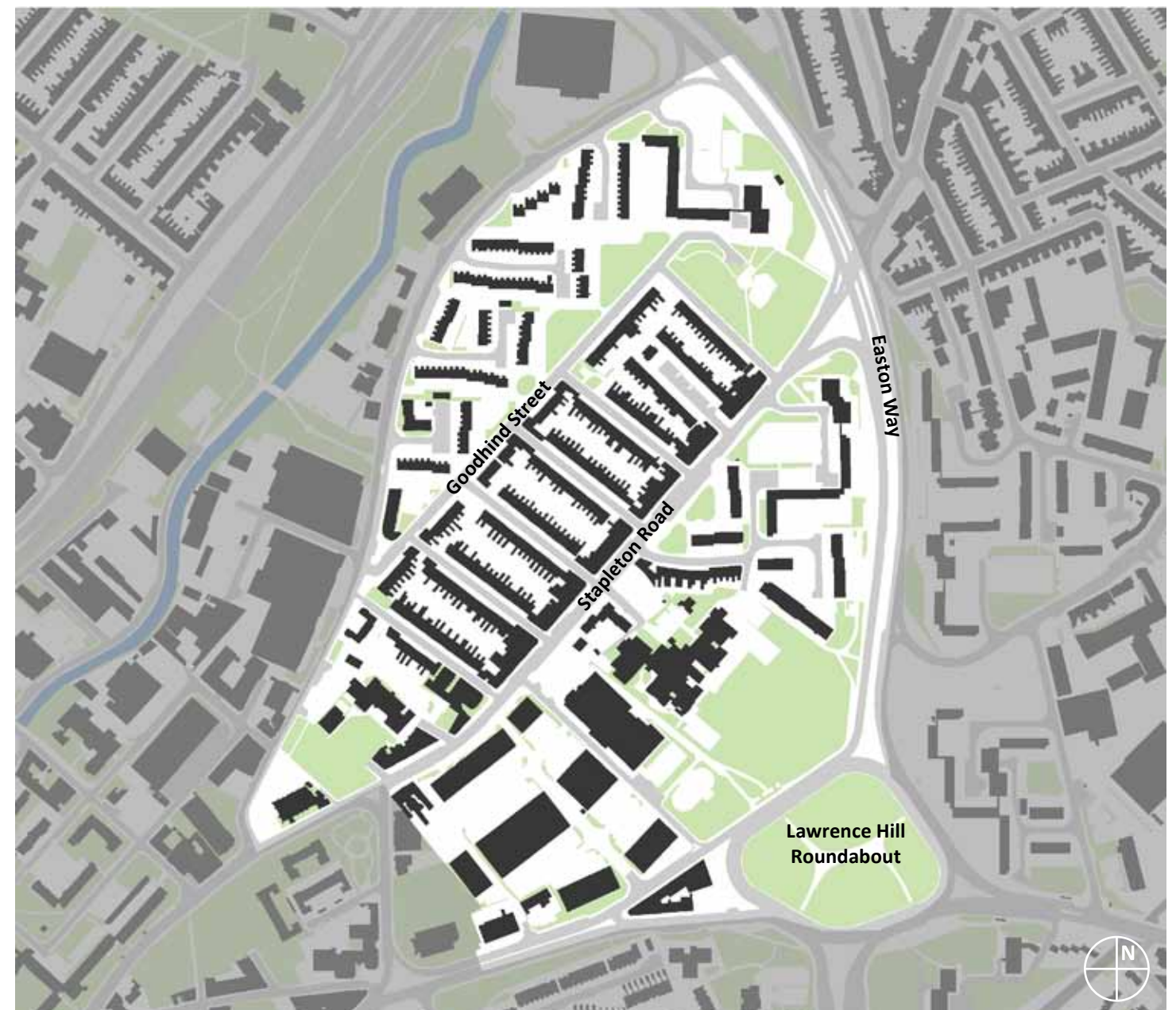
1.2 Summary description

Stapleton Road is a historic route out of Bristol, leading to the north-eastern suburb of Stapleton and also forming a significant route to Gloucester. Development was piecemeal, scattered in an arable landscape, until the early 19th century. By 1855, streets of densely packed terraces began to be developed in the eastern portion, between Stapleton Road and Easton Road immediately south of Stapleton Road. By 1974, the whole area was characterised by a grid pattern or regular streets lined with terraced houses; Stapleton Road had become a local shopping street to service this growing community.

Today, Stapleton Road is a vibrant, multicultural area with a thriving business community. There is an eclectic mix of housing, mainly from Victorian, Edwardian, inter-War and late 20th century. However, comprehensive redevelopment in the 1960s transformed the area, the eastern side of the street being demolished and redeveloped for residential, industrial and warehouse use, including a school and leisure centre, none of which relate particularly well to the street. The west side of Stapleton Road was retained, although some of the shops are now derelict or converted to housing.

1.3 Positive Context

- Surviving historic route structure
- Fragments of historic townscape: street surfaces, boundary walls and other townscape details
- Views to landmark buildings
- Quality of pre-1950s building
- Range of retail diversity and offer
- Surviving historic shop and pub fronts and active ground floor frontages
- Strategic link between Old Market and Easton
- Traditional material palette
- Armoury Square



Challenges and opportunities

Type	Area affected	Description	Opportunity
Routes and spaces	Stapleton Road	Stapleton Road is no longer legible as a single street, having been cut in two by Easton Way, the only section of the Outer Circuit Road to be built. This is a wide dual carriageway with limited crossing points.	To improve links between the area east of Easton Way and Stapleton Road through the creation of more crossing points and more direct links over the dual carriage way
Routes and spaces	Stapleton Road	The character of the street is undermined by a generally poor quality public realm, with a high volume of street clutter, utilitarian street furniture and bins	To improve the public realm through encouraging a cohesive approach to street furniture, reducing street clutter and the maintenance and repair of traditional street furniture
Routes and spaces	Stapleton Road / Trinity Road / Lawford's Gate	The triangular junction at the western end of Stapleton Road is vehicular-dominated, creating a problem for pedestrians and cyclists journeying between Stapleton Road and Old Market	To redress the balance between vehicular and pedestrian/cycling and increase the number of crossing points in order to improve links between Stapleton Road and Old Market
Routes and spaces	Lawrence Hill Roundabout	Pedestrians are segregated from the highway, forced to use an intimidating route through underpasses and an isolated, partially wooded, open space in the centre of the roundabout to reach their destination. The route lacks surveillance - pedestrians often opting to cross the busy 4-lane traffic at night	To support the appropriate redevelopment of Lawrence Hill roundabout if the possibility arose in the future. Or in the short term, enhance the public realm of the roundabout in order to encourage an increase in footfall and activity throughout the day and night; improve lighting and surveillance to mitigate against a sense of threatening environment
Structure and form	Stapleton Road	There are a number of characterful properties on Stapleton Road, unlisted and in a poor state of repair. These are under threat from demolition if left vacant and allowed to deteriorate	To help reinforce the character of the area through resisting the demolition of any traditional buildings and seek their sensitive repair and reuse through the planning process
Structure and form	Stapleton Road	The overall character of the street is undermined by poor quality shopfronts and signage	Take enforcement action where a breach of planning control has occurred and look to improve signage and shopfronts through the planning process

