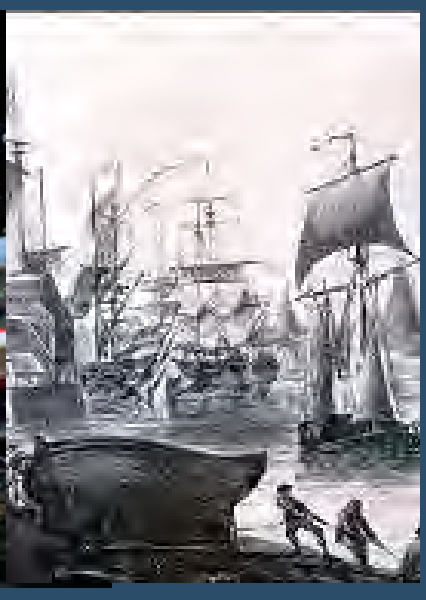
Conservation Area 17

City Docks

Character Appraisal & Management Proposals



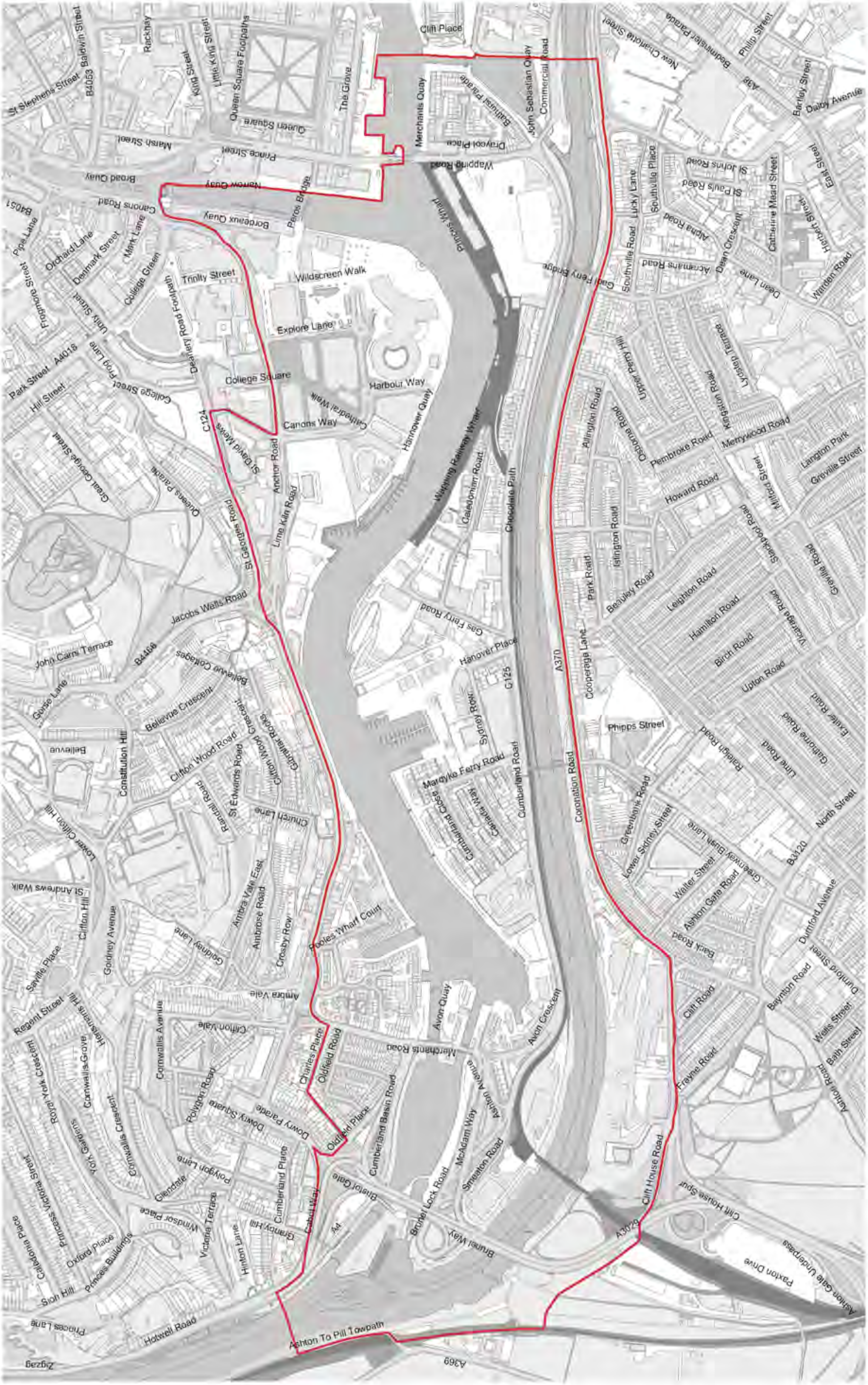




December 2011

www.bristol.gov.uk/conservationareas

City Docks Conservation Area



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1. INTRODUCTION

1.1 A Conservation Area is 'an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance' (Planning (Listed Buildings & Conservation Areas) Act, 1990).

1.2 Since the designation of the first Conservation Areas in 1970, Bristol City Council has undertaken a comprehensive programme of Conservation Area designation, extension and policy development. There are now 33 Conservation Areas in Bristol, covering approximately 30% of the city.

1.3 The statutory framework places Bristol City Council under a duty of care to recognise the significance of its built environment and positively manage change within it. The City Council is continuing a comprehensive programme of producing a Character Appraisal for each Conservation Area.

1.4 The Conservation Area Character Appraisals follow recent national guidance set out in English Heritage's Guidance on Conservation Area Appraisals (2006), which require detailed appraisals of each Conservation Area in the form of formally approved and published documents.

1.5 A Character Appraisal provides a point of reference for the planning authority, developers and communities in managing change appropriately. The consultation and adoption process values the specialist knowledge of local groups and is intended to ensure that features that communities value about a place, or feel are under threat, are properly considered.

1.6 Once adopted a Character Appraisal provides a tool for development management officers, developers, residents and others to recognise the special interest of the area in order that it can be preserved or enhanced.

2. PLANNING POLICY CONTEXT

2.1 Planning Policy Statement 5 (March 2010) sets out the Government's national policies relating to the historic environment. This document underpins the local planning policy framework and is the foundation upon which the local authority will assess schemes affecting the historic environment.

2.2 In exercising its planning functions in a Conservation Area, the local planning authority is under a duty to pay "*special attention to the desirability of preserving or enhancing the character or appearance*" of the area (s.72 Planning (Listed Buildings and Conservation Areas) Act 1990). Bristol's Conservation Areas are the subject of policies in the Core Strategy (adopted by Full Council on 21 June 2011). Policy BCS22 relates specifically to Conservation and the Historic Environment. Policies B02 - B22, relating to the Built Environment have been saved from the 1997 adopted Bristol Local Plan.

2.3 Where sections within the Character Appraisal relate to policies from Core Strategy, or saved from the Bristol Local Plan, extracts are highlighted within blue boxes at the end of that section. For full policy wording, please refer to the Core Strategy (2011) or Saved Policies from the Bristol Local Plan (1997).

2.4 City Docks was designated as a Conservation Area on 19 September 1979. Each adopted Character Appraisal will replace the relevant Conservation Area Enhancement Statement for that area.

2.5 The City Docks Conservation Area Character Appraisal was adopted by Zoe Willcox, Head of Planning Services, under delegated powers from the Strategic Director for Neighbourhoods on 28th November 2011.

3 LOCATION & SETTING

3.1 The City Docks Conservation Area centres on the low lying land adjacent to the Floating Harbour and the New Cut, between Cumberland Basin in the west and Bathurst Basin in the east. Broadly it covers the area that once formed the working heart of Bristol's dock and commercial activities, and has evolved into a hub of prime leisure and cultural attractions.

3.2 The Conservation Area falls across three political wards - Southville, Cabot and Clifton. The boundaries of the area are broadly defined by the central portions of two of Bristol's most vital waterways: the Floating Harbour and the Avon New Cut. (The Floating Harbour extends beyond the boundaries of the Conservation Area, from Cumberland Basin as far as The Feeder, which continues to control the waterway up to Netham Lock. The New Cut extends from the back of Underfall as far as Totterdown Lock).

3.3 The Harbour and New Cut separate three long land masses, the buildings and activities of which are focused towards the water. Coronation Road to Clift House Road is the southern route across the area; Cumberland Road follows the water north of the New Cut; and Anchor Road / Hotwell Road runs along the north side of the Floating Harbour.

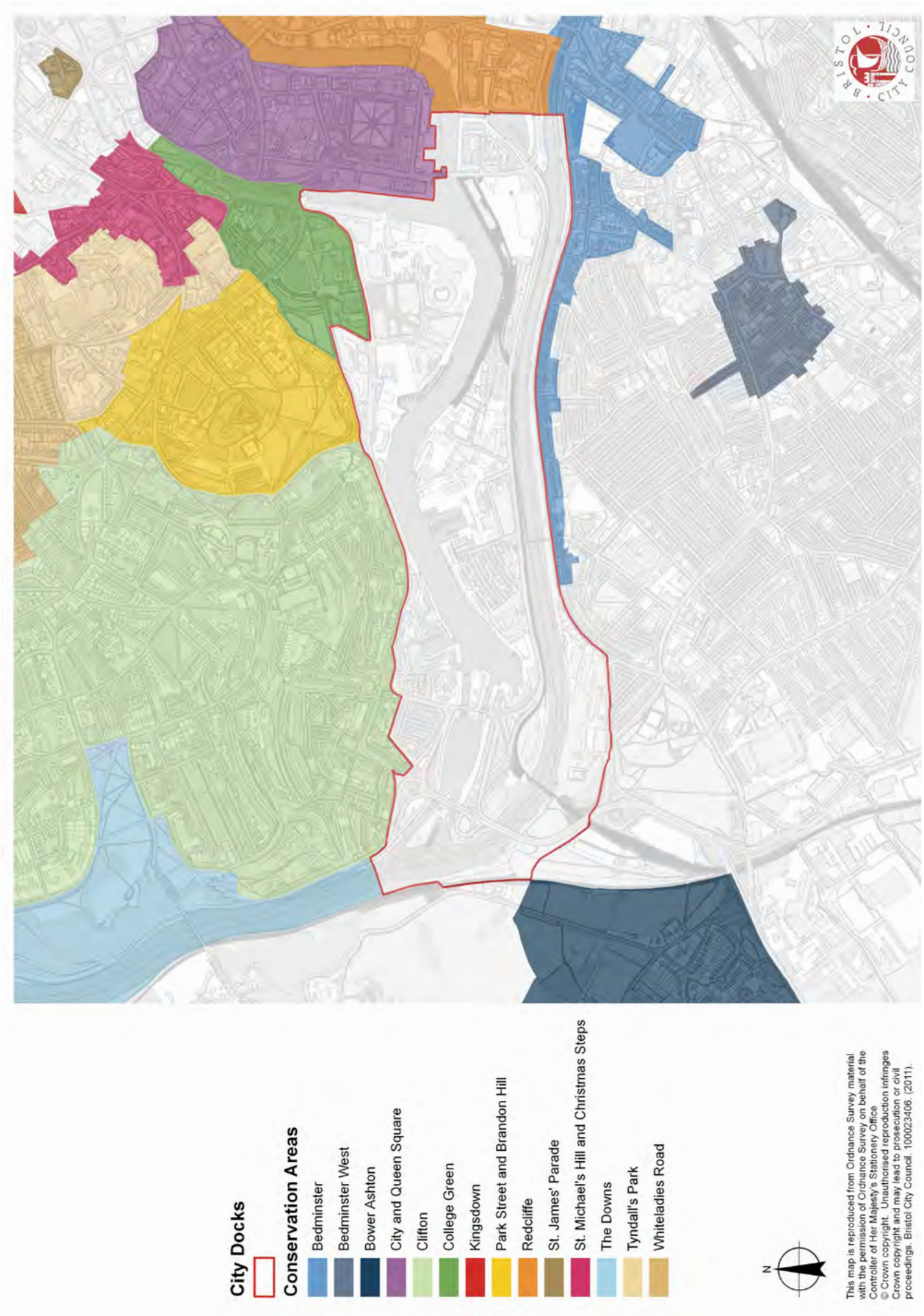
3.4 Concentrated in the Conservation Area is a significant cluster of Bristol's most renown tourist destinations (including 'M' Shed, the ssGreat Britain and @Bristol), a Scheduled Ancient Monument (Underfall Yard), and some nationally significant dockside installations (e.g Brunel's Swivel Bridge). The central area known as Spike Island houses an exciting mix of creative, heritage and leisure destinations.

3.5 Below the Avon New Cut, Clift House Road forms the southern boundary, taking in the Tannery and former iron works industrial complex; 'C' Bond Warehouse; a pump house; and Riverside Garden Centre. The landscaped area to the far south west, designed by the late Sylvia Crowe, provides an important setting area and green space south of the Avon.

3.6 Coronation Road carries the southern Conservation Area boundary eastwards from Clift House Road. This takes in the riverside cycle way; the nature corridor on the water's southern edge; the three hugely significant footbridges over the water; and the Pennant retaining walls of the Cut. Some of the most significant views into the City Docks can be enjoyed from this southern perspective.

Map 1: City Docks Conservation Area & local context

Map 1: City Docks Conservation Area & local context



4. SUMMARY OF CHARACTER & SPECIAL INTEREST



Figure 1: Great Western Dockyard

4.1 The City Docks Conservation Area covers the largest element of the waterways in the centre of Bristol. The topography of this area is formed by the river valley of two rivers - the Frome and the Avon - that have produced a fairly low lying level valley bottom with pronounced hillsides on both the northern and southern sides. The Floating Harbour and the tidal course of the New Cut is a precious and significant asset to Bristol.

4.2 The Floating Harbour is remarkable for its intimate relationship to the city. The port was never enclosed or separate; as a result, city streets opened onto wharfs and the working of the docks was carried out next to public highways. The physical proximity of the docks to the public realm has been critical in shaping Bristol's sense of place as a great maritime city.

4.3 The City Docks ceased to function as a commercial harbour in the mid 1970s and since that time the area has evolved into one of the most exciting districts in the city. Today the area boasts an impressive range of existing attractions, events and cultural facilities which sit adjacent to features of historical, architectural and industrial archaeological interest.

4.4 The City Docks Conservation Area is unique in terms of the special relationship between the water courses that run central to it: the Floating Harbour and the New Cut. The wide expanse of water and local topography also offer some of the best views in and out of Bristol, and to major city landmarks and features of interest.

4.5 The City Docks displays an amazing mix of land uses and building types. It is the retention and balance of domestic, commercial or industrial accommodation adjoining the harbour that has given the Conservation Area its interesting character and placed it ahead in the process of late 20th century urban renewal.

4.6 The character of the City Docks also lies in the quality and diversity of its local details - street furniture, dock fittings, surfaces, the remains of railway lines, and the buildings - once seen as dispensable, now finding lively and sustainable uses. Heritage Assets include many listed buildings, a Scheduled Monument (Underfall Yard) and historic vessels. Included in the National Historic Fleet Core Collection are the ss Great Britain (1843 passenger ship); the Mayflower (1861 tugboat); and the Pyronaut (1934 fireboat). The area also boasts working heritage assets such as Wapping Wharf, a vital resource for MV Balmoral and other visiting vessels, the Harbour Railway, and the functions undertaken at Albion Dry Dock and Underfall Yard.

5. HISTORIC DEVELOPMENT & ARCHAEOLOGY

5.1 Gaining an understanding and appreciation for the historic development of an area can be critical in establishing its significance. Marking key periods in a locality's history, and highlighting the survival of historic buildings, streets, layouts or events, can help determine the form of the Conservation Area and any features that are worthy of protection.

5.2 Earliest Settlement

There is as yet little evidence to support the idea of significant human activity in what is now central Bristol prior to the Roman period. The earliest evidence of Bristol as a significant settlement dates back to the 10th century. The discovery of an early 11th century coin that was minted within the town suggests that by this time Bristol was an established community and one of some substance.

5.3 Medieval Period

Bristol had prospered because of the overall advantage of its westerly location, with earliest trade with the Viking settlements of southern Ireland contributing to the town's increasing prosperity. By the 12th century, trade with France, in particular the south western regions such as Bayonne and Bordeaux, had become increasingly important. Commerce with more distant parts of Europe such as Spain and Portugal all contributed to Bristol's status as a thriving and successful port.

5.4 Rising trade increased pressure for ships to gain access to Bristol's quays, highlighting the inadequacies of the existing port. As well as pressure for space, only small boats were able to navigate through to Bristol's central wharfs; larger ships were forced to unload further downstream. The tidal range of the River Avon was an additional problem, often grounding ships on rocks.

5.5 In the 13th century, the River Frome was re-coursed through marshlands belonging to the Abbey of St Augustine's and joined the River Avon at Canons Marsh. Between 1240 and 1247, the diversionary channel that was 18 feet deep and 40 yards wide was cut, with extensive quays created alongside. Once complete, it provided a new harbour that was accessible for large ships whilst the soft mud of the trench meant it was a place where ships could rest at low tide without fear of damage. This was a major piece of civil engineering for its time and probably the crucial factor in Bristol's emergence as England's second port and city.

5.6 16th & 17th Centuries

By the 16th century Bristol's trading links were extensive extending as far as the Baltic and North Africa. In the 1630s Bristol was a major Atlantic port and by the end of the 17th century it was part of the transatlantic slave trade. By the 1730s Bristol was Britain's leading slave port, exporting goods to Africa, which were exchanged for people to enslave and transport to the Caribbean plantations.

5.7 During this period Bristol's harbour was managed by the Merchant Venturers, a society formed in 1552 to represent the interests of Bristol's merchants. In return for the income generated by the harbour, for 'wharfage', a charge that was levied on imported goods, the Merchant Venturers undertook to build new quays and improve the facilities of the old. Even with improvements, as the 17th century progressed, the harbour came under increasing strain with its medieval wharves struggling to cope with the ever increasing volume of trade.

5.8 18th Century

By the 1690s change had begun, with work being undertaken to lengthen the quay. This work continued into the first half of the 18th century with significant changes happening within the harbour area. In 1717, work began to further lengthen the quay to the corner of the Frome channel, whilst in 1724 The Back was lengthened. Around this time work also commenced on the 'New Quay', which later became known as The Grove. As well as creating increased accessible space, facilities were also improved. Some of this involved repairing existing parts of the harbour, but new pieces of equipment were also installed.

5.9 With the industrial revolution, came major evolutions in crane technology in the City Docks. John Padmore's 'Great Crane', built by the side of the old mud dock was constructed in 1735 and was powered by a treadmill.

5.10 An Act of Parliament in 1776 made it compulsory for ships to unload flammable materials; Merchants Dock was established on the north side of the water. The Bonding Yard, essentially an open-air storage area surrounded by a wall, was created as a store for timber, pitch and tar, covering an area of 1.8 hectares.

5.11 Early to Mid 19th Century

One of the most significant interventions that shaped Bristol's history occurred with the creation of the Floating Harbour. Bristol's tides, which fluctuate about 9 metres (30 ft) between high and low water, meant that the river was easily navigable at high-tide but reduced to a muddy channel at low tide in which ships would often run aground. Increasing competition from other dock cities (e.g Liverpool) meant a solution had to be found to ensure the viability of Bristol as a trade city.

5.12 In 1802 the Bristol Docks Company commissioned William Jessop, who engineered a scheme to equalise the levels inside and outside the Dock for the passage of vessels to and from the Avon. Jessop built Cumberland Basin with two entrance locks from the Avon, and a wide junction lock between the Basin and what became known as the Floating Harbour. This arrangement provided flexibility of operation with the Basin being used as a lock when there were large numbers of arrivals and sailings. The harbour was officially opened on 1 May 1809. The course of the River Avon was diverted along the New Cut.

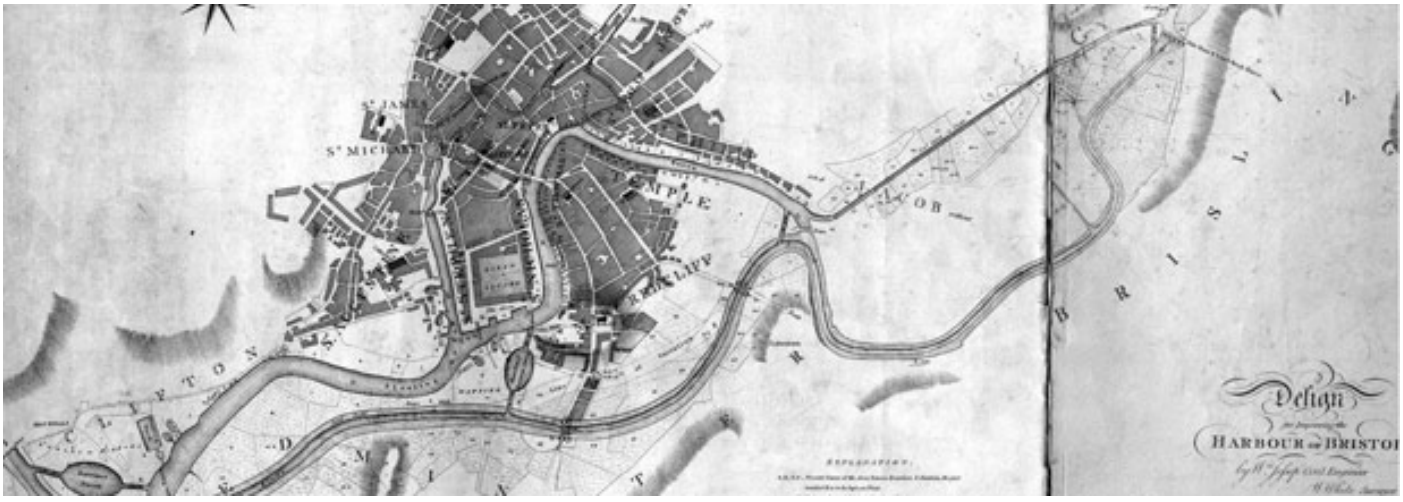


Figure 2: Jessop's Plan for the Floating Harbour, 1802 (© Bristol Museum & Art Gallery)

5.13 The construction of the Floating Harbour had a dramatic effect on the city's topography, road systems and water transportation potential. The development of the city centre for commercial and residential uses, combined with the increasing size of ships that followed the change to iron construction, lead to a migration of shipbuilding and repair work to the south side of the river on 'Spike Island' and towards Cumberland Basin.

5.14 The land on either side of the Floating Harbour was developed for commercial use; though this was done in an open-plan and flexible way to allow for different trades and industries. At its peak there were 17 firms of boat and shipbuilders around the harbour. The land around the present Underfall Yard was in use for shipbuilding and storage soon after the Floating Harbour was constructed.

5.15 The area known as Baltic Wharf was once the home of several timber yards where ships from the Baltic, Canada and Russia came to off-load cargoes. The quayside was never built up, so dockers had to run on planks laid across barges between ship and shore carrying long lengths of wood. The Cottage Public House at the end of this stretch was once the office for one of the timber firms.



Figure 3: Baltic Wharf and Albion graving dock, 1826 (© Bristol Museum & Art Gallery)



Figure 4: Watercolour of The New Gaol, Cumberland Road, from Harford's [Bedminster] Bridge by Hugh O'Neill, 1821 (Braikenridge Collection © Bristol Museum & Art Gallery)

5.16 The banks of the New Cut were also developed, with industries such as iron works, foundries and tanneries being established beside the water. The 'New Gaol' was opened in 1821 facing the New Cut and Cumberland Road.

5.17 While the Floating Harbour improved the efficiency of Bristol's docks, it conversely created new problems particularly related to sewage and silt. The limited movement of the water combined with the continued dumping of waste into it meant the water soon degenerated into a putrid mess. The lack of tidal movement also led to the formation of areas of shallow water created by the accumulation of silt and mud. These shoals made the negotiation of the enclosed harbour area difficult and hazardous.



Figure 5: Plumley & Ashmead's Plan, 1828 (© Bristol Museum & Art Gallery)



Figure 6: First Edition Ordnance Survey, 1885-6 (© Bristol Museum & Art Gallery)

5.18 The harbour cost more than anticipated and high rates were levied to repay loans, reducing any benefit the new harbour had at drawing companies back from Liverpool. In 1848 the city council bought the docks company to force down the rates. They employed Isambard Kingdom Brunel to make improvements, including new lock gates, a dredger and sluice gates designed to reduce siltation.

5.19 Brunel concluded that to remove the silt, dredging was needed from the bottom of the Harbour. To do this Brunel utilised a series of existing sluices, three shallow and one deep, which became known as the 'Underfall'. He also designed a boat which would drag the silt away from the harbour walls and guide it towards the sluices. When the deep water sluice opened at low tide the silt was carried away. This system remains in use today.

5.20 Brunel's work to solve the problems of the Floating Harbour was part of a range of alterations and improvements to the docks that were undertaken in the 19th century. Other changes were carried out to enable the harbour to cater for the increasingly large ships that wanted to use Bristol's facilities.

5.21 The Great Western Dockyard, where the ss Great Britain was built and now rests, is of great interest as the world's first purpose-built integrated iron steamship works. The Great Western Steamship Company purchased the empty site in 1839, extended the existing dry dock, built the large Steamship Engine Works and probably the surviving Drawing Office. It proceeded to construct the ss Great Britain, the world's first iron passenger liner, here between 1839 and 1843.

5.22 In 1843 the ss Great Britain was the largest ship in the world and it was found to be too large to pass through the lock of the Floating Harbour. It was only when parts of the dock were removed that the ship was able to make its departure. After 1852 the dockyard was leased to other shipbuilders and repairers until the ss Great Britain returned as a hulk in 1970.



Figure 7: Lavar's View of the City Dock, 1887 (© Bristol Museum & Art Gallery)

5.23 Late 19th Century

The lengths of quayside established in medieval times remained basically the same until the mid 19th century. Only minor works and alterations were carried out from time to time; the Floating Harbour absorbed the Trin tide-mill (formerly at the mouth of the Malago River) for the construction of the harbour entrances at Bathurst Basin. In 1865 a series of Acts empowered the Bristol Corporation and the Great Western Railway Company to create lengths of quayside furnished with railway tracks and the new style of warehouse, the transit shed. Later in the 19th century, a multiplicity of factories, warehouses, and railway installations characterised development in the City Docks.

5.24 The creation in the 1860s of deep water docks at Bathurst Basin and Princes Wharf created the first major cargo wharfs with railway connections. The 1870s saw yet another enlargement of the docks entrance lock. In the 1880s, the Docks Committee had purchased Nova Scotia Yard and the Avon Crescent houses to enlarge the engineering facility at Underfall Yard and to be able to repair and operate the slip.

5.25 Extensive works involving a virtual rebuilding of the workshops at Underfall Yard and construction of a new hydraulic pumping station to the north of the slipway to replace the one at Cumberland Basin were overseen by JW Girdlestone after 1884.

5.26 Buildings that appeared in the City Docks around this time were constructed to high Victorian engineering standards of design, robustness and simplicity. The 1890s saw the development of Canons Marsh quays and construction of E and W Sheds (now Watershed).Prince Street swing bridge opened in 1878. The gaol was closed in 1883 and largely demolished in 1898, only the gate and fragments of outer wall remains.

5.27 The Fairbairn steam crane on Wapping Wharf was built by manufacturers Stothert and Pitt in 1878 especially for Bristol's docks. Another steam crane, on the Canons' Marsh quayside almost opposite, arrived in 1891. Unfortunately this crane, on Hanover Quay, was scrapped and only its stone tower remains. Hydraulic (water powered) cranes arrived in the docks in 1892 and electric ones not long after, in 1906.

5.28 Improving accessibility and navigation up the River Avon to Bristol's port was considered, but the costs were prohibitive. In 1877 a new dock was opened at Avonmouth, followed two years later by one at Portishead, which could cater for the large modern ships and tankers. The changes in the size of ships, as well as the infrastructure needed to support them, meant that Bristol City Docks became increasingly redundant.



Figure 8: Corporation Granary on Princes Wharf, burnt out after blitz in 1941
(© Bristol Museum & Art Gallery)

5.29 20th Century - Today

Until the 20th century, small coastal vessels were vital for the movement of bulk goods, livestock and passengers. The City Docks not only catered for large vessels but also boasted a series of slipways and quays that enabled lifting of small ships for routine maintenance and emergency repair. In the mid 20th century, this trade became virtually extinct and with it went much of the need for working slipways and dry docks.

5.30 Trade continued into the mid 20th century, albeit an a smaller scale, and improvements to the City Docks after the late 19th century were modest. Despite this, the construction of significant warehouses to serve the Harbour continued into the first half of the 20th century. The B Bond Warehouse constructed in 1908 was designed by the Docks Committee engineer, and built by William Cowlin & Sons. It was the first major building in Britain to use Edmond Coignet's reinforced concrete system.

5.31 Brunel's lock was permanently sealed in the 1950's and the heavy wooden timbers that filled the unusual step on the Northern side were removed after World War II. World War II bombing caused significant damage to the City Docks, with many sites being razed. The dry dock at the Great Western Dockyard, which had continued with ship repairs until well into the 20th century, suffered in early 1941 bombing raids that badly damaged the site and left the Steamship Engine Works as a ruined shell.

5.32 In 1969 the City Council decided to close the docks and terminated commercial traffic in 1975. Since that time the City Docks has undergone considerable changes, having to adapt in an environment where little 'value' was placed on the remnants of its industrial or commercial past. In 1969 proposals as radical as infilling the Floating Harbour, the Feeder Canal and Temple Backs were put forward by the City Council causing great controversy. Sir Hugh Casson of Casson, Conder and Partners was commissioned to prepare a study of Bristol City Docks that contributed to securing the harbour as the City's primary asset.

5.33 Since 1974 and the acceptance of retaining all the urban waterways, there has been a great amount of discussion on principles for development that followed the closure of the commercial docks. During the late 1970s a flurry of residential and commercial development plans emerged, designed to revive the redundant City Docks. An Area Action Plan was established, and the first investment in a dockside building was the redevelopment of JT's Bush Warehouse (now Arnolfini). A grant aid scheme for E shed enabled the opening of the Watershed in 1982.

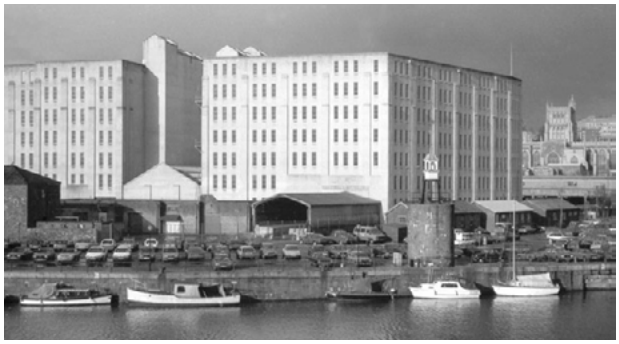


Figure 9: The 1929 Tobacco Bond, Canon's Marsh, prior to demolition in 1987
(© Bristol Museum & Art Gallery)

5.34 Towards the end of the 20th century, the City Docks has witnessed a re-evaluation of the value placed on the Harbour and the city's industrial heritage. Bristol's Civic Society and other local groups fought to preserve features and the character integral to the Docks, so that today a number of buildings and quayside structures remain as preserved historic features. The City Docks Conservation Area was designated in September 1979.

5.35 Major development appeared in the early 1990s when Lloyds Bank relocated to the 'Amphitheatre'. In 1994 English Partnerships declared Canons Marsh a 'priority area'. Waterfront housing was becoming increasingly popular, Baltic Wharf and Merchants Quay became priority sites for development.

5.36 Much has changed since the City Docks Conservation Area was first established: housing has increased and the area has become an increasingly popular (and expensive) place to live; employment has both changed and increased. The Floating Harbour is now one of the most well-used stretches of urban water in Britain. Tourism has increased and it is now an exciting cultural and leisure destination, especially celebrated for its maritime heritage.

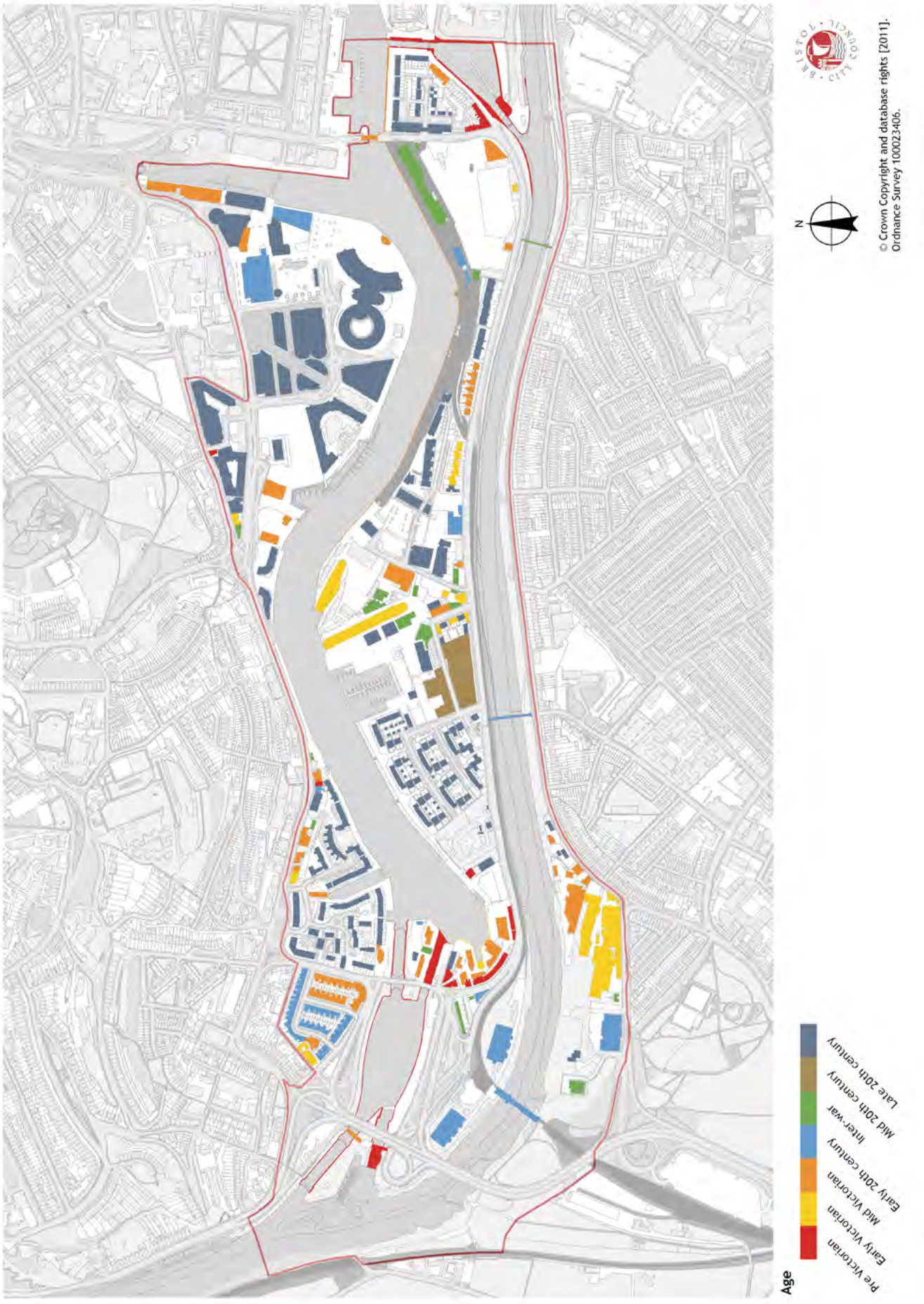
Map 2: City Docks Approximate Building Ages

Relevant Policy References

Planning Policy Statement 5: Planning for the Historic Environment
Policy HE9.1 (extract): 'There should be a presumption in favour of the conservation of designated heritage assets and the more significant the designated heritage asset, the greater the presumption in favour of its conservation should be...'

Core Strategy (June 2011)
Policy BCS22 - Conservation & The Historic Environment

Map 2: Approximate Building Ages



6. SPATIAL ANALYSIS

6.1 Routes & Spaces

6.1.1 The historic street layout and the relationship of built form to open space define the framework of an area. The traditional pattern of development and the way an area is interpreted, front and rear building lines, planned open spaces, enclosed open spaces, street layout, and plot sizes should be respected and used to dictate the scale and level of enclosure or openness appropriate to the Conservation Area.

6.1.2 The Floating Harbour cuts through most of the city centre neighbourhoods, and connects a series of important new and historic urban spaces. These include the Centre Promenade, Millennium Square, and the Lloyd's Amphitheatre. Whilst the Floating Harbour is a well used pedestrian, boat and leisure route, the Avon New Cut is best experienced from the cycle route that follows it just below Cumberland Road.

6.1.3 Over the past half century, the water's edge has evolved from an inaccessible industrial hinterland to a well-used recreation resource for the city. Over 80% of the harbour's edge is now accessible to the public and much of the Floating Harbour, and Bathurst Basin, can only be accessed and interpreted on foot, by boat or rail. As a result, its importance as a pedestrian route is increasing, as is its role as a vantage point from which to enjoy the topography of the city. This adds greatly to the special character and charm of the area.

6.1.4 The network of railway lines that once populated the south side of the Floating Harbour have all but disappeared. However, the Bristol Harbour Railway regularly run a weekend steam train between the ss Great Britain and Princes Wharf; as well as along the Avon New Cut.



Figure 10: Hanover Quay, Floating Harbour

6.1.5 East to West communications across the area are excellent, but North to South they are poor; crossing points over the Floating Harbour are limited to the far east and west ends of the Conservation Area. The Cross-Harbour Ferry provides a vital service across the water from the Great Western Dockyard to Capricorn Place. The Harbourside Ferry also circulates the water, as far as Temple Meads. Crossing the Avon New Cut N/S is far easier, with Gaol Ferry Bridge, Vauxhall Bridge and Ashton Swing Bridge providing a vital link with Coronation Road and Southville.



Figure 11: Railway tracks running E/W along south side of Floating Harbour

6.1.6 Anchor Road, Hotwell Road, Cumberland Road and Coronation Road carry the majority of vehicular traffic through the Conservation Area. Traffic along these routes is heavy and constant making crossing for bicycles and pedestrians difficult.



Figure 12: Gaol Ferry Bridge crossing Avon New Cut between Cumberland Road and Coronation Road

6.1.7 Away from these roads, streets are immediately quieter - used mainly for access and parking and intersected by footpaths, which add to the permeability and intimate character of the area.

6.1.8 Most of the land surrounding the Floating Harbour has been built up since the late 20th century, with tight-knit residential developments taking precedence. Successful developments are those that complement the maritime setting, which do not over-dominate the existing buildings. Where large-scale residential blocks have appeared, notably on the north side of the water, there has been some sterilisation of the historic character. Spike Island has experienced less development, and legibility of industrial/maritime character is most tangible.

6.1.9 Of special interest is the surviving legibility of industrial/maritime character that remains throughout the Conservation Area, particularly along the south side of the Floating Harbour. Preserving or improving physical circulation, whilst maintaining or increasing views to key features within the City Docks and beyond, is a critical aspect to protect the character or appearance of the Conservation Area.

Relevant Policy References

Planning Policy Statement 5:
Planning for the Historic Environment
Policy HE9.1

Core Strategy (June 2011)
Policy BCS22 - Conservation & The Historic Environment

Saved Adopted Local Plan Policies (1997) following adoption of Core Strategy (2011)
Policy B15 (extract):
(I) 'Townscape and landscape features that contribute to the character or appearance of streets and open spaces within Conservation Areas should be preserved or enhanced.'

(II) Development will not be permitted where it would unacceptably harm landscapes, open spaces and gardens that contribute to the character of the area.

(III) The introduction of car parking into areas historically used as gardens and forecourts will not be permitted where it erodes either the character of the street and/or the setting of historic buildings.

6.2 Views

6.2.1 Based in a valley at the lowest point of the Rivers Frome and Avon, Bristol grew to the north up the steep slopes of the escarpments of Kingsdown, Clifton and Brandon Hill, and in the south up the slopes of Bedminster and Windmill Hill. We have thus inherited a city which is strongly shaped by its topography, and the enjoyment of the varied views and vistas that this affords.

6.2.2 The dockside land is relatively flat, and in a hilly city this provides numerous vantage points from which to view the city and beyond. Cumulatively views enjoyed from the Conservation Area, as well as views into it, make a significant contribution to its character and distinctiveness and are an essential part of the special interest of the City Docks.

6.2.3 A number of the Conservation Area's most dramatic views and vistas are most clearly visible from the 'Cumberland Piazza', the designed landscape created in 1965 by Dame Sylvia Crowe, former president of the Institute of Landscape Architects. Crowe's 'Piazza' was located in the Cumberland Basin and views from within it include a panorama of the Avon Gorge that encompasses the Suspension Bridge and the Observatory, as well as views into the city which include elements such as the ss Great Britain and Bristol Cathedral. Views such as these are an outstanding feature of the City Docks.

6.2.4 The Conservation 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. Views in the City Docks have been categorised into four types:

- Panoramic Views (P) - are far, wide reaching views that splay from a specific vantage point to show the topography of the city and surrounding landscape
- Long Views (L) - are long-range views across the city to a narrow or specific feature or prominent city landmark
- Local Views (LC) - tend to be shorter and confined within a Conservation Area. They may include views to more local landmarks, groups of buildings, or into squares and open spaces
- Glimpsed Views (GV) - allow intriguing glances via gaps or intimate routes that permeate the local area. They make an important contribution to local character and distinctiveness



Figure 13: Panoramic View (P17) from Bathurst Basin towards south Bristol inc. tower of St Paul's Church

6.2.5 Panoramic Views

The topography of the city and the attractive tight-grained townscape of Clifton Wood and Totterdown reveals itself from the harbours edge; as does the verdant land that bounds the city to the south and west. Bridges across the Floating Harbour provide important vantage points due to their elevated positions along broad and open vistas and high footfall. Some of the most significant panoramic views from the Conservation Area are identified below *.



Figure 14: Panoramic View (P22) from south side of Floating Harbour to Clifton Wood

	From		To	Features
P1	Cumberland Basin Rd	W	Leigh Woods escarpment	
P2	Cumberland Basin Rd	SW	Leigh Woods escarpment	Ashton Court
P3	Brunel Lock Rd/Avon Crescent	NE	Clifton Wood escarpment	
P4	Avon Crescent/ Cumberland Rd	S	Clift House Road	Industrial units, green bank
P5	Avon Crescent/ Cumberland Rd	NW	Leigh Woods	
P6	Cumberland Rd (via Leisure Club)	NW	Clifton escarpment	
P7	Cumberland Rd via Mardyke Ferry Rd	N	Clifton Wood escarpment	
P8	Cumberland Road between Aardman Building/ no.119	N	Brandon Hill & St Michael's Hill escarpment	Wills Memorial Tower, Royal Fort, BRI chimney
P9	Cumberland Rd via Avon New Cut	E	Totterdown escarpment	
P10	Cumberland Rd	W	Leigh Woods escarpment	Ashton Court
P11	Prince St Bridge	N S E & W		Cabot Tower Planetarium St Mary Redcliffe etc
P12	St Augustine's Reach/Pero's Bridge	S	Southville/ Dundry Hills	
P13	Anchor Rd	WSW	Leigh Woods	Floating Harbour & Ashton Court
P14	Anchor Rd	S	South Bristol to Dundry Hills	
P15	Anchor Rd	S	Wapping Dockyard	Floating Harbour
P16	Anchor Rd	SE	Totterdown escarpment	
P17	Bathurst Basin	SW	Southville	St Paul's Church tower
P18	Cumberland Rd	SE	Totterdown escarpment	
P19	Clift House Rd	W	Leigh Woods escarpment	Ashton Court
P20	Clift House Rd via Bristol Metal Spraying entrance	NW	Clifton terraces	Underfall Yard chimney, Suspension Bridge
P21	Bristol Marina	W	Leigh Woods escarpment	Ashton Court
P22	South side of Floating Harbour	N	Clifton Wood	
P23	Clift House Rd	NW	Avon Gorge	Suspension Bridge

P24	Hanover Quay	W	Clifton Wood escarpment	Gas Works chimney / Leigh Woods / Floating Harbour
P25	Princes Wharf	NW	Clifton Wood / Brandon Hill / Clifton Terraces / Cumberland Basin	ss Great Britain
P26	Junction of Coronation Road/Clift House Road	W	Ashton Court Estate	
P27	Junction of Coronation Road/Clift House Road	SW	Dundry Hillside	Bristol City Football Ground
P28	Formal viewpoint on Coronation Road (Upper)	NW to NE via N	Clifton Escarpment- Brandon Hill	Include Leigh Woods, Clifton Suspension Bridge, & Wills Memorial Tower
P29	Formal viewpoint on Coronation Road (Lower)	W to E via N	Clifton Escarpment, Avon Gorge & the New Cut	Include Bonds A and B, Baltic Wharf & Bathhurst Basin
P30	Junction of Coronation Road/Camden Road	N		The Point, Cabot Tower & Wills Memorial Tower.
P31	Camden Road Outfall Viewpoint	W to N to E		Includes Clifton, Cabot Tower, & the ss Great Britain

P32	Coronation Road (outside No 100)	W to E		Clifton Suspension Bridge, Cabot Tower & St Pauls Church, Southville
P33	Junction of Coronation Road/St John's Road		Bathurst Basin	
P34	Asda car park frontage		Bathurst Basin & the General Hospital	
P35	Vauxhall Bridge	W to N to E to S	360 degree view	Include Clifton Suspension Bridge, Royal York Crescent & Wills Memorial Building
P36	Vuaxhall Bridge North Extension	E, S, W		Include C Bond, St Mary Redcliffe & Spike Island Arts
P37	Gaol Ferry Bridge	E & W North Vista		Include Ashton Court Estate, Rownham Hill & Bedminster Bridge.
P38	Ashton Swing Bridge			
P39	Pero's Bridge	N, S, E & W		
P40	Plimsoll Bridge	NW	Avon Gorge	Suspension Bridge, Clifton Terraces
P41	Harbour Master Car Park	N	Clifton / Clifton Wood	

6.2.6 Long Views

Long views are those that extend from the Conservation Area to prominent city centre landmark buildings, groups of buildings or features. Often views to these features have been deliberately protected in development schemes, e.g views to the Cathedral or ss Great Britain, which helps to characterise the strong sense of place within the Conservation Area. Tall buildings are a notable omission in the built makeup of the City Docks (the bonded warehouses are the only buildings to feature in SPD 1: Tall Buildings). This relative lack of tall buildings contributes to the abundance of long views that are possible from within the Conservation Area. Some of the most significant long views from the Conservation Area are identified below *.



Figure 15: Long View (L13) from Wapping Quay across Floating Harbour to the Cathedral

	From		To
L1	Cumberland Road/ Avon Crescent	NNW	Clifton Terraces
L2	Cumberland Rd via New Cut	E	St Mary Redcliffe
L3	Cumberland Rd via Hanover Place	N	Clifton Wood terrace
L4	Gas Ferry Road	N	Royal Fort
L5	Prince Street Bridge	S	Bedminster
L6	Prince Street Bridge	S	St Mary Redcliffe / Temple Quarter
L7	Anchor Road	E	Firehouse Chimney
L8	Anchor Road	SW	'A', 'B' Bond Warehouse
L9	Cumberland Rd / Wapping Rd junction	NW	Bristol Cathedral
L10	Brunel Way	N	Church of Holy Trinity, Hotwell Rd
L11	Wapping Wharf	N	Brandon Hill / Cabot Tower
L12	Millennium Square	S	Stothert & Pitt cranes / M Shed / St Paul's Church
L13	Wapping Quay via Cathedral Walk	NE	Bristol Cathedral
L14	Great Western, Wapping Dockyard	N	Former Gas Works / Cabot Tower / roof of St George's Primary
L15	Hotwell Road	W	Underfall Yard
L16	Junction of Coronation Road & Greenway Bush Lane	N	Over Vauxhall Bridge to Cumberland Road

6.2.7 Local Views

Local views are generally to landmarks that add variety and interest to the more local context, or that are enjoyed from a more intimate vantage point. Some of the local views of significance from the Conservation Area are identified below *.

	From		To
LC1	Cumberland Basin Rd	S	Underfall Yard Chimney
LC2	Nova Scotia Bridge via Floating Harbour	E	Trees surrounding Caravan site
LC3	Anchor Road via Canons Way	S	Cumberland Rd houses
LC4	Anchor Rd	E	Firehouse Chimney
LC5	Bathurst Parade	NE	Redcliffe
LC6	Cumberland Rd / Wapping Rd junction		Stothert & Pitt cranes, rear of M Shed
LC7	West end of Millennium Promenade	W	ss Great Britain
LC8	Quayside and walkway of Great Western Dockyard	N	Former Gas Works buildings and chimney, Capricorn Quay
LC9	Hanover Quay	SW	ss Great Britain & Linden Homes development



Figure 16: Local View (LC7) From Millennium Promenade SW to ss Great Britain

6.2.8 Glimpsed Views

Glimpsed views are best found walking on foot around the Conservation Area and contribute greatly to a sense of how the locality has developed and the general charm of the area. Glimpsed views are easily lost to new development or insensitive planning. Some of the glimpsed views of significance from the Conservation Area are identified below *.

	From		Through	To
GV1	Nova Scotia / Swing Bridge	S	Houses & bonded warehouses	South bank of New Cut
GV2	Cumberland Rd	NE	Nos. 80 & 81 Cumberland Rd	St Mary Redcliffe Church spire
GV3	Anchor Rd / Hotwell Rd	S	Capricorn Place	ss Great Britain
GV4	Anchor Rd / Hotwell Road	SW	Gas Works	Great Western Dockyard
GV5	Anchor Rd / Hotwell Road	S	Gas Ferry Rd (north)	Great Western Dockyard
GV6	Clift House Rd	N	Garden Centre	'A' Bond warehouse
GV7	Hanover Place / Sydney Row	NE	Graving Dock	ss Great Britain
GV8	Coronation Road (outside number 116)	N	Houses/Trees	Wills Memorial Building
GV9	Coronation Road (outside number 129)	N	Houses/Trees	Clifton Suspension Bridge

* A view not identified above does not necessarily preclude its significance.

6.3 Landmark Buildings

6.3.1 Bristol has a fine heritage of prominent landmark buildings, each bearing public, state or religious significance. Often these buildings are physically detached from surrounding buildings, occupy prominent positions and are designed to a high quality, utilising quality materials and a richness or distinctiveness of design.

6.3.2 Landmarks identified for the purpose of character appraisals are buildings or structures that due to their height, location or detailed design stand out from their background. They contribute to the character and townscape of the area and provide navigation or focal points or key elements in views.



Figure 17: Planetarium, Millennium Square

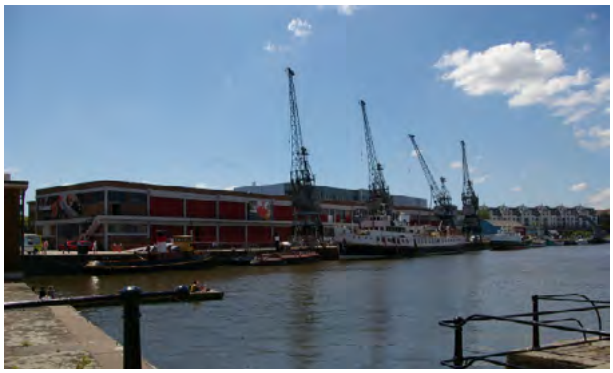


Figure 18: M Shed and Stothert & Pitt cranes, Princes Wharf

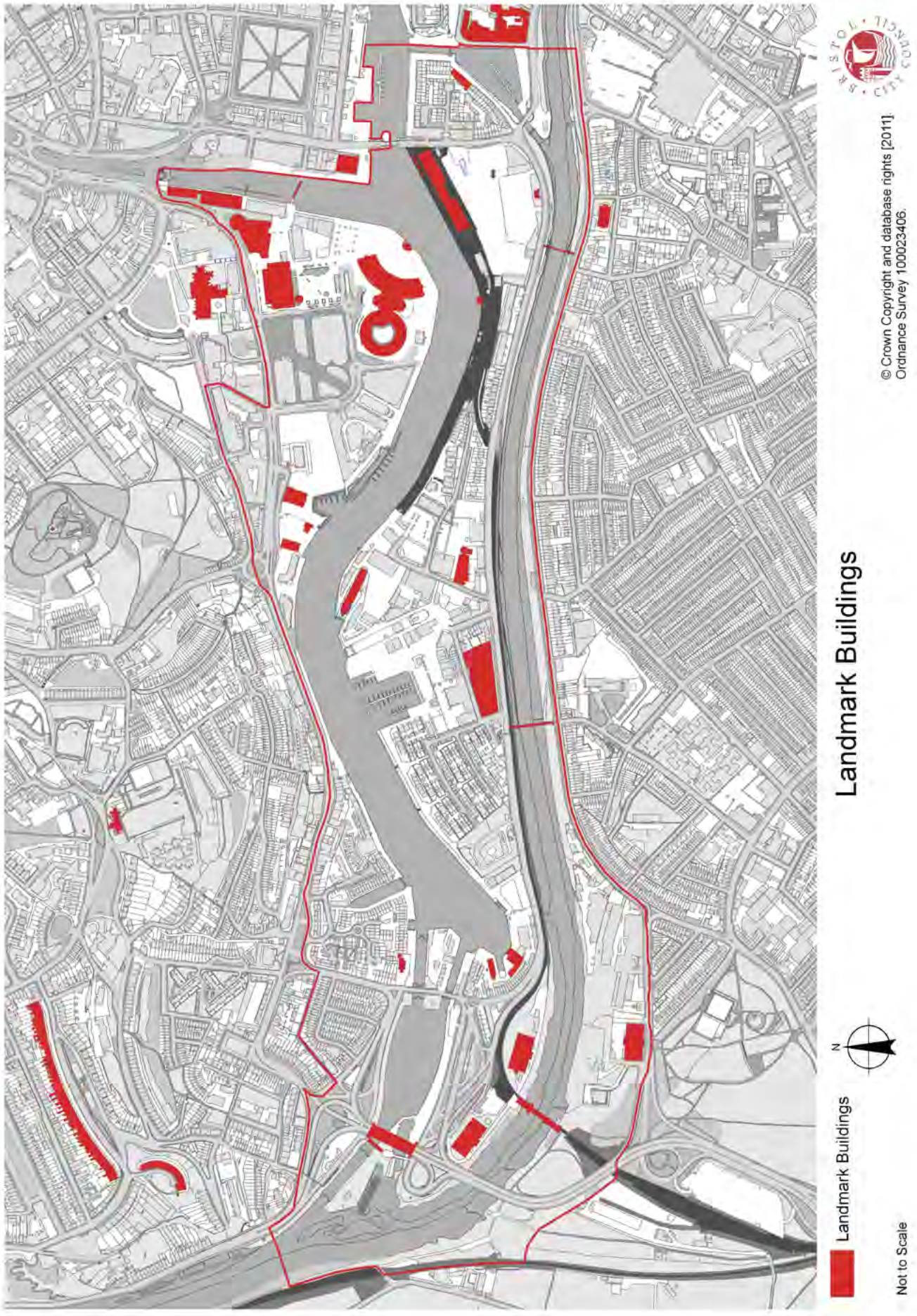
6.3.3 The Landmark Buildings identified within the City Docks Consevation Area are:

- The four Stothert & Pitt cranes, Princes Wharf
- Fairbairn steam crane, Wapping Wharf
- @ Bristol and the Planetarium
- Bristol Aquarium
- ss Great Britain & Brunel Institute
- The Watershed
- Spike Island building
- Aardman building
- 'A', 'B' & 'C' Bonded Warehouses
- The Pump House Public House
- Former Gas Works buildings and chimney, Lime Kiln Road
- Underfall Yard and chimney
- M Shed
- Lloyds Building
- Old Gaol Gatehouse
- Firehouse Chimney, Anchor Square
- Pero's Bridge, St Augustine's Reach
- Ashton Swing Bridge
- Vauxhall Bridge
- Gaol Ferry Bridge
- Plimsoll Bridge
- Byzantine former Warehouse, Bathurst Parade
- Crane base & weather vane, Lloyds Amphitheatre
- Brunel's Swing (Swivel) Bridge, North Entrance Lock
- Lock Control Buildings

Relevant Policy Reference

Policy B2 (I – IV) (extract)
'Development should be designed with regard to the local context. Proposals which would cause unacceptable harm to the character and/or appearance of an area, or to the visual impact of historic buildings, views or landmarks, will not be permitted.

Map 4: Landmarks



7. CHARACTER ANALYSIS

7.1 Overview & Character Areas

7.1.1 Within this broad context, there are pockets of distinct areas, where street layout, architecture or landscape contributes to a certain sense of place.

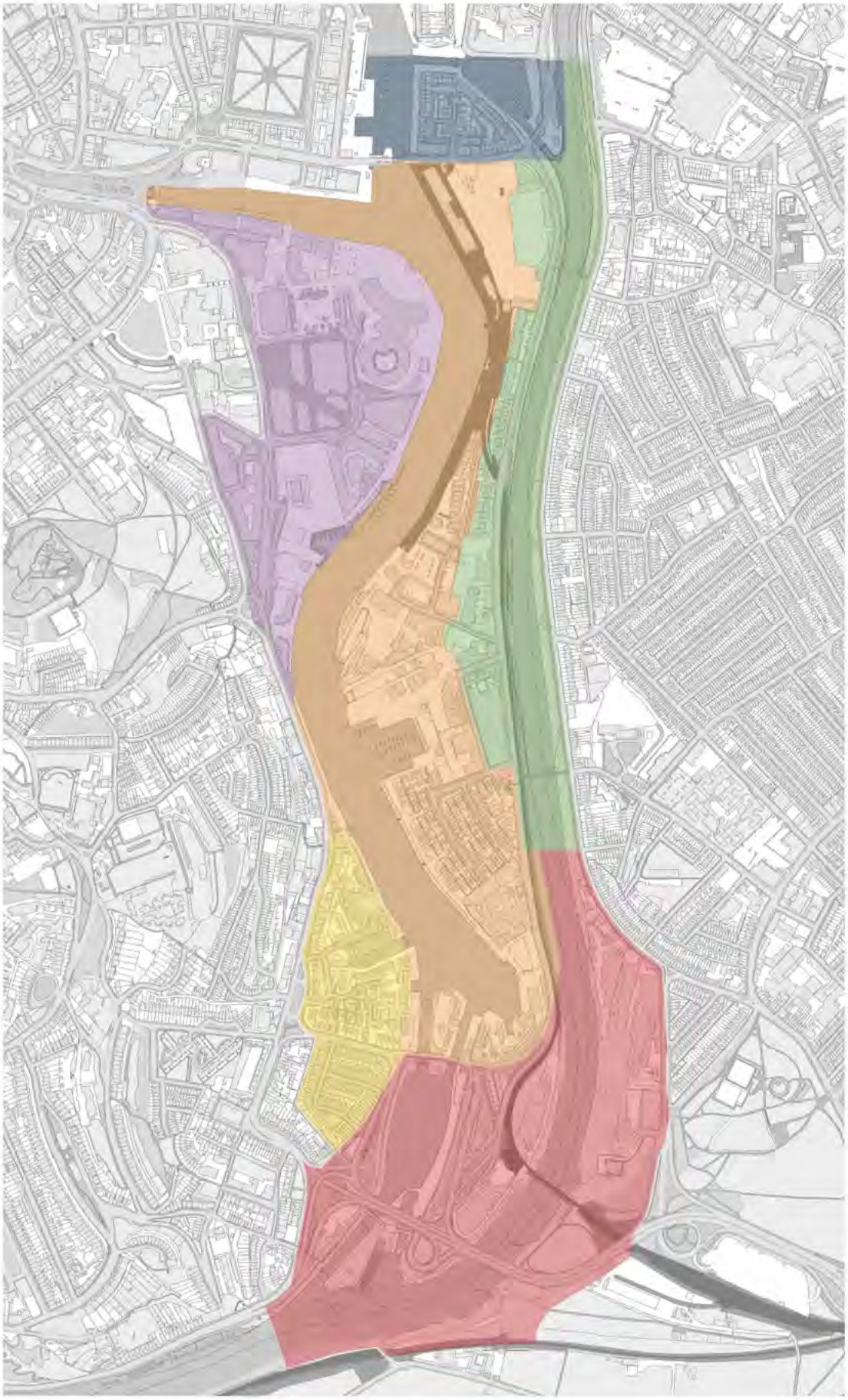
7.1.2 There is considerable variation between parts of the Conservation Area, the character of which relates very much to its topography, developmental history and land use.

7.1.3 The Conservation Area can be divided into a number of areas of distinct character, each reflecting a particular aspect that goes beyond planned layout and built form:

- Character Area 1: Cumberland Basin
- Character Area 2: Pooles Wharf
- Character Area 3: The Floating Harbour
- Character Area 4: Cumberland Road & The New Cut
- Character Area 5: Canons Marsh
- Character Area 6: Bathurst Basin

Map 4: City Docks Character Areas

Map 5: City Docks Character Areas





Predominant Characteristics

Scale & Proportions
- Large-scale industrial buildings, set in own substantial plots
- Many single storey sheds south of Avon New Cut up to 9 storey Bonded Warehouses
- Cluster of 1930s residential cottages, 2 storey, on Ashton Avenue
- Pitched and gabled roofs, or 'M' roofs concealed behind parapets Properties set in substantial grounds

Architectural Treatment
- Victorian industrial/utilitarian design
- 1930s cottage-style

Material Palette
- Red Cattybrook brick, Brandon Hill stone, Pennant stone
- **Boundary treatments:** Stone quay walls, Pennant rubble, red sandstone boundaries walls, steel railings, small length of iron railing
- **Roof coverings:** Natural slate, clay tile

7.1.4a Cumberland Basin Character Area occupies the western end of Floating Harbour and the portion of land south of New Cut, north of Clift House Road. To the north and west are Avon Gorge and the escarpment and terraces of Hotwells and Clifton.

7.1.4b This area is characterised by a predominantly hard industrial dockside landscape and a concrete 20th century highway landscape. The green landscape does much to soften the overall environment.

7.1.4c Historically, this area emerged as the entrance to the Floating Harbour, with early 19th century industrial development. This has been overlaid with the highway intersection in the late 20th century. The early 20th century warehouses are particularly significant.

7.1.4d Landscape & Trees. The landscape architect Dame Sylvia Crowe was tasked with landscaping the flagship Cumberland Basin project in 1965. The now mature trees and green spaces provide a soft edge to an otherwise entirely urban environment, which is overlooked from Clifton, the Suspension Bridge, Leigh Woods, Ashton Court etc, as well as enjoyed from within. As an entity this area gets a very large amount of adult use daily, albeit transient. This open space is under-appreciated in the wider city context but is a major asset to the Conservation Area.

7.1.4e Key Buildings & Features include:

- Lock gates and harbour walls by Brunel below 20th century Plimsoll Bridge
- Brunel's Swing (Swivel) Bridge, North Entrance Lock
- Bonded warehouses
- Robert Ware & Sons Tannery complex
- Riverside Garden Centre
- Ashton Avenue Swing Bridge
- Railway lines of former docks railway
- Diner Building, McAdam Way (former transport cafe)
- Remains of ferry facilities at Rownham Mead

7.1.4f Key Views

- From Clift House Road, northwards towards Clifton Suspension Bridge and Avon Gorge
- Along Floating Harbour from Ashton Avenue
- From Humphry Davy Way westwards to Bower Ashton
- From Clift House Road westwards
- From Cumberland basin Road to south west
- From Brunel Lock Road towards Poole's Wharf



Figure 19: Brunel Swing (Swivel) Bridge



Figure 20: Ashton Swing Bridge (Grade II) from south side of Avon New Cut

Strengths	Opportunities
Robust harbour buildings and equipment, large-scale but simple buildings	Improved environs around bonded warehouses and links between buildings and spaces
Sylvia Crowe Landscape and mature trees along harbour as well as wildlife habitat along railway lines	Improvement of underpass areas to better facilitate cycling/pedestrian movement rather than car parking
High quality views out of area	Improved management and maintenance of landscaping, especially around railway
Remnants of industrial heritage	More interpretation of industrial heritage
	Restoration and reuse of the Brunel swing bridge
Retention of industrial and commercial uses, notably south of Clift House Road	Restoration and increased use of Ashton Swing Bridge
Weaknesses	**Threats**
Over-development of elevated highways with dead areas of car parking beneath, high volume of vehicular traffic with noise and pollution	Increased decline of industrial buildings, bridges etc. contributing to a sense of neglect and a threatening environment
Some dereliction in evidence around harbour structures, Brunel Swing Bridge, Ashton Avenue Swing Bridge, boundary walls of Thomas Ware Tannery	Poor quality, utilitarian seating and lighting being installed that do not contribute positively to the local character
Poor pedestrian/cyclist crossing and circulation routes, especially on Spike Island element	Threat to key views and panoramas from within the character area to key landscapes or landmark features



Predominant Characteristics

Scale & Proportions
- Low-rise residential scale up to 4 storeys facing Merchants Road and Hotwell Road, largely two storeys facing water
- Tight-knit flats and houses facing away from primary routes
- Terraces around Oldfield Road

Architectural Treatment
- Late Victorian terraces, Classical or Italianate style around Oldfiled Place and Sandford Road
- Late 20th century 'Classical' interpretation waterfront as primary focus

Material Palette
- Pennant, brick, render, limestone dressings, some timber cladding and iron balconies
- **Boundaries:** Rubble sandstone, iron or metal railings
- Clay tiles, natural slate
- Timber joinery

7.1.5a This character area, at the far north west end of the City Docks occupies the flat ground to north of floating harbour and southern edge of Clifton slopes. The area is almost entirely residential, in scale and character with late Victorian terraces to the west of Merchants Road and to the east, the late 20th century residential developments of Rownham Court and Pooles Wharf facing the Floating Harbour.

7.1.5b Much of the residential development occurred towards the end of the 20th century, when the commercial dockside activity had ceased and the vast Merchant's Quay and Pooles Wharf were redundant spaces. The Hotwell Road element still retains its original character, some of the area's oldest buildings still retaining a mix of commercial uses at ground floor level.

Character Area **2**

Poole's Wharf

7.1.5c Key Buildings & Features –

- The Pump House Public House
- Grenville Chapel, Oldfield Place
- Bristol Bridge Club, Oldfield Road
- Former Chapel, Hotwell Road (SPAR shop)
- Group of buildings adjacent SPAR
- 151 Hotwell Road
- Poole's Wharf gateway, Hotwell Road
- Plume of Feathers Public House, Hotwell Road
- Terrace next to Plume of Feathers
- Albert Dock



Figure 21: Pooles Wharf

7.1.5d Key Views

- Northwards towards Clifton Wood
- Southwards to Baltic Wharf

Strengths	**Opportunities**
Low-rise, residential character and quiet, intimate nature of streets and spaces away from main thoroughfares	Encourage retention of existing retail uses and traditional shopfronts along Hotwell Road
Retention of historic buildings and original features, particularly along Hotwell Road and the Oldfield Road terraces	Further reinstatement and restoration of traditional townscape features including lamp standards and benches
Survival of commercial use at ground floor along Hotwell Road contrasting to the otherwise entirely residential land use	
Quality of waterfront views	
Weaknesses	**Threats**
Gyratory one-way system with associated heavy through traffic, fumes and noise and utilitarian road signs	Increase in dominance of traffic undermining character and appearance of Conservation Area
Lack of trees and soft landscaping, particularly in the public realm	Reduction in existing trees and landscaping reducing visual amenity and softening of an otherwise entirely urban landscape
Poor maintenance of older buildings, particularly on Hotwell Road	Continued or increased use of inappropriate materials, especially uPVC windows, doors and soffits, undermining the character and appearance of the Conservation Area
Hard landscaping and poor mix of cycle/ pedestrian routes along waterfront	Lack of maintenance of walkways and cycle paths or further introduction of utilitarian railings etc.
Use of unsympathetic materials especially uPVC in replacement windows, doors, soffits, shopfronts & signage, particularly along Hotwell Road	

Character Area **3**

The Floating Harbour



Predominant Characteristics

Scale & Proportions

- Low rise, tightly planned residential developments to the west end - introverted away from main routes
- One example of an 8 storey building at The Point
- Industrial, low-rise warehouses and sheds facing the waterfront

Architectural Treatment

- High quality, contemporary design in residential development with waterfront as primary focus
- Some 'pastiche' late 20th century development
- Vernacular cottages
- Classical terraces facing Avon Crescent
- Victorian robust industrial architecture of Underfall Yard
- Utilitarian industrial and transit sheds

Material Palette

- Pennant, brick, render, limestone dressings, some timber cladding and iron balconies
- **Boundaries:** Rubble sandstone, iron or metal railings
- Clay tiles, natural slate
- Timber joinery

7.1.6a 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'.

7.1.6b The Floating Harbour and Spike Island form a distinctive area, with a unique sense of place. It has succeeded in retaining a distinct dockland ambience with working boatyards, warehouses, a working steam railway, together with a fully operational dock infrastructure and many small-scale dockland features. Traditional and creative industries, water based leisure, heritage and cultural attractions all sit within a original docklands landscape.

Character Area **3**

The Floating Harbour

7.1.6c This part of the Conservation Area provides the focus for Bristol's nationally important maritime heritage which includes the ss Great Britain and other ships belonging to the Historic Fleet. The area also provides regionally important shipbuilding and repair facilities for small ships and traditional vessels at the Albion Dockyard and Underfall Yard.

7.1.6d Key Buildings & Features –

- Avon Crescent
- Old Dock Cottages
- Nova Scotia Public House
- The Cottage Public House
- Nova Scotia Place
- Hydraulic Engine House
- Machine Shop
- Shipwright's Shop
- Former Pattern-makers shop
- Underfall Yard
- Albert Dock
- Great Western Dock and SS Great Britain
- Brunel Office building at Great Western Dock
- South Junction Lock and Swing Bridge
- Swing Bridge over North Entrance Lock
- Harbourside walls and associated structures
- Fairbairn Steam Crane
- M Shed
- Pero's Bridge
- Prince's Wharf and Wapping Wharf quays and bollards
- McArthur's Warehouse
- Merchants Row
- Liberty Gardens
- Westgate
- Stothert & Pitt Cranes



Figure 22: Bristol Marina



Figure 23: Wapping Railway Wharf



Figure 24: Prince's Wharf

Strengths	Opportunities
Diversity of cultural, leisure and heritage activity such as Underfal Yard sitting alongside residential developments	Improving public access and directional signage around the Floating Harbour and Spike Island
Surviving dockside features along the waters edge and surviving railway	Improvements to the cycle path network to allow greater penetration from Ashton Gate and Southville and increased use of Harbour ferry services to increase north/south circulation
Successful conversion or reuse of former industrial buildings or well-integrated new developments that complement the historic character	Increased small-scale mixed use development utilising existing building stock
Limited vehicular access along waterfront allowing leisurely pedestrian and cycle flow	Partnership linking the City Council, leisure, cultural, heritage providers and community interest to provide the best managed development and change in the area
Quality and range of views from the waterfront to specific features and the wider city context	Coherent plan for Underfall Yard to build sustainable business
Weaknesses	**Threats**
Vacant, undeveloped sites (Wapping Railway Wharf) contributing to a sense of decline	Overlaying of traditional surfaces (railway lines) or removal of dockyard features
Poor pedestrian permeability, particularly at the west end of the area and limits to access and circulation of the Floating Harbour as a whole	Unsympathetic developments that result in loss of key views and panoramas or fail to respect the industrial character, scale and material palette of the area
	Increase in high-rise residential developments that unbalance the sensitive mix of commercial/ industrial/leisure/cultural/residential uses
	Gradual loss of employment use resulting in physical decline of historic character
	Reduced permeability and legibility resulting from new developments

Character Area 4

Cumberland Road & The New Cut



Predominant Characteristics

Scale & Proportions

- Buildings from 2.5 up to 4 storeys, set back from road behind well defined boundaries
- Residential scale, most dwellings semi-detached pairs, terraces or flat blocks
- Occasional large, detached industrial / office buildings set in substantial plots
- Pitched and gabled roofs, or 'M' roofs **concealed behind parapets**

Architectural Treatment

- Residential building, mix of Classical/Regency and later interpretations
- Industrial / Office buildings contemporary

Material Palette

- Main facades: rubble stone, render, brick, metal & timber cladding
- Boundary Treatments: coursed lias rubble, wrought iron gates and cast iron railings, pennant rubble
- Roof coverings: Natural slate or clay with brick stacks and clay pots
- Joinery: timber sashes and casements

7.1.7a Character Area 4 runs along the south side of the Conservation Area, taking in the buildings that line Cumberland Road and face the New Cut from Bathurst Basin in the east up to and including Spike Island. The New Cut was constructed in 1804-9. The earliest buildings are the group of substantial townhouses and the earliest buildings on its north bank.

7.1.7b Buildings are predominantly residential in scale and character, the majority of which are terraced, with occasional semi-detached and flat blocks. Within this context are the few workshop and office buildings, which contribute to a varied townscape and context.

7.1.7c There is an interesting mix of land uses that combine traditional and creative industries. Two of Bristol's leading creative industries are situated in this portion of the Conservation Area: Aardman Animations and the Spike Island Arts Centre.

7.1.7d Key Buildings and Features

- Terraces along Cumberland Road
- 129 Cumberland Road
- The Georgian House, Gasferry Road
- Old City Gaol Gatehouse, and perimeter wall (remains of)
- Vauxhall Bridge
- Gaol Ferry Bridge
- Spike Island Artspace
- Railings along north side of Coronation Road
- Stone-paved slipways to site of Gaol Ferry
- Remains of St Raphael's Church, Cumberland Road
- Old Gaol Workshop
- The 'Chocolate Block' Path
- Victorian railings along railway line



Figure 25: Hoardings blighting historic Wapping Wharf boundary wall and derelict sheds behind


Figure 26: Avon New Cut looking NE

Character Area 4

Cumberland Road & The New Cut

Strengths	Opportunities
Heritage buildings and structures Well-designed modern residential development Front and rear gardens to houses largely intact	Sensitive redevelopment of Wapping Wharf site and removal of associated hoardings
Spike island Art Centre is focus for innovation and creativity in arts	Greater use of New Cut for water transport
Views up and down the New Cut and across to Bedminster	Restoration and reinstatement of railings along railway
Biodiversity value of New Cut	Improved pedestrian crossing points across Cumberland Road
Chocolate Block path cycle way and bridges allow appreciation of the Avon New Cut	
Weaknesses	**Threats**
Long term dereliction of Wapping Wharf site and works building at no. 119 Cumberland Road	Threat to species and biodiversity value of New Cut
Wapping Wharf development hoardings at corner of Cumberland Road/Wapping Road detracting from 'gateway' into the conservation area from Commercial Road bridge	Continued dereliction of Wapping Wharf site and continuation of hoardings along Cumberland Road
Lack of street trees and soft planting	Further loss of traditional features such as railings and boundary walls
Speed of traffic along Cumberland Road combined with limited pedestrian crossing points from north and south side of Cumberland Road, especially around Spike Island Artspace	Continued dereliction and eventual loss of nos. 119 Cumberland Road and Gaol Gatehouse
Poor condition of railings alongside the railway, which have wire mesh or modern fencing in some sections	Increased traffic along Cumberland Road such as the proposed Bristol Rapid Transit further impeding pedestrian and cycle amenity



Predominant Characteristics

Scale & Proportions

- Buildings from 2.5 up to 4 storeys, set back from road behind well defined boundaries, usually rubble stone walls
- Residential scale, most dwellings semi-detached pairs, terraces or flat blocks
- Occasional large, detached industrial / office buildings set in own substantial plots
- Pitched and gabled roofs, or 'M' roofs **concealed behind parapets** Properties set in substantial grounds

Architectural Treatment

- In residential building, mix of Classical/Regency and later interpretations
- Industrial / Office buildings contemporary, high-quality design

Material Palette

- Main facades: rubble stone, render, brick, metal & timber cladding
- Boundary Treatments: coursed lias rubble, wrought iron gates and cast iron railings, pennant rubble

7.1.8a North of Floating Harbour on former marshland belonging to Augustinian Abbey Canons (now cathedral). Later used for ship-building and built up with industrial buildings, many of which were gasworks buildings that contaminated the soil.
It was redeveloped at the end of 20th century as the 'Harbourside', a mixed use area of offices, residential, entertainment and shops.

7.1.8b Key Buildings & Features

- Canons Marsh Goods Shed
- Former Leadworks and attached chimney
- Crane Base, Canon's Road
- Millennium Square
- City of Bristol College
- Capricorn Place
- Canons House (Lloyds TSB HQ)
- Transit Sheds, Bordeaux Quay
- @ Bristol and Bristol Aquarium
- Former Gasworks Buildings
- Walls to Gasferry Road
- The Three Tuns Public House
- 1-15 Lower College Street
- 1-3 St David's Mews



Figure 29: Anchor Square from Pero's Bridge



Figure 27: Harbourside Development and Cathedral Walk



Figure 30: Public art, Millennium Square



Figure 28: Former Gas Works from Capricorn Quay

Strengths	**Opportunities**
Some robust large-scale buildings	Increase of trees and soft planting
Heritage buildings and structures re-used	Improve continuous pedestrian way along waterside
Interesting public squares and spaces with public art	Encourage wider mix of independent leisure facilities
Waterside walks enabling interpretation of the south side of the Floating Harbour and surrounding landscape	Proposed restoration and re-use of historic gasworks buildings
Flexibility of public open spaces to allow for events and festivals throughout the year	Protecting key views and panoramas in future development management negotiations that may have an impact on the area
Views south across Floating Harbour to south Bristol and Dundry Hills	
Variety of cultural and leisure attractions contributing to Bristol's wider economy	
Weaknesses	**Threats**
Bland over-scaled facades to modern buildings and sterilisation of character particularly to the west end	Continued economic decline contributing to increase of empty premises
Lack of trees and soft landscaping	Loss of views caused by new developments
Poor connections behind and between buildings and lack of pedestrian permeability	Loss of traditional features and townscape details
'Chain' bars and restaurants contributing to a late-night culture that conflicts with local residents and deters some visitors	



Predominant Characteristics

Scale & Proportions
- Buildings from 2.5 up to 5 storeys (on west side), directly addressing pavement edge or footway
- Residential scale, most dwellings terraces or flat blocks
- Occasional large, detached industrial / office still addressing pavement edge and forming a strong grouped building line
- Pitched and gabled roofs, or 'M' roofs **concealed behind parapets**

Architectural Treatment
- In residential building, mix of Classical/Regency and later interpretations
- Industrial / Office buildings contemporary, or Byzantine

Material Palette
- Main facades: render, with limestone dressings brick
- Joinery: timber

7.1.9a Located between the New Cut and the Floating Harbour, Bathurst Basin is a small triangular basin fronted by small-scale residential developments and bounded by Prince Street, Mud Dock and the New Cut.

7.1.9b 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.

Character Area 6
Bathurst Basin

7.1.9c 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.



Figure 31: The Louisiana Public House

7.1.9d Key Buildings & Features

- The Louisiana Public House
- Former Robinsons Warehouse
- General Hospital (within Redcliffe Conservation Area)
- Views across Floating Harbour
- Views towards Bedminster
- Listed quay walls, bollards and locks



Figure 32: Bathurst Basin looking southwest

Strengths	Opportunities
Quality of late Georgian buildings with original features	Preservation of key views and panoramas out of the area through future development management negotiations
Intimate character of Bathurst Basin owing to lack of vehicular access	Removal of advertising boards and hoardings outside Wapping Wharf site
Views across the water to Redcliffe and Bedminster	Preservation of traditional architectural features and townscape details
Successful modern residential development that integrates well with the scale and of the traditional fabric	
Weaknesses	**Threats**
Some views out of area blocked by over-scaled development	Potential unsympathetic redevelopment of sites to the east (Bristol General Hospital and vacant site next to Ostrich Public House)
Advertising boards and hoardings outside Wapping Wharf development undermining quality of architecture to east of Wapping Road	Proposed Bristol Rapid Transit, particularly the proposed new bridge across the New Cut

7.2 Relative Merit of Unlisted Buildings

7.2.1 Relative to its size, there are relatively few listed buildings within the Conservation Area. In addition to listed buildings, many unlisted buildings in the City Docks Conservation Area make an important contribution to its character. Other buildings clearly detract from the quality of the area and could be replaced.

7.2.2 For the purpose of this character appraisal, buildings within the Conservation Area have been categorised according to their special interest and the degree of contribution they make to the character of the City Docks.

7.2.3 Buildings of Merit are unlisted buildings that make a special contribution to the Conservation Area. These are usually of particular architectural or historic interest. The identification of a building within the Conservation Area as being of particular merit will be of material consideration in future planning decisions. Buildings of Merit within the City Docks Conservatin Area include:

- M Shed
- The Planetarium
- J.S Fry and Sons Warehouse
- Old Gaol Workshops
- Landmark Court
- 94 -96 Cumberland Road
- 119 Cumberland Road
- Aardman Animation
- McArthur's Warehouse
- Old industrial building/warehouse Hanover Place
- The Cottage Inn Public House
- Former Ironworks, Coronation Road
- Part of the former tannery, Clift House Road
- Grenville Chapel
- Bristol Bridge Club, Oldfield Road
- Mission Room (now a Spar) 181b Hotwells Road.
- Poole's Wharf – No 2
- Dockside buildings next to SS Great Britain.
- The former Albion Dockyard Office Building
- Two unlisted buildings on the edge of the Underfall Yard

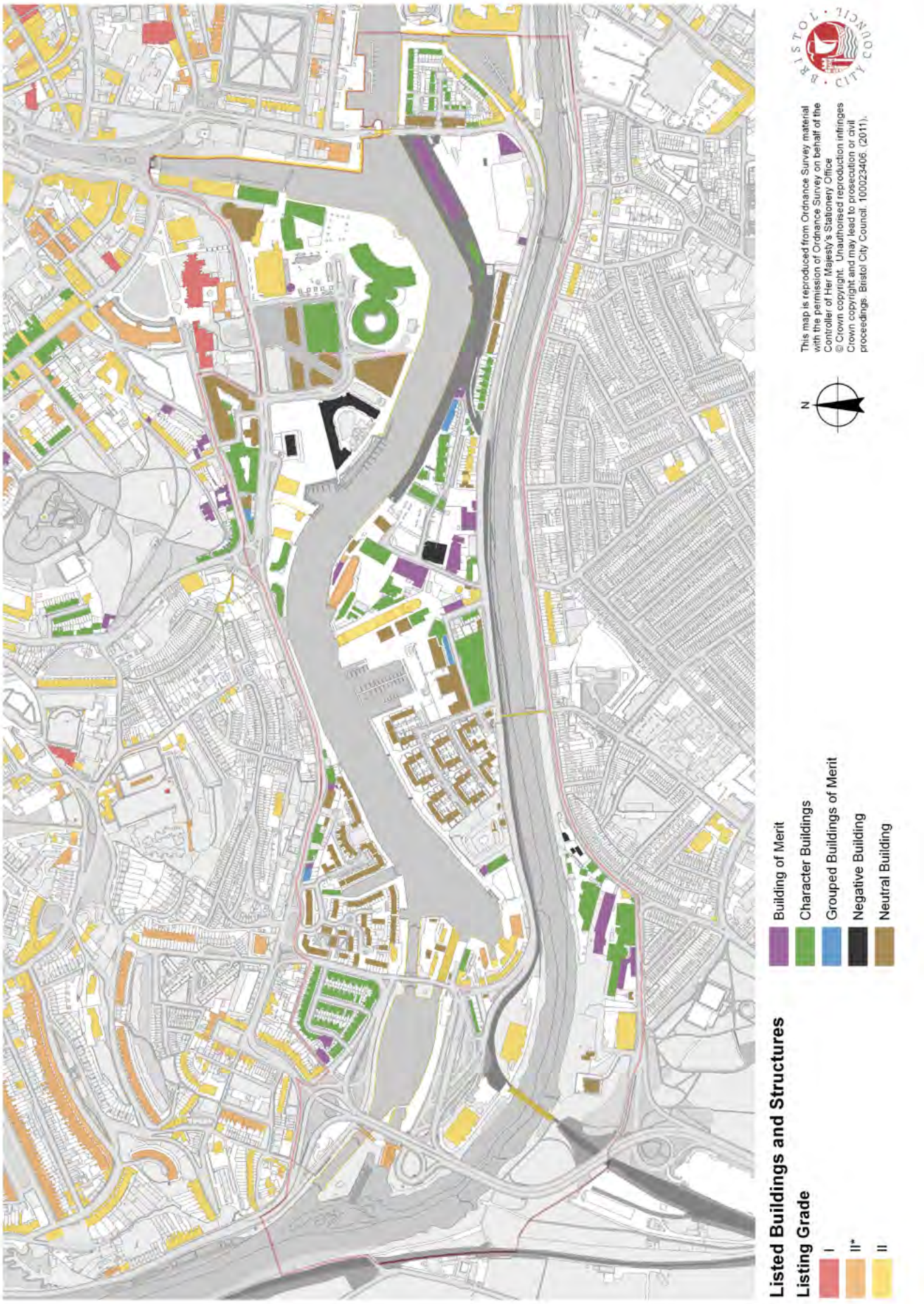
7.2.4 Grouped Buildings of Merit are buildings that form an attractive group and are collectively of significance. It may be their method or date of construction, or distinctive architectural treatment, that is of interest. Such groups would be particularly sensitive to change that could undermine their group value. Grouped buildings of Merit within the City Docks Conseration Area include:

- 181a – 185 Hotwells Road
- 120-126 St Georges Road
- 1-9 Merchants Row
- 1-11 Sydney Row

7.2.5 Character Buildings make a positive contribution to the overall character and sense of place of the Conservation Area. Their value is in their overall scale, form, materials or date, which helps form the built backcloth for the area.

7.2.6 Neutral Buildings are buildings that make neither a positive nor negative

Map 6: Relative Merit of Unlisted Buildings



7.3 Townscape Details

7.3.1 Other features and details in the townscape also contribute to a sense of local distinctiveness. These can range from distinctive boundary treatments and street furniture, to trees and hard landscaping. Individually and collectively they contribute to the overall quality of Bristol's streetscape.

7.3.2 The City Docks Conservation Area is rich in local townscape details that cumulatively give interest and quality to the street scene and make a positive contribution to the character and appearance of the area. To ensure the character and appearance of the Conservation Area is preserved, these details should be protected or replaced with sympathetic, quality, modern equivalents. It is the degradation and disappearance of traditional or locally distinctive details that can threaten to undermine the quality and interest of the area (see Negative Features below).

7.3.3 Traditional Street Surfaces
Treatments such as stone setts and paving can be important elements in the townscape of an area. Paving, if well maintained and in high quality materials, contributes greatly to the character of an area, providing the backdrop to surrounding buildings or spaces with an intimate charm and distinctiveness.

7.3.4 Pennant paving slabs are used on the footways and small scale lanes within City Docks. The use of Pennant stone in the pathways, as well as its presence in a number of buildings and the boundary walls, enhances the traditional grain of the Conservation Area and acts as a unifying feature, linking buildings and street surfaces and enclosing green spaces.

7.3.5 A cohesive plan for the future of street surfaces, that reduces the hotchpotch treatments whilst considering maintenance, would greatly enhance the local environment. Where the opportunity arises, a scheme to restore the traditional street surfaces would greatly enhance the routes where it has been lost.

7.3.6 Railings and Boundary Treatments
Railings and boundary walls contribute significantly to the character of the Conservation Area, they add interest and variety of scale in the street scene and provide a sense of enclosure.



Figure 33: Anchor, Wapping Railway Wharf



Figure 34: Railway lines, Wapping Wharf

7.3.7 Street Furniture

The City Docks Conservation Area has a fascinating collection of historic street furniture, some of which is listed. The appropriate maintenance and protection of this is important, as is the need to prevent modern street clutter detracting from its setting.

Relevant Policy References

Planning Policy Statement 5:
Planning for the Historic Environment
Policy HE9.1

Core Strategy (June 2011)
Policy BCS22 - Conservation & The Historic Environment

Saved Adopted Local Plan Policies (1997) following adoption of Core Strategy (2011)

B15(l) (extract): 'Townscape and landscape features that contribute to the character or appearance of streets and open spaces within the Conservation Area should be preserved or enhanced'

The loss of private planting, the removal of boundary walls and railings, the introduction of car parking into traditional front garden areas, and the loss or replacement of traditional signage, street lighting, paving and street furniture can all adversely affect the character of the historic environment and will generally not be acceptable.

7.4 Materials

7.4.1 Building materials give texture and interest to individual buildings, they also characterise an area.The strong material palette seen throughout the City Docks unites the area and gives an indication of building ages and patterns of development. Where infill or new developments most successfully preserve or enhance the area, they respect their context and the dominant local materials.

7.4.2 Where recent infills and new developments have failed to respect the dominant palette, these undermine the character of the area as a whole.

Relevant Policy References

Planning Policy Statement 5:
Planning for the Historic Environment
Policy HE9.1

Core Strategy (June 2011)
Policy BCS22 - Conservation & The Historic Environment

Saved Adopted Local Plan Policies (1997) following adoption of Core Strategy (2011)
B18 (i-vi) (extract): 'Traditional materials should be retained, repaired and where necessary replaced, and not covered with paints or cladding which would be harmful to the appearance of the Conservation Area'.

7.5 WILDLIFE & TREES

7.5.1 Trees and green spaces are vital to the quality and diversity of many parts of the city, particularly where they soften an otherwise built-up landscape. Trees and green spaces, public or private, contribute significantly to a sense of place and character; adding value to visual, and residential amenity.

7.5.2 The environmental amenity benefits of trees largely depends on the extent of tree canopy cover. A high proportion of trees and a verdant character contributes positively towards physical and mental health, and mitigates pollution and climate change effects including flooding and temperature increase. The tidal waterway of the Avon New Cut is a valuable wildlife corridor as it is very fertile and can produce twice the plant growth of the same area of field. The land near the water also benefits from the nutrients produced in the mud which supports a variety of rare specie of birds and plants.

7.5.3 Over 30 species of birds have been seen along the Cut, including the Grey Heron, Sandpiper, and Cormorant, feeding on fish from the Cut which indicates the health of the water.

7.5.4 Over 19 species of butterfly and day moth have been spotted at 'Butterfly Junction', particularly attracted to brambles, grasses and buddleia commonly on redundant sites. The site also provides a safe home for a variety of grasshoppers, crickets, beetles and other insects. The variety of grasses that grow in the summer provide an abundant breeding ground for species including the Marbled White, Ringlet and Skippers. Butterfly Junction is regularly monitored and maintained to encourage the grasses and keep the more invasive plants under control.

7.5.5 Over 90 species of flowering plants are present between Gaol Ferry Bridge and Ashton Bridge. The Ivy Broomrape is extremely rare and found in a very few other habitats, and is the emblem of the Friends of the Avon New Cut (FrANC).

7.5.6 Over 30 species of trees can be seen along the Cut, including fig trees which are believed to have grown from seeds deposited in ballast.

7.5.7 Tall braod-leaved London plane trees are common in urban environments as their regularly shed their bark and are resilient to pollution. Planes give Coronation Road and Commercial Road the structure of "the boulevard" intended by Alderman Proctor when planting along the Avon New Cut in 1873.

Relevant Policy References

Planning Policy Statement 5:
Planning for the Historic Environment
Policy HE9.1

Core Strategy (June 2011)
Policy BCS22 - Conservation & The Historic Environment

Saved Adopted Local Plan Policies (1997) following adoption of Core Strategy (2011)

B15 (ii), NE2, NE3, NE9 (extract):
'Historic parks and gardens and other designed landscapes of national and local importance... will be protected. Development which would adversely affect the character or appearance of historic landscapes and, in the case of nationally important sites, their setting, will not be permitted.'

8 TYPICAL LAND USE & ISSUES

8.1 Overview

8.1.1 Bristol is the most competitive large English city outside of London and its central area is the region's economic hub providing a wide range of employment, cultural, educational and service opportunities. In recent years it has also rediscovered its role as a place where people increasingly want to live. The more vital and vibrant districts tend to be those with the greatest mix of uses, with people living, working and socialising in the same area.

8.1.2 Depending on the predominant land use, a specific locality will have differing issues that may affect its character or appearance, and most appropriate future management. Maintaining the balance between the needs of different users in specific parts of the Conservation Area is vital in preserving or enhancing its character.

8.1.3 The City Docks originated as the industrial/maritime heartland of Bristol, with some peripheral residential development. Since its inception, the area has transformed into a vibrant mixed-use suburb with a growing population; and as a centre for cultural and leisure attractions. Within this context there remains a small, but vital, number of industrial and maritime facilities that keep the area thriving and contribute to its diversity and special interest.

8.1.4 Land use types that broadly characterise the conservation area and issues that undermine it, tend to fall under one of the following categories:

- Residential
- Cultural & Leisure
- Industrial / Office
- Maritime
- Vacant sites

8.2 Residential

Dwellinghouses, Residential institutions, hotels, boarding and guesthouses (C1, C2, C3 Uses)

8.2.1 The residential portions of the Conservation Area tend to be characterised by pockets of Victorian terraces, with a high quality townscape and the larger-scale residential complexes built since the late 20th century. With the exception of Cumberland Road, residential developments tend to be situated in quieter, some entirely private streets and cul-de-sacs. Until the Harbourside development, residential schemes were relatively low-rise (between 2 and 4 storeys above ground), unobtrusive in character.

8.2.2 The popularity of the City Docks as a good place to live has increased the pressure for new residential developments and a drive to maximise land values by building high-density developments. There is a genuine threat to the character and sustainability of the Conservation Area if industrial buildings and land are redeveloped to the highest possible density. The recent change in economic climate has led to a surplus of one bedroom flats in the new Harbourside Development.

Main Issues Affecting Residential Areas

- Unsympathetic alterations & loss of traditional architectural details
- Loss of trees
- Loss of boundary treatments and gardens to infill/off-street parking
- Loss or poor maintenance of traditional street surfaces or hotchpotch of modern replacement materials
- Loss or poor maintenance of traditional street furniture
- Volume of on-street parking
- Wheelie bins/refuse issues
- Subdivision of properties into flats adding pressure to the public realm

8.3 Cultural & Leisure

(D1 & D2 uses) schools, art galleries, museums; (A1-A5 uses) retail, restaurants, cafes

8.3.1 The City Docks is part of the region's fastest growing tourism and leisure development areas, with an impressive range of existing attractions, events and cultural facilities of national renown that include:

- 'M' Shed
- ss Great Britain and Brunel Institute
- Spike Island
- Explore at-Bristol
- Bristol Aquarium & Imax
- The Watershed Cinema
- Underfall Yard (see also Maritime use)
- Arnolfini (outside the Conservation Area)

8.3.2 Given the financial resources and aspirations for major institutions, new developments and extensions tend to be of a highest quality of design, and sensitive to the heritage of the area.

8.3.4 The continued growth and development of important cultural and leisure facilities is vital in securing their ongoing viability and value. The needs of the cultural institutions in maintaining and growing visitor numbers and revenue is vital, and striking the right balance between the institution in an imaginative way that meets the needs of the institutions as well as the historic environment is critical.

8.3.5 Car and coach parking that give adequate facilities for some cultural attractions, particularly on Spike Island, is an issue.

8.3.6 The Conservation Area's leisure activity is vital to its character and to the wider context of Bristol. The City Docks boasts a diverse range of independent restaurants and bars, which contributes to Bristol's reputation as a city that supports and thrives on its local distinctiveness.

8.3.7 Conversely, the Canons Marsh area has also had a number of national chain bars occupy its sites. Some of which have attracted 'stag' and 'hen' parties and can create a threatening environment, particularly at the weekend. In order to support the diversity and uniqueness of the City Docks, the volume of national chains would be carefully managed to avoid a sterilisation of the area's character.

8.3.8 Consequently, they are vulnerable to closure and economic decline. If retail uses are not viable, the shopfronts themselves are under threat to being lost to residential, which would deprive the area of active frontages.

8.3.9 Masterplans, establishing long-term aspirations and strategies, may be the best way for institutions and the local authority to establish a planning and environmental framework to provide a framework to best manage development plans in a sensitive way.

Main Issues Affecting Culture/Leisure Areas

- Parking pressures, managing needs of institutions to provide staff and visitor parking in an area of limited on-street parking
- Unsympathetic infill development
- Unsympathetic extension or alterations as buildings are adapted for new uses
- Loss or poor maintenance of traditional street surfaces or hotchpotch of modern replacement materials
- Loss or poor maintenance of traditional street furniture
- Lack of parking provisions

8.4 Industrial / Office

Business/Office (B1 uses)

8.4.1 The Conservation Area once formed the working heart of Bristol's dock and commercial activities. Today, many of the industrial sheds and warehouses have become cultural/leisure facilities. There does remain a vital number of industrial uses.

8.4.2 Engineering, creativity and manufacture are all part of the heritage of the City Docks, which still exist in pockets - notably in the Centre of Spike Island and north of Clift House Road.

8.4.3 Office uses have tended to appear in the Conservation Area since the late 1980s, when Lloyds Bank moved to the prominent waterfront location at the Amphitheatre. South of Anchor Road are a number of substantial contemporary office blocks. Architecturally these have little relation to the character of the City Docks and tend to be glass curtain-walled and occupying large plots.

8.4.4 'B' Bond, at the west end of the Conservation Area houses The Create Centre, the Bristol Record Office and BCC's Property and Sustainable City departments. Re-use of this vast warehouse has ensured the future viability of the listed asset, and provided vital activity to this part of the Conservation Area during the week.

8.4.5 Office buildings tend to be empty and quiet outside normal working hours. Mixed use developments, which also contain residential portions, would better support activity at all times.

Main Issues Affecting Industrial/Office Uses

- Economic pressures impacting on land values and development viability
- Loss or poor maintenance of traditional street surfaces or hotchpotch of modern replacement materials
- Loss or poor maintenance of traditional street furniture
- Lack of parking provisions

8.5 Maritime

8.5.1 Maritime activities remain an essential part of the Conservation Area, reflecting both the area's history and providing functions and services that are necessary and relevant in the 21st century.

8.5.2 The Albion Dockyard and Underfall Yard provide shipbuilding and repair facilities for small and traditional vessels. They serve as an ongoing reminder of the area's ship building past and ensure the continued use of specialist craft skills. Perhaps most importantly though is that through their continued use the survival of these historic sites, the latter of which is a scheduled monument, is ensured.

8.5.3 The City Docks provides the location for a variety of water based leisure activities, including sailing, canoeing and wind surfing, as well as fishing and boat tours. Unsurprisingly the wide range of activities on offer has played a role in encouraging the growth of bars and restaurants as well as making the area a desirable place to live. As well as the residential developments which have grown up on the harbourside there are also a number of houseboats moored in the docks. These provide centrally based moderately priced accommodation, as well as adding to the character of the City Docks Conservation Area. The use of houseboats has become increasingly important in recent years, with the demand for moorings exceeding the supply of adequately serviced berths.

Main Issues Affecting Maritime Use

- Economic pressures impacting on land values and development viability
- Potential loss of historic character if land use changes
- Preasure on mooring space

8.6 Vacant Sites

8.6.1 There are two major vacant sites within the City Docks Conservation Area. The first of these is on Gas Ferry Road to the north of the docks, where the Grade II listed remains of the former gas works have remained derelict for a number of years, whilst the second is at Wapping Wharf to the south of the docks on Cumberland Road. As with the site on Gas Ferry Road, Wapping Wharf is home to a number of listed structures at risk, the Grade II listed entrance wall and gateway to the Old City Gaol and the remains of its eastern wing, which is also Grade II listed.

8.6.2 The presence of vacant sites and derelict buildings within the City Docks Conservation Area are both a weakness and an opportunity. The deteriorating buildings give an impression of neglect which impacts on the surrounding area whilst, despite the presence of hoardings, the derelict sites act as a draw for those intent on graffiti, vandalism and destruction; factors which are to the detriment of the appearance and character of the conservation area.

8.6.3 However, vacant sites are also an opportunity for further development, as well as the conservation and reuse of the historic structures that that are located on them. At Wapping Wharf development is underway, with the remains of the Old City Goal being incorporated into a scheme that will include housing, local services, office space and a hotel. Planning consent has also been granted for residential development and shops for the eastern part of the Gas Ferry Road site (the Eastern Purifier House), whilst plans for offices in the western part of the former gas works (the Western Purifier House and the Engine House and chimney) have also been announced.

Main Issues Affecting Vacant Sites

- Economic pressures impacting on land values and development viability
- Loss of views within, into and out of the Conservation Area as land is redeveloped
- Deterioration and loss of heritage assets

8.7 Flooding

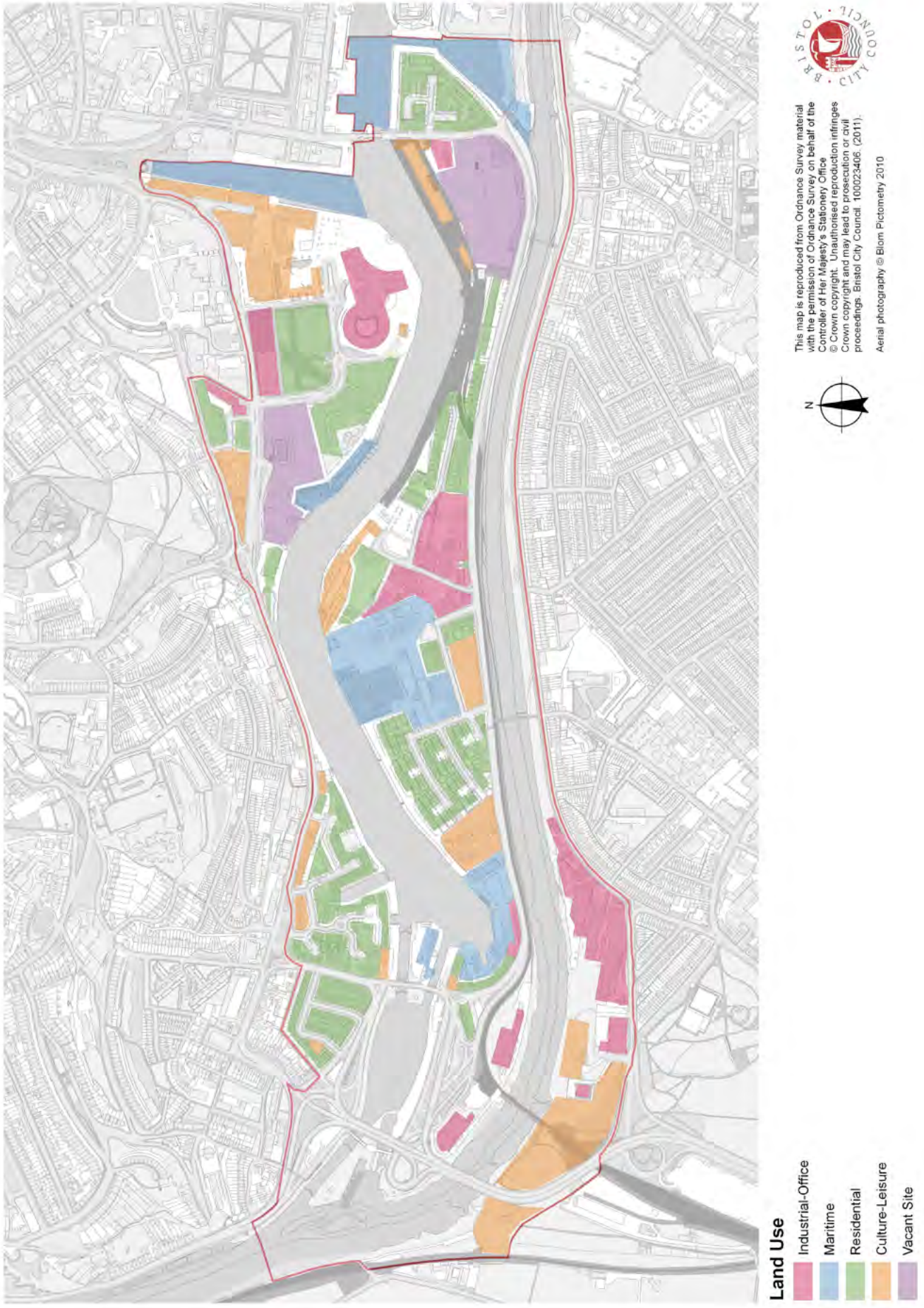
8.7.1 The Conservation Area is unique in Britain in that the most significant element of the designated area, the Floating Harbour, plays a vital role in protecting the city from flooding by providing storm water storage during times of peak flow. However, the harbour itself is at risk of flooding from high tides in the River Avon that in turn could cause widespread flooding to homes and businesses in the harbour area. The risk of tidal flooding is anticipated to grow with expected sea level rise.

8.7.2 These flood risk issues pose some unique threats to the special character of the conservation area both in terms of potential tidal inundation as well as any measures taken to mitigate these risks such as improvements to harbour installations. A careful balance needs to be struck between safegaurding the city's residents, property and businesses whilst preserving or enhancing the special character of the City Docks.

Main Issues Associated with Flood Risk

- Tidal inundation and associated flooding
- Out of character flood defence measures
- Impact to historic fabric of docks, such as loss of historic lock gates
- Flood damage to historic structures

Map 7: Overview of Land Uses



9. NEGATIVE FEATURES

9.1 The value or importance of a Conservation Area can be vulnerable to harm as negative elements detract from the local environment, and threaten to undermine its special interest. This can include small-scale alterations, loss of traditional features, or large-scale developments. Negative features and threats present an opportunity for enhancement or restoration, as detailed in Section 10.

9.2 Pedestrian and Traffic Conflicts

The high volume of vehicular traffic through parts of the Conservation Area, notably around the periphery routes, can cause conflicts with visual amenity and visitor experience. Cumberland Road is a fast, heavily trafficked route; parking spaces are on the south side, and pedestrians have to cross the busy main road to reach Spike Island, ssGreat Britain and south side of the Floating Harbour. An increase in pedestrian crossing points may improve the situation.

9.3 Loss or Poor Maintenance of Traditional Street Surfaces, Townscape & Industrial/ Maritime Features

The Conservation Area has a high quality and relatively unique public realm, which includes many traditional townscape features and surviving remnants of the area's industrial/maritime heritage. Traditional quay walls, original dock furniture, industrial machinery, bridges, street surfaces, railings and boundary walls all add to the quality and diversity of interest of the City Docks. Where traditional features are removed, poorly maintained or replaced with non-traditional materials, this is gradually eroding the character and special interest of the area.

9.4 Derelict Buildings & Vacant Sites

The lack of care and maintenance of individual properties and sites is seriously undermining the appearance of parts of the Conservation Area and contributing to a sense of a declining character. Some larger sites throughout the Conservation Area have been derelict for some time, which have been impacted on by a depressed development market. The poor condition of certain buildings or sites is currently a major conflict with the area's otherwise thriving and bustling character.

9.5 If the condition of empty buildings declines through lack of maintenance or use then their future viability can be compromised. Where Listed, Unlisted Buildings of Merit and Character Buildings are allowed to deteriorate, this could lead to their eventual loss and an erosion of the character and diversity that makes the Conservation Area so special.

9.6 Advertising Boards & Hoardings

Any oversized and unsympathetically located hoardings detract significantly from individual buildings, the street scene, and the quality of the wider Conservation Area. The corner of Wapping Road / Cumberland Road represents a gateway into the Conservation Area, which is currently compromised by a series of large advertising boards and hoardings associated with the Wapping Wharf site.

9.7 Unsympathetic Infill & New Development

New development or infill that fails to respect the character of an area, ignores the predominant building lines, scale, proportions, details or materials, or which obstructs important views or cuts of pedestrian routes, can cause serious harm to the special interest of the Conservation Area.

9.8 Loss of Views

The loss of views, either to key landmarks within or outside the conservation area, or to landscapes or sites beyond is impacting negatively on the character of the Conservation Area. Proposed development north of the Floating Harbour (Building 4) will result in the loss of a key view from the south of the water to the Cathedral.

10. MANAGEMENT PROPOSALS

10.1 It is expected that the effective management of the City Docks can, for the most part, be met through an effective policy framework and the positive use of existing development management and enforcement powers. The analysis of the character and appearance of the Conservation Area within this appraisal therefore identifies those elements the Council will seek to protect, as well as negative features, which may present opportunities for enhancement.

10.2 The following provides proposals for remedying those features identified as 'negative' in Section 9. The implementation of the Potential Actions may depend on the existing and future financial and staff resources that Bristol City Council departments work within.

10.3 Negative Feature
Pedestrian & Traffic Conflicts
If improvements were made to facilitate pedestrian movement, especially across busy traffic routes, it would greatly enhance the visitor experience and overall quality of the Conservation Area. Calming and safety schemes that are designed with sensitivity to the local character and context would greatly enhance streets and improve pedestrian/cycle flow and safety

10.4 Potential Actions
Work with other Bristol City Council departments, especially Highways and Lighting, on strategies to improve and increase safe crossing points across busy routes, especially Cumberland Road

10.5 Work with Highways and Lighting departments on future schemes that involve the introduction of new street furniture and signage into sensitive areas in order to mitigate impact

10.6 Encourage imaginative design of railings and safety measures on new developments that meet adequate standards but also have a minimal impact on the character or appearance of the local environment

10.7 Negative Feature
Loss or Poor Maintenance of Traditional Street Surfaces, Townscape & Industrial / Maritime Features
Schemes to restore and regularly maintain the traditional street surfaces and townscape features would greatly enhance and protect the character of the area promote its historic context. An audit and condition survey of industrial/maritime features in the Conservation Area could provide a basis for a cohesive plan for the protection of these features. Where the opportunity arises, schemes to repair or reinstate traditional street surfaces or townscape features would greatly enhance areas where they have been lost

10.8 Potential Actions
Encourage retention and regular maintenance of traditional street surfaces and townscape features

10.9 Encourage retention/reinstatement of cobbles, setts, stone kerbing, Pennant paving etc.; where those materials are 'fit for purpose'. Where wholesale replacement is proposed work should be undertaken to ensure consistency and quality of replacement materials

10.10 Retain or reinstate, and ensure good maintenance of, traditional street furniture where appropriate.

10.11 Support local conservation groups and amenity societies who may seek to maintain or reinstate traditional street furniture in their local areas or undertake and audit/condition survey of traditional features in the Conservation Area

10.12 Negative Feature
Advertising Boards and Hoardings
Potential Actions
Investigate the possibility of implementing Regulation 7 controls on estate agents' boards in areas where there tends to be a proliferation.

10.13 Seek enforcement action against any breach of planning permission or conditions where there is a negative impact on the character or appearance of the Conservation Area

10.14 Undertake a city-wide review of existing licensed advertising hoardings and seek to serve a discontinuance notice and removal of any that have a negative impact on the appearance of the Conservation Area

10.15 Resist the introduction of any new advertising boards or hoardings that could have a negative impact on the character or appearance of the Conservation Area, especially around sites with a uncertain timescale for development

10.16 Negative Feature
Unsympathetic Infill & New Development
Potential Actions
Resist unsympathetic applications which would harm the character or appearance of the Conservation Area. High quality design and materials will be encouraged through existing development management powers

10.17 Where consent is required, resist unsympathetic alterations or additions through positive use of existing development management powers

10.18 Seek enforcement action against any breach of planning permissions of conditions where there is a negative impact on the character or appearance of the Conservation Area

10.20 Ensure that predominant height, scale, massing, footprint, layout, materials, details, roofscape and front and rear and building lines are respected in line with the BLP/LDF policies and findings within the Conservation Area Character Appraisal

10.21 Encourage appropriate reinstatement of traditional architectural details in future development management negotiations

10.22 Negative Feature
Loss of Views
Potential Actions
Where applications for new development arise, ensure these are sensitive to the character or appearance of the Conservation Area through positive use of existing development management powers

10.23 Seek enforcement action, where appropriate, against unauthroised development.

ADDITIONAL POTENTIAL ACTIONS

10.24 Increase Awareness
Increase awareness of conservation issues and understanding of the character of the Conservation Area through the promotion of this Character Appraisal and other means

10.25 Investigate the possibility of producing a leaflet for house owners advising them on what is and is not covered by Permitted Development rights and how best to maintain their property in a way that is consistent with the character of the Conservation Area as identified in this Appraisal

10.26 Direction Controlling Permitted Development
Investigate the possibility of implementing a Direction to remove certain Permitted Development rights in order to protect features considered important to the character or appearance of the Conservation Area

10.27 Unauthorised Works
Seek enforcement action against unauthorised works where a breach of planning control has occurred and there is a negative impact on the character or appearance of the Conservation Area

10.28 Increase awareness of conservation issues and understanding of the character of the Conservation Area through promotion of the Character Appraisal

11. STATEMENT OF COMMUNITY INVOLVEMENT

11.1 The participation of local interest groups in the production of character appraisals is greatly valued by Bristol City Council. The opinions held by the local community on what characterises their locality adds depth and a new perspective to the local authority view.

11.2 Bristol City Council recognises the value in gaining input from local groups at an early stage in the hope that the appraisal can be completed as efficiently and accurately as possible. In August 2010 letters and an introductory overview to the forthcoming City Docks Conservation Area Character Appraisal was compiled and circulated via the Harbourside Forum, Conservation Advisory Panel, local amenity societies and on the Bristol City Council website to invite interested parties to come forward with their views and input. Consultation Finder was also updated to provide information on this initial stage of public consultation.The consultation lasted until October 8th 2010.

11.3 Following this consultation a small steering group was set up with key interested parties (such as the Underfall Yard and the ss Great Britain) and an initial meeting was held at Great Western Dockyard on October 21st 2010. At this meeting the general format of a character appraisal was discussed as well as how the subject areas that would be covered in a City Docks Conservation Area Character Appraisal could be adapted to best reflect the special interest of the City Docks. The steering group were asked for their input on a number of areas in particular those related to important views, landmark buildings, unlisted buildings of merit, negative features, character zones, and boundary extensions. Feedback from the steering group continued until mid December 2010.

11.4 With the information gained from the initial consultation, feedback from the steering group and research undertaken by Bristol City Council's Urban Design and Conservation team, the formulation of an initial draft began. Whilst this first draft was being written, communication between Bristol City Council and members of the steering group continued. This enabled the Urban Design and Conservation team to keep interested parties informed of the progress of the appraisal, for example Bristol City Council officers gave an update on their progress to the Harbourside Forum at a meeting on April 6th 2011; it also generated further input from interested groups.

11.5 The draft document of the City Docks Conservation Area Character Appraisal was published on the Bristol City Council website in July 2011 and a further phase of consultation began. This consultation, which lasted from the 5th July 2011 until the 5th August 2011 was publicised in a number of ways including on the Bristol City Council website and on Consultation Finder.

11.6 Following this consultation the draft document was updated in light of comments received. It was presented to the Development Control (Central) Committee on 27th July, 2011 and to the Housing, Property Services and Regeneration Executive Member on 12th September, 2011.

11.7 The City Docks Conservation Area Character Appraisal is available to down-load at: www.bristol.gov.uk/conservationareas or hard copies purchased via conservation@bristol.gov.uk

12. Local Guidance, Publications & Sources of Further Information

Information on the City Docks Conservation Area can be sought from:

- Bristol Urban Archaeological Assessment
- CBA Research Report No. 74 Waterfront Archaeology edited by GL Good, RH Jones and MW Ponsford
- A Celebration of the Avon New Cut: A Great Engineering Achievement compiled by Katie White Doveton Press
- Bristol Parks Forum www.bristolparks.org.uk

For further information on Conservation Area Character Appraisals or conservation issues in general, contact:
Urban Design & Conservation
City Design Group
Planning Services Division
Bristol City Council
Tel: 0117 922 3097
Fax: 0117 922 3101
E-mail: conservation@bristol.gov.uk

Adopted and consultation draft Character Appraisals and details of the programme for reviewing Conservation Areas can be viewed at www.bristol.gov.uk/conservationareas

For advice on alterations to buildings or new development within the City Docks Conservation Area Conservation Area, contact:
Central Area Planning Team
Planning Services Division
Bristol City Council
Tel: 0117 922 3097
Fax: 0117 922 3417
development.management@bristol.gov.uk

The City Docks Conservation Area Character Appraisal & Management Proposals will form part of the emerging Local Development Framework and should be considered within the context of existing Supplementary Planning Guidance (SPGs), Supplementary Planning Documents (SPDs), and Planning Advice Notes (PANs) including:

- City Centre Strategy and Action Plan
- SPD 1 - Tall Buildings Adopted January 2005
- SPD 7 'Archaeology and Development'
- PAN 6 – Off-street Residential parking in Conservation Areas
- PAN 7 – Conservation Policies
- PAN 8 – Shopfront Design Guides
- PAN 15 – Responding to Local Character – A Design Guide
- PAN 17 - Control of Food and Drink Uses

Bristol's Environmental Access Standards, 2006 should also be used by those who are planning, designing and implementing schemes in the built environment.

Bristol City Council's planning policies are set out in the adopted Bristol Local Plan (BLP) 1997 and 2003 Proposed Alterations to the Local Plan. These documents can viewed at
www.bristol.gov.uk/planning

Bristol's Strategic Flood Risk Assessment can be viewed at
www.bristol.gov.uk/page/strategic-flood-risk-assessment-sfra

Further information on listed buildings, Conservation Areas, and guidance on Character Appraisals can be obtained from:

National Policy Guidance:

- Planning Policy Statement 5: Planning for the Historic Environment (2010) and accompanying Practice Guide (2010)

English Heritage Publications:

- Guidance on Conservation Area appraisals (2006)
- Guidance on the management of Conservation Areas (2006)
- The Heritage of Historic Suburbs (2007)
- Understanding Place: Historic Area Assessment - Principles and Practice (2010)

English Heritage (Head Office)
1 Waterhouse Square
138 – 142 Holborn
London EC1N 2ST
General Enquiries: 020 7973 3000
www.english-heritage.org.uk

English Heritage (South West)
29 Queen Square
Bristol BS1 4ND
Tel: 0117 950 0700

For technical guidance and lists of specialist suppliers relating to historic buildings, contact:

The Society for the Protection of Ancient Buildings (SPAB)
37 Spital Square
London E1 6DY
Tel: 020 7377 1644
www.spab.org.uk

The Georgian Group
6 Fitzroy Square
London W1T 5DX
Tel: 0871 750 2936
www.georgiangroup.org.uk

The Victorian Society
1 Priory Gardens
Bedford Churchyard
London W4 1TT
Tel: 020 8994 1019
www.victorian-society.org.uk

The Twentieth Century Society
70 Cowcross Street
London EC1M 6EJ
Tel: 020 7250 3857
www.c20society.org.uk

Institute of Historic Building Conservation (IHBC)
www.ihbc.org.uk

13. Glossary

13.1 Glossary of Architectural Terms

Aesthetics
Relating to, or sensitive to, visual beauty

Accretions
A gradual build-up of small additions and layers

Ashlar
Finely finished blocks of stone masonry, laid in horizontal courses with vertical joints, creating a smooth, formal effect

Brises-soleil
An arrangement of horizontal or vertical fins used to shade window openings

Bathstone
Even grained, poorly fossiliferous, cream coloured, oolitic limestone. Plentiful in the Bath and Cotswold area and can be sawn when freshly quarried. Huge quarries were opened by Ralph Allen in the 18th century and connected to wharves on the River Avon. Used for whole buildings, sawn as squared dressings and corners, or carved as window and door surrounds

Bay
A vertical division of the exterior of a building marked by fenestration, an order, buttresses, roof compartments etc.

Cast Iron
An iron-based alloy containing more than 2% carbon. The molten iron is poured into a sand or cast mould rather than being hammered into shape. This allows for regular and uniform patterns and high degrees of detail to be represented. The finished product is chunkier, though more brittle, than wrought iron

Chimney Stack
Masonry or brickwork containing several flues, projecting above the roof and terminating in chimney pots

Classical (neo-Classicism)
A revival of the principles of Greek or Roman architecture and an attempt to return to the rule of artistic laws of nature and reason; emphasizing formal and spatial qualities of order and symmetry. Begun in Britain c. 1616 and continued up to the 1930s, though most popular during the mid 18th -19th centuries

Cornice
In Classical architecture, the top projecting section of an entablature. Also any projecting ornamental moulding along the top of a building, wall, arch etc., finishing or crowning it

Curtilage
The land around a domestic or commercial property, forming a contiguous unit with it (e.g the garden around a house)

Door Surround
Timber assembly around a door, usually based on the classical motif of column, frieze and cornice

Dormer Window
A window placed vertically in a sloping roof and with a roof of its own. Name comes from French to sleep

Dressings
Stone worked into a finished face, whether smooth or moulded, and used around an angle, window, or any feature

Façade
The frontage of a building

Fenestration
The arrangement of windows in a building's façade

Flashing
Strip of metal, usually lead, used to prevent water penetration through a roof or dormer

Flue
Smoke duct in chimney

Gable
The upper portion of a wall at the end of a pitched roof; can have straight sides or be shaped or crowned with a pediment (known as a Dutch Gable)

Georgian
The period in British history between 1714-1830 and the accession of George I and death of George IV. Also includes the Regency Period, defined by the Regency of George IV as Prince of Wales during the madness of his father George III

Glazing Bars
Bars, usually of timber, which subdivide a casement or sash window

Gothic
A style of European architecture, particularly associated with cathedrals and churches, that began in 12th century France. The style focused on letting light into buildings and so emphasizes verticality, glass, and pointed arches. A series of Gothic revivals began in mid 18th century, mainly for ecclesiastical and university buildings

Half-timbered (or timber frame)
A building technique using timber framing, infilled with non-structural walling such as lath and plaster with a wattle and daub finish. Sometimes the frame is covered with render or timber boarding

Hipped Roof
A roof with sloped instead of vertical ends

Mansard Roof
Takes its name from the French architect Francois Mansart. Normally comprises a steep pitched roof with a shallower secondary pitch above and partially hidden behind a parapet wall. The design allows extra accommodation at roof level

Mortar
Mixture of lime, cement, sand and water, used for bonding bricks or stones

Pantile (& Double Roman)
Roofing tile, of clay, with curved 'S'-shaped or corrugated section. Double Roman tiles are flat in the middle, with a concave curve at one end at a convex curve at the other, to allow interlocking.

Parapet
A low wall, placed to protect from a sudden drop - often on roofs - and a distinctive feature of Classical architecture

Pediment
A Classical architectural element consisting of a triangular section or gable found above the entablature, resting on columns or a framing structure

Pennant Stone
Hard, fine-grained, blue/grey coloured sandstone. Quarried in South Wales and the Bristol area and commonly used, throughout the country, as a stone roofing or street surface material

Pilaster
Rectangular column projecting slightly from a wall

Pitched Roof
A roof consisting of two halves that form a peak in the middle where they meet

Plinth
The projecting base of a wall or column generally angled at the top

Pointing
Mortar filling between stones and bricks in a wall, which acts as adhesive and weatherproofing

Portland Stone
A light coloured limestone from the Jurassic period, quarried on the Isle of Portland in Dorset

Quoins
Cornerstones of buildings, usually running from the foundations up to the eaves

Render
Covering material, e.g plaster, over a stone or brick surface

Reveal
The wall structure exposed by setting-back window or door joinery from the face of the building

Sash Window
A window formed with sliding glazed frames running vertically

Victorian
Period often defined as the years of Queen Victoria's reign (1837-1902), though the Reform Act of 1832 is often taken as the start of this new cultural era

Wrought Iron
Made by iron being heated and plied by a blacksmith using a hammer and anvil. Pre-dates the existence of cast iron and enjoyed a renaissance during the late 19th century. Wrought iron is not as brittle as cast and seldom breaks

13.2 Glossary of Planning Policy Terms

Article 4 and Article 4 (2) Directions
Restrict the right of landowners to carry out certain categories of development which would otherwise be automatically permitted; where that type of permitted development would have a particularly unfortunate effect on the appearance of the area. The Secretary of State's approval is not required in the case of a direction made under Article 4 (2) relating to land in a Conservation Area

Building at Risk Register
Listed buildings "at risk" are those in danger of being lost due to: lack of use; under-use; disrepair; or dereliction. Alongside a national Register, maintained by English Heritage, the city council also produces a Register of Buildings at Risk, which is revised and updated every two years. Buildings are categorised (1-3) according to their state of disrepair

Character
The design, materials and pattern of land use of the built environment provide character and definition to a locality and can enable local planning authorities to better understand the appropriateness of proposed development. (PPS5 Practice Guide para. 34.) It is a government objective that the positive contribution of the historic environment and its heritage assets to local character and sense of place is recognised and valued

Conservation Area
"An area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance". Set out in Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The planning authority has extra powers to control works and demolition of buildings to protect or improve the character or appearance of the area

Curtilage Listing
"Any object or structure within the curtilage of the building which, although not fixed to the building, forms part of the land and has done so since before 1st July 1948". This would mean listed building consent is required for its demolition, in whole or in part, and for any works of alteration or extension which would affect its character as a building of special architectural or historic interest

Discontinuance Notices
Where an advertisement is being displayed with the benefit of deemed consent, any authority may serve a discontinuance notice on the owner and occupier of the land and on the advertiser, requiring the advertisement to be removed

Heritage Asset
A building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions. Heritage assets are the valued components of the historic environment. They include designated heritage assets and assets identified by the local planning authority during the process of decision-making or through the plan-making process

Historic Environment
All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. Those elements of the historic environment that hold significance are called heritage assets

House in Multiple Occupation (HMO)
A house which is occupied by three of more unrelated persons, who do not form a single household – this definition is supported by Sections 254, 257 and 258 of the Housing Act 2004

Listed Building
A building, object or structure that has been judged to be of national importance in terms of architectural or historic interest and included on a special register, called the List of Buildings of Special Architectural or Historic Interest.
When a building is listed, it is listed in its entirety, which means that both the exterior and the interior are protected. Listed buildings are classified into grades as follows:
Grade I - buildings of exceptional interest (approximately 2% of all listed buildings)
Grade II* - particularly important and more than special interest (approximately 4%)
Grade II - buildings of special interest, warranting every effort being made to preserve them (94%)

Landmark Building
A conspicuous building or structure that, whether due to its height, location, specific use or detailed design, stands out from its background. May also be a navigation or focal point, or a key element in views, both locally and in the wider context

Listed Building Consent
Listed building control is a type of planning control, which protects buildings of special architectural or historical interest.
The controls apply to any works for the demolition of a listed building, or for its alteration or extension, which is likely to affect its character as a building of special architectural or historical interest

Negative Features
Elements within a locality that detract from its special character or appearance, which offer a potential for beneficial change

Permitted Development
There are a number of categories of minor works for which a planning application is not normally needed for certain works to enlarge, improvement, or other alter a dwelling house as they are automatically permitted by a general or special development order as in The Town and Country Planning (General Permitted Development) (Amendment) (No. 2) (England) Order, 2008'

Planning Policy Statement: 5 (PPS5)
Sets out planning policies on the conservation of the historic environment. The policies are a material consideration which must be taken into account in development management decisions, where relevant

Register of Historic Churchyards and Gardens
Historic Churchyards and gardens are designed landscapes which, because of their layout, features and architectural ornament, are of special historic interest. Many significant Churchyards and gardens, which were originally identified in a Register compiled by the Avon Gardens Trust, are protected by Policy NE9 of the Bristol Local Plan. English Heritage also maintains a Register of Historic Churchyards and Gardens. Entries are Graded I, II* or II

Regulation 7 Directions
A local planning authority may seek a direction under regulation 7 restricting the display of advertising of: various official signs and advertisements;
miscellaneous small signs;
estate agents' boards; site boards; signs on business premises; advertisements on flags; posters on hoardings etc. If a Direction is in place it means that the particular category of advertisement can be displayed, but only if it has been the subject of a grant of express consent

Section 106 Agreement
Section 106 (S106) of the Town and Country Planning Act 1990 allows a local planning authority (LPA) to enter into a legally-binding agreement or planning obligation with a landowner in association with the granting of planning permission.
These agreements are a way of delivering or addressing matters that are necessary to make a development acceptable in planning terms. They are used to support the provision of services and infrastructure, such as highways, recreational facilities, education, health and affordable housing

Setting
The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral

Significance
The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic

Tree Preservation Order (TPO)
The Town and Country Planning Act 1990 and associated regulations enables the local authority to protect trees in the interests of amenity, by making tree preservation orders (TPOs). The making of an order, in general, makes it an offence to cut down, top, lop, uproot, wilfully damage or wilfully destroy a tree without our permission

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With special thanks to the Harbourside Forum for their input and support

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