

**REDCLIFFE WAY
NEIGHBOURHOOD
PLANNING
WORKSHOP
REPORT
APPENDICES
APRIL 2012**



**PRINCE'S
FOUNDATION**

FOR BUILDING COMMUNITY

**BARTON
WILLMORE**



APPENDIX A REDCLIFFE WAY – RECORD OF EVIDENCE

PLANNING POLICY

NO.	TITLE	AUTHOR	DATE	ELECTRONIC COPY OBTAINED	HARD COPY OBTAINED	SOURCE
	CENTRAL AREA ACTION PLAN	BCC	2012	YES	YES	BCC
	CHARACTER APPRAISAL FOR REDCLIFFE	BCC	JUNE 2008	YES	YES	BCC
	SPD 3 – THE FUTURE OF REDCLIFFE	BCC	?	YES	YES	BCC
	SARAH DRISCOLL'S NOTE ON CONFORMITY WITH STRATEGIC PLANNING POLICIES AND THE DRAFT BCAAP	SARAH DRISCOLL (BCC)	DECEMBER 2011	YES	YES	RNPF
	PUBLIC REALM AND MOVEMENT FRAMEWORK	BCC	FEBRUARY 2012	YES	YES	BCC
	BARTON WILLMORE – OVERVIEW OF PLANNING POLICY FRAMEWORK	BW	MARCH 2012	NO	NO	BARTON WILLMORE
	SPD1 – TALL BUILDINGS	BCC	JANUARY	YES	YES	BCC

HISTORIC CONTEXT

NO.	TITLE	AUTHOR	DATE	ELECTRONIC COPY OBTAINED	HARD COPY OBTAINED	SOURCE
	SMR CONSERVATION PLAN, PART 1 HISTORY OF PLANNING IN REDCLIFFE	PETER FLOYD	?	YES	YES	
	REDCLIFFE – A HISTORY OF SEPARATION FROM BRISTOL	KEITH HALLETT	?	YES	YES	KH

TRANSPORT AND MOVEMENT

NO.	TITLE	AUTHOR	DATE	ELECTRONIC COPY OBTAINED	HARD COPY OBTAINED	SOURCE
	HIGHWAY STUDY	HALCROW	MARCH 2007	YES	NEEDED	BCC
	TECHNICAL NOTE ON HIGHWAY CAPACITY OF CITY CENTRE LOOP	HALCROW	APRIL 2007	YES	YES	BCC
	JULIE WITHAM'S NOTE ON HALCROW WORK	JULIE WITHAM (BCC)	MAY 2007	YES	YES	RNPF
	TEMPLE – REDCLIFFE TRANSPORT MASTER-PLANNING INCEPTION REPORT	HALCROW	SEPTEMBER 2006	YES	YES	BCC
	PARKING ANALYSIS/VISITOR NUMBERS FOR SMR	?	?	YES	YES	BCC
	NOTE ON BRUNEL MILE ALIGNMENT	BCC	?	YES	YES	BCC

PHYSICAL CONSTRAINTS

NO.	TITLE	AUTHOR	DATE	ELECTRONIC COPY OBTAINED	HARD COPY OBTAINED	SOURCE
	UTILITIES MAPPING AT 1:500	KEITH HALLETT	2012	YES	YES	KH
	REDCLIFFE WAY – MASTERPLAN – PHASE 1 ENVIRONMENTAL ASSESSMENT	HYDER	FEBRUARY 2007	YES	YES	BCC
	ARBORICULTURAL CONSTRAINTS ASSESSMENT AND TREE CONSTRAINTS	BCC	JULY 2008	YES	YES	BCC
	SITE ANALYSIS AND CONSTRAINTS PLANS	BCC	?	YES	YES	BCC

- INCLUDING:
- URBAN DESIGN APPRAISAL
 - HISTORIC/ARCHAEOLOGICAL APPRAISAL
 - TRANSPORT APPRAISAL
 - PARKING APPRAISAL
 - LAND OWNERSHIPS
 - GROUND FLOOR LAND USES
 - LEASEHOLD / LAND OWNERSHIP
 - UTILITIES APPRAISAL

STUDENT WORK

NO.	TITLE	AUTHOR	DATE	ELECTRONIC COPY OBTAINED	HARD COPY OBTAINED	SOURCE
	BATH ARCHITECTURE STUDENTS EVIDENCE BASE	BATH UNIVERSITY STUDENTS	OCTOBER 2011	YES	YES	RNPF

DEVELOPMENT CONCEPTS

NO.	TITLE	AUTHOR	DATE	ELECTRONIC COPY OBTAINED	HARD COPY OBTAINED	SOURCE
	RFG'S REDEVELOPMENT PLANS	RFG	2011	YES	YES	KH
	RFG'S MODEL	RFG	?	YES	YES	
	"THE REDCLIFFE WAY" A PRELIMINARY REPORT ON NEW PROPOSALS FOR REDCLIFFE	RFG	JUNE 2005	YES	YES	RNPF
	BRISTOL CITY COUNCIL OFFICERS – 2 LAYOUT OPTIONS FOR REDCLIFFE WAY	BCC	2008	YES	YES	BCC
	KEITH HALLETT'S CONCEPT DRAWING FOR REDCLIFFE WAY	KEITH HALLETT	2012	YES	YES	KH
	RNPF – PRESENTATION OF OPTIONS FOR PUBLIC DEBATE	RNPF	?	YES	YES	RNPF
	IMAGES OF COMPUTER GENERATED MODEL OF BCC CONCEPT OPTIONS	BCC	?	YES	YES	BCC
	"FLY THROUGH" VIDEOS OF BCC CGI MODELS OF 2 CONCEPT OPTIONS	BCC	?	YES	YES	BCC

APPENDIX B REDCLIFFE WAY – REVIEW OF EVIDENCE BASE

HISTORIC CONTEXT

DOCUMENT	DATE/AUTHOR	INFORMATION/EVIDENCE/FINDINGS	SOURCE	NEED FOR UPDATING INFORMATION/EVIDENCE, ETC	LOCATION
“REDCLIFFE – A HISTORY OF SEPARATION FROM BRISTOL”	KEITH HALLETT UNDATED	<p>HISTORIC CONTEXT OF SEPARATION OF REDCLIFFE.</p> <p>INFORMATION AND IMAGES SHOWING REDCLIFFE OUTSIDE CITY WALLS IN 1563.</p> <p>BACKGROUND TO THE CREATION OF REDCLIFFE WAY. (INITIALLY AS A CUL-DE-SAC OFF VICTORIA STREET LEADING TO HARBOUR).</p> <p>EXTRACTS OF 1880 PLANS SHOWING REDCLIFFE HILL AS A BUSY SHOPPING STREET.</p> <p>INFORMATION AND PHOTOS IN 1950 CHANGES ROAD INFRASTRUCTURE INCLUDING NEW DUAL CARRIAGEWAY ALONG REDCLIFFE WAY ACROSS BASCULE BRIDGE AND THROUGH QUEEN SQUARE.</p> <p>REDCLIFFE BRIDGE LED TO DEMISE OF REDCLIFFE HILL AS A SHOPPING STREET.</p>	RNPF	NO NEED FOR UPDATE OR ADDITIONAL INFORMATION	APPENDIX 12
SMR CONSERVATION PLAN PART 1 – “HISTORY OF PLANNING IN REDCLIFFE”	PETER FLOYD JANUARY 2003	<p>SETS OUT CONSERVATION PLAN FOR THE SETTING OF THE CHURCH.</p> <p>BASED ON ARCHAEOLOGICAL AND HISTORICAL STUDIES AND ON THE PLANNING HISTORY OF THE CONTEXT.</p> <p>SETS OUT DRAFT POLICIES FOR TRAFFIC AND SETTING OF THE CHURCH.</p> <p>SERIES OF HISTORIC PLANS SHOWING 5MR AND CONTEXT: 1568; 1673; 1710; 1742; 1773; 1826; 1828; 1885.</p> <p>INTERESTING PAINTINGS AND DRAWINGS SHOWING HISTORIC VIEWS IN CONTEXT.</p> <p>HISTORICAL CONTEXT FOR LOCAL STREETS AND SPACES SET OUT.</p> <p>COMPREHENSIVE ACCOUNT OF PLANNING HISTORY FOR THE IMMEDIATE CONTEXT.</p> <p>REFERS TO POST-WAR PROPOSALS TO RE-ALIGN REDCLIFFE WAY TO PORTWALL LANE.</p> <p>PLANS AND SKETCHES OF EARLY CONCEPT OPTIONS TO CREATE A TRAFFIC-FREE SETTING FOR SMR.</p>	RNPF	NO NEED FOR UPDATE OR ADDITIONAL INFORMATION	APPENDIX 11

HISTORIC CONTEXT

DOCUMENT	DATE/AUTHOR	INFORMATION/EVIDENCE/FINDINGS	SOURCE	NEED FOR UPDATING INFORMATION/EVIDENCE, ETC	LOCATION
REDCLIFFE CHARACTER APPRAISAL	JUNE 2008 BRISTOL CITY COUNCIL	SUMMARY OF HISTORIC DEVELOPMENT AND ARCHAEOLOGY	B.C.C.	NO NEED FOR UPDATE	APPENDIX 5
REDCLIFFE URBAN ANALYSIS	OCTOBER 2011 BATH UNIVERSITY STATEMENTS	1673 PLAN SHOWING STREETS WITHIN SITE (PAGE 6). 1200 PLAN SHOWING REDCLIFFE OUTSIDE CITY WALLS. 1870 PLAN SHOWING HISTORIC STREETS WITHIN SITE. 1843 PHOTOGRAPH SHOWING HISTORIC FINE GRAIN OF DEVELOPMENT TO THE NORTH OF SMR (PAGE 13). 1955 PHOTOGRAPH OF RAILING TRACKS ON REDCLIFFE WAY (PAGE 14). 1872 PHOTOGRAPH LOOKING NORTH OF SMR SHOWING FINE GRAIN OF DEVELOPMENT (PAGE 16).			APPENDIX 24

URBAN FORM/CHARACTER ASSESSMENT

DOCUMENT	DATE/ AUTHOR	INFORMATION/EVIDENCE/FINDINGS	SOURCE	NEED FOR UPDATING INFORMATION/ EVIDENCE, ETC	LOCATION
REDCLIFFE CHARACTER APPRAISAL	JUNE 2008 BRISTOL CITY COUNCIL	<p>REDCLIFFE IS CHARACTERISED BY ITS FINE URBAN GRAIN.</p> <p>GREEN SPACES WITHIN REDCLIFFE ARE LIMITED TO AREAS AROUND SMR AND TEMPLE GARDENS. THE INCIDENTAL SPACE OUTSIDE CHATTERTON HOUSE IS DESIGNED AS “LEFT OVER SPACE”.</p> <p>PLAN SHOWING HIERARCHY OF SITES AND SPACES IN THE AREA.</p> <p>SMR DESCRIBED AS ONE OF CITY’S MOST FAMILIAR LANDMARKS. IT’S VISIBILITY IS DESCRIBED AS INCREASED BY VIRTUE OF ITS LOCATION ON A BUSY ROUNDABOUT, IF NOT SOMEWHAT UNDERMINED BY ITS SETTING.</p> <p>LONG VIEWS TO SMR ARE PLOTTED ON A PLAN ON PAGE 15.</p> <p>THE SITE IS WITHIN THE SOUTH REDCLIFFE CHARACTER AREA. SMR IS DESCRIBED AS DEFINING THE CHARACTER OF ITS AREA.</p> <p>REDCLIFFE WAY IS DESCRIBED AS A “BRUTAL MID 20TH CENTURY VEHICULAR CORRIDOR”.</p> <p>AWAY FROM THE MAIN ROUTES, STREETS ARE DESCRIBED AS RETAINING A CHARMING AND INTIMATE CHARACTER AND SERVE AS REMEDIES OF THE ORIGINAL MEDIEVAL STREETS.</p> <p>A PLAN AND DESCRIPTION OF LAND USES IS SET OUT ON PAGES 27 AND 28.</p> <p>TO THE NORTH OF REDCLIFFE WAY COMMERCIAL AND INDUSTRIAL USES ARE PREVALENT WHILE IN THE SOUTH THE AREA IS LARGELY RESIDENTIAL.</p> <p>IT IS NOTED THAT THERE IS A PARTICULAR LACK OF SHOPS AND SERVICES IN THE AREA.</p> <p>PLAN ON PAGE 30 SHOWS LISTED BUILDINGS, NEGATIVE BUILDINGS AND UNLISTED BUILDINGS OF MERIT.</p> <p>THE AREA OF SURFACE PARKING ON REDCLIFFE WAY IS DESCRIBED AS LACKING A SENSE OF CONFINEMENT AND DISJOINT DISTRICTS WITHIN THE CONSERVATION AREA.</p> <p>THE ‘BRISTOL 20TH CENTURY ROAD INTRUSIONS’ HAVE CREATED SERIOUS ISSUES FOR TRAFFIC AND PEDESTRIANS. “THIS IS A PARTICULAR ISSUE AROUND REDCLIFFE WAY AND REDCLIFFE HILL WHERE THE TRAFFIC DOMINATES EASY PEDESTRIAN MOVEMENT”.</p> <p>THE SETTING OF SMR IS DESCRIBED AS HAVING BEEN SERIOUSLY UNDERMINED BY 20TH CENTURY ROAD LAYOUT CHEATING A SENSE OF ISOLATION.</p>		MORE DETAILED TOWNSCAPE APPRAISAL AND UD ASSESSMENT BASED ON LAYERS SUCH AS LEGIBILITY, CHARACTER AREAS ETC. WOULD BE USEFUL.	APPENDIX 5

URBAN FORM/CHARACTER ASSESSMENT

DOCUMENT	DATE/ AUTHOR	INFORMATION/EVIDENCE/FINDINGS	SOURCE	NEED FOR UPDATING INFORMATION/ EVIDENCE, ETC	LOCATION
REDCLIFFE URBAN ANALYSIS	OCTOBER 2011 BATH UNIVERSITY STUDENTS	FIGURE GROUND PLAN OF SITE (PG 25). COMPARISON OF OTHER URBAN SPACES (PG 26). SITE SECTION (PG 28). ARCHITECTURAL APPRAISAL OF BUILDING TYPOLOGY IS IN THE AREA (PG 30). LISTED BUILDINGS AND HISTORIC SURFACES MAPPED (PG 31). NOLLI PLANS SHOWING BUILDINGS, SPACES AND GREEN SPACE (PG 38). EA FLOOD ZONES (PG 39), TREES AND GREEN SPACE PLOTTED ON PLAN (PG 43)			APPENDIX 23

PLANNING

DOCUMENT	DATE/AUTHOR	INFORMATION/EVIDENCE/FINDINGS	SOURCE	NEED FOR UPDATING INFORMATION/ EVIDENCE, ETC	LOCATION
PLANNING POLICY REVIEW	BARTON WILLMORE MARCH 2012	SUMMARY OF PLANNING POLICY FRAMEWORK AND POLICIES RELEVANT TO REDCLIFFE WAY.	BARTON WILLMORE	THIS WAS DONE IN ADVANCE OF THE WORKSHOPS. THIS MAY NEED TO BE UPDATED TO REFLECT THE NPPF PUBLISHED SINCE AND EXPANDED AS NECESSARY.	APPENDIX 9

PLANNING

REDCLIFFE URBAN ANALYSIS	OCTOBER 2011	SUMMARY OVERVIEW OF PLANNING POLICY CONTEXT (P49-52).	APPENDIX 4
	BATH UNIVERSITY STUDENTS	<p>KEY ASSETS IN CONSERVATION AREA MAPPED (PG 55).</p> <p>TPO TREES MAPPED ON (PG 55).</p> <p>A SUMMARY OF THE RAPID TRANSIT PROPOSALS IS SET OUT ON (PG 72).</p> <p>10 MINUTE PED SHED AND CYCLE CATCHMENTS PRESENTED ON A PLAN ON PAGE 76.</p> <p>ROAD TRAFFIC ACCIDENT DATE PLOTTED ON PAGE 78.</p> <p>SPATIAL ACCESSIBILITY ANALYSIS PRESENTED SHOWING PEDESTRIAN DESIRE LINES (PG 80).</p> <p>URBAN BLOCK SIZE ANALYSIS SHOWS LARGER BLOCKS ALONG REDCLIFFE WAY. TRAIN IS CHARACTERISTIC OF THE WIDER AREA.</p> <p>PEDESTRIAN AND CYCLE MOVEMENTS IN AREA RECORDED ON WEEK DAYS AND WEEKENDS.</p>	
BRISTOL CITY COUNCIL	SARAH O'DRISCOLL BRISTOL CITY COUNCIL DECEMBER 2011	BRISTOL CITY COUNCIL NOTE ON GENERAL CONFORMITY WITH STRATEGIC POLICIES AND DRAFT BCAAP	APPENDIX 7

TRANSPORT / MOVEMENT

DOCUMENT	DATE/AUTHOR	INFORMATION/EVIDENCE/FINDINGS	SOURCE	NEED FOR UPDATING INFORMATION/ EVIDENCE, ETC	LOCATION
REDCLIFFE TEMPLE TRANSPORT MASTERPLANNING FINAL REPORT	HALCROW GROUP MARCH 2007	<p>PURPOSE OF REPORT</p> <p>TO EXPLORE POTENTIAL FOR MODIFYING ASSOCIATED JUNCTIONS AND REDESIGNING THE REDCLIFFE WAY CORRIDOR TO ACHIEVE AN IMPROVED URBAN ENVIRONMENT AND SATISFACTORY LEVEL OF HIGHWAY NETWORK OPERATION</p>		<p>REPORT IS 4 YEARS OUT OF DATE AND THE ASSUMPTIONS ON WHICH IT IS BASED WILL NEED TO BE UPDATED.</p> <p>ALSO - THE APPROACH AT THAT TIME WAS 'HIGHWAY LED' AND IT WILL THEREFORE BE NECESSARY TO TEST THE MASTERPLAN PRODUCED IN THE WORKSHOPS WHICH WAS PRODUCED ON THE PRINCIPLE OF CREATING HIGH QUALITY PLACES FIRST.</p>	APPENDIX 13

TRANSPORT / MOVEMENT

DOCUMENT	DATE/AUTHOR	INFORMATION/EVIDENCE/FINDINGS	SOURCE	NEED FOR UPDATING INFORMATION/ EVIDENCE, ETC	LOCATION
		<p>FINDINGS OF ANALYSIS UNDERTAKEN</p> <p>TEMPLE CIRCUS COULD BE MODIFIED AS REQUIRED WITH NO SIGNIFICANT IMPACTS OF HIGHWAY OPERATIONS.</p> <p>THE REDUCED LAYOUT AND SIGNALISATION OF REDCLIFFE STREET AND REDCLIFFE HILL JUNCTION RESULT IN A “CAPACITY SHORTFALL” RESULTING IN CONSIDERABLE TRAFFIC PRESSURE ELSEWHERE.</p> <p>A NOTICEABLE ADVERSE EFFECT ON BUSES IS PREDICTED AS A RESULT OF THE REDCLIFFE STREET/REDCLIFFE HILL CHANGES.</p> <p>ZEBRA CROSSINGS WILL BE REPLACED BY SIGNALLED PEDESTRIAN CROSSINGS</p>			
		<p>OPTION DEVELOPMENT AND ANALYSIS</p> <p>TO ADDRESS ABOVE ISSUES THE OPTIONS FOCUSSED ON LOOKING AT IMPROVING HIGHWAY CAPACITY ALONG YORK ROAD/ CLARENCE ROAD CORRIDOR/</p> <p>5 VARIANTS WERE CONSIDERED AND VARIANT 2 WAS CONSIDERED TO BEST MEET TRANSPORT OBJECTIVES.</p>			
		<p>INTEGRATION OF RAPID TRANSIT</p> <p>3 POSSIBLE OPPORTUNITIES FOR INTEGRATING RAPID TRANSIT WERE CONSIDERED BUT NOT ASSESSED WITH PARAMICS MODEL</p>			MISSING INFO.
TECHNICAL NOTE ON CITY CENTRE LOOP: CAPACITY IMPROVEMENT	HALCROW APRIL 2007	<p>NOTE PREPARED IN RESPONSE TO BCC INTEREST IN POTENTIAL DOWNGRADING OF REDCLIFFE WAY AND WHETHER THERE IS POTENTIAL TO INCREASE THE CAPACITY OF THE CITY CENTRE HOOP BETWEEN OLD MARKET AND BEDMINSTER BRIDGE ROUNDABOUT.</p> <p>SETS OUT SCOPE OF STUDY</p>		NEEDS TO BE UPDATED	APPENDIX 14

TRANSPORT / MOVEMENT

DOCUMENT	DATE/AUTHOR	INFORMATION/EVIDENCE/FINDINGS	SOURCE	NEED FOR UPDATING INFORMATION/ EVIDENCE, ETC	LOCATION
NOTE FROM JULIE WILLIAM BCC	BCC MAY 2007	<p>NOTE REPORTS ON HALCROW WORK AND SUGGESTS PORTWALL LANE ROUTE AS FUTURE ALIGNMENT OF EAST-WEST TRAFFIC THROUGH REDCLIFFE WAY CORRIDOR.</p> <p>PREFERS TO POTENTIAL TO IMPLEMENT WESTERN SECTOR IN ADVANCE OF EASTERN SECTOR.</p> <p>REFER TO TWO OPTIONS AND THAT EITHER COULD WORK.</p> <p>SUGGESTS POTENTIAL TO STOP UP PORTWALL LANE TO EVERYTHING EXCEPT SERVICE VEHICLES AS AN 'EARLY WIN'.</p> <p>STRAIGHTENING OF PHIPPEN STREET HAS ADVANTAGES FOR URBAN GRAIN.</p> <p>CONCERNED ABOUT OVERALL WIDTH OF PORTWALL LANE CORRIDOR.</p> <p>CONCERNED ABOUT CROSSING POINT OF RUNNEL MILL OVER REDCLIFFE WAY NEAR ISLAND SITE. COULD THIS BE A NODAL SPACE?</p> <p>CONCERNED THAT NO PED CROSSING FROM CHURCH TO QUAKERS GARDENS.</p> <p>CONCERNED ABOUT GENEROSITY OF VISIBILITY PLAYS AT REDCLIFFE STREET / REDCLIFFE HILL JUNCTION.</p>	RNPF NEED TO SEE WHERE THIS IS ON OPTION PLAN	N/A	APPENDIX 15
TEMPLE - REDCLIFFE TRANSPORT MASTERPLANNING INCEPTION REPORT	SEPTEMBER 2006	SETS OUT SUGGESTED APPROACH TO HIGHWAYS STUDY	RNPF	NA - BACKGROUND TO HALCROW STUDY	APPENDIX 19
HIGHWAYS AND BYWAYS REPORT/ FABER MAUNSELL REPORT				MISSING - WE HAVE NOT BEEN ABLE TO OBTAIN THESE REPORTS BUT UNDERSTAND THAT THEY WERE SUPERSEDED BY THE HALCROW WORK	

TRANSPORT / MOVEMENT

DOCUMENT	DATE/AUTHOR	INFORMATION/EVIDENCE/FINDINGS	SOURCE	NEED FOR UPDATING INFORMATION/ EVIDENCE, ETC	LOCATION
BRUNEL MILE ALIGNMENT	BRISTOL CITY COUNCIL UNDATED	<p>THIS NOTE SETS OUT IMPLICATIONS AND OPTIONS FOR MOVING BRUNEL MILE IN THE EVENT OF REDCLIFFE WAY BEING REDEVELOPED.</p> <p>THE REPORT SETS OUT TWO OPTIONS (RETENTION OF BRUNEL MILE WHERE IT IS AND MOVING IT NORTH). RETENTION IN PLACE CREATES 27,990 SQ M OF MIXED USE DEVELOPMENT AND MOVING IT NORTH PROVIDES FOR 38,070 SQM.</p> <p>THE REPORT SETS OUT PROS AND CONS FOR EACH OPTION. THE NOTE DOES NOT REACH ANY CONCLUSIONS ALTHOUGH MOVING THE BRUNEL MILE NORTH GENERATES MORE PROS AND LESS CONS.</p> <p>THE REPORT WAS ACCOMPANIED BY TWO SECTIONS SHOWING THE IMPLICATIONS OF EACH OPTION AS WELL AS TWO BLOCK PLANS SHOWING INDICATIVE FLOOR AREAS FOR THE BUILDINGS CREATED BY EACH OPTION.</p>	BRISTOL CITY COUNCIL	N/A	APPENDIX 18

TRANSPORT / MOVEMENT

DOCUMENT	DATE/AUTHOR	INFORMATION/EVIDENCE/FINDINGS	SOURCE	NEED FOR UPDATING INFORMATION/ EVIDENCE, ETC	LOCATION
PUBLIC REALM AND MOVEMENT FRAMEWORK	FEBRUARY 2012	<p>IDENTIFIES AN “INNER ACCESS LOOP” TO ACCOMMODATE THROUGH TRAFFIC DISPLACED FROM THE CENTRAL AREA.</p> <p>IDENTIFIES PORTWALL LANE AS AN ‘PRIMARY PEDESTRIAN ROUTE’.</p> <p>IDENTIFIES REDCLIFFE WAY AS A “POTENTIAL PUBLIC REALM PROJECT”.</p> <p>IDENTIFIES SITE AS PART OF “PRIMARY PEDESTRIAN ROUTE 5: HARBOURSIDE TO TEMPLE”. PROPOSED 5D STATES:</p> <p>“THE DESIGN PRINCIPLES WILL BE IDENTIFIED THROUGH THE NEIGHBOURHOOD PLAN CURRENTLY BEING DEVELOPED BUT ARE LIKELY TO INCLUDE:</p> <p>CREATE A MAJOR NEW CIVIC SPACE TO THE NORTH OF SMR ON LAND RECOVERED FROM A DOWNGRADED AND REALIGNED REDCLIFFE WAY;</p> <p>ENSURE ANY DEVELOPMENT ALONG PORTWALL LANE GIVES A SENSE OF ENCLOSURE TO THIS STREET WITH GROUND LEVEL USES SPILLING OUT INTO THE SPACE;</p> <p>INTRODUCE BRT TO THE NORTH OF THE REDCLIFFE WAY CORRIDOR, ALONGSIDE THE BRUNEL MILE.</p> <p>PRINCIPLES AREA ALSO INCLUDED FOR THE “ISLAND SITE INCLUDING DOWNGRADING THE GYRATING, EXTENDING BRUNEL MILE THROUGH THE SITE AND CREATING PEDESTRIAN CROSSINGS.</p>		N/A	APPENDIX 8
NOTE ON ATTENDANCE AT ST MARY REDCLIFFE	?	<p>INFORMATION/EVIDENCE.</p> <p>SETS OUT A SUMMARY OF THE ATTENDANCE FIGURES FOR SUNDAY AND WEEKDAY SERVICES AND ON A WEEKLY AND ANNUAL BASIS.</p>	?	NEEDS TO BE REVISED AND UPDATED AS REQUIRED.	APPENDIX 17

SOCIO-ECONOMIC

DOCUMENT	DATE/AUTHOR	INFORMATION/EVIDENCE/FINDINGS	SOURCE	NEED FOR UPDATING INFORMATION/ EVIDENCE, ETC	LOCATION
REDCLIFFE URBAN ANALYSIS	OCTOBER 2011	GROUND FLOOR LAND USES MAPPED ON PAGE 86. CRIME AND DEPRIVATION AND SOCIAL PROFILE DATA PLOTTED BY WARD ON PAGES 87-104		NEED MORE DETAILED SOCIO- ECONOMIC INFORMATION FOR THE SPECIFIC NEIGHBOURHOOD OF REDLCLIFFE WHICH STRALLES 2 WARDS	APPENDIX 23

DEVELOPMENT CONCEPTS

DOCUMENT	DATE/ AUTHOR	INFORMATION/EVIDENCE/FINDINGS	SOURCE	NEED FOR UPDATING INFORMATION/ EVIDENCE, ETC	LOCATION
THE REDCLIFFE WAY	?	<p>SETS OUT BACKGROUND AND HISTORY.</p> <p>PROPOSALS</p> <p>PROPOSALS SET OUT SEEK TO: RETAIN TOPOGRAPHY; PROVIDE TIGHT URBAN GRAIN; REDUCE SPACE FOR TRAFFIC; RETAIN VIEWS TO SMR; CREATE NEW FOCAL SPACE NORTH OF SMR.</p> <p>THE NEW SQUARE COULD BE ENCLOSED BY BUILDINGS INCLUDING A COMMUNITY CENTRE, HEALTH SERVICES AND OTHER CIVIC AND TOURISM FACILITIES.</p> <p>ADEQUATE CAR PARKING SHOULD BE PROVIDED TO ENSURE EXISTING LEVELS OF PARKING DOES NOT DIMINISH. CAR PARKING TO BE INTEGRATED INTO BUILDING BLOCKS.</p> <p>ENHANCE AND REINTEGRATE CHATTERTON'S HOUSE INTO THE URBAN FABRIC.</p> <p>MOVEMENT</p> <p>REMOVE ROUNDABOUT AT REDCLIFFE WAY /REDCLIFFE HILL JUNCTION.</p> <p>REDUCE TRAFFIC FLOWS THROUGH THE CORRIDOR.</p> <p>LIMIT VEHICLE SPEEDS TO 20MPH WITHIN “SHARED SPACE”.</p> <p>REALIGN ROUTE FOR PUBLIC TRANSPORT WITH SPACE FOR LRT (AWAY FROM SMR).</p> <p>RESERVE SPACE FOR LRT STATION.</p> <p>ACCOMMODATE BRUNEL MILE INTO SPACES.</p> <p>LINK PEDESTRIAN/CYCLE ROUTES TO REDCLIFFE BRIDGE THROUGH BURIAL GROUND.</p> <p>INTEGRATE NORTH AND SOUTH REDCLIFFE.</p> <p>IMPROVE PEDESTRIAN MOVEMENT THROUGH THE ‘ISLAND SITE’.</p> <p>ENSURE ADEQUATE ACCESS FOR EXISTING BUILDINGS.</p> <p>PROVIDE CEREMONIAL ROUTE TO SMR NORTH DOOR AND VEHICULAR ACCESS TO SOUTH CHURCHYARD.</p> <p>PROVIDE OFF-STREET PARKING AND COACH PARKING FOR VISITORS</p> <p>ECONOMIC AND SOCIAL</p> <p>CREATE VIBRANT MIXED USE NEIGHBOURHOOD.</p> <p>CREATE LOCAL SPACE.</p> <p>PROVIDE VIABLE DEVELOPMENT PARCELS</p>	RNPF		APPENDIX 28

DEVELOPMENT CONCEPTS

DOCUMENT	DATE/ AUTHOR	INFORMATION/EVIDENCE/FINDINGS	SOURCE	NEED FOR UPDATING INFORMATION/ EVIDENCE, ETC	LOCATION
CONCEPT OPTIONS 1 AND 2 APPENDED TO DRAFT REPORT TO CABINET AND 3D MASSING MODEL	BRISTOL CITY COUNCIL OCTOBER 2008	BOTH CONCEPT OPTIONS BASED ON 6 PRINCIPLES: NEW PUBLIC SPACE TO NORTH OF SMR. IDENTIFY DELIVERABLE DEVELOPMENT OPPORTUNITIES. REPLACE ROUNDABOUT AT REDCLIFFE HILL WITH CROSSROADS. CREATE EAST-WEST PEDESTRIAN AND CYCLE ROUTE BY RETAINING BRUNEL MILE AND PEDESTRIANISING PORTWALL LANE, CREATE A STRONG TREE STRUCTURE WITHIN PUBLIC REALM. RETAINING WHERE PRACTICAL AND SUPPLEMENTS WITH NEW. REDCLIFFE WAY TO BE RE-DESIGNED AWAY FROM ST. MARY REDCLIFFE AND DOWNGRADED TO A SINGLE WESTBOUND LANE, SINGLE, EAST-BOUND LANE AND SUITABLE ROUTE FOR PUBLIC TRANSPORT.	BCC	CONCEPT OPTIONS NEED TO BE TESTED AGAINST UP TO DATE TECHNICAL INFORMATION AND THROUGH WORKSHOP.	APPENDIX 29 AND APPENDIX 32
RNPF PRESENTATIONS / OPTIONS FOR PUBLIC DEBATE AND DISCUSSION	KEITH HALLETT 2012	SETS OUT KEY PRINCIPLES, ISSUES AS WELL AS DETAILED PROPOSALS FOR THE SITE. TEXT DESCRIBES INDIVIDUAL SITES AND BUILDINGS IN CONTEXT AS WELL AS SUMMARISING THE KEY OPPORTUNITIES FOR THE REDCLIFFE WAY SITE.			APPENDIX 31
RNPF CONCEPT PLANS AND PHYSICAL MODEL	KEITH HALLETT 2012	TWO CONCEPT DRAWINGS PRESENT A SIMILAR DEVELOPMENT OPTION IN TWO STYLES. THE CONCEPT SHOWS THE RE-ALIGNMENT OF REDCLIFFE WAY NEXT TO PORTWALL LANE AND THE CREATION OF A SQUARE TO THE NORTH OF SMR, WITH DEVELOPMENT BLOCKS ACCOMMODATED WITHIN THE SPACE IN BETWEEN HERE. A SIMILAR CONCEPT IS PRESENTED IN 3 DIMENSIONS IN A PHYSICAL MODEL OF THE SITE AND THE CONTEXT. PHOTOS OF THE MODEL ARE CONTAINED IN APPENDIX K.	KEITH HALLETT	PLAN NEEDS TO BE TESTED AGAINST TECHNICAL CONSTRAINTS AND THROUGH WORKSHOP.	APPENDIX 32
KEITH HALLETT PLAN OF UTILITIES	KEITH HALLETT UNDATED	MAPS UNDERGROUND, UTILITIES AND SERVICES	RNPF	NEED TO UPDATE THIS WORK AND OBTAIN AN UNDERSTANDING OF CONSTRAINTS AND RESTRICTIONS FOR EACH UTILITY.	APPENDIX 18

PHYSICAL CONSTRAINTS

DOCUMENT	DATE/AUTHOR	INFORMATION/EVIDENCE/FINDINGS	SOURCE	NEED FOR UPDATING INFORMATION/EVIDENCE, ETC	LOCATION
ARBORICULTURAL CONSTRAINTS ASSESSMENT AND TREE CONSTRAINTS PLAN	BCC 2008	<p>TREES WITHIN SITE CATEGORISED IN ORDER OF IMPORTANCE AND PLOTTED ON PLAN.</p> <p>INFORMATION AND SPECIES, HEIGHT, STEMS, DIAMETER, BRANCH SPREAD AND CROWN CLEARANCE AS WELL AS AGE AND CONDITION.</p> <p>THE AREA IS CHARACTERISED BY LONDON PLANE TREES.</p> <p>THE REDCLIFFE WAY AREA HAS ONE OF THE HIGHEST DENSITY STREET POPULATIONS IN BRISTOL.</p> <p>PLAN SHOWS A, B AND C CATEGORISING TREES THAT SHOULD BE TREATED AS A MATERIAL CONSIDERATION. THE ROOT PROTECTOR ZONE FOR EACH IS PLOTTED.</p> <p>TREES IDENTIFIED AS CATEGORY A ARE THOSE OF SIGNIFICANT HIGH QUALITY AND THESE POSE A SIGNIFICANT CONSTRAINT TO DEVELOPMENT.</p> <p>CATEGORY B TREES SHOULD BE RETAINED WHERE POSSIBLE.</p> <p>29 CATEGORY OF TREES WERE IDENTIFIED; 28 CATEGORY B TREES; 34 CATEGORY C AND 4 CATEGORY R (CAN BE REMOVED).</p>		<p>NOT BASED ON TOPOGRAPHIC SURVEY.</p> <p>ASSESSMENT IS ONLY PRELIMINARY AND WERE VALID FOR ONE YEAR ONLY, SO NOW OUT-OF-DATE.</p> <p>NO ASSESSMENT OF RISK POSED BY TREES OR OF SHADE CAST BY TREES IS INCLUDED.</p>	APPENDIX 22
PHASE 1 ENVIRONMENTAL ASSESSMENT TO ESTABLISH LIKELY GROUND CONDITIONS	BCC FEBRUARY 2007 (UNDERTAKEN BY HYDER)	<p>SETS OUT HISTORIC USES ON THE SITE.</p> <p>ESTIMATES THAT REDCLIFFE CAVES EXTEND UNDER THE SITE.</p> <p>INCLUDE A REVIEW OF GEOLOGY AND HYDROGEOLOGY.</p> <p>CONCLUDES THAT CONTAMINATION IS LIKELY TO BE PRESENT IN THE UNDERLYING SOILS ACROSS THE SITE.</p>		<p>A FULL SITE INVESTIGATION IS REQUIRED TO ESTABLISH GROUND CONDITION BELOW THE SITE.</p> <p>PLANS AND APPENDICES ARE MISSING FROM THE COPY RECEIVED FROM BCC.</p>	APPENDIX 7

PHYSICAL CONSTRAINTS

DOCUMENT	DATE/AUTHOR	INFORMATION/EVIDENCE/FINDINGS	SOURCE	NEED FOR UPDATING INFORMATION/ EVIDENCE, ETC	LOCATION
SET OF PLANS RECEIVED FROM BCC IN MARCH 2012	BCC UNDATED	<p>“URBAN DESIGN APPRAISAL” PLAN SHOWING: KEY VIEWS TO SMR; WEAK EDGES; BARRIERS TO PEDESTRIAN MOVEMENT; LANDMARK BUILDINGS; UNDER UTILISED SPACES.</p> <p>“HISTORIC/ARCHAEOLOGICAL APPRAISAL” MARKS THE CITY WALL, LISTED BUILDING; LRT OFF SET; FRIENDS BURIAL GROUND.</p> <p>“TRANSPORT APPRAISAL” PLAN – PLOTS NO. OF CARS PER HOUR IN PEAK PM PERIOD, BUS ROUTE AND THE MAIN EACH/WEST PED/CYCLE ROUTES.</p> <p>“PARKING APPRAISAL” – PLOTS PUBLIC CAR PARKS, NO. OF ON-STREET PARKING SPACES; CONTROLLED PARKING ZONES.</p> <p>“FREEHOLD LAND OWNERSHIPS” – PLOTS EXTENT OF FREEHOLD LAND OWNERSHIPS.</p> <p>“GROUND FLOOR LAND USES” – PLOTS LAND USES IN SITE AND CONTEXT.</p> <p>“LEASEHOLD LAND OWNERSHIPS”.</p> <p>REDCLIFFE WAY AND ENVIRONS” – PLAN SHOWING AREAS OF SITE BY BCC DEPARTMENT RESPONSIBILITY?</p> <p>“UTILITIES APPRAISAL” – PLOTS UNDERGROUND SERVICES INCLUDING WATER, TELECOMS, ELECTRICITY.</p>		<p>NEEDS TO BE EXPANDED TO INCLUDE: PEDESTRIAN DESIRE LINES; TREES OF IMPORTANCE.</p> <p>A MORE DETAILED ASSESSMENT IS REQUIRED.</p> <p>NEEDS UPDATING</p> <p>NEEDS UPDATING</p> <p>NEEDS UPDATING</p> <p>NEEDS UPDATING</p> <p>PURPOSE NEEDS TO BE CLARIFIED. NEEDS UPDATING</p> <p>NEEDS UPDATING</p>	APPENDIX 24
SPD 1	JAN BCC	FOUR “IMPORTANT VIEWS” PLOTTED TO SMR ON PAGE 25.			APPENDIX 10
TALL BUILDINGS	2005	APPENDIX D CLARIFIES THAT TALL BUILDINGS IN THIS AREA WOULD BE INAPPROPRIATE AND THAT A KEY OBJECTIVE IN THIS AREA IS TO RESTORE THE MEDIUM/HIGH DENSITY GRAIN OF THIS HISTORIC AREA, REVEALING A PATTERN OF TRADITIONAL STREETS AND TRADITIONAL STREET HEIGHTS.			

PHYSICAL CONSTRAINTS

DOCUMENT	DATE/AUTHOR	INFORMATION/EVIDENCE/FINDINGS	SOURCE	NEED FOR UPDATING INFORMATION/EVIDENCE, ETC	LOCATION
BRISTOL CITY COUNCIL "URBAN DESIGN APPRAISAL" PLAN		IDENTIFIES 4 KEY VIEWS TO SMR. OMITTING ONE OF THE SPD1 VIEWS AND INCLUDING ANOTHER.			APPENDIX 24
BARTON WILLMORE SUN PATH ASSESSMENT	BW – MARCH 2012	SHOWS PATTERN OF SUN SHADOWING BY TIME OF DAY AND MONTH. BASED ON HALCROW SKETCH UP MODEL.		PROVIDES AN APPROXIMATE GUIDE FOR SHADOWING FOR CONCEPT WORK.WOULD NEED TO BE TESTED AGAINST MORE DETAILED MODEL AND TOPO INFO IN DUE COURSE.	APPENDIX 34

APPENDIX C WORKSHOP PROGRAMME

Redcliffe Neighbourhood Planning Forum Workshop for developing Redcliffe Way

20th – 22nd March 2012

Day 1 (Evening) Public Session: workers & residents, Tuesday 20th March 2012

Venue: The Methodist Hall, Prewett Street, Redcliffe, BS1 6PB

A buffet and refreshments will be provided.

18:00	REGISTRATION
18:15	WELCOME: INTRODUCTION AND OVERVIEW <ul style="list-style-type: none">- THE VISION- THE PURPOSE OF THE EVENT
18:30	INSPIRING PLACES <ul style="list-style-type: none">- OTHER PLACES THAT WE CAN LEARN FROM AND HOW THEY MADE IT HAPPEN
19:00	WHAT KIND OF REDCLIFFE DO WE WANT? <ul style="list-style-type: none">- WHAT SERVICES, COMMUNITY FACILITIES OR PUBLIC SPACES IS REDCLIFFE SHORT OF?- WHAT KIND OF NEIGHBOURHOOD CENTRE COULD BEST BENEFIT RESIDENTS AND PEOPLE WHO WORK IN THE AREA?- HOW CAN REDCLIFFE MAKE THE MOST OF TRANSPORT AND ACCESS, INCLUDING BUSES, WALKING AND CYCLING?- WHAT ARE THE PRACTICAL CONSTRAINTS?
20:00	BRINGING IT TOGETHER: <ul style="list-style-type: none">- EMERGING PRIORITIES- ISSUES TO EXPLORE FURTHER- NEXT STEPS
20:45	CLOSE

Day 2 Technical Stakeholder Workshop,

Wednesday 21th March 2012

Venue: The Undercroft, St Mary Redcliffe Church, Redcliffe Way, Redcliffe

08.45	REGISTRATION TEA AND COFFEE AVAILABLE ON ARRIVAL	
09.00	WELCOME: INTRODUCTION AND OVERVIEW - THE VISION/ THE FORUM	- MM
09.05	INTRODUCING THE PRINCES FOUNDATION - THE PURPOSE OF THE EVENT: SHOWING HOW REDCLIFFE WAY CAN BE DONE AND WHY THERE IS NO REASON WHY IT CANT BE DONE. - HEADLINES FROM PUBLIC EVENTS- THE 4 QUESTIONS.	- PF
09.15	STANDING INTRODUCTIONS AROUND THE ROOM - POSITION STATEMENTS	- PF
09:30	PRESENTATION OF THE BASE PLAN IN THE CONTEXT OF THE EVIDENCE BASE +4 QUESTIONS	- PF
10.00	SITE VISIT- HIGHLIGHTING THE 4 QUESTIONS - A3 MAPS OF THE TOUR ROUTE WILL BE PROVIDED. - MAP TO INCLUDE THE 4 QUESTIONS AND KEY SITES/CHOICES- E.G.: THIS ROAD HAS A TRANSIT FUNCTION AT THE MOMENT- AND IS UNDERUSED, WHAT ELSE SHOULD IT BE USED FOR?	- PF
10:45	COFFEE	
11:00	INSPIRING PLACES: PLACES REDCLIFFE CAN LEARN FROM- WHAT THEY DID AND HOW, AGAIN THEMED AROUND THE 4 QUESTIONS.	- PF

11:20	DESIGN SESSION 1: GENERATING OPTIONS: PURPOSES; MIXES, TYPOLOGIES MORE DETAILED FEEDBACK FROM THE PUBLIC WORKSHOP - THEMATIC GROUPS CONSIDERING KEY ASPECTS OF THE MASTERPLAN FRAMEWORK FOR REDCLIFFE WAY AS IDENTIFIED BY THE COMMUNITY: - FUNCTION/PURPOSE - AESTHETICS/VALUES - TRANSPORT - REDCLIFFE SQUARE	- PF
12.45	LUNCH	
13.15	DESIGN SESSION 2: FINDING WAYS TO DELIVER - INTRODUCED BY COMPARABLE PLACES AND EXAMPLES OF HOW THEY DELIVERED- THEY SHOULD BE COMPARABLE EXAMPLES THAT CANT BE DISMISSED AS TOO EXOTIC. - FACILITATED GROUPS TO CONSIDER HOW TO BUILD FUNDING AND VIABILITY AROUND THE DIFFERENT OPTIONS GENERATED IN DESIGN SESSION 1.	- PF
14.15	FEEDBACK SESSION AND DISCUSSION - FOCUS ON KEY OBJECTIVES MOVING FORWARD - ROBUSTNESS/GAPS IN THE EVIDENCE BASE - FURTHER WORK REQUIRED - AGREED ASPECTS OF THE FRAMEWORK - NEXT STEPS FOR NEIGHBOURHOOD PLANNING	- PF
14:45	CLOSE	

Day 3 (Evening) Public Session: workers & residents,
Thursday 22nd March 2012

Venue: The Methodist Hall, Prewett Street, Redcliffe, BS1 6PB

A buffet and refreshments will be provided.

18.00	REGISTRATION
18.15	WELCOME: UPDATE AND OVERVIEW <ul style="list-style-type: none">- THE VISION- THE PURPOSE OF THE EVENT
18.30	PROGRESS ACHIEVED OVER THE WORKSHOP AND PUBLIC SESSIONS <ul style="list-style-type: none">- AGREED PRINCIPLES FOR REDCLIFFE WAY- UPDATED FRAMEWORK PLAN- OUTSTANDING STUDIES/ACTIONS
19.00	NEXT STEPS <ul style="list-style-type: none">- OPTIONS MOVING FORWARD – FUNDING STRATEGIES AND PHASING- PERMITS AND CONSENTS- TIMESCALES
20.00	SUMMARY AND FEEDBACK WITH Q & A
20.45	CLOSE

APPENDIX D RECORD OF ATTENDANCE

REDCLIFFE WAY

WORKSHOPS – RECORD OF ATTENDANCE (NOT EXHAUSTIVE)

Tuesday 20Th March 2012

MARCUS CHANTREY	BENJAMIN & BEAUCHAMP ARCHITECTS	MICK CLARKE	LOCAL RESIDENT
MAUREEN C	LOCAL RESIDENT	JANE MILLER	LOCAL RESIDENT
BARBARA ASHFORD	LOCAL RESIDENT	TERRY MILLER	LOCAL RESIDENT
PETER FLOYD	ST MARY RADCLIFFE CHURCH	CYNTHIA PALMER	LOCAL RESIDENT
JOHN ASHFORD	LOCAL RESIDENT	CHRIS DUNEAN	?
SIMON PRESCOTT	BARTON WILLMORE	DAVID FARNSWORTH	BRISTOL NEIGHBOURHOOD PLANNING NETWORK
VALERIE LEE	ST MARY REDCLIFFE CHURCH	MARGA MUWAR-BAUEA	CARDIFF UNIVERSITY
MARTIN LEE	ST MARY REDCLIFFE CHURCH	KAREN DRAKE	LOCAL RESIDENT
JULIE THORPE	REDCLIFFE CHILDREN'S CENTRE	DAVID DRAKE	LOCAL RESIDENT
DAVE SHAW	PORTWALL TAVERN	JACQUIE LUCOCK	LOCAL RESIDENT
MARK ROLF	LOCAL RESIDENT	B GARDNER	LOCAL RESIDENT
ROSS SYMONDS	BARTON WILLMORE	JERRY WOODS	LOCAL RESIDENT
MICHAEL DOBLE	CHATTERTON SOCIETY	CLLR MARK WRIGHT	BRISTOL CITY COUNCIL
JEAN WALKER	CHATTERTON SOCIETY	IAN BAKER	LOCAL RESIDENT
TONY CHECKLEY	LOCAL RESIDENT		
ANTHONY PACKHAM	LOCAL RESIDENT		
NICOLA SLUGGETT	LOCAL RESIDENT		

**REDCLIFFE WAY
WORKSHOPS – RECORD OF ATTENDANCE (NOT EXHAUSTIVE)**

Wednesday 21st March 2012

MARCUS CHANTREY	BENJAMIN & BEAUCHAMP ARCHITECTS
PETER FLLOYD	ST MARY REDCLIFFE CHURCH
JOHN ASHFORD	LOCAL RESIDENT
SIMON PRESCOTT	BARTON WILLMORE
MICHAEL DOBLE	CHATTERTON SOCIETY
JANET LASCELLE	ARUP
JAMES DEHAVILLAND	BARTON WILLMORE
SARAH O'DRISCOLL	BRISTOL CITY COUNCIL
NICK OLIVER	AECOM
MATTHEW COCKBURN	BRISTOL CITY COUNCIL
ROBERT NARRACOTT	LOCAL RESIDENT
MIKE WILBERFORCE	BRISTOL CITY COUNCIL
SIMON GOODMAN	ST MARY REDCLIFFE CHURCH

JEAN WALKER	CHATTERTON SOCIETY
GARY LLOYD	BRISTOL CITY COUNCIL
MARGARET CARTLEDGE	LOCAL RESIDENT
RICHARD HOLDEN	BRISTOL CITY COUNCIL
RICHARD BUNCE	BRISTOL CITY COUNCIL
STEPHEN HEWITT	BRISTOL CITY COUNCIL/NHS
MARCUS GRANT	UWE
A GIBBINS	BRISTOL CITY COUNCIL
JEREMY SCREEN	BRISTOL CITY COUNCIL
DAVID FARNSWORTH	BRISTOL NEIGHBOURHOOD PLANNING NETWORK
IAN WILLICOMBE	DPM LTD

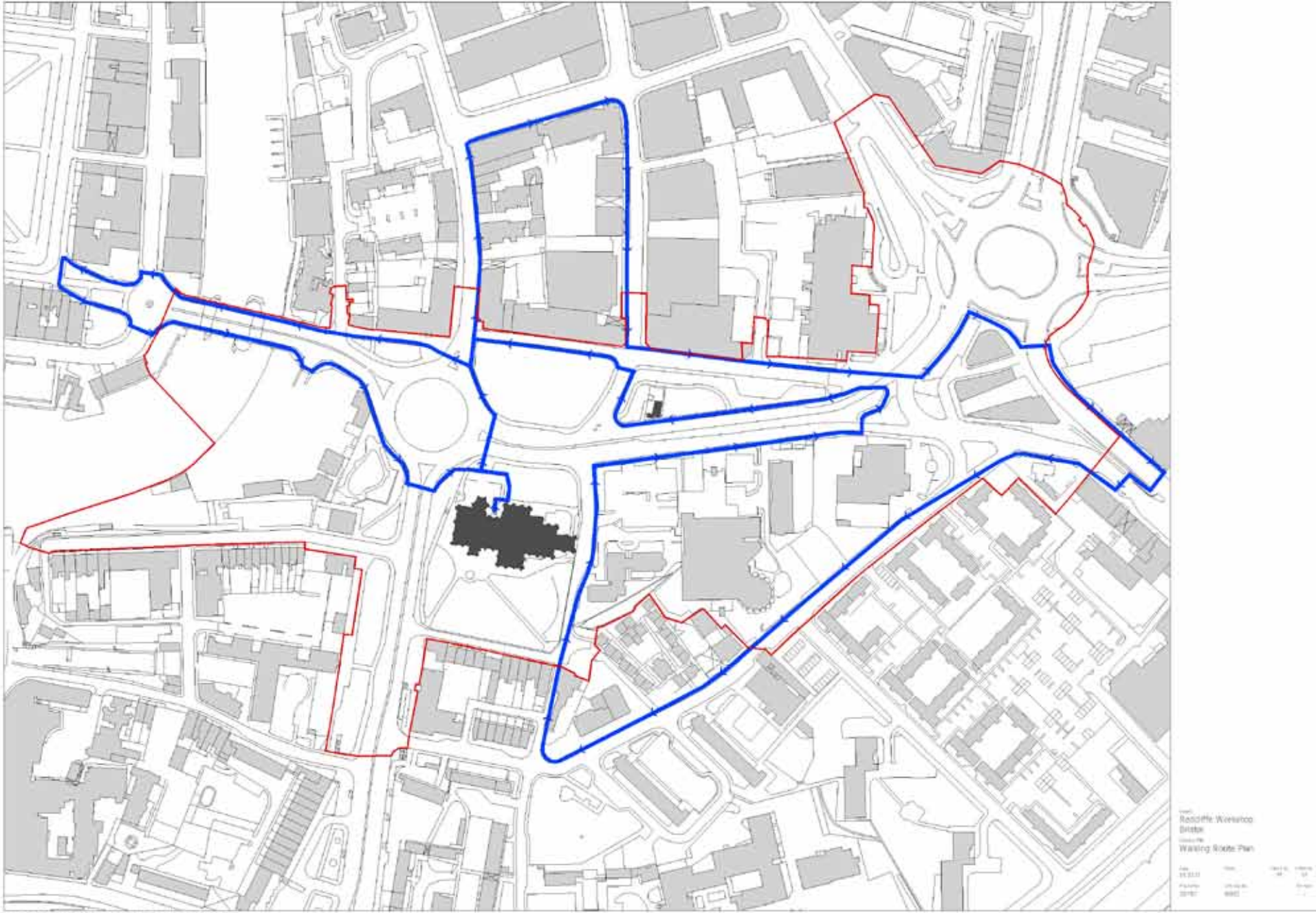
REDCLIFFE WAY

WORKSHOPS – RECORD OF ATTENDANCE (NOT EXHAUSTIVE)

Thursday 22nd March 2012

SARAH O'DRISCOLL	BRISTOL CITY COUNCIL
MICHAEL DOBLE	CHATTERTON SOCIETY
JEAN WALKER	CHATTERTON SOCIETY
MARCUS CHANTREY	BENJAMIN & BEAUCHAMP ARCHITECTS
PETER FLOYD	ST MARY REDCLIFFE CHURCH
MARGARET CARTLEDGE	LOCAL RESIDENT
ALAN MORRIS	BRISTOL CIVIC SOCIETY
MIKE THORNE	LOCAL RESIDENT
DAN BRAMWELL	DPM/TCD LTD
KAREN DRAKE	SPIKE ISLAND
MARTIN LEE	ST MARY REDCLIFFE
DAVE SHAW	PORTWALL TAVERN
DAVID FARNSWORTH	BRISTOL NEIGHBOURHOOD PLANNING NETWORK
JOHN ASHFORD	LOCAL RESIDENT
NICOLA SLUGGETT	LOCAL RESIDENT

APPENDIX E WALKING TOUR MAP



Redcliffe Way

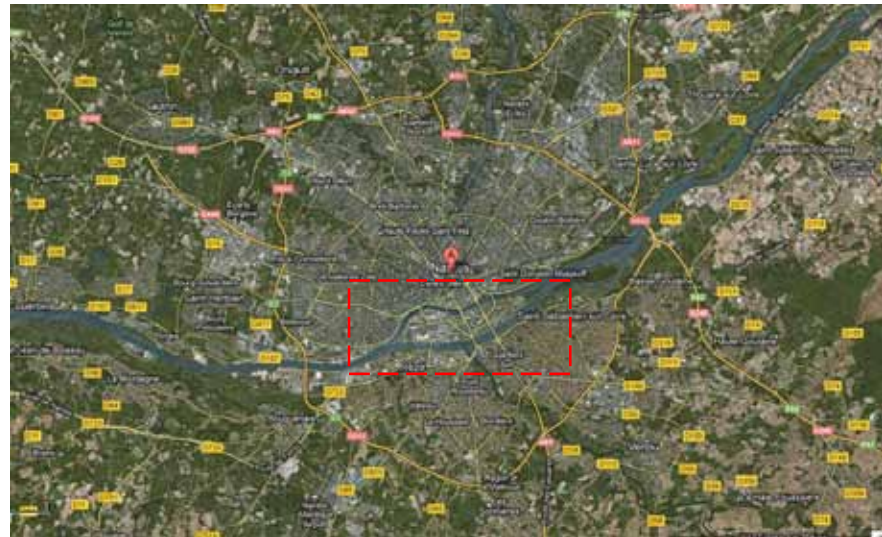
Design Workshop – Landscape Precedents



Quai de Turenne, Nantes



Nantes



Nantes



Ile de Nantes sur la Loire



Enjoy Dinner in the Warehouses of the former shipyards of Nantes, come discover the extraordinary machines..... »

Nantes



Enjoy Dinner in the Warehouses of the former shipyards of Nantes, come discover the extraordinary machines..... »

Nantes



Enjoy Dinner in the Warehouses of the former shipyards of Nantes, come discover the extraordinary machines..... »

Nantes



traditional cobbled streets, Nantes



Christmas market in the central square,

Place Central, Nantes

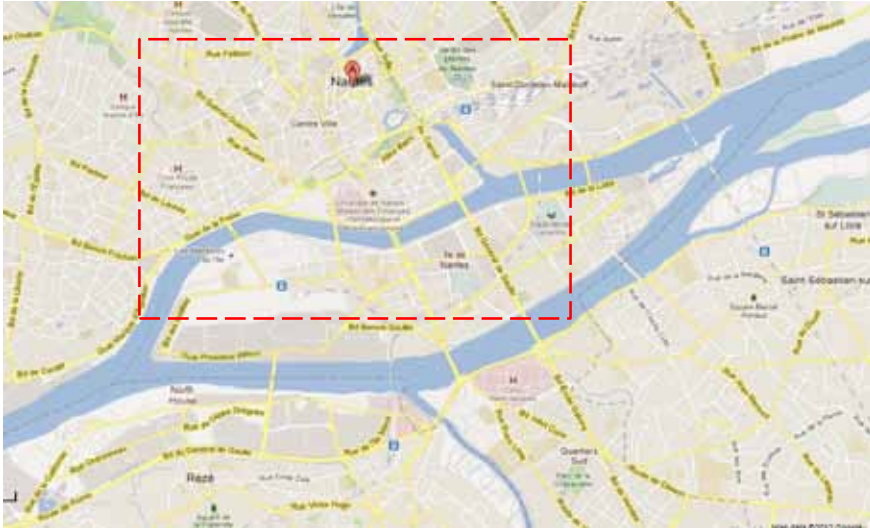


Place Central, Nantes



Ile de Nantes

Redcliffe Way
Design Workshop – Landscape Precedents



Ile de Nantes



Quai Turenne, Nantes



Nantes is also home to the Châteaux des Ducs de Bretagne. Built in 1207,



Le Quai de la Fosse, Nantes



Allée Turenne - Shared space



Multiple uses



Kerbless environment



Ascendancy of the motor car



nodes



place



movement & connection



cross linkage



connecting back to the city



active edges



taking ownership



creative level changes



creating a new urban edge



colonisation



invoking historical use – creating new identity



liberation - injecting cultural activity





exquisite detail



integrating different modes of transport



Le Quai de la Fosse, Nantes

landscape design elements



sculpture



places to sit & relax



Mandela Park - Almere-karres-en-brands-landscape

calming the city - natural forms - water



Avenida-de-Portugal - cherry-blossom-pattern

motif – theming - pattern



Levinson - Plaza, Edison Township, USA

texture – choice- shade



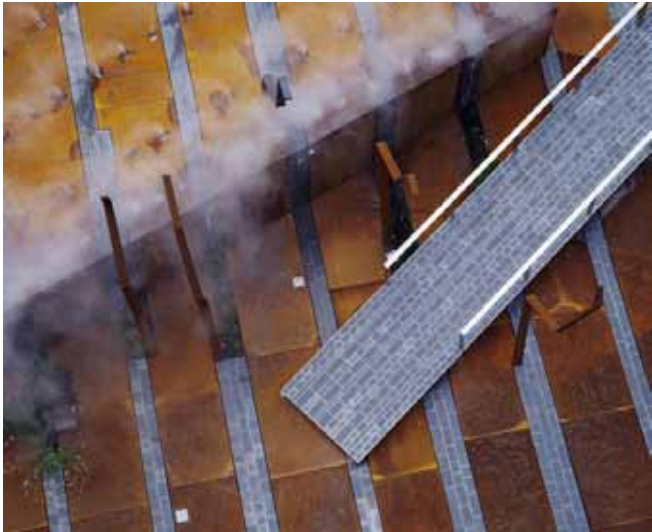
Urban Gardening - Urban garden - Geneva, Switzerland floorworks-by-agence-ter-landscape-architecture

dynamism



Urban garden - Geneva, Switzerland floorworks-by-agence-ter-landscape-architecture

urban gardening



Urban garden - Geneva, Switzerland

connecting levels



happenings



water play



Avenida-de-Portugal - cherry-blossom-pattern

water play

Public Spaces in Banyoles



Public Spaces in Banyoles – Josep Mias Gifre/ Mias Arquitectes

inspired use of one element - water



Public Spaces in Banyoles – Josep Mias Gifre/ Mias Arquitectes

inspired use of one element - water



Public Spaces in Banyoles – Josep Mias Gifre/ Mias Arquitectes

inspired use of one element - water



Public Spaces in Banyoles – Josep Mias Gifre/ Mias Arquitectes

inspired use of one element - water



Public Spaces in Banyoles – Josep Mias Gifre/ Mias Arquitectes

inspired use of one element - water

New Road, Brighton



New Road, Brighton

dull – predictable – highway dominated street



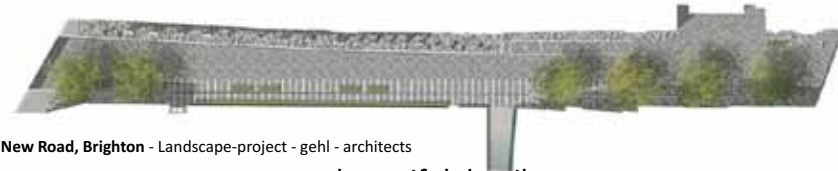
New Road, Brighton - Landscape-project - gehl - architects

reinventing the street



New Road, Brighton - Landscape-project - gehl - architects

beautiful detail



New Road, Brighton - Landscape-project - gehl - architects

owned back by the community



New Road, Brighton - Landscape-project - gehl - architects

injecting use & activity

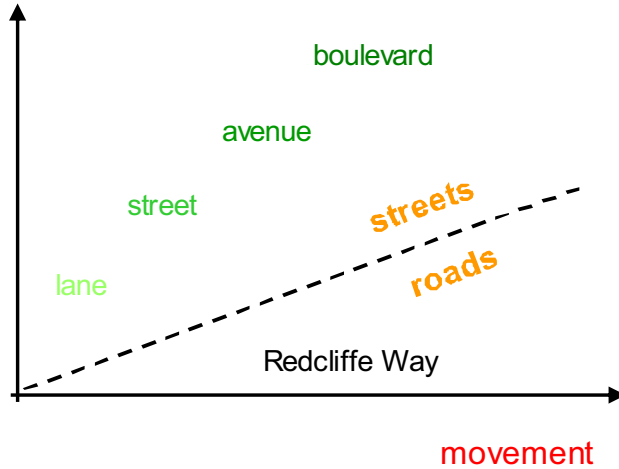


Vehicle dominated layout, poor relationship of buildings to the street, limited junctions, high speeds, poor pedestrian experience



Buildings have a good relationship to the street; people feel safe crossing the street and traffic speeds are low.

place



Streets are the integrators of communities

Streets should integrate not segregate communities and neighbourhoods.

Pedestrians like to walk in direct lines which are often straight.

Streets need to have **crisscrossability**.



Traffic concentrated onto large roads



Traffic spread over connected network of human scale streets





1955

Redcliffe Way A4044 traffic data

Year	Road	Endiunct on	PedaCycle s	Motorcycl es	CarsTaxis	BusesCoac hes	LightGood sVehicles	V2AxleRigi dHGV	V3AxleRigi dHGV	V4or5Axle Rigi dHGV	V3or4Axle ArticHGV	V5AxleArti cHGV	V6orMore AxleArticH GV	AllMoto rVehicle s	
2000	A4044	M/84053 roundabout	506	347	8269	194	1089	231	30	38	21	27	24	371	10270
2001	A4044	M/84053 roundabout	484	364	8013	203	1097	220	33	37	17	21	25	353	10030
2002	A4044	M/84053 roundabout	409	348	7473	319	1015	164	28	19	9	12	15	247	9402
2003	A4044	M/84053 roundabout	365	495	7196	311	1102	159	29	20	9	11	16	244	9348
2004	A4044	M/84053 roundabout	296	325	7290	254	1214	194	37	26	9	10	20	296	9379
2005	A4044	M/84053 roundabout	250	267	6955	240	1294	210	39	31	8	8	19	315	9071
2006	A4044	M/84053 roundabout	393	232	6822	223	1313	202	37	31	5	6	18	299	8889
2007	A4044	M/84053 roundabout	245	223	6713	202	1382	188	34	32	5	6	17	282	8802
2008	A4044	M/84053 roundabout	275	213	6565	176	1412	188	38	34	4	5	16	285	8651
2009	A4044	M/84053 roundabout	275	238	6709	174	1433	171	38	32	4	4	16	265	8819
2010	A4044	M/84053 roundabout	976	143	6858	665	989	106	26	15	2	5	16	170	8825

Maid Marion Way, Nottingham 30k-40k vpd





Marlborough High Street, 19k vpd





High Street Kensington, 25k vpd



O'Connell Street, Dublin
(1,800 vph in 8:00-9:00am peak, cost: Euro 40M)



Netherlands, 15k vpd

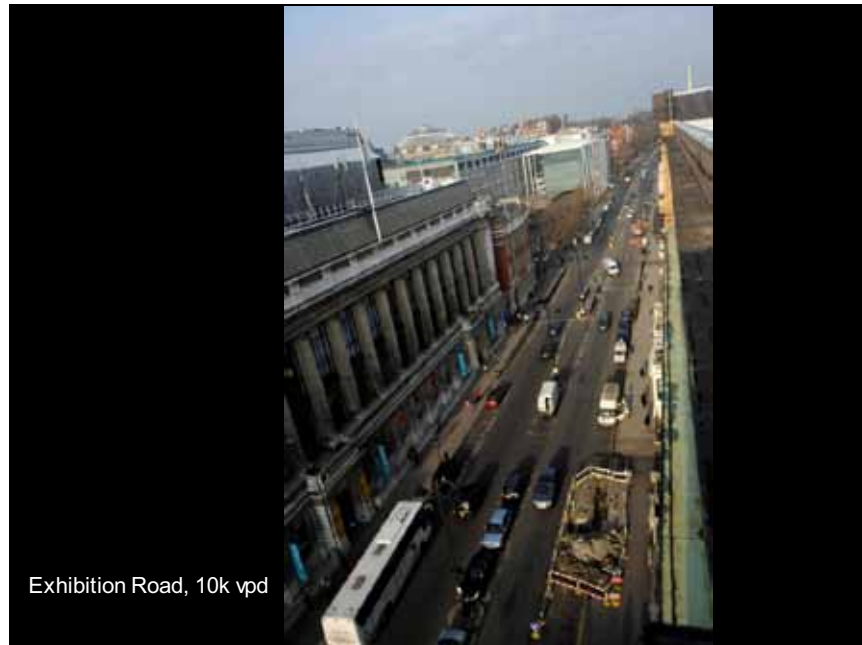


Exhibition Road

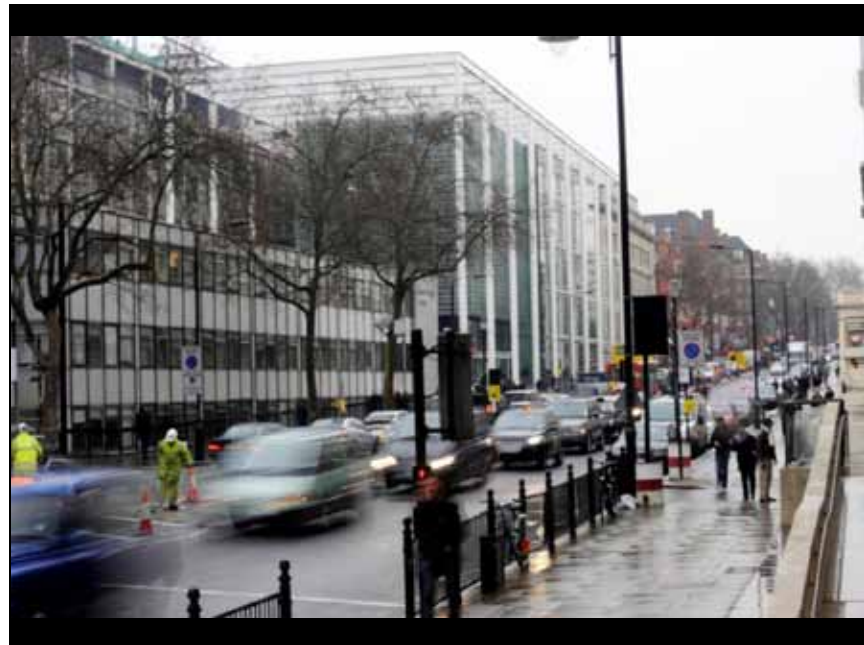


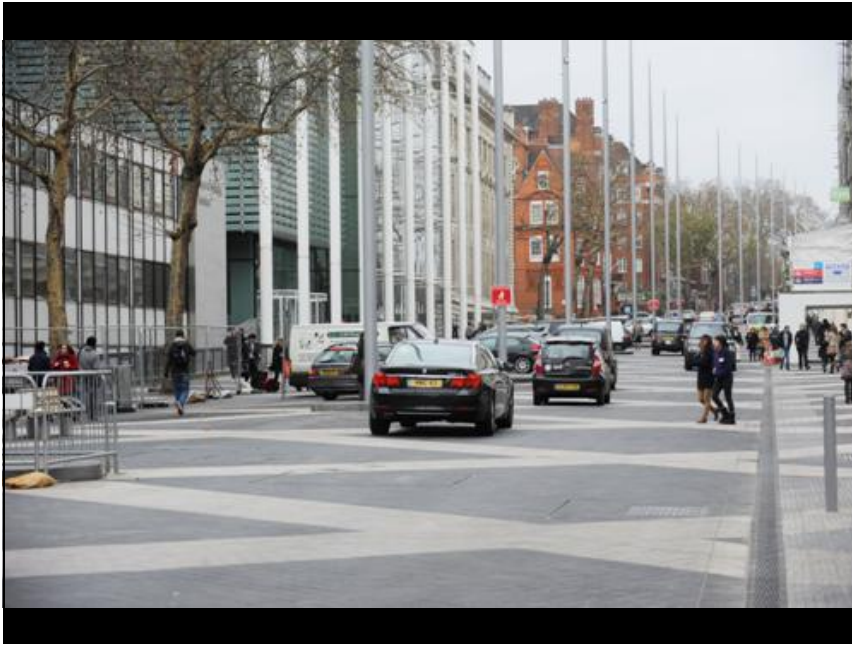


Ashford, 14k vpd



Exhibition Road, 10k vpd





HOW IT WORKS: EXHIBITION ROAD - BRITAIN'S LONGEST 'CLUTTER-FREE' STREET

AREA: Exhibition Road, Kensington, London.

- Half mile stretch (820m) from South Kensington Station to Hyde Park.
- All 'street clutter' removed.
- No traditional pavements or kerbs.
- Traffic signs, safety barriers, kerb markings removed.
- Traffic expected to reduce by 30 per cent.

Cost: £29.2million

- The 20mph speed limit signs will be posted at the top and bottom of the road, and intermittently on lampposts in between.
- Surface comprises a chequered pattern created from a jigsaw of a million bricks of pink and black Chinese granite weighing 10,000 tonnes. Each granite 'brick' is a 6-inch cube weighing 10kg. Pink granite sourced in Fujian province, black 'bricks' from Fujian province in China.
- To make cars and people co-exist harmoniously - without the need for hectoring signs and nannyish protective steel barriers.
- Pedestrian areas distinguished from vehicle areas by black iron drainage channel covers and raised and ribbed 'curbway-effect' tactile strips. Helps warn blind and partially sighted people underfoot.
- Tall, sleek street lighting masts have been designed to complement the grand buildings of Exhibition Road.
- The design of the thoroughfare is such that car parking bays, cycle racks, trees and bench seats will also help separate pedestrians from two-way traffic, without forming a permanent barrier.
- Continuously flat surface improves access for people using wheelchairs, push chairs and motorised buggies.

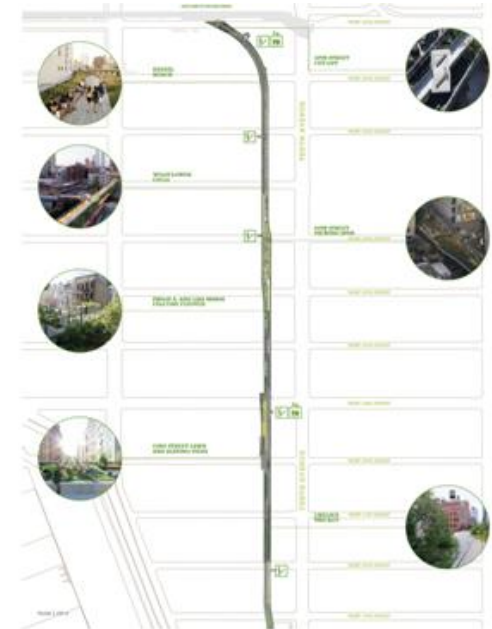


High Line and Friends of the High Line

The High Line is a public park built on an historic freight rail line elevated above the streets on Manhattan's West Side. It is owned by the City of New York, and maintained and operated by Friends of the High Line.

Founded in 1999 by community residents, Friends of the High Line fought for the High Line's preservation and transformation at a time when the historic structure was under the threat of demolition. It is now the non-profit conservancy working with the New York City Department of Parks & Recreation to make sure the High Line is maintained as an extraordinary public space for all visitors to enjoy. In addition to overseeing maintenance, operations, and public programming for the park, Friends of the High Line works to raise the essential private funds to support more than 90 percent of the park's annual operating budget, and to advocate for the preservation and transformation of the final section of the High Line at the rail yards.

HIGH LINE MAP

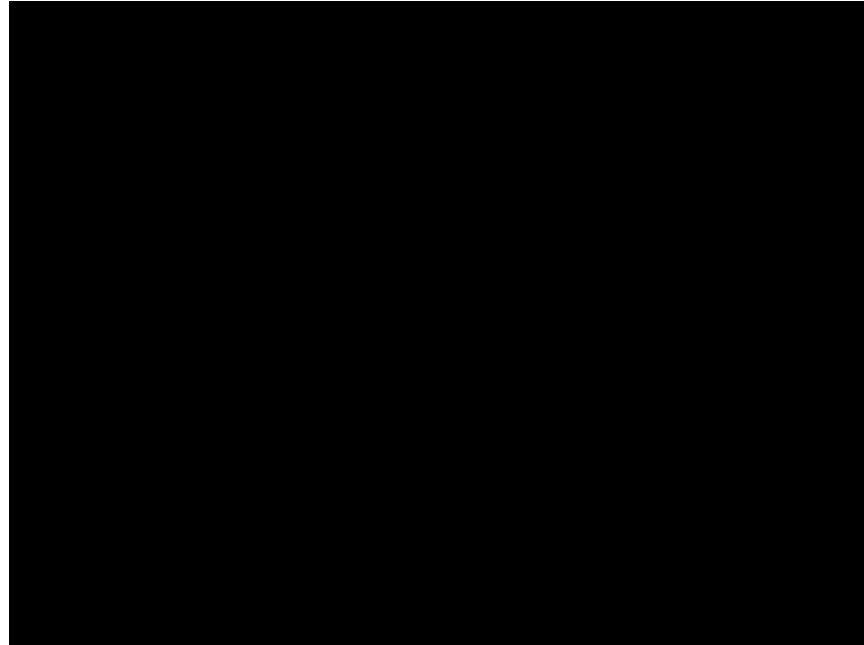






The first two sections of the High Line cost \$152 million, \$44 million of which was raised by Friends of the High Line, the group that led the project. Remainder was funded from NYC and Federal Governments.





APPENDIX G QUESTIONS AND ANSWERS FROM FINAL PUBLIC SESSION

REDCLIFFE WAY THURSDAY 22ND MARCH EVENING COMMENTS

COMMENTS FROM AUDIENCE AND RESPONSES

COMMENT: VIEW TO WEST SIDE OF SMR TO BE PROTECTED.

RESPONSE: AGREED – PRINCIPLES PROVIDE FOR THIS. PLAN SHOWS PROTECTED VIEW CORRIDOR. THIS MAY NEED TO BE REFINED IN DUE COURSE.

COMMENT: POTENTIAL USE OF COLONNADES TO DEFINE SPACE AND ACT AS AN INTERFACE.

COMMENT: WE HAVEN'T ACCOMMODATED GLOBAL TOURIST COMMUNITY NEEDS – NEED TO PROMOTE BRISTOL TO WIDER COMMUNITY.

COMMENT: NEEDS TO BE A COMMUNITY CHOICE.

RESPONSE: AGREE – WE HAVE PROVIDED CHOICE AND THIS WILL BE IMPORTANT IN THE FUTURE.

COMMENT: NEED TO DEVELOP NOT JUST PLAN

COMMENT: WHY COULDN'T SPACE IN FRONT OF CHURCH HAVE NO BUILDINGS?

RESPONSE: THIS COULD BE A POSSIBILITY BUT WE HAVE SOUGHT TO FIND A COMMERCIAL RESPONSE AND GENERALLY THERE WAS AGREEMENT THAT A CONTAINED SQUARE COULD BE APPROPRIATE. (THE SQUARE IS 50M BY 50M).

COMMENT: I LIKE WHAT I HAVE SEEN. AGREED WITH PRINCIPLES AND 20MPH SPEED LIMIT – HOW DOES THIS FIT WITH 40MPH BRT??

COMMENT: REDCLIFFE WAY COULD AND SHOULD BE 20MPH ONCE IT HAS BECOME A PLACE.

SHOULD BE NON-NEGOTIABLE – NEEDS TO BE 20MPH.

COMMENT: PLEASE DON'T GIVE THE COUNCIL THE OPPORTUNITY TO PROMOTE CAR ACCESS INTO QUEEN SQUARE.

RESPONSE: THIS IS NOT AN OPTION UNDER CONSIDERATION.

COMMENT: IF BRT IS CONSTRAINED TO 20MPH THE WHOLE VIABILITY IS IN QUESTION??

RESPONSE: THERE IS A VIABILITY ISSUE OF SLOWING IT DOWN, BUT IF THEY HAVE SET A PRECEDENT FOR 20MPH. IN OTHER PLACES THAT IS A GOOD REASON – SAFETY FOR PEDESTRIANS CROSSING THE ROAD. THEY NEED TO TAKE THIS ON BOARD BECAUSE THE PRIORITY IS THE CREATION OF A CITY NOT THE SPEED OF BUSES.

COMMENT: CAN IMAGINE BRT WOULD SAY IF 20MPH THEN CAN'T HAVE A STOP.

RESPONSE: THEY MAY WANT A STOP IF IT IS COMMERCIALY VIABLE.

COMMENT: DO COMMUNITY NEED TO RAISE £200K TO PAY FOR FEASIBILITY WORK?

RESPONSE: WE ARE NOT SURE IF THIS IS THE AMOUNT REQUIRED – WAS PREVIOUSLY ALLOCATED BY BCC. THIS IS ABOUT GETTING THE PROJECT PRIORITISED.

COMMENT: THIS IS THE FORTH PLAN. THIS IS THE BEST CHANCE WE HAVE SINCE THE E.Z DESIGNATION.

RESPONSE: NEED TO BE READY TO ENGAGE FUNDING – NEED TO OBTAIN FEASIBILITY STUDIES. NEED TO GET THIS PLAN TO THE NEXT STAGE.

COMMENT: IN ANY REPORT WILL THE STREET CROSS SECTION BE IN IT?

RESPONSE: YES

COMMENT: THANK YOU. WE HAVE BEEN ENCOURAGED BY THE ENTHUSIASM SHOWN BY THE COMMUNITY AND LPA. NEED TO DO FURTHER CONSULTATIONS ON THE SQUARE, STREET, NEED TO CONSIDER HUMAN SCALE – CHOICES ABOUT LIFESTYLE, ETC. CHOICES NEED TO BE UNDERPINNED BY FIGURES.

COMMENT: (LPA OFFICER) IF NEIGHBOURHOOD PLAN IS CONSISTENT WITH DEVELOPMENT PLAN – THE SUSTAINABILITY APPRAISAL HAS ALREADY BEEN DONE. THERE ARE SOME HIDDEN TIMED PHASES THAT REQUIRED THE COMMUNITY TO SPEND AT LEAST 6 WEEKS AND REVIEW AND THEN THE LPA NEED TO CONSULT. AT THE END OF THE PROCESS THE PLAN BECAUSE A FULLY EMBEDDED PART OF THE DEVELOPMENT PLAN.

NOTES

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