

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



**PRINCE'S
FOUNDATION**

FOR BUILDING COMMUNITY

**BARTON
WILLMORE**



QUEEN'S SQUARE ANCHORING
THE SITE TO THE WEST

CONTENTS

SECTION 1.0 INTRODUCTION 7

SECTION 2.0 PROCESS 10

SECTION 3.0 WORKSHOP STRUCTURE 13

SECTION 4.0 WORKSHOP OUTPUTS 14

DAY 1 – FIRST PUBLIC EVENING

DAY 2 – STAKEHOLDER WORKSHOP

DAY 3 – INTERNAL PRODUCTION WORKSHOP AND FINAL PUBLIC EVENING SESSION



CONTENTS CONT.

SECTION 5.0 DRAFT FRAMEWORK 31

FRAMEWORK
PLACEMAKING
REDCLIFFE SQUARE
MOVEMENT
LAND USE
SCALE AND MASSING

SECTION 6.0 NEXT STEPS 40

APPENDIX A EVIDENCE BASE CONTENTS
APPENDIX B SUMMARY OF EVIDENCE BASE
APPENDIX C WORKSHOP PROGRAMME
APPENDIX D RECORD OF ATTENDANCE
APPENDIX E WALKING TOUR MAP
APPENDIX F SUMMARY OF PRESENTATIONS – LANDSCAPE DESIGN
SUMMARY OF PRESENTATIONS – MOVEMENT
APPENDIX G QUESTIONS AND ANSWERS FROM FINAL PUBLIC SESSION



THE PRINCE'S FOUNDATION
for **BUILDING COMMUNITY:**
TRANSFORMING LIVES through ENGAGING
EDUCATING and EMPOWERING PEOPLE

19–22 CHARLOTTE ROAD
LONDON EC2A 3SG
UNITED KINGDOM
E ENQUIRY@PRINCES-FOUNDATION.ORG
T +44 (0) 20 7613 8500
F +44 (0) 20 7613 8599
WWW.PRINCES-FOUNDATION.ORG

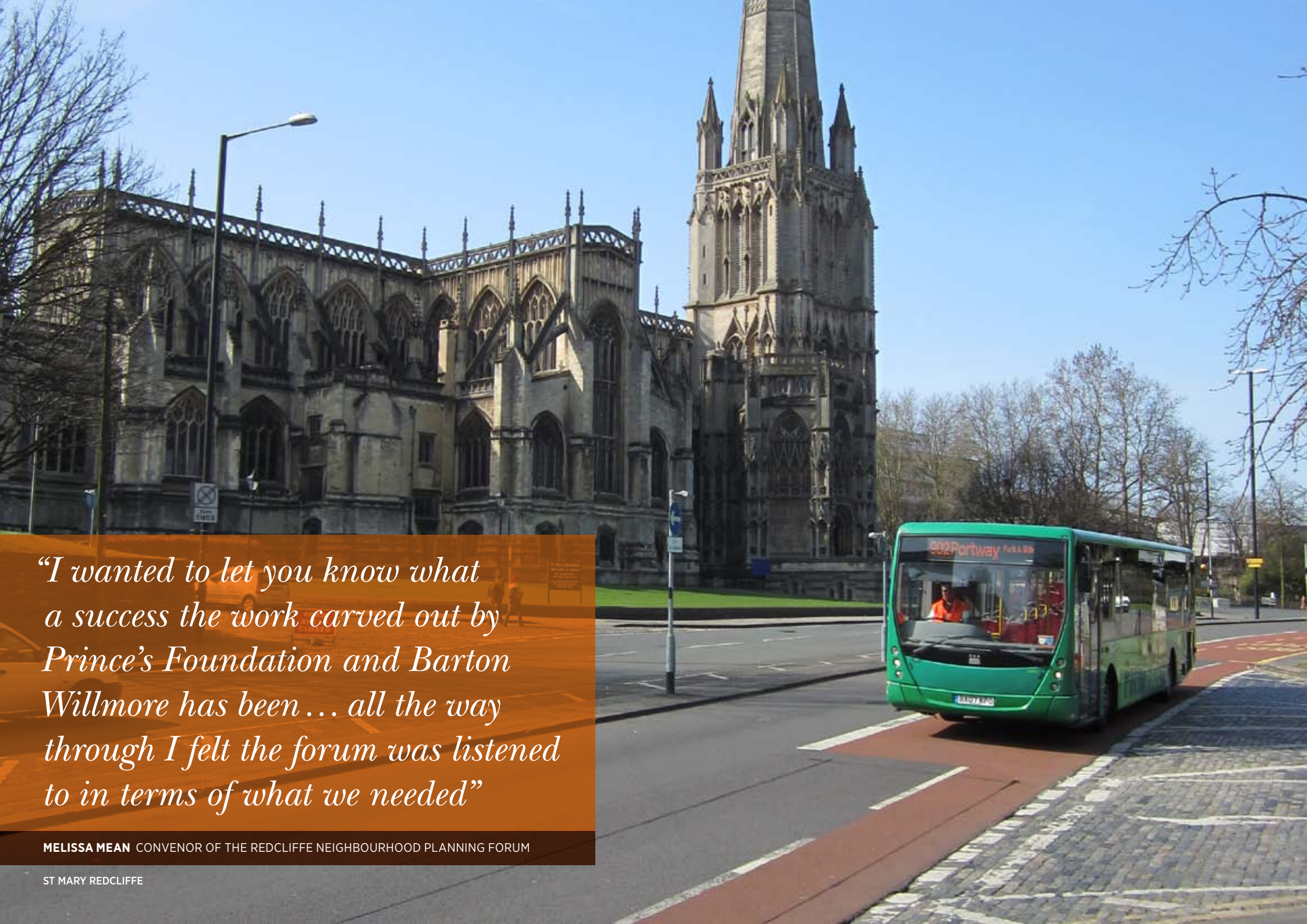


PRESIDENT: HRH THE PRINCE OF WALES
A COMPANY LIMITED BY GUARANTEE NO. 3579567
REGISTERED CHARITY NO. 1069969
VAT NO. 839 8984 44

NOTE: THIS DOCUMENT HAS BEEN FORMATTED FOR DIGITAL RELEASE ONLY



CHARACTER PROPERTIES ABOVE REDCLIFFE
WHARF AND THE FLOATING HARBOUR



“I wanted to let you know what a success the work carved out by Prince’s Foundation and Barton Willmore has been ... all the way through I felt the forum was listened to in terms of what we needed”

MELISSA MEAN CONVENOR OF THE REDCLIFFE NEIGHBOURHOOD PLANNING FORUM

ST MARY REDCLIFFE

SECTION 1.0 INTRODUCTION

The Government 'Frontrunner' status of the Redcliffe Neighbourhood Planning Forum has cemented the position of this city centre community as a leading pilot for the exploration of neighbourhood planning in practice. New legislation laid before Parliament in November 2011 and March of 2012 has provided communities with new tools to size control of the ways their local environments are planned and delivered and the Redcliffe community is clearly inclined to exploring this new legislation to its fullest advantage

Although an air of frustration exists with the Redcliffe community who have persistently maintained long held ideas to transform Redcliffe Way from a highway back to a place, a well organised, informed populous has identified that the strategic revisions to planning legislation in England is likely to represent the community's best chance of realising their vision. Bringing these ideas up to date and up to current planning standards is a task that the community has sought assistance from the Prince's Foundation and its professional network to help deliver. This report sets out the process of 3 days of workshops and engagement to help the community deliver on its ambitions.



EARLY REDCLIFFE WAY IDEAS

A BRIEF BACKGROUND

The Redcliffe neighbourhood of Bristol has long been established as a bedrock of community involvement in town planning. As early as the 1980's, there were calls from community organisations to repair the damage caused by post-war and 1960's planning and highways engineering which have seen this historic neighbourhood, home to St Mary Redcliffe Church, the floating harbour and adjoining Bristol Temple Meads Station, divided by flyovers, dual carriageways and even entertain plans for a far more dramatic aerial traffic gyratory that thankfully never came to fruition.

At the beginning of the previous decade, 'Redcliffe Futures' a local interest group was set up with an aspiration to remove much of the heavy traffic from the centre of the neighbourhood along Redcliffe Way, and put a new heart back into Redcliffe through the downgrading of major roads and the upgrading of public space, in particular through the creation of a new square and appropriate setting to St Mary Redcliffe, the third tallest parish church in England.

Such was the level of commitment from the local community to transforming Redcliffe Way and creating an appropriate setting for the Church, that Bristol City Council (BCC) appointed a Redcliffe Future Officer to the group liaising between the community and BCC policy makers.

INCLUSION WITHIN SUPPLEMENTARY PLANNING GUIDANCE

Undertaking much community consultation themselves, the ideas of Redcliffe Futures became incorporated within Supplementary Planning Documentation (SPD) produced by BCC from 2003 to 2006. However the key proposals for Redcliffe Way were not adopted, instead becoming the focus of a future masterplan for the centre of Redcliffe, anticipated for adoption into planning guidance circa 12 months after the adoption of the SPD.

Partly as a result of the economic downturn, questions were raised within BCC around the viability of the aspirations of Redcliffe Future's proposals. The subsequent masterplan was not pursued given renewed pressure on BCC resources and the situation remains the same today.

ADVENT OF THE LOCALISM ACT

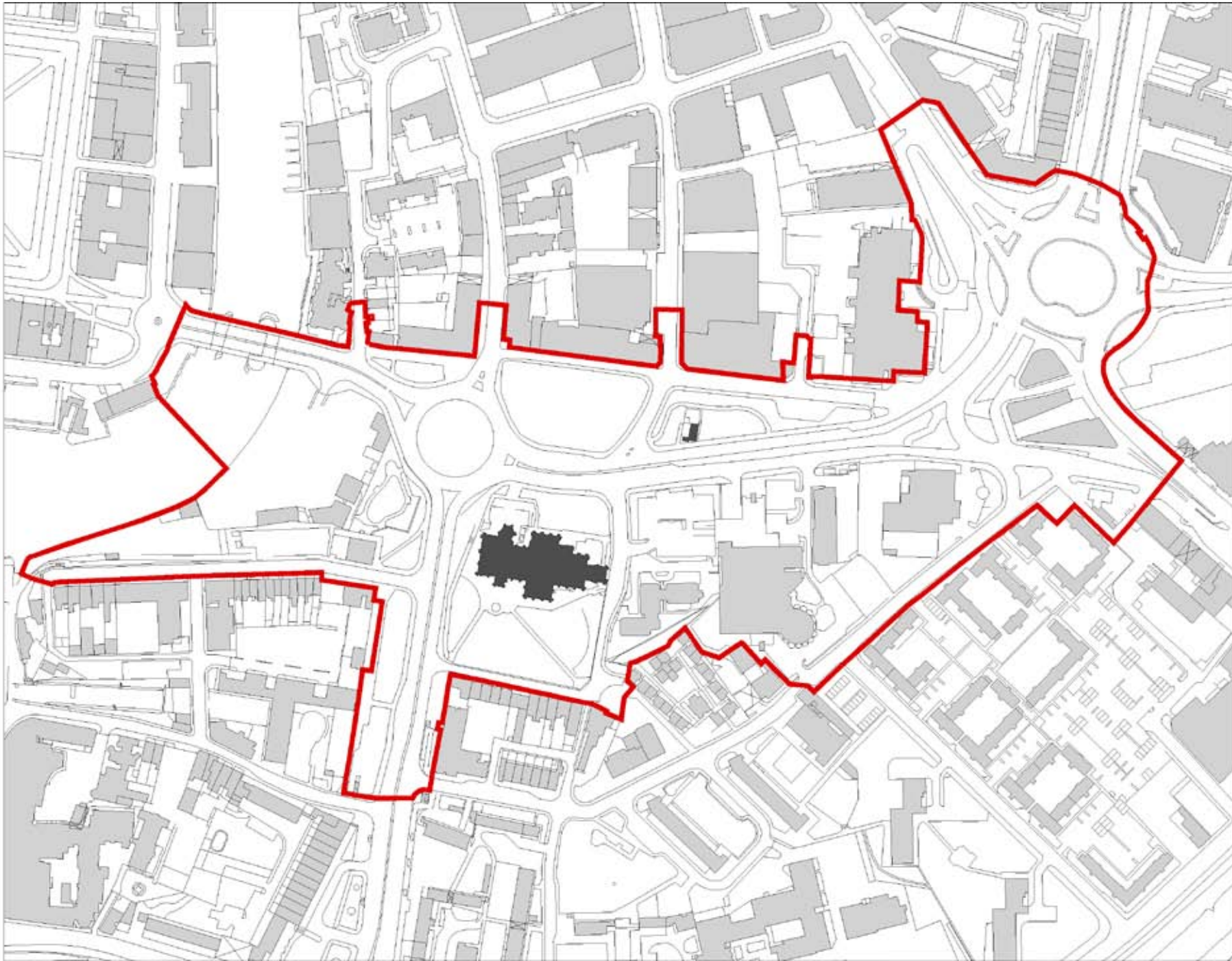
Not perturbed by these events, in the light of opportunities for locally driven plans for growth as part of the November 2011 Localism Act and the lead in to neighbourhood planning regulations, members of Redcliffe Futures and other members of the community formed a new body as a democratically representative neighbourhood forum. The Redcliffe Neighbourhood Planning Forum (RNPF – 'the Forum') identified the opportunity for the community once more to promote the transformation of Redcliffe Way, but this time with a mandate from Central Government to do so.

BCC has acknowledged the Forum and applied (successfully) for 'Frontrunner' status (and funding) as a neighbourhood planning area. The aspirations of the community to self-determine the future and planning context of Redcliffe Way are now recognised in the draft BCC City Centre Action Plan, (currently the subject of consultation) and the community is now beginning to once more realise its ambitions.

DEPARTMENT OF COMMUNITIES AND LOCAL GOVERNMENT (CLG) FUNDING

Constituting a legitimate and democratically representative entity, the Forum was able to take advantage of the £3m CLG Fund as part of the Neighbourhood Planning Programme. This funding has been allocated to four community support organisations that already support communities in planning for their neighbourhood. The Forum approached the Prince's Foundation for Building Community to facilitate a Neighbourhood Planning Workshop and assist the Forum in the collation of an evidence base to support local proposals.

Having undertaken 2 Neighbourhood Planning Workshops in Bristol already, the Prince's Foundation looked to its professional network to resource this particular event. Local planning and design practice and Prince's Foundation enrolled practitioners Barton Willmore LLP, teamed up with Andrew Cameron of engineering consultancy WSP UK Ltd to submit the successful tender leading to the awarding of the opportunity to deliver the workshops to the Forum and the community on whose work this report is based.



SITE BOUNDARY PLAN

TYPICAL NEIGHBOURHOOD PLANNING PROCESS



SECTION 2.0 PROCESS

THE NEIGHBOURHOOD PLANNING PROCESS

The long history of community engagement in Redcliffe combined with the consistent ability of the community to mobilise itself in support of proposals to transform Redcliffe Way has led to the successful identification of the Forum as a 'Frontrunner' for neighbourhood planning.

This status has brought with it Central Government funding for BCC of £20,000 to resource community engagement and the holding of a referendum to determine community support for proposals.

The Forum is moving towards the production of a Neighbourhood Plan, a development planning document that sets guidance and policy for new development within the area defined by the Forum as Redcliffe Way.

The Neighbourhood Plan could be accompanied by a Neighbourhood Development Order, creating certainty around the scale, design and use of development that could come forward on Redcliffe Way, replacing the need for individual planning consents.

Both documents need to go through a transparent and prescribed process. This is briefly set out in the diagram opposite.

THE PRODUCTION OF AN EVIDENCE BASE

In advance of the convening of the Neighbourhood Planning Workshops, the Forum requested assistance with the collation of the evidence base necessary to demonstrate to an independent Government inspector that the proposals for Redcliffe Way were based on robust and credible data. Much of this information lay either embedded within BCC or with former members of Redcliffe Futures as well as not readily available within the public domain. As a result of this exercise, the Forum is now in possession of 2 binders of some 30+ documents, including previously unreleased reports and financial studies from BCC. Details of available material is included within Appendix A of this report.

In addition to the collating of data, a brief health check of the information was undertaken, summarising content, identifying gaps and remarking on priorities for the Forum to address before presenting any Neighbourhood Plan. Appendix B to this report sets out this information in brief.

THE ROLE OF NEIGHBOURHOOD PLANNING WORKSHOPS

The Forum and project team undertook extended dialogue around the content and structure of the Neighbourhood Planning Workshops for which funding and facilitation support was applied for from the Prince's Foundation.

This resulted in the scheduling of 2 group work sessions, an internal working session and final feedback session for participating members of the community on the final evening of 3 days of activity.

Details of the programme and invited/attending participants is included within Appendices C and D of this report.

The compression of workshops into 3 sessions allowed for the identification of issues and options and the creation of a draft framework as a basis for further community refinement, rather than the prolonged, sequential approach to these stages which can lose local momentum and interest in the process.





GROUP ACTIVITY ON THE
STAKEHOLDER DAY.

SECTION 3.0 WORKSHOP STRUCTURE

Workshops spread over 3 days allowed for several opportunities for members of the public and key stakeholders to input into the process. Issues and options were scoped out before design solutions were explored real-time with the community, BCC and other interested parties.

The workshop included 2 full public sessions, and a more technical stakeholder day to which members of the public were also welcome to attend. Representation across a broad slice of the community was noticeable at all three events and feedback from the community indicated that they felt listened to and their ideas action upon throughout.

ENQUIRY (OR 'SCOPING')	COLLABORATION THROUGH DESIGN	RESPONDING AND PROVIDING FEEDBACK
With Stakeholders, the community and a core team <ul style="list-style-type: none">• Build trust between developers, consultants and communities• Demonstrate an open mind towards understanding what matters about a place• Invite input from stakeholders• Organise technical and contextual briefings• Identify issues and conflicts across disciplines• Develop themes and links	With Stakeholders, the community and a core team <ul style="list-style-type: none">• Apply themes and lessons from Scoping to real-site scenarios• Openly test the application of stakeholders' and site promoters' ideals and objectives• Allow exploration of alternative hypotheses• Seek to identify consensus over options that meet and align competing objectives With selected stakeholders and a core team only <ul style="list-style-type: none">• Progress designs with a core team over several days involving key stakeholders as appropriate• Resolve technical issues with all disciplines present• Arrive at one or more preferred solutions	With Stakeholders, the community and a core team <ul style="list-style-type: none">• Present ideas back to the community, explaining how all ideas have influenced the process• Set out the next steps moving forward• Form working group to maintain support/seed credible, positive information about proposals.

The 3 main events, supported by an internal day of testing and exploring the deliverability of ideas followed a process set out in the diagram above.

DAY 1

The initial evening public event allowed for the distribution of participants into groups to scope out key issues and create a common set of themes and objectives to be explored further on day 2.

DAY 2

On day 2, the Stakeholder workshop, these ideas were tested through inspection on site, and further focused groups over lunch and into the afternoon, considering the challenges of delivery at the conclusion of the day.

DAY 3

Day 3, the internal workshop, saw these ideas consolidated into a single framework plan and illustrative material, alongside design principles and some ideas around delivery

The final public event of day 3 in the evening presented the progress over the previous days back to the community for feedback and questions.

SECTION 4.0 WORKSHOP OUTPUTS

Over 40 people attended this session which allowed for the distribution of the community into meaningfully sized groups to debate issues of land use, aesthetic and values, public spaces and movement.

FIRST PUBLIC EVENING

SESSION 20TH MARCH 2012

Held in the Methodist Hall off Prewett Street/Pump Lane over 40 persons attended the introductory public session which opened with a presentation by the Forum's Convenor, Melissa Mean into what kind of place the community of Redcliffe would like Redcliffe Way to become. This reminded participants of the recent Redcliffe Urban Beach event which proved a rallying call to demonstrate how members of the community could overcome any perceived boundaries to congregate through social activity across all ages and backgrounds.

The introduction was followed by a presentation from James Gross, Master Planning Director of Barton Willmore and Consultant Design Director to the Prince's Foundation and who described the programme for the evening and the following days explaining how this could fit within the production of a neighbourhood plan.

The evidence base review was presented by Kevin Parker of Barton Willmore, who focused on the draft vision produced by the Forum and the strategic objectives

common to the Forum, the SPD and BCC's draft City Centre Area Action Plan (the AAP) that set the fit with current development plan policy for the project.

Before taking questions, presentations concluded with an uplifting presentation from Andy Cameron of WSP, debunking several of the myths of highway engineering, in particular focusing on examples where more heavily trafficked areas than Redcliffe, function very well in much smaller highway footprints, and demonstrating by example, how places such as Ashford in Kent, Marlborough High Street in Wiltshire or Taunton in Somerset, have either coped with mixing pedestrian, cyclist, bus and private vehicle traffic, or have developed narrow carriageway, shared surface highway configurations at vehicular concentrations more than twice those experienced along Redcliffe Way.

Following questions from the audience, the room was divided into mixed groups. The Forum had previously devised 4 questions that they considered it would be valuable having the wider communities address. These included:

1. WHAT SHOULD LAND USES SHOULD THERE BE ALONG REDCLIFFE WAY AND WHAT FUNCTION SHOULD IT SERVE?
2. AESTHETIC/VALUES - WHAT KIND OF CHARACTER/IDENTITY DO WE WANT TO CREATE?
3. WHAT KIND OF SPACE SHOULD REDCLIFFE SQUARE BE?
4. WHAT TYPE OF STREET SHOULD REDCLIFFE WAY BE - TRANSPORT FEEDER OR PUBLIC PLACE OR BOTH?

Each group of around 10 individuals was facilitated by a representative from the project team and feedback on the 4 questions was explored through a combination of drawn, written and spoken media.

The project team consolidated this information, feeding into presentation material for the stakeholder event the following day.



A team of 5 built environment professionals from Barton Willmore and WSP with backgrounds in urban design, master planning, landscape architecture, architecture and highways engineering facilitated each of the mixed groups, recording comments through written, and drawn outputs which were consolidated to inform the stakeholder workshop the following day.

COMMUNITY GROUPS EXPLORE 4 QUESTIONS
ABOUT THE FUTURE OF REDCLIFFE WAY ON DAY 1

GROUP 1 FEEDBACK

Group 1 facilitated by Andy Cameron of WSP focused on the route of a new boulevard linking temple circus and the island site with queen's square in the west. A main new square centred on St Mary Redcliffe would form the central node along the route with a strong element of enclosure around the new square to create a viable location for mixed use/retail investment.



LAND USE/FUNCTION

- SMALL SCALE MIX OF USES
- MIX OF HOUSING, SHOPS AND OFFICES EXERCISING CONTROL OVER THE MIX
- FLEXIBLE SPACE
- ANTIQUES MARKET
- NO CASINOS
- INFILL DEVELOPMENT AND STRATEGIC SITES SHOULD DEVELOP OVER TIME

REDCLIFFE SQUARE

- GREEN SPACE AND PLAY IS NEEDED
- COMMUNITY CONTROL
- LEASE AND INCOME FROM BUILDINGS
- BRT STOP TO INDICATE CENTRAL FOCUS

AESTHETIC/VALUES

- INTEGRATE COMMUNITIES NORTH AND SOUTH
- A CENTRAL 'HEART' FOR REDCLIFFE
- COMMUNITY LED REGENERATION
- BRUNEL MILE AS A 'SIGHT -LINE' TO THE CITY
- BRUNEL GATEWAY FUNCTION OF THE SITE

MOVEMENT

- CONSOLIDATED IN A SINGLE CORRIDOR/BOULEVARD
- THE STATION AND REDCLIFFE WHARF TO LINK WITH THE CITY
- SWIFT MOVEMENT (5MIN RADIUS) ALONG A SEQUENCE OF SPACES
- LINK BACK TO HISTORIC NORTH SOUTH STREETS



GROUP 2 FEEDBACK

Group 2 facilitated by James Gross of Barton Willmore identified the same strong east west boulevard as group 1, but focused further on the 'magnetic' function of a transformed Redcliffe Way to become a unifying location for the economically deprived neighbourhoods to the south and the commercial neighbourhoods to the north. Of critical importance to this role would be the exploration of and parcelisation of meaningful development plots to create attractive mixed use frontages along the whole of Redcliffe Way, particularly focusing public spaces on south facing elevations.



LAND USE/FUNCTION

- MULTI FUNCTION TRANSPORTATION BOULEVARD
- COMPREHENSIVELY DEVELOPED MIXED USE CORRIDOR
- CAR PARKING RE-DISTRIBUTED, AND EVEN INCREASED ALONG ROUTE AND STREETS
- CHATTERTON HOUSE AS A COMMUNITY FOCUS, PERHAPS WITH NURSERY/CAFÉ FUNCTION
- CONSIDER ALL OPTIONS AT THE WHARF

REDCLIFFE SQUARE

- LEAFY BUT HARD SPACE
- DIMENSIONS UP TO BACK OF KERB (NORTH) ON REDCLIFFE WAY
- DIAGONAL LINKS TO SQUARE
- ENCLOSURE THROUGH DOUBLE FRONTED DEVELOPMENT
- CAFÉ'S AND COMMUNITY USES IN SUNNIER SPACES

AESTHETIC/VALUES

- STRONG TRANSPORT BOULEVARD ANCHORED BY MAJOR SITES AND KEY SPACES
- LARGELY PAVED SPACES
- SMALLER COMMUNITY HUBS
- 'MAGNETIC' FUNCTION UNIFYING NORTH AND SOUTH NEIGHBOURHOODS
- LOCALLY GROWN FOOD
- COMMUNITY LED VISION FOR GROWTH

MOVEMENT

- PRIMARY BOULEVARD FOR ALL MODES OF TRAVEL, ENCOURAGING ONLY LOCAL ACCESS BY CAR
- SECONDARY NETWORK OF REINSTATED HISTORIC STREETS
- REINSTATE CROSSROADS IN LIEU OF ROUNDABOUTS AT REDCLIFFE HILL, TEMPLE CIRCUS AND THE ISLAND SITE

GROUP 3 FEEDBACK

Group 3 facilitated by David O'Brien for Barton Willmore exhibited a stronger resident/community focus with an informal theme, with ideas to restrict the speed of traffic in order to create a higher quality experience of place, down to 20mph along the entire length of Redcliffe Way. Additional ideas considered a strong, central community centre focus, and design suggestions for Redcliffe Square that echoed Bath Abbey and made use of the change of levels.

LAND USE/FUNCTION

- FLEXIBLE MIXED USE, INDEPENDENT RETAIL
- CAFÉ CULTURE
- REVISED PARKING PROVISION
- NEIGHBOURHOOD COMMUNITY CENTRE FOR ALL AGES
- LIBRARY, DENTISTS ETC
- HIGH QUALITY AND IMAGINATIVE PLAY (CHATTERTON HOUSE)
- TOURIST LINK TO SS GREAT BRITAIN

AESTHETIC/VALUES

- ECHO BATH ABBEY/EXETER CATHEDRAL ENVIRONS
- INFORMAL COMMUNITY CHARACTER
- HUMAN SCALE STREETS AND SPACES
- CAFÉ QUARTER WITH ACTIVE FRONTAGES

REDCLIFFE SQUARE

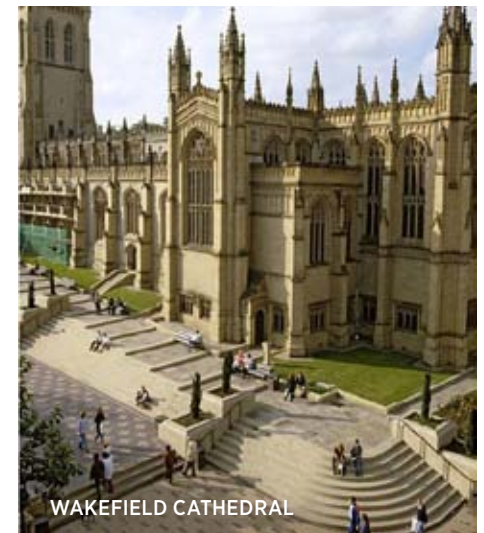
- COMMUNITY SQUARE IN FRONT OF CHURCH
- EXPLOIT LEVEL CHANGE WITH STEPS
- PARKING BENEATH
- MULTIPLE ENTRY POINTS, PERMEABLE
- ENSURE DISABLED ACCESS
- CRAFT, ARTISAN MARKETS AND EVENTS
- AMPHITHEATRE/STEPS AS PER WAKEFIELD
- SYMBIOTIC USE OF EXISTING WATER SOURCE

MOVEMENT

- 20MPH ZONE
- SHARED SPACE AND SURFACE
- RESTRICTED/DEFINED ACCESS HGV AND DELIVERIES
- DESIGN FOR THE VISUALLY IMPAIRED AND DISABLED
- INCLUDE HISTORIC CROSS ROUTES



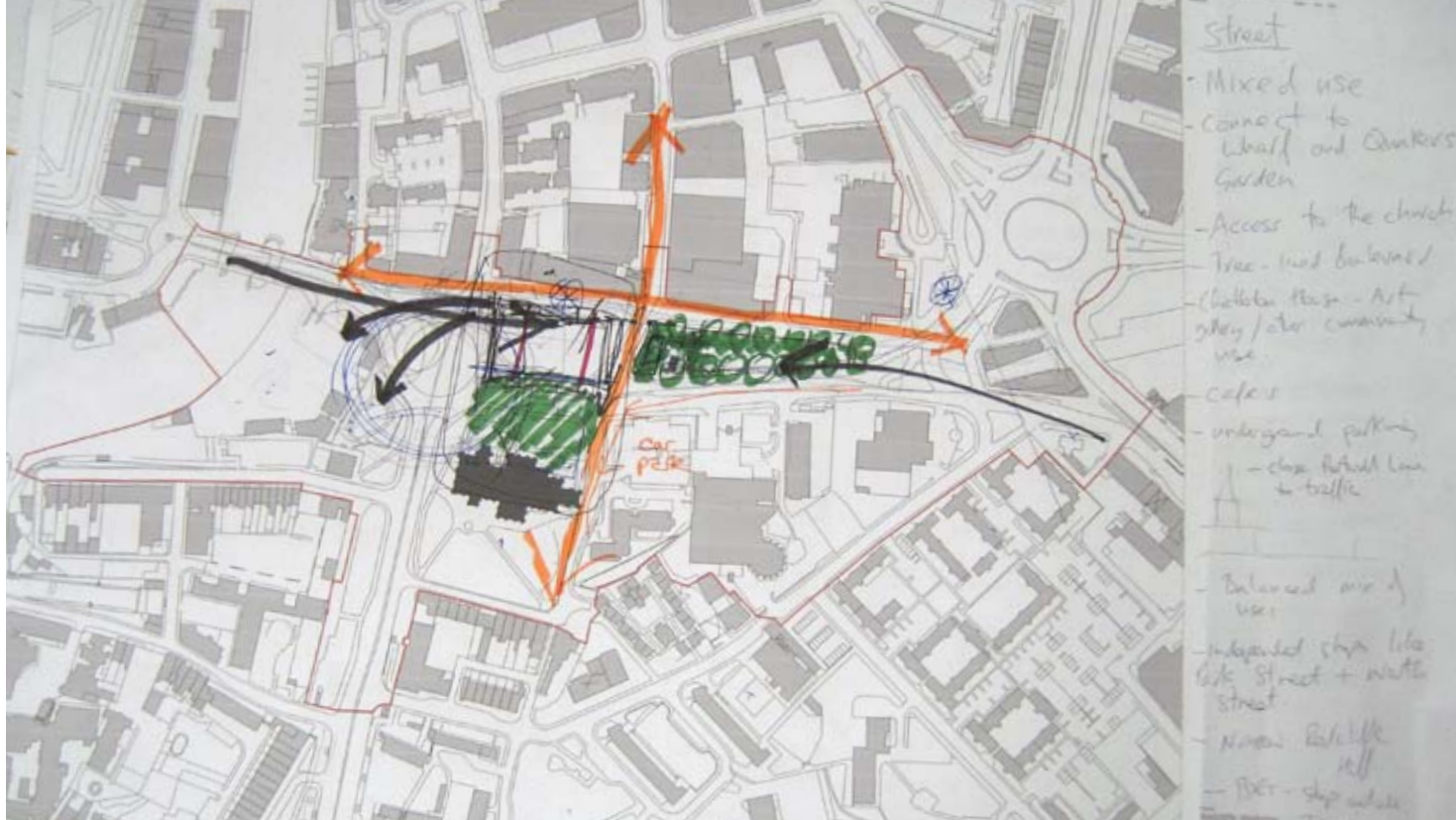
BATH ABBEY



WAKEFIELD CATHEDRAL

GROUP 4 FEEDBACK

Group 4 facilitated by Kevin Parker of Barton Willmore had an altogether greener approach to the transformation of Redcliffe Way. The group considered that a new square outside St Mary Redcliffe should be a large lawn, offering a softer space to play and socialise and the tree planting should be extended to create an avenue in a 'European' style. Parking, which was thought to blight the area could better occupy peripheral BCC sites rather than prime real estate.



LAND USE/FUNCTION

- MIXED USE STREET, CONNECTED TO THE WHARF AND QUAKER GARDENS
- ART GALLERY AT CHATTERTON HOUSE
- PARKING PROVISION ON REDUNDANT BCC LAND
- INDEPENDENT SHOPS
- PLAY FACILITIES AT THE HEART OF THE COMMUNITY
- UNDERGROUND PARKING BETWEEN PORTWALL LANE AND SMR

REDCLIFFE SQUARE

- LARGE SQUARE TO PROVIDE BETTER ACCESS TO SUNNY AREAS
- LAID TO GRASS
- EASY ACCESS AND SIGNAGE FOR TOURISTS

AESTHETIC/VALUES

- TREE LINED BOULEVARD IN A EUROPEAN STYLE
- VIBRANT SPACE ALONG PORTWALL LANE
- USE THE DIVERSE COMMUNITY AS A STARTING POINT FOR IDENTITY
- CHARACTER OF SPACES SHOULD VARY

MOVEMENT

- REDUCE BARRIERS TO MOVEMENT ACROSS REDCLIFFE WAY
- THROUGH ACCESS PREVENTED OPPOSITE SMR TO PRIVATE TRAFFIC
- INCLUDE PROPOSALS IN A WIDER TRANSPORT STRATEGY INCLUDING FERRIES
- IMPROVE ACCESSIBILITY FOR THE DISABLED



COMMON THEMES FROM DAY 1

LAND USE/FUNCTION

- MIXED USE STREET
- VIBRANT MOVEMENT CORRIDOR ALONG PORTWALL LANE
- INDEPENDENT SHOPS
- COMMUNITY SPACES INCLUDING PLAY
- CONSIDER LONGER TERM PHASING FOR LARGER SITES AND PARCELS
- TOURIST LINK TO SS GREAT BRITAIN

REDCLIFFE SQUARE

- MEDIUM TO LARGE SQUARE TO PROVIDE BETTER ACCESS TO SUNNY AREAS
- MIXTURE OF PAVING AND LAID TO GRASS
- EASY ACCESS AND SIGNAGE FOR TOURISTS
- ENCLOSURE THROUGH DEVELOPMENT
- INTEGRATE DISPLACED PARKING

AESTHETIC/VALUES

- TREE LINED BOULEVARD
- COMMUNITY USES AT THE HEART
- UNIFYING NORTHERN AND SOUTHERN REDCLIFFE
- GATEWAY TO THE CITY
- COMMUNITY AS THE DRIVER BEHIND THE VISION

MOVEMENT

- VIBRANT PRIMARY CORRIDOR SUPPORTED BY RE-DISCOVERED HISTORIC ROUTES
- ALL MODES SUPPORTED
- VARYING LEVELS OF ACCESS
- ENSURE GOOD ACCESS FOR THE DISABLED
- IMPROVE NORTH/SOUTH CROSSINGS AND LINKS



The Stakeholder Day was held in the middle of the study area in what could become the edge of the new Redcliffe Square. A mixed technical group as well as local residents was asked to address the issues scoped out by the community the previous evening and consider practical scenarios for their delivery.

Inspirational presentations, technical evidence challenging conventional thought on movement, and a walkabout of the site guided by members of the Forum, all led to a process of challenge and review that addressed 4 very different issues affecting the transformation of Redcliffe Way. Focused groupwork facilitated by the team in a transparent working environment allowed for real progress on issues hitherto considered to be entrenched positions.

STAKEHOLDER DAY 21ST MARCH 2012

This session was held in the vaulted undercroft of St Mary Redcliffe. A similar number to day 1, of stakeholders attended the 2nd workshop event, but with much stronger representation from BCC, other local interest groups, developers and/or their agents with interests in the Redcliffe Way area and other engineering, design and academic parties.

A condensed overview of the previous evening's presentations was provided by Melissa Mean and James Gross, with particular emphasis on common themes coming out of the first public session (see opposite).

Stakeholders were then each provided with an opportunity to briefly introduce themselves, reference any key agenda's they would like to see discussed and declare any interests they might have in the Redcliffe Way area.

Following this exploration of the key issues, Peter Floyd of the Forum led an informative tour of the Redcliffe Way area (see Appendix E for a map of the tour), supported by Andy Cameron on movement issues and highlighting particular aspects of the area including:

- ST MARY REDCLIFFE
- BACKLAND COMMERCIAL DEVELOPMENT NORTH OF REDCLIFFE WAY FOLLOWING BOMBING DURING WWII
- THE ISLAND SITE
- THE PROPOSED NORTHERN ENTRANCE TO BRISTOL TEMPLE MEADS STATION
- OPPORTUNITY SITES ALONG REDCLIFFE WAY
- CHATTERTON HOUSE

- THE REDCLIFFE WHARF SITE
- QUEEN'S SQUARE
- PORTWALL LANE
- THE QUAKER GARDENS, AND
- THE SOUTHERN CHURCHYARD BEHIND ST MARY REDCLIFFE.

Returning to the venue, participants were treated to 2 further presentations from David O'Brien (Consultant Landscape Architect to Barton Willmore) and Andy Cameron, once again challenging perceptions of what kind of places might be possible along Redcliffe Way. Full versions of these and other presentations have been supplied to the Forum and summary slide are included as Appendix F.

For this event, groups were arranged into topic specific tables, with each group addressing 1 of the 4 questions posed to the community the previous evening. This allowed for further, more focused development of each of these key questions, with the added benefit of summarised community issues and concerns collated from the 1st public event.

Inevitably, each group addressed all of the main questions posed, but with a clearer focus on the main topic at each table.

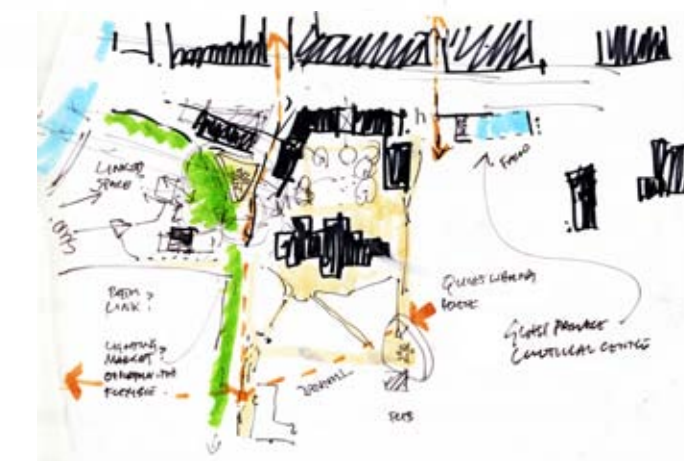
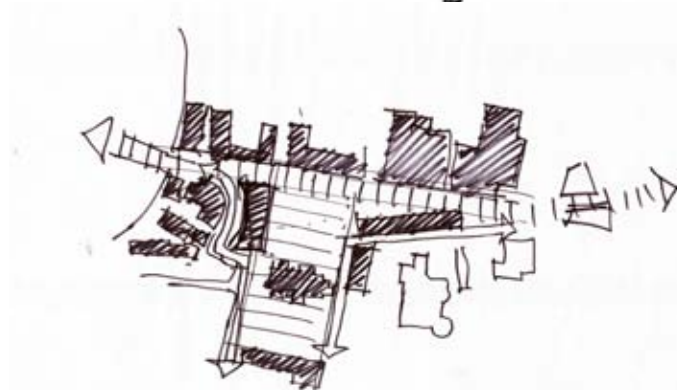
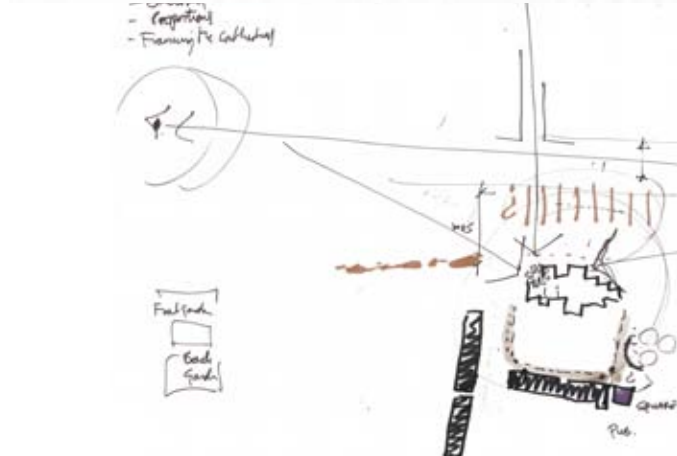
Facilitators worked alongside stakeholders to ensure each group produced drawn and annotated outputs. Such was the enthusiasm for the session, that as per the previous event, engagement went well past the scheduled workshop close and concluded with table by table plenary feedback, with a focus on how to make some of the many and aspirational ideas a reality, rooted in deliverable outcomes.

GROUP 1 REDCLIFFE SQUARE

Looking at the challenges identified from day 1, this group sought to create a stronger rationale for the new square outside St Mary Redcliffe as the centrepiece of Redcliffe Way. Creating an axis based around the key views of the Church. A series of secondary green routes and corridors was suggested with spaces along their length. Ideas for development around St Mary Redcliffe were strongly sympathetic towards a more cloistered, tighter formation of smaller scale buildings as prepared some years ago by Peter Floyd on behalf of the Church. Development around the new square should be permeable and allow free movement into and out of the space.



PRELIMINARY SKETCHWORK – GROUP 1, DAY 2



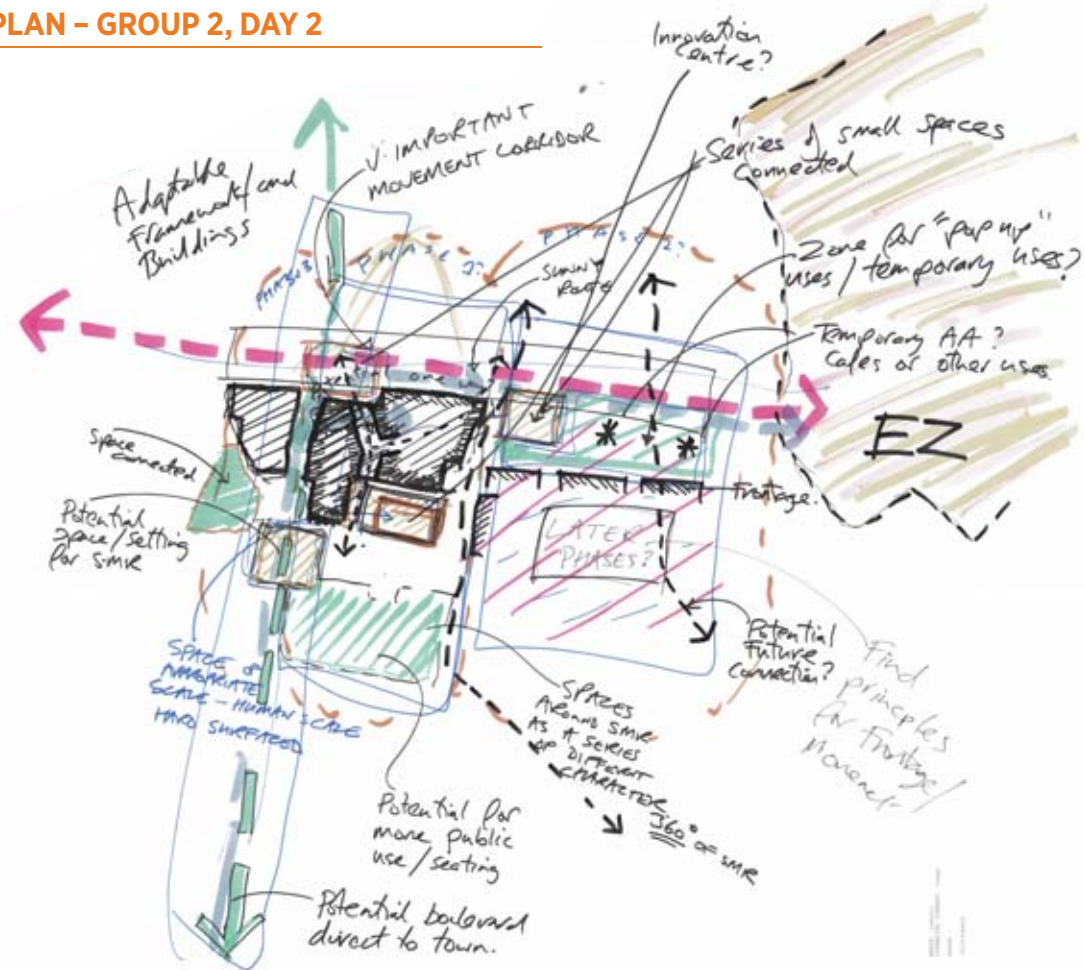
- LOOKING AT INTRODUCTION OF SPACES. SHADOWING. MIX OF HARD AND SOFT SPACES – FAIRLY OPEN W/ ACTIVE EDGE.
- COULD COMPRISE MARKETS, ETC.
- PERMEABILITY THROUGH SPACES.
- MAINTAINING VIEW CORRIDORS.
- CONSIDERATION OF CLOSING STREETS, NARROWING ROADS TO CREATE PEDESTRIAN/CYCLE FRIENDLY ENVIRONMENT AND CREATE IMPROVED CONNECTIVITY.
- CONSIDERATION OF CREATING NODAL SPACES.
- CONSIDERATION OF CAR PARKING.
- MIX OF USES – SMALL SHOPS, ETC.
- CREATION OF ARRIVAL SPACE INTO REDCLIFFE.
- CREATE A CLEAR STREET HIERARCHY
- CONSIDER DEVELOPMENT OF 'GAP' SITES



GROUP 2 AESTHETICS AND VALUES

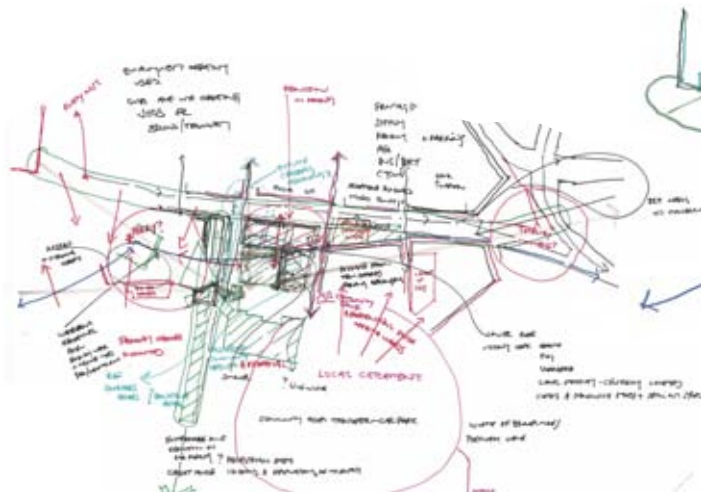
The common theme of a series of spaces each with an individual identity was supported by this group. Identity should be drawn by the whole of the area as the setting of St Mary Redcliffe with Redcliffe Way in its entirety seen as a destination with the church at its centre. The area around Chatterton House once again was identified as the primary location for community services and some sort of announcement at gateways into the area, perhaps drawing on the long-disappeared arches of the Port Wall might be considered. Redcliffe Square was felt to best serve the area as a hard space, in contrast to the softer space to the south.

OUTPUT PLAN – GROUP 2, DAY 2

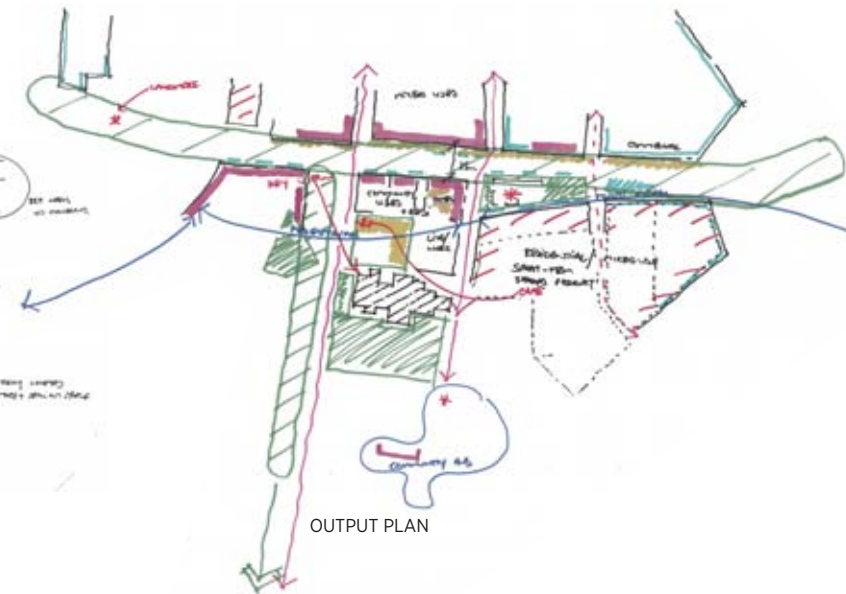


- DISCUSSION ABOUT IS REDCLIFFE, A DESTINATION OR MOVEMENT CORRIDOR – BOTH!
- SMR AS A KEY DRIVER FOR IDENTITY – LOOK AT SUITABLE SIZE SPACE, I.E. BATH ABBEY.
- INTEGRATES SPACES W/ CHATTERTON'S HOUSE AND LOOK AT A SERIES OF SPACES – STRATEGY SHOULD BE SPACES (NOT HIGHWAY) LED.
- PHASED APPROACH TO DEVELOPMENT. LOOK FOR OPPORTUNITIES WHILE OTHER AREAS ARE BEING DEVELOPED.
- IMPORTANT ROUTE INTO ENTERPRISE ZONE. IMPORTANT DRIVER. ARCH/ART/PUBLIC REALM/USES.
- QUESTION OF NO. PARKING SPACES TO RETAIN. IMPROVED PUBLIC TRANSPORT. LINKAGES: REDUCE NO. SPACES?
- CIVIC SPACE IN FRONT OF CHURCH?
- REDCLIFFE HILL LATER PHASE. OPPORTUNITY TO DOWNGRADE ROAD AND IMPROVE IT FOR PEDESTRIANS/ CYCLISTS AND INTEGRATE NEW OPEN SPACE.
- AGREED ITS VERY IMPORTANT TO CREATE A CLEAR SET OF URBAN DESIGN PRINCIPLES AND A FRAMEWORK PLAN TO GRADE FUTURE DEVELOPMENT.

Economic drivers of spaces and land uses became the focus of this group, with opinions divided as to the main concentrations of footfall and questions over north/south movement. The group agreed that larger flexible floorplates could echo the more successful typologies found around Queen's Square and that these could also wrap the new Redcliffe Square. In order to achieve maximum viability, a smaller square size, located to the west to catch sunlight was deemed to provide the most flexibility of use. Residential land uses were thought to be an appropriate longer term use to sites including the Ramada Hotel. An identity captured by a strong axis of Redcliffe Way and Redcliffe Hill was favoured as a focus for future change and investment.



CONCEPT SKETCH



OUTPUT PLAN

- IMPORTANT TO CREATE ROUTES FROM N-S REDCLIFFE (ALTHOUGH DEBATED). IF REDCLIFFE HILL/PUMP LANE INTERESTS WITH PORTWALL LANE – CATALYST FOR USES.
- DIFFERENT USES ALONG PORTWALL LANE.
- CONSOLIDATED SQUARE OPTION – KEY VIEW FROM ROUNDABOUT. DEVELOPMENT TO FRAME VIEWS.
- NEW DEV BLOCKS NEED TO MAINTAIN VIEWS AND COMPRISE COMMUNITY USES – NEED TO BE PERMEABLE.
- GRADUATION OF SCALE ACCORDING TO LOCATION. BUILDINGS NEED TO ADAPT TO USES ETC.
- LARGER FLOOR PLATES (KPMG) BUILDING WOULD BE MORE EFFICIENT.
- EMPHASISE ROUTE FROM BTM TO CITY. PROVISION OF DIRECT AND INDIRECT (SOFTER) WALKS.
- SHORT TERM CAR PARKING – SHARING CAR PARKING WOULD HELP TO PUSH TOWARDS USE OF PUBLIC TRANSPORT. MARLBOROUGH MODEL (DISTRIBUTED APPROACH TO CAR PARKING) COULD BE VIABLE.
- STRONG GREEN BOULEVARD E-W. NARROW REDCLIFFE WAY.
- EXISTING BUILDINGS ALONG PORTWALL LANE ADAPTABLE TO A RANGE OF USES.
- EMPHASISE LINKS TO EXISTING SHOPS AND COMM. FACILITIES IN SOUTH REDCLIFFE.
- RUSTY NUT BY CORNER OF QUEENS SQUARE?
- DEBATE REGARDING TENSIONS BETWEEN PEDESTRIANS/CYCLISTS/ CAR/BRT MOVEMENT. VIABLE TO HAVE EXTRA STOP ALONG PORTWALL LANE? BRT ROUTE NEEDN'T BE A FENCED ROUTE. COMPROMISE OF BRT SPEED TO 20 MPH? INVESTIGATIONS NEEDED.

GROUP 4 MOVEMENT

A strong east/west boulevard, with clearly defined north/south links became the output for this group, repairing the historic block structure and legibility of the area. Considerable thought was given over to arriving at realistic solutions for creating a route through to the station that worked within the confines of the existing planning consent at the Island Site. By reconfiguring the Temple Circus junction, several new development parcels could be released. A 22-25m corridor along the whole of the length of Redcliffe Way was considered sufficient to accommodate a mixed mode movement space including proposals for shared space, the BRT and allow sunny stopping spaces for pedestrians.

OUTPUT PLAN - GROUP 4, DAY 2



- BUILDING ON IDEA OF BRUNEL MILE. IF YOU GET CROSS SECTION RIGHT THEN WHY SHOULDN'T X SECTION CONTINUE TO BTM. LD BECOMES A DRIVER FOR SORTING REDCLIFFE OUT.
- CONSISTENCY OF ROUTE - LEGIBLE LINKAGE TO CITY. LET FORM OF JUNCTIONS FOLLOW THIS - MATERIALITY ETC.
- ALL ROUTES IN ONE SPACE CAN THEN RELEASE SIMPLE PIECES OF DEVELOPMENT.
- NORTHERN ISLAND ELEMENT COULD GO INTO A LARGER SCHEME.
- RECREATING HISTORIC ROUTES - N/S CONNECTIONS. MAKING REDCLIFFE HILL MORE HUMANE. RE-CONNECTING PUMP HILL.
- COULD CAR PARK OF HOTEL BE RE-DEVELOPED?
- PHASED APPROACH TO DEVELOPMENT.
- RETENTION OF TREES, HOWEVER IF SOME NEED TO GO THEN WE NEED TO DO THIS. DO IT ONCE, DO IT RIGHT.
- TUNNEL CONCEPT.
- ASSETS THAT CAN STORE CAR PARKING RATHER THAN BUILDING NEW UNDERGROUND CAR PARKS.
- HIGHLIGHT VIEW AREAS FOR DEVELOPMENT - HARD SPACE/ SQUARE IN FRONT OF THE CHURCH.
- WIDTH OF ROAD TO ALLOW TRAFFIC TO MOVE BOTH WAYS - STREET HIERARCHY - BOULEVARD AND SHARED SPACE (22M MINIMUM).
- PLANNING PROVISION OBTAINED FOR SOUTHERN ISLAND SITE.



SUMMARY DAY 2

Common to all groups was the identification of a strong east west axis and a clear hierarchy of public spaces. All groups also considered the creation of a secondary lesser status pedestrian route connecting these spaces offering an alternative to a busy Portwall Lane. A softening position on the provision of parking in the area from BCC suggested receipts from the 170 spaces on Portwall Lane might kickstart the first phase of development around St Mary Redcliffe. Reconfigured sites along the current alignment of Redcliffe Way consolidated with existing development to the south, could allow for development parcels to be repackaged with a stronger likelihood of achieving market interest and possible contributions to an enhanced Portwall Lane as the main east-west route.



The creation of credible and robust proposals stemming from representative community support is key to the success of the neighbourhood planning process. An intense day of drawing production, highway design exercises and discussion around delivery options ensured which was presented back to the community on the final evening.

The project team drew on resources from Barton Willmore's local Bristol office to produce a comprehensive suite of information responding to the identified aspirations of the community, concerns and technical inputs from stakeholders and ensuring a strong fit with the vision of the Forum for Redcliffe Way.



INTERNAL PRODUCTION WORKSHOP 22ND MARCH 2012 AND FINAL PUBLIC EVENING SESSION 22ND MARCH 2012

The project team set aside the whole of Thursday 22nd March to consolidate the many layers and directions for growth and place creation discussed at the preceding public event and stakeholder session.

An intensive production period followed which saw the morning largely occupied with the production of a consolidated framework plan, tested for issues including:

- APPROPRIATE, BUT NOT EXCESSIVE CARRIAGEWAY WIDTHS
- THE CREATION OF MEANINGFUL, VISIBLE, SUNNY SPACES
- THE RETENTION OF KEY TREES
- THE IDENTIFICATION OF PHASED, AND DELIVERABLE DEVELOPMENT PARCELS RESULTING IN VIABLE PLOT AND BUILDING DIMENSIONS, INTEGRATED WITH EXISTING USES WHEREVER POSSIBLE
- COORDINATION WITH PERIPHERAL INVESTMENT/ PROJECTS SUCH AS THE PROPOSED BUS RAPID TRANSIT (BRT), REORIENTED TEMPLE MEADS STATION
- THE DISTRIBUTION OF LAND USES ACCORDING TO VITAL AND VIABLE LOCATIONS

Once a draft framework plan was arrived at by hand, this was translated to CAD, and hand-drawn illustrative plans and 3-dimensional representations derived therefrom.

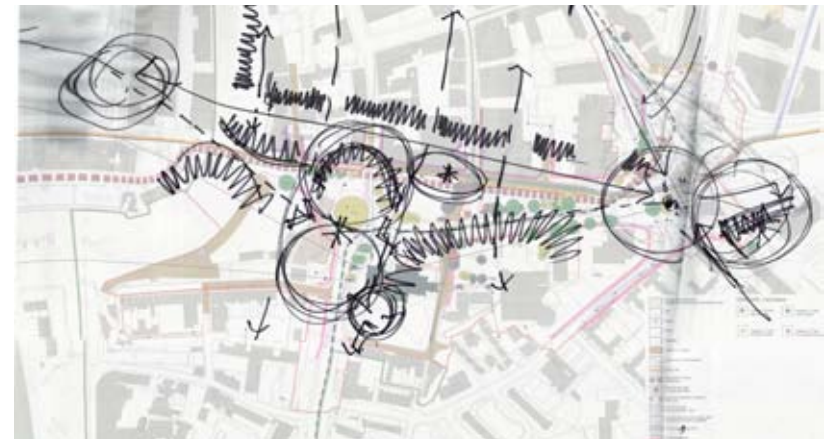
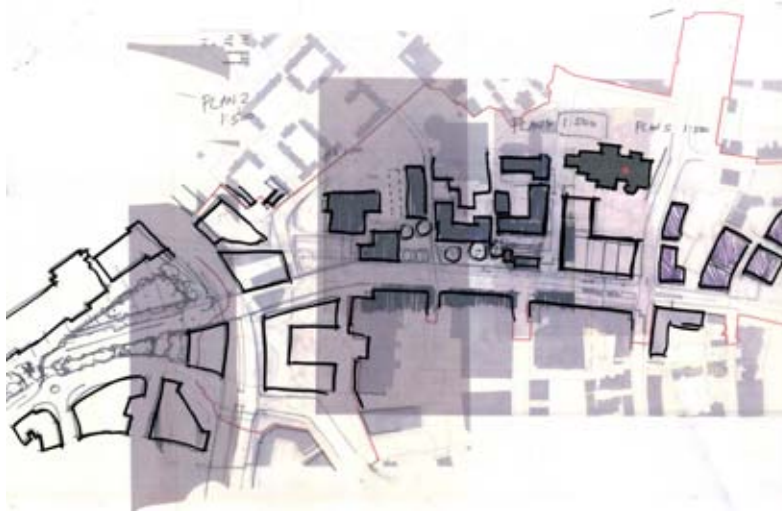
Final outputs from the production day were presented back to members of the Forum and attending community participants. These focused on the primary outputs of the framework plan, illustrated axonometric drawing and broke this down into a number of layers considering:

- LAND USE
- PUBLIC SPACES
- MOVEMENT
- WALKABLE NEIGHBOURHOODS
- SCALE AND MASSING (INCLUDING BUILDING HEIGHTS)
- URBAN GRAIN

Movement and place-making were then subject to 2 additional presentations, providing additional images and ideas around what each place, space or street might become, looking at examples from Shad Thames and Butlers Wharf in London, Bath Abbey and dimensioned street sections at intervals along a re-profiled Redcliffe Way.

Possible mechanisms for timing and delivery were explored, both in terms of the immediate steps towards the production of a legally binding Neighbourhood Plan, and an overview of delivery vehicles considering a range of public, private and community models to achieve the desired outcomes for Redcliffe Way.

Questions and answers were then taken from the floor (see Appendix G) which included queries around community choice on detailed issues, clarification of the legal status of the neighbourhood plan, preservation of views of St Mary Redcliffe and requests for more robust statistical evidence to support proposals and demonstrate viability.





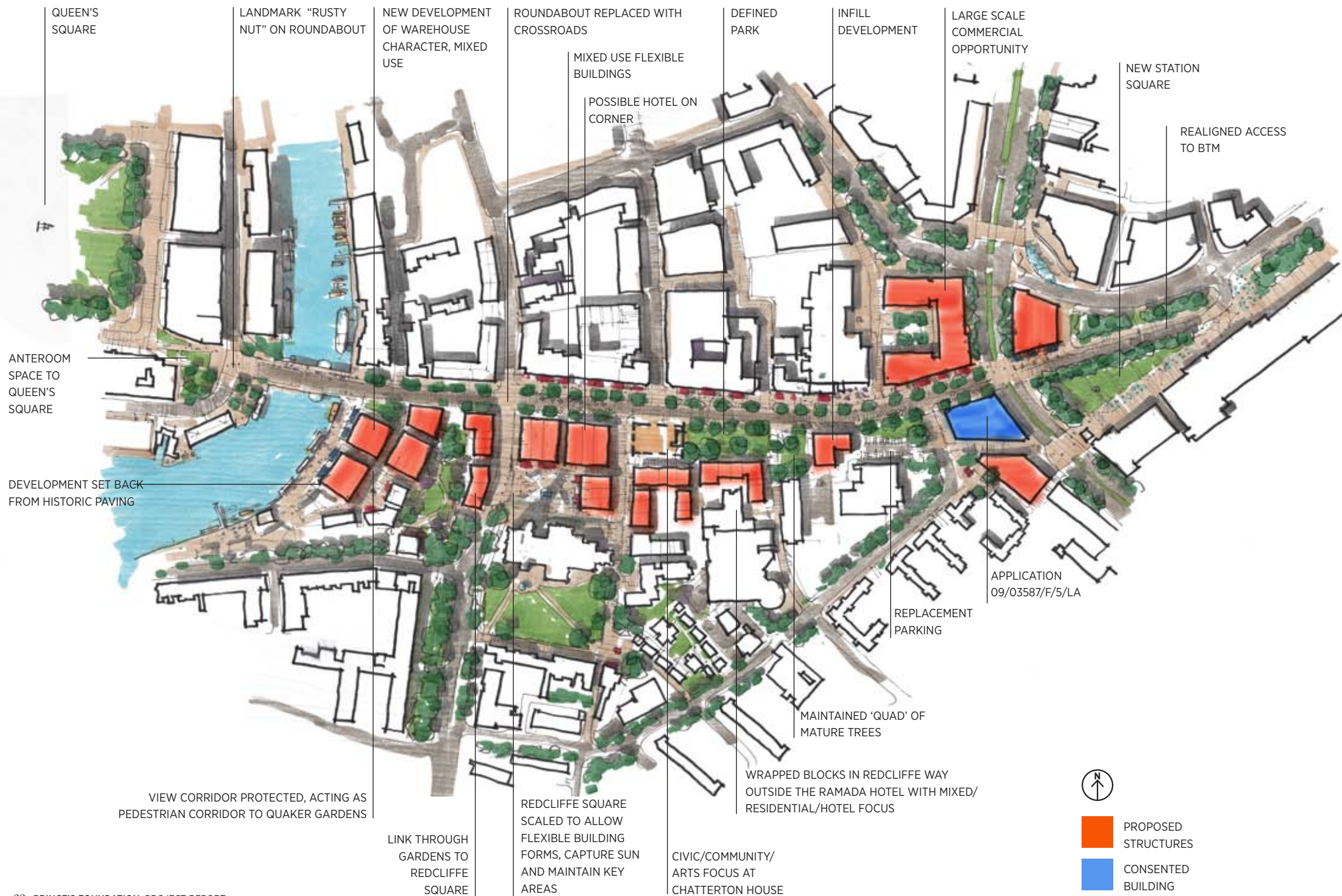
SECTION 05 DRAFT FRAMEWORK

The Neighbourhood Planning Workshop focused its output on the production of an updated vision for Redcliffe Way, around which the community, BCC and other key stakeholders could champion support for politicians, local businesses and delivery agencies such as the local Enterprise Zone, the LEP and the Homes and Communities Agency.

This section explores the workshop outputs in further detail, considering the component elements of the consolidated framework, draft principles that will need further consideration by the community and the Forum and brief technical information relating to a re-engineered Redcliffe Way following the route of Portwall Lane/Brunel Mile.



DESIRED LOCATION
FOR BRT STOP



THE DRAFT FRAMEWORK

The Draft Framework Plans illustrated on the facing pages suggest a strategy by which sites might come forward for redevelopment and indicative configurations of structures and spaces. However it will be for the local community through the Neighbourhood Plan to determine the appropriate scale, use and design criteria for buildings and streets. Blocks on the Draft Framework Plans should not necessarily be interpreted as whole buildings.



ACTIVATED WHARF EDGE
(NANTES, FRANCE)



QUALITY HARD LANDSCAPE SHARED
SURFACE THOROUGHFARE (CASTLE
STREET, CARLISLE)



GLAZED COMMUNITY RESTAURANT (DE KAS, AMSTERDAM)



TRIANGULAR CIVIC SPACE WITH A BLEND OF HARD AND
SOFT LANDSCAPE (UNION SQUARE, MANCHESTER)



HISTORIC HARBOUR/WAREHOUSE
CHARACTER (BUTLERS WHARF)



APPROPRIATELY SIZED PUBLIC
SQUARE (BATH ABBEY)



PLACEMAKING

The strategy for placemaking returns to the notion of 'Civitas' within the city, namely the appropriate combining of streets and squares with buildings and monuments. Currently in Redcliffe any sense of the relationship of streets to buildings and spaces has been lost under the mantle of highway engineering. A revised strategy is therefore suggested that places the most important spaces adjacent to the most important buildings (St Mary Redcliffe and Bristol Temple Meads Station) and creates smaller gateways, and squares at other key intersections along Redcliffe Way.



- MIX OF HARD AND SOFT SPACES
- NODAL SPACES
- CREATION OF ARRIVAL SPACE INTO REDCLIFFE
- GRADUATION OF SCALE ACCORDING TO LOCATION
- RETENTION OF TREES WHERE POSSIBLE
- GREEN SPACE AND PLAY AREA PROVIDED
- A CENTRAL 'HEART' FOR REDCLIFFE
- HISTORIC STREETS RETAINED AND INCORPORATED
- CAFÉ'S AND COMMUNITY USES IN SUNNIER SPACES
- CHATTERTON HOUSE AS A FOCUS FOR FLEXIBLE COMMUNITY USE AND GREEN SPACE

- HUMAN SCALE STREETS AND SPACES
- USE OF WATER IN SPACES
- SHARED SPACE AND SURFACES
- AREAS OF GRASS PROVIDED
- CHARACTER OF SPACES VARIES
- INTEGRATE SPACES WITH CHATTERTON'S HOUSE AND LOOK AT A SERIES OF SPACES -
- STRATEGY IS SPACE (NOT HIGHWAY) LED
- USE OF PUBLIC ART TO REINFORCE IDENTITY



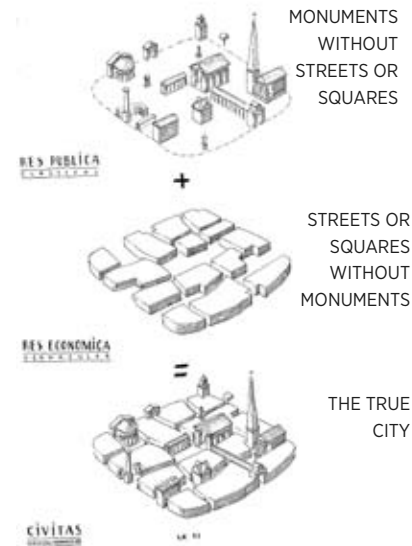
BANYOLES, SPAIN



BATH ABBEY SQUARE

REDCLIFFE SQUARE

The suggested dimensions for Redcliffe Square at 50x50m sit between comparable ecclesiastical squares at Bath Abbey and Exeter Cathedral of 30x30m and 60x70m respectively. Figure ground mapping (below) shows how this scale relates to a repaired urban street pattern whilst maintaining the key impact of the church in a space. Such a space would be significantly larger than the current northerly extents and allow for a viable depth of buildings fronting onto the square and Portwall Lane.



- CIVIC SPACE IN FRONT OF CHURCH
- ECHO BATH ABBEY/EXETER CATHEDRAL
- MULTIPLE ENTRY POINTS TO CHURCH
- IMPROVED DISABLED ACCESS TO THE CHURCH
- SQUARE LARGE ENOUGH TO PROVIDE BETTER ACCESS TO SUNNY AREAS
- SMR AS A KEY DRIVER FOR IDENTITY

MOVEMENT

Redcliffe Way must become the integrator of the neighbouring communities; it's the 'glue' that holds this area together and is part of your entrance journey to the city.

- IT NEEDS TO CHANGE FROM A HIGHWAY DESIGNED ROAD TO A STREET.
- PEDESTRIANS LIKE TO WALK IN DIRECT LINES WHICH ARE OFTEN STRAIGHT.
- REDCLIFFE WAY NEEDS TO HAVE CRISSCROSSABILITY.
- HIGH QUALITY PUBLIC REALM AND A SHARING OF THE SPACE ARE KEY TO MAKING THIS WORK.
- OUR MASTERPLAN CONCEPT IS SPACE LED RATHER THAN HIGHWAYS LED.
- AREAS OF GRASS PROVIDED
- CHARACTER OF SPACES VARIES
- INTEGRATE SPACES WITH CHATTERTON'S HOUSE AND LOOK AT A SERIES OF SPACES –
- STRATEGY IS SPACE (NOT HIGHWAY) LED
- USE OF PUBLIC ART TO REINFORCE IDENTITY



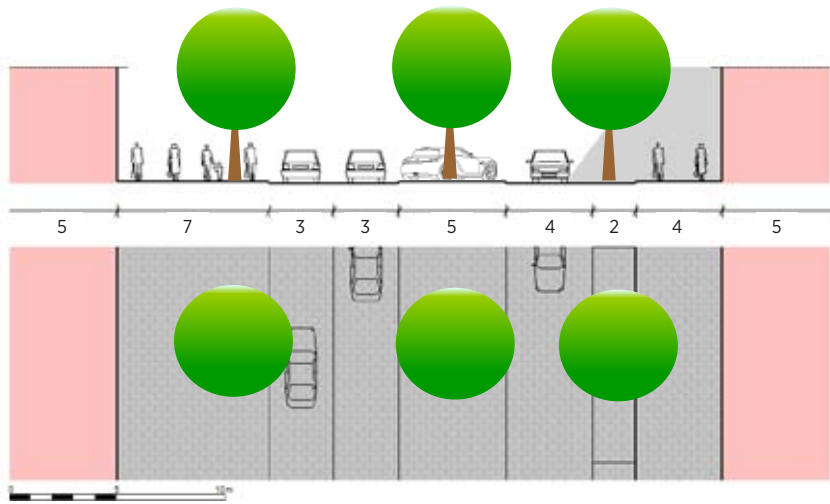
A CHOICE OF PEDESTRIAN ROUTES



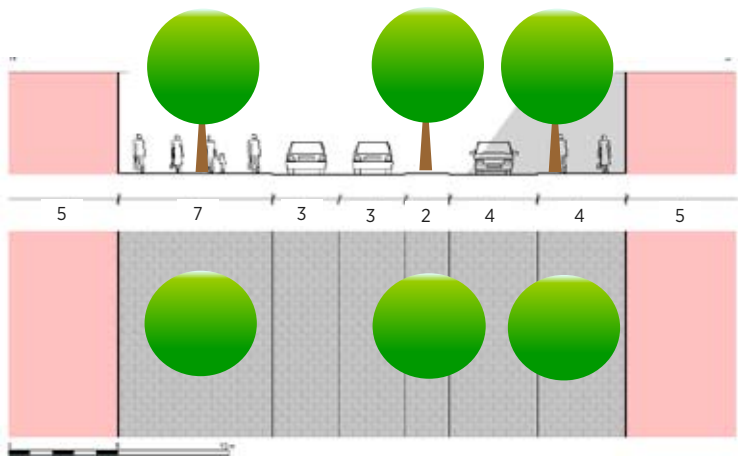
A HIERARCHY OF MOVEMENT



PROPOSED BRT STOPS WITH REVISED ROUTE AND 5MIN WALKING RADII



REDCLIFFE WAY AND THE BRUNEL MILE



REDCLIFFE WAY AND THE BRUNEL MILE: NARROWER SECTION



Upgrade Redcliffe Way to reduce the impact of the road

LAND USE

Each workshop session concluded that no one single use should characterise a transformed Redcliffe Way and that a mix of uses should be sought throughout. However there were areas where a greater focus was thought to be desirable Commercial uses were thought likely to prevail closest to Temple Meads Station; a residential focus could take advantage of links to a new community use at Chatterton House with a calmed outlook onto reconfigured green space north of the Ramada Hotel area; and a residential/leisure focus was considered appropriate at Redcliffe Wharf. The main boulevard and Redcliffe Square could function with the greatest mix of uses benefitting from commuter footfall, a south facing aspect and uniform identity provided by a comprehensive approach to the public realm.

- MIXED USES INCLUDING SMALL SHOPS
- VARIETY OF USES ALONG PORTWALL LANE
- PROVIDE FOR SOME LARGER, COMMERCIAL FLOORPLATES
- EXISTING BUILDINGS ALONG PORTWALL LANE ADAPTABLE TO A RANGE OF USES
- MIX OF HOUSING, SHOPS AND OFFICES
- CHATTERTON HOUSE AS A COMMUNITY FOCUS WITH INNOVATIVE CENTRE AND COMMUNITY USES
- LEAFY BUT HARD SPACE FOR REDCLIFFE SQUARE
- DIRECT PEDESTRIAN LINKS TO SQUARE
- COMMUNITY HUB CREATED
- ACTIVE FRONTAGES



INDICATIVE LAND USE PATTERNS

SCALE AND MASSING

Key views of St Mary Redcliffe are identified in the City Centre Area Action Plan. Although historically not all of views of the Church have been maintained, it is the strong view of the community to improve these as part of future development proposals. Therefore both scale and massing are proposed to increase radially from St Mary Redcliffe outwards, improving visibility from Temple Meads, Allowing for framed views from Queen's Square and siting lower buildings along Portwall Lane in the immediate vicinity of the Church.

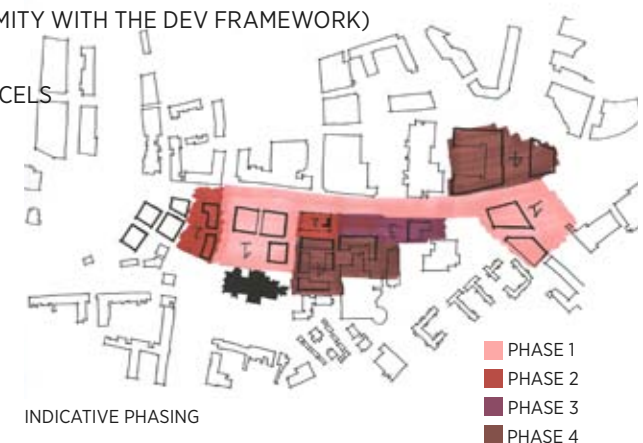
- GRADATION OF SCALE ACCORDING TO LOCATION
- APPROPRIATE SCALE OF BUILDINGS FOR SPACES AND STREETS
- SCALE RESPONDS TO HISTORIC CONTEXT



PHASING

Although uncertainty exists in the current climate over the wider viability of the Redcliffe Way project to be delivered through conventional Section 106 or Community Infrastructure Levy (CIL) means, the recycling of receipts generated from the sale of the existing Portwall Lane car park for development, could see a section of the main boulevard developed with parking distributed judiciously along its length. This would necessitate short term connections between Redcliffe Way (west) and Portwall Lane. Development contributions are already specified for the Island Site (and probably the Redcliffe Harbour Site) but receipts (and contributions) from remaining sites under BCC control might raise sufficient value to connect the boulevard in its entirety over time.

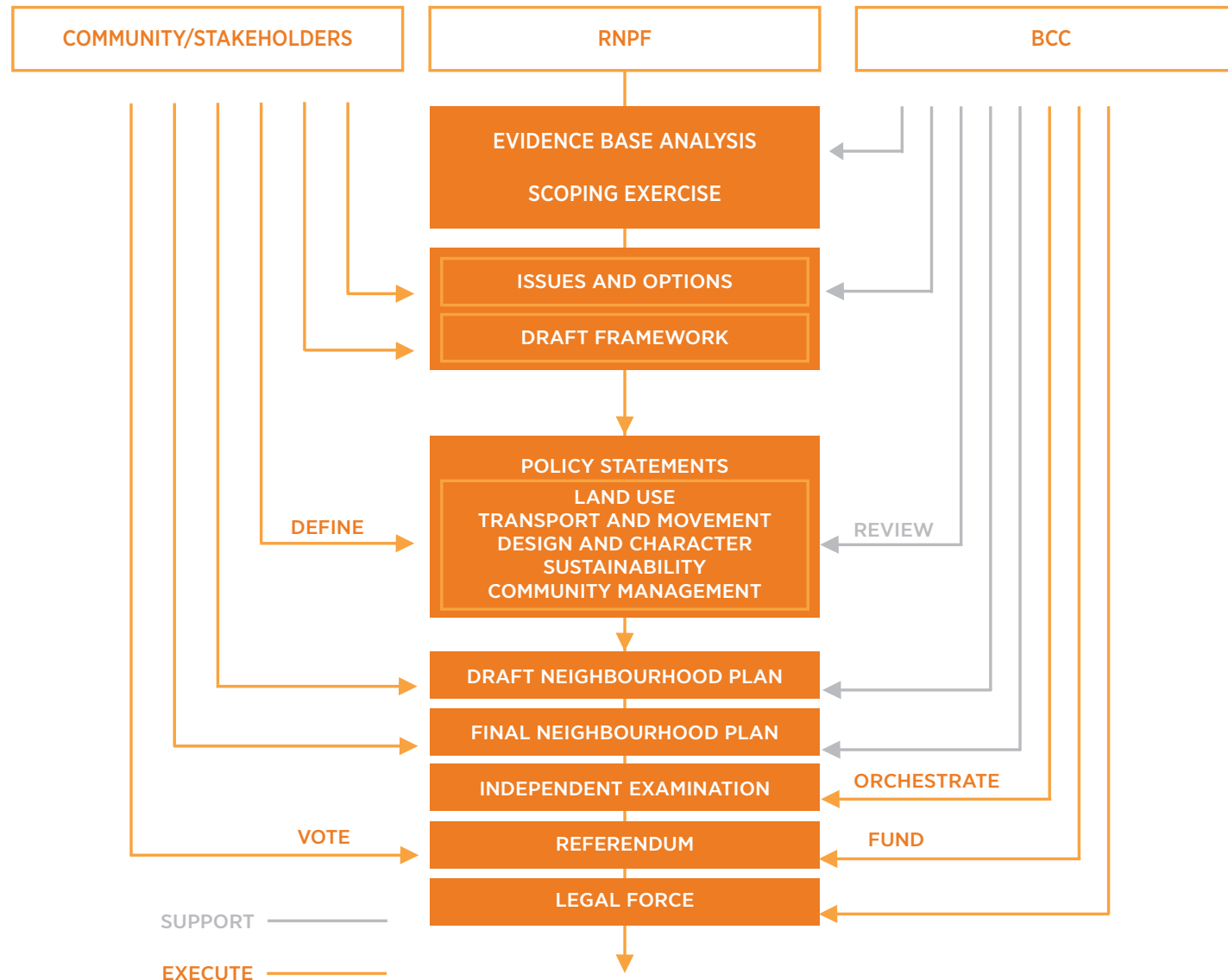
- PHASED APPROACH TO DEVELOPMENT
- EARLY DELIVERY OF SMR SQUARE AND EAST-WEST BOULEVARD
- LOCAL DEVELOPMENT ORDER (IN CONFORMITY WITH THE DEV FRAMEWORK) AS A MECHANISM
- DIVIDE SITE INTO SMALL DELIVERABLE PARCELS



The diagram opposite suggests where the Forum should take a lead (working with the community as the primary stakeholder) and where support should be provided from BCC. In reality a more collaborative process could lead to quicker processing but in a climate where BCC officer support is stretched and political support is yet to materialise, the roles as identified should still lead to the production of a robust Neighbourhood Plan.

Significant momentum has been captured by the 3 days of neighbourhood planning described in this report. A process that can take a local authority several months has been compressed into a few days. Clearly appropriate mechanisms for representative inputs and statutory 6-week consultation inputs need to be factored into the plan-making process but the Draft Framework provided through this exercise at least highlights a refreshed and a unified basis for discussions around policy statements moving forward. The community through the Forum should now work to further test the detail of the Draft Framework with BCC, other land owners and occupiers and arrive at a refined version of the plan with additional inputs from all parties combined with a suite of robust and realistic development plan policies which will need to be in general concordance with the City Centre Area Action Plan so as not to invoke the need for a Sustainability Appraisal.

THE NEIGHBOURHOOD PLAN PROCESS RUNNING FORWARD



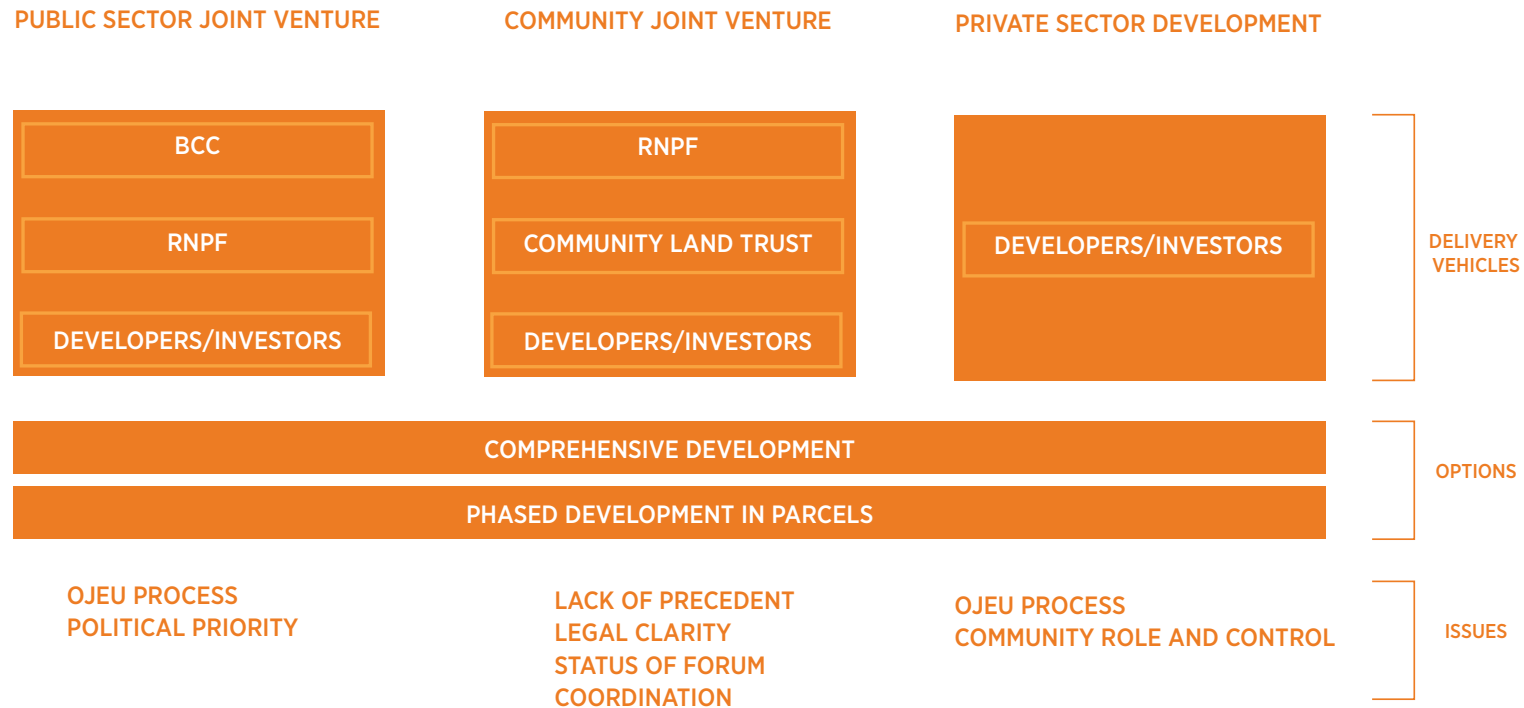
With much of the land under consideration by the Forum for transformation in public ownership, the mechanisms for delivery open to the community vary considerably. A selection of options are explored here but guidance will need to be sought as to the likelihood of any or all of the following:

With BCC under a 'Duty to cooperate' with the Neighbourhood Forum, there could be opportunities to enter into Joint Venture with BCC, the community (through a Community Interest Company or Community Land Trust) and private developers. However with the inclusion of the public sector as land owner, this is likely to trigger the need for an OJEU (Official Journal of the European Union) compliant tender process, which elsewhere is considered a troublesome cost and irritant by the market.

New planning legislation under the November 2011 Localism Act provides communities with both the 'right to build' and the 'right to buy'. On the basis that scheme viability for the overall project can be demonstrated to be achievable, and if BCC resolves to dispose of the land, the community (again through a Community Interest Company or Community Land Trust) would have the right to acquire sites at open market value, and could potentially team up with a private developer to do so, possibly negating the need to go through the costly and lengthy OJEU process. Legal precedents for this are not known with the legislation being in its infancy but opinion and guidance should be sought by the Forum as to its legitimacy.

There also exists for a straight disposal to the market, possibly through existing BCC or HCA development partner framework agreements. Where these do not exist, then the necessity for OJEU compliant bids is likely. However in the context of a comprehensive vision for Redcliffe Way such as has been re-invigorated by these Neighbourhood Planning Workshops, with newly configured, realistic development parcels and reduced sensitivity about the retention of land for parking, experience from other projects suggests that even in climates as economically challenged as the current situation, local support, political drive and creative thought can stir the market into positive action.

POSSIBLE AVENUES FOR DELIVERY AND IMPLEMENTATION



THE PRINCE'S FOUNDATION

for **BUILDING COMMUNITY:**
TRANSFORMING LIVES through ENGAGING
EDUCATING and EMPOWERING PEOPLE

REGISTERED CHARITY NO. 1069969

SUPPORTING US

If you want to support us, it's easy to get involved.
Just visit our website at
www.princes-foundation.org/support-us
email us at enquiry@princes-foundation.org
or call us on 020 7613 8584

KEEPING UP TO DATE

If you want regular updates, sign up for our
newsletter via our website, follow us
on Twitter at [@princesfound](https://twitter.com/princesfound) or join us
on Facebook at [The-Princes-Foundation](https://www.facebook.com/The-Princes-Foundation)

