

AVON VALLEY

~ ST ANNES ~

Development Brief and
Conservation Policy

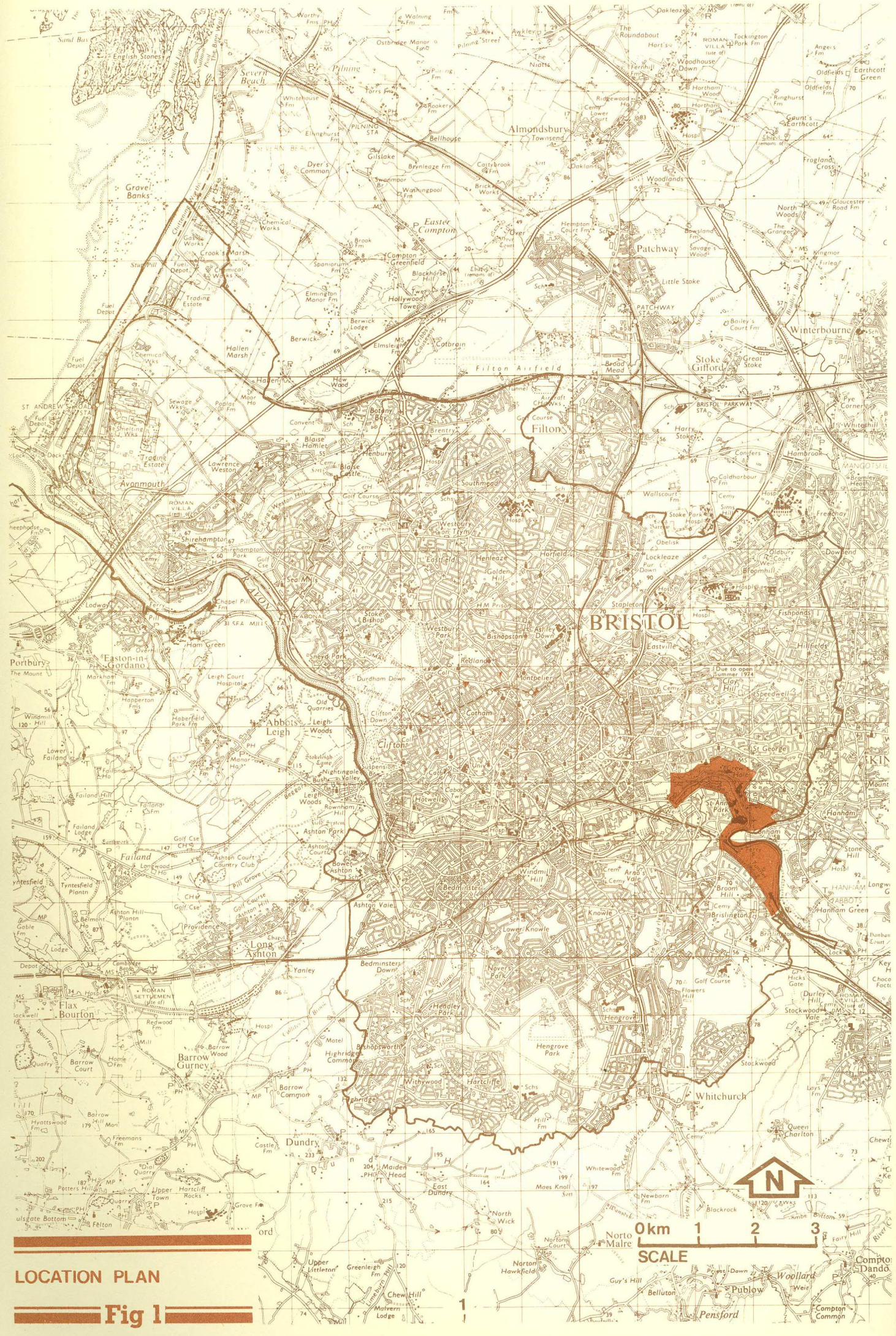
April 1983

Foreword

On 17th November, 1982, following a period in which the views of the public and interested groups were actively sought, the Planning and Traffic Committee adopted the main provisions of this Development Brief, including the declaration of the Avon Valley Conservation Area.

Several issues relating to the highway proposals contained in the brief were referred to the Joint Planning Consultative Ad Hoc (Bristol) Sub-Committee in order to ascertain the views of Avon County Council. Agreement on these issues were reported to the Planning and Traffic Committee on 6th April, 1983, at which time the publication of the brief in its final form was authorised.

This brief supersedes all previous planning policies for the area, and will be the policy applied by the City Council when dealing with planning applications.



LOCATION PLAN

Fig 1

Avon Valley Development Brief & Conservation Policy

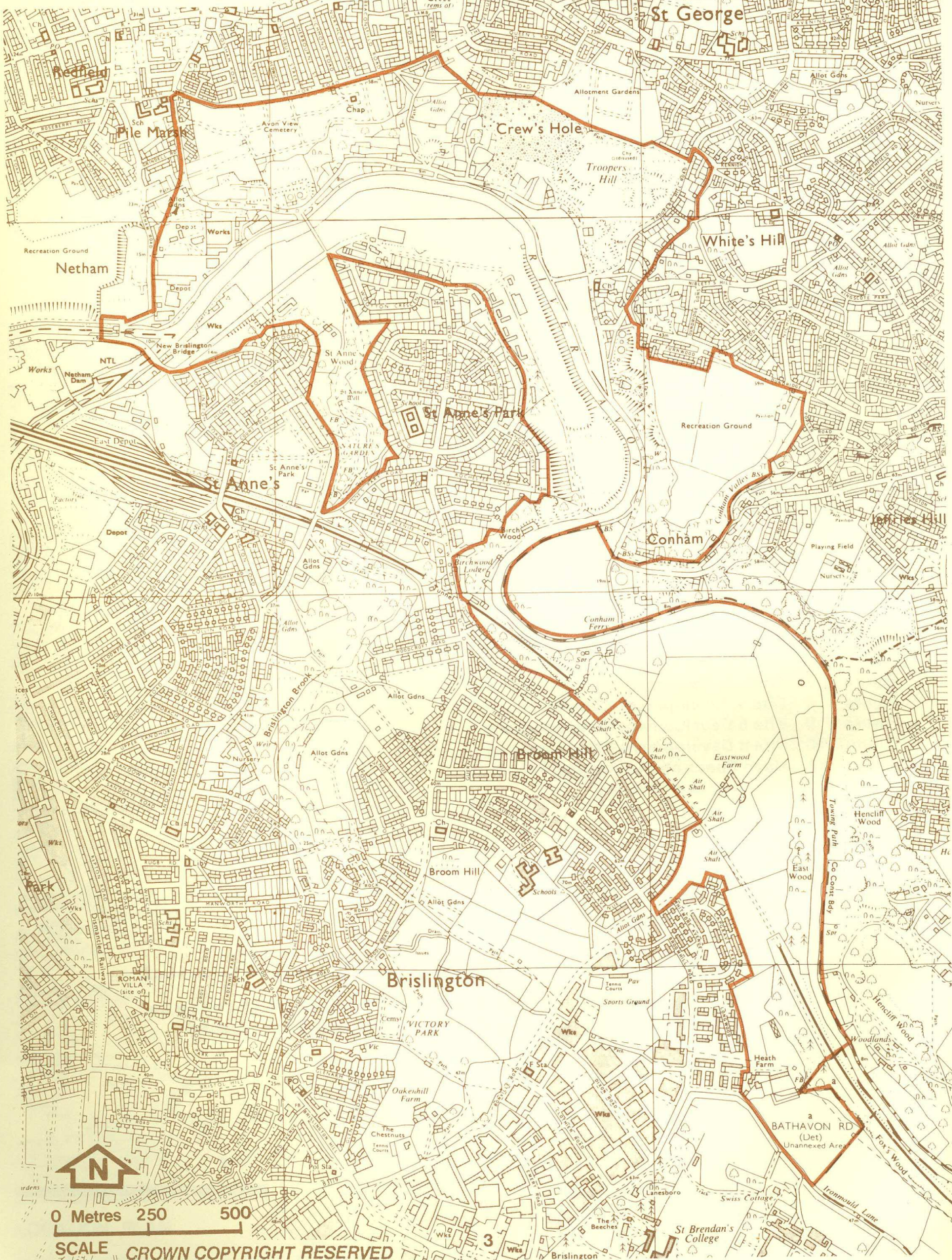
| CONTENTS | Page No. |
|---|-----------------|
| Section 1. Planning Objectives | 4 |
| Section 2. The Science/Business Park Concept | 4 |
| Section 3. Other Employment Policies | 5 |
| Section 4. Housing Policies | 6 |
| Section 5. Highway Policies and Proposals | 7 |
| Section 6. Urban Design and Building Conservation Policies | 10 |
| Section 7. Leisure and Landscape Conservation Policies | 11 |
| Section 8. Summary of Land Use Allocations | 12 |
| Section 9. Site Development Briefs—<i>Site 1</i> | 13 |
| <i>—Site 2</i> | 16 |
| <i>—Site 3</i> | 19 |
| <i>—Site 4</i> | 22 |
| <i>—Site 5</i> | 25 |
| <i>—Site 6</i> | 28 |
| Section 10. Open Space Briefs | 31 |
| <i>—Zone A</i> | 31 |
| <i>—Zone B</i> | 31 |
| <i>—Zone C</i> | 33 |
| <i>—Zone D</i> | 33 |
| <i>—Zone E</i> | 34 |
| Figure 1 Location Plan | 1 |
| Figure 2 Conservation Area | 3 |
| Figure 3 Public Footpath Networks | 8 |
| Figure 4 Proposed Land Use Allocations | 9 |
| Figure 5 Site 1 Development Considerations | 14 |
| Figure 6 Site 2 Development Considerations | 17 |
| Figure 7 Site 3 Development Considerations | 20 |
| Figure 8 Site 4 Development Considerations | 23 |
| Figure 9 Site 5 Development Considerations | 26 |
| Figure 10 Site 6 Development Considerations | 29 |
| Figure 11 Open Space and Landscape Proposals | 32 |
| Figure 12 Principal Land Owners | 35 |

For further information about the planning requirements contained in this report, please contact the City Planning Officer (f.a.o. Mr B. W. S. Ainge, Area Planning Team), Cabot House, Deanery Road, Bristol BS1 5TZ. Tel. Bristol 26031 Ext. 414.

CONSERVATION AREA

Conservation Area Boundary

Fig 2



0 Metres 250 500

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1. Planning Objectives

- 1.1 To help redress the unacceptable loss of jobs in this area in recent years, by the creation of new jobs, but without detriment to other employment opportunities which are currently being pursued elsewhere in the City.
- 1.2 To achieve this by encouraging types of development which ensure that individual sites can reach their full potential in environmental as well as employment terms.
- 1.3 To achieve a balanced mixture of high quality developments in the valley in order to enhance the unusually attractive qualities of the valley.
- 1.4 To reverse the deterioration which industrial development has historically caused to the environment of the valley. The City Council will help to create, partly by its own capital works, partly by the implementation of landscaping and building conservation policies, and partly by providing guidance to developers, an attractive environment in the Avon Valley.
- 1.5 To safeguard and improve the natural attractions of riverside and woodlands for the benefit of local residents, workers and visitors alike.

2. The Science/Business Park Concept

- 2.1 In order to counteract the recent growth in unemployment, the City Council has sought to make additional land available for industrial development. In this respect, some 60 acres of land have been rezoned in South Bristol alone. This, together with vacant industrial sites and buildings, has ensured that there is sufficient land and buildings to meet normal industrial requirements.
- 2.2 There are, however, few sites available which offer the potentially high quality of environment of this part of the Avon Valley. This site, therefore, will be important in attracting the type of industry, including high technology, which provides the key to the widening of the region's industrial base.
- 2.3 It is therefore intended to seek a wide range of light and general industrial uses including science based activities. All developments will be expected to contribute towards the City Council's employment and environmental objectives.
- 2.4 Any development should therefore follow the concept of a Science/Business Park. This will involve the development of a heavily landscaped industrial area of carefully selected uses in high quality buildings (having regard to the content of para. 6.2) in an attractive riverside location dominated by wooded valley slopes and well maintained open spaces. If this is to be successful in the Avon Valley, then it is essential that high standards of development are established at the outset.

- 2.5 The first stage in the creation of an environment conducive to a good quality industrial development will need to be the removal of the dereliction resulting from previous industrial uses.
- 2.6 Conventional industrial development does not always provide buildings or uses which are acceptable neighbours to the more sensitive high technology industries and business users. On the other hand, planning legislation alone cannot adequately cater for the concept of a Science/Business Park. It is because of this that the City Council has decided to lead by example in the development of the land recently acquired from the Imperial Group.
- 2.7 In order to set the scene for the development of a Business Park, the City Council has already completed the purchase of some 9.0 acres of land and buildings of the former St. Anne's Board Mills. It is intended to clear the older buildings and to achieve early redevelopment to accommodate high technology industries as the first step toward encouraging a high quality industrial development in the valley.
- 2.8 In general, the uses which the Planning and Traffic Committee will be seeking to attract to the valley will be light and general industry (Classes III and IV of the Town and Country Planning (Use Classes) Order 1972). It is accepted that a Science/Business Park will require the services of other uses not falling within these categories and such uses will need to be treated on their merits. There will, however, be a presumption against general warehousing.
- 2.9 Classes III and IV of the Use Classes Order covers a wide range of uses. It cannot be overstressed that quality of development will be of prime importance when considering the suitability of planning applications. Any users which are likely to cause disturbance to other occupants of the Science/Business Park must undertake measures to alleviate any potential nuisance, e.g. sound-proofing, provision of anti-vibration mountings, etc.

Particular attention must be paid to external functions within the development sites which need to be screened from public view.

Examples of these are:

- Open storage of articles
- Processes undertaken in the open
- Articles displayed in the open
- Waste disposal facilities
- Advertisement hoardings will need to comply with the standards laid down in para. 6.1.5

3. Other Employment Policies

- 3.1 There is a number of existing small-scale industrial sites on the north bank of the river between Blackswarth Road and the British Steel Corporation site in Crews Hole Road. These will not be the subject of a specific development brief. However, the City Council will take advantage of every opportunity to improve both the quality of local development and its general environment. As a first step toward this, the Planning and Traffic Committee has recently granted planning

permission for some 12,000 sq. ft. of new small-scale industrial development adjacent to the footbridge across the River Avon. Further developments of this scale which result in environmental improvements will also be acceptable.

- 3.2 There are also several industrial sites between the River Avon and Avonview Cemetery. These fall within the boundary of the East Bristol Draft Local Plan and are to be given consideration in the plan. The basic objectives will be to improve the efficiency of the industrial land uses and to seek environmental improvements following the completion of the Grindell Road by-pass.

4. Housing Policies

- 4.1 To ensure a balance of land uses within this part of the City, it is considered inappropriate to allocate an excessive amount of land to one particular use. It is suggested that, in addition to generating employment, the opportunity should be taken to provide an attractive housing development.
- 4.2 On the north bank of the river no large scale housing development can be accommodated and any development will be confined to modest infill schemes or the renovation of the older cottages.
- 4.3 On the southern bank, however, there are some 20 acres of land adjoining the river and Birch Wood which would provide an outstanding environment for housing.
- 4.4 However, safeguards must be taken to ensure that a new housing development does not overburden the existing facilities in the St. Anne's area. The deficiencies in the existing facilities have been recognised and every effort will be made to ensure that these can be rectified. Any additional demands created by new housing should be satisfied as part of the development. These could include small local shopping facilities (which would also serve local workers), community halls, children's and toddlers' play areas.
- 4.5 The existing residential area in the vicinity of Troopers Hill, Parfitts Hill and Niblett's Hill and Bull Lane has suffered from some insensitive building conversion and infill development, but the basic informal road pattern, layout and character remains. In the future, considerable care will need to be taken over any development proposals in order to respect the character of the Conservation Area (See also Section 6 of this report). In particular, attention must be paid to details of siting, design, boundary walls and landscaping.
- 4.6 The Conham Vale residential area retains much of its original character but, again, individual buildings have been spoilt by insensitive alterations. In order to protect this important part of the Conservation Area, no substantial extensions or infill development will be permitted.
- 4.7 The area of Lamb Hill and Strawberry Lane on the hillside above Crews Hole Road consists of detached cottages on large plots of land. Although it is zoned for industrial purposes in the Approved Development Plan, the instability of the hillside and its topography make the area

totally unsuitable for industrial development. Notwithstanding the intention to consolidate and improve the industrial and commercial uses along Crews Hole Road itself, no further encroachment of industrial uses up the hillside will be permitted. Existing residential owners will be encouraged to further improve their properties. Because of site conditions and access, no substantial residential development can be contemplated although appropriately designed small schemes may be acceptable provided that they do not prejudice the open space proposals described in Section 10 of this report.

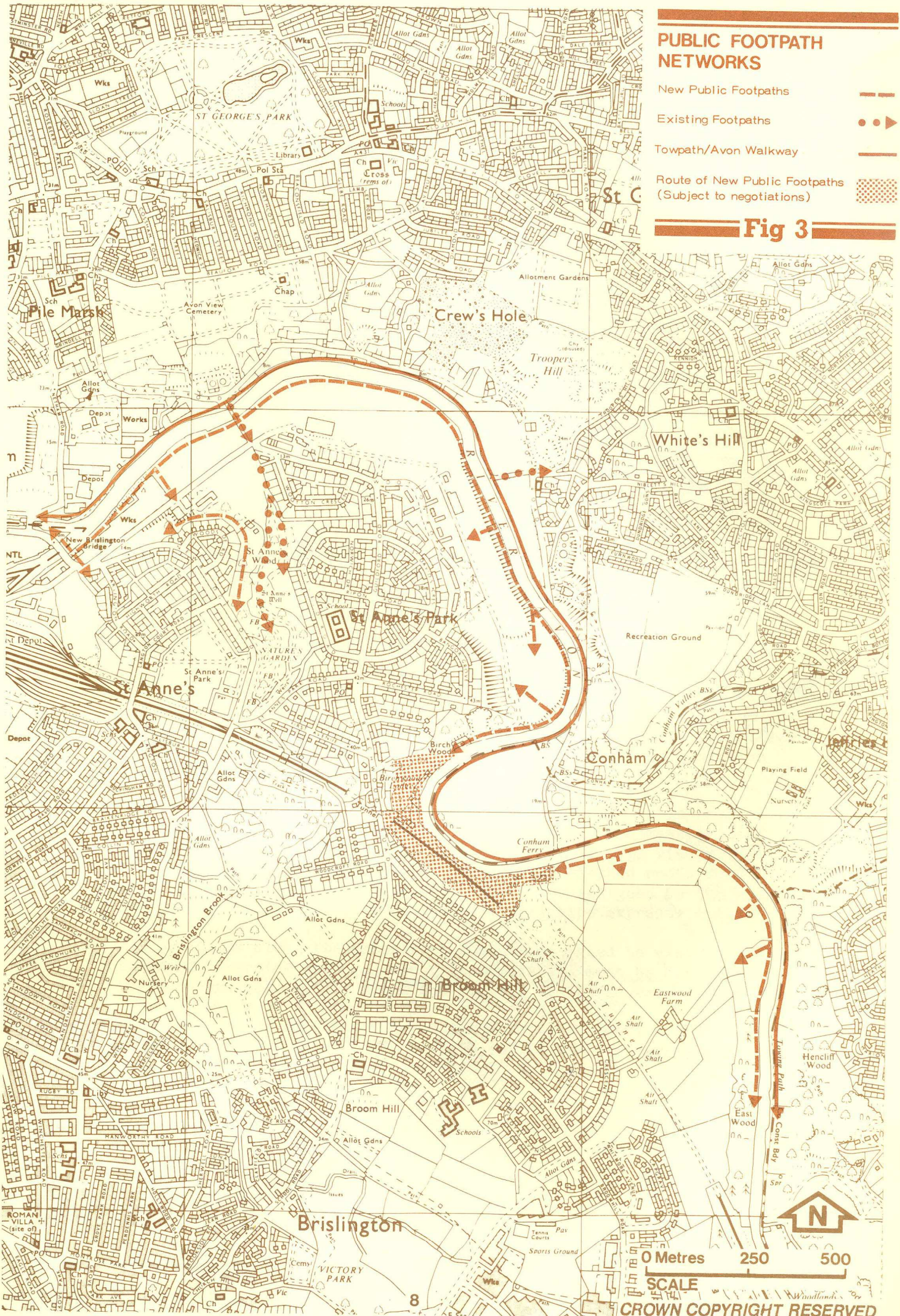
5. Highway Policies and Proposals

- 5.1 The report to the County Planning and Highways Committee on the Bristol Land Use Transportation Study in 1976 identified Crews Hole Road as a possible low-grade alternative route for traffic movements through East Bristol.
- 5.2 Its improvement was subsequently included in a list of strategic schemes to be funded in stages with programming to be reviewed annually against the available resources and other County priorities.
- 5.3 To date, no improvements have been made, due partly to limited County resources. It is also due partly to the difficult topography which will require expensive capital works which could not reasonably be undertaken in advance of natural redevelopment.
- 5.4 The closures of the British Steel Corporation's site and the St. Annes Board Mills site have not affected the need for an improved route through the valley. If anything, the impending redevelopment will increase the need for such improvements. At the same time, however, it will enable the route sought by the Land Use Transportation Study to be reviewed.
- 5.5 The prime need for the Science/Business Park to have good vehicular access provides an opportunity to create an entirely new dual-purpose highway pattern by upgrading the internal roads required for its own purposes and linking them with a new road junction at Newbridge and an additional bridge crossing to Crews Hole Road..
- 5.6 The suggested road pattern is shown on Fig. 4 and would offer the following advantages:-
 - (a) There will be a more effective highway link between South Bristol and East Bristol.
 - (b) The Science/Business Park will have adequate access.
 - (c) Any development on the British Steel site will not be dependent upon the very long-term widening proposals for Crew's Hole Road.
 - (d) The existing informal character of Crew's Hole Road can be maintained and the County's widening proposals can be abandoned.
- 5.7 The opportunities will also be taken to rationalise existing industrial access points in order to segregate commercial and residential traffic.

PUBLIC FOOTPATH NETWORKS

- New Public Footpaths ---
- Existing Footpaths ●●▶
- Towpath/Avon Walkway —
- Route of New Public Footpaths
(Subject to negotiations) ▤

Fig 3





PROPOSED LAND USE ALLOCATIONS

- Development Brief Boundary
- Science/Business Park
- Other Industry
- Residential
- Open Space/Leisure Activities
- Principal Highway Pattern

Fig 4

0 Metres 250 500
SCALE

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6. Urban Design and Building Conservation Policies

6.1 Conservation

- 6.1.1 In February 1981, most of the area was designated as a Conservation Area with the aim of preserving and enhancing its quality and character. In view of the likely new developments in the vicinity, this designation has been extended to include the areas shown on Fig. 2.
- 6.1.2 In the Conservation Area, Listed Building Consent is required to demolish any structure. The criteria for approval will be the preservation of the Conservation Area's character and the intrinsic merits of the building or structure in question.
- 6.1.3 Permission must also be obtained for the felling of any trees. Generally, all mature landscaped areas must be retained.
- 6.1.4 Especially high architectural and environmental standards must be demonstrated in this important Conservation Area. Any planning application must provide sufficient detail to enable the Planning and Traffic Committee to fully assess the visual quality of the proposed development.
- 6.1.5 Advertisement hoardings will be strictly controlled in the interests of the visual amenity of the Conservation Area, and it is suggested that the City Council should declare the Avon Valley an area of Special Advertisement Control.

6.2 Built Form Requirements

- 6.2.1 It is essential to respect the characteristics of the topography and the informal road layout on the northern side of the river along with any traditional buildings and structures of character. Any new building must blend into the landscape and locations where buildings can be erected must be chosen carefully.
- 6.2.2 The views to and from the surrounding hillsides make it imperative that the layout of buildings, the spaces between them, the massing, and the roof form are particularly well considered and of high visual quality. Flat roofs will not generally be acceptable. Pitched roofs must form part of a carefully considered total roofscape designed to incorporate any necessary features such as flues, ventilation extracts etc.
- 6.2.3 All buildings along the waterfront must be designed to exhibit a good sense of riverside architecture. Accommodation must be designed so as to take advantage of the views and amenity of the riverside.
- 6.2.4 Buildings facing roads must be designed to be attractive and to create a sense of 'street' architecture. Especial care must be taken over the design of buildings at prominent road or bridge junctions so as to express their pivotal location.
- 6.2.5 In general, buildings should not exceed three storeys in height. There may be specific exceptions which will need to be treated on their individual merits.

6.2.6 As a general rule, natural materials such as stone, slate and clay would be expected to be used in the interests of harmonising with the environment. Where large new commercial development is to be undertaken, other materials may be acceptable such as pre-formed steel, provided they are of high quality and appearance and are compatible with the environment of a Conservation Area

6.2.7 Developments must conform, as a minimum requirement, to the City Council's standards as set out in the Environmental Performance Standards, Papers 1, 2 and 3.

6.3 **Archaeology**

6.3.1 Several important relics remain of the Avon Valley's industrial past. Every opportunity must be taken to locate and preserve others which may come to light and the City Museum must be assisted in investigating and recording them, in particular St. Anne's Chapel in Development Site 1. To safeguard the situation, the City Council is investigating the possibility of declaring the valley an Area of Archeological Importance.

6.3.2 Attention is drawn to the following known relics which must be preserved:-

- (a) All rubble walls, especially those incorporating black copper slag blocks, old kiln bricks, wasters, salt glazed pipe fragments etc.
- (b) The chimneys and the course of the flue on Troopers Hill.
- (c) The old artisans' cottages scattered about the area. Much damage has already occurred to these and, in view of the diminished number remaining, the City Council may pursue an order under Article 4 of the 1976 General Development Order to restrict Permitted Development rights.

7. **Leisure and Landscape Conservation Policies**

7.1 Despite the dereliction of much of the area, this part of the Avon Valley is naturally attractive, both because of its impressive topography and because the steep valley sides are surprisingly well wooded. It is also surrounded by major open spaces, many of which are capable of improvement. Thus, the environmental character so vital to the success of the type of development envisaged is already in evidence.

7.2 As well as providing a potentially superb setting for the proposed Science/Business Park and housing development, this natural woodland and the river itself are tremendous recreational assets. Furthermore, as a result of the development of the City Docks and the Kennet and Avon Canal, the Avon will become an increasing tourist and leisure attraction and an important approach to the City.

7.3 The City Council and Kingswood District Council are already improving Eastwood Farm and Conham Park respectively, and it is intended that the landscape and leisure potential of the Avon Valley will be further realised as a result of the developments described in this brief. These will have a citywide as well as a local significance and will be achieved in a number of ways.

- 7.4 First, by the City Council continuing to improve the appearance and management of the open spaces within its control.
- 7.5 Second, by ensuring that any new developments, particularly the Science/Business Park, take place within a heavily landscaped and modelled setting. In addition, potentially unsightly areas within these developments, such as car parks and service areas, will be screened and densely planted in order to soften their impact.
- 7.6 Third, by ensuring that the major undevelopable areas such as the valley sides, along with the major landscaped areas around new developments, are dedicated to the City Council or their nominees for use as public open space.
- 7.7. Fourth, by ensuring a network of public footpaths and cycleways linking recreational and leisure facilities throughout the area. (Fig. 3) Special emphasis will be placed on the creation of pleasant riverside walks along both banks of the River Avon and linking existing and proposed developments with the river.
- 7.8 Finally, by taking advantage of whatever realistic opportunities occur to provide additional leisure facilities including refreshments, water activities, nature and archaeological trails, picnic areas, local play areas etc.
- 7.9 Where appropriate, these general policies are expanded upon in the briefs contained in Sections 9 and 10 of this report.

8. Summary of Land Use Allocations

- 8.1 New employment, housing, and leisure opportunities can all be accommodated in some measure within the Avon Valley. The land allocations for each use suggested are determined by a combination of perceived need, a qualitative assessment of the impact of each use on the valley, site conditions, and the particular opportunities offered by individual sites.
- 8.2 The suggested allocations are illustrated on Fig. 3.
- 8.3 The predominant use suggested on the south side of the Avon is a Science/Business Park of approximately 50 acres. Some 20 acres are identified for riverside housing to the north of Birch Wood. Birch Wood itself should be retained, improved and made available to the general public, as should Nightingale Valley and the riverside.
- 8.4 Apart from the possible extension of the Science/Business Park over the British Steel Site, the major developments and improvements on the north side of the river will involve open space and leisure activities. This is mainly because of the area's topography with the river being close to the foot of the cliff. In addition, because of the ground conditions occasioned by years of smelting etc. on the now-vacant British Steel Corporation Site, this site may itself be brought into open space and leisure uses.
- 8.5 Detailed site briefs for all of the development sites are presented in Section 9 of this report and for the major open spaces in Section 10.

9. Site Development Briefs

9.1 Site Development Brief—Site 1

9.1.1 Site Description

Location - see Fig. 5.

Area - 10.9 acres.

Ownership - Bristol City Council.

Previous use - Office block, Laboratory, Garage, Restaurant, Coating Department and Roll Store ancillary to the former St. Annes Board Mills Class IV Industrial use.

9.1.2 Objectives for Site

As this is likely to be the first of the Science/Business Park sites to be developed on the south side of the river, it will set the pattern for the development of the remaining areas. It is essential, therefore, that a good quality development be achieved, providing high employment and a high standard of design within a pleasant, attractive environment.

9.1.3 Development Considerations

Existing buildings - the former office and garage buildings may be incorporated into the development, but the remainder of the site will be cleared and redeveloped.

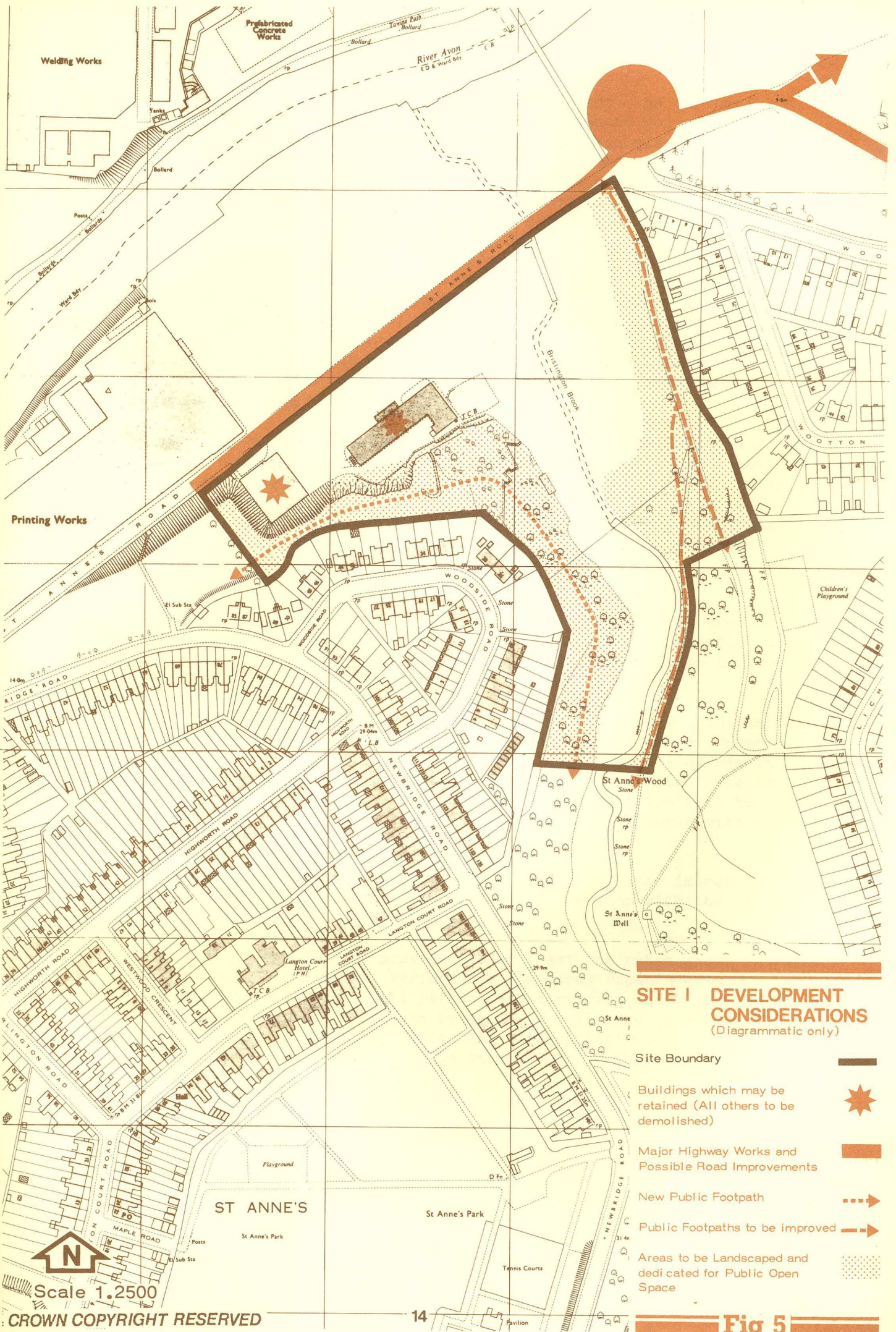
Land Use: Acceptable land uses will fall principally within Classes III and IV of the Town and Country Planning (Use Classes) Order 1972. However, a small proportion of Class X warehousing use (not to exceed 20% of the total development) may be appropriate in certain locations. Nevertheless because a prime consideration will be the creation of a high quality environment, uses must comply with the requirements set out in para. 2.9.

Vehicular access - will be via St. Annes Road. Minor improvements may be necessary on St. Annes Road, in connection with the overall road proposals for the Avon Valley.

Car parking - the present car park in the valley is barren and poorly screened. Future parking should be provided to at least the rates shown in para. 5.0 of the Environmental Performance Standards Paper 3 (New Industrial Buildings). This may mean that the existing provision is larger than is needed to serve a new development and it would be desirable to fragment the parking into smaller, well landscaped and screened areas.

Pedestrian movement - the existing footpaths must be improved and made accessible to the public and cycles, and a new public footpath provided along the wooded escarpment at the rear of Woodside Road.

Design requirements - emphasis must be placed on maintaining a street frontage to St. Annes Road and on enhancing the aspect from Nightingale Valley and the pedestrian approaches to it.



SITE I DEVELOPMENT CONSIDERATIONS
(Diagrammatic only)

- Site Boundary —
- Buildings which may be retained (All others to be demolished) ★
- Major Highway Works and Possible Road Improvements —
- New Public Footpath - - - - ->
- Public Footpaths to be improved - - - - ->
- Areas to be Landscaped and dedicated for Public Open Space •••••



Scale 1:2500

Fig 5

Landscaping - the developer must carry out any necessary works to Brislington Brook required by the Wessex Water Authority. Although it is currently partly culverted, an attractive feature could be made of the brook as part of the development and every opportunity should be taken to achieve this. Where it flows alongside the existing car park the brook must be properly landscaped and incorporated into the adjacent public open space. The developer will be expected to carry out landscape improvements on the areas indicated on Fig. 5 which should then be appropriated as public open space. In addition, heavy landscaping should be provided within the development to achieve a good working environment and to create a pleasant aspect from the St. Annes Park housing area.

Archaeology - this site is the location of St. Annes Chapel. The City Museum must be permitted to investigate the site before development.

9.2 **Site Development Brief—Site 2**

9.2.1 **Site Description**

Location - see Fig. 6.

Area - 5.9 acres.

Ownership - Imperial Group Ltd.

Previous uses - operational buildings ancillary to the former St. Annes Board Mills Class IV Industrial use, comprising pulp sheds, engineering and carpentry shops, No. 1 Mill, Turbine House and Boiler House.

9.2.2. **Objectives for Site**

This will be an important part of the proposed Science/Business Park. It is essential therefore that a good quality development be achieved, providing high employment and a high standard of design within a pleasant, attractive, environment. The frontages to St. Annes Road and the river are equally important and any development must allow for eventual extension over Site 5 to the south west.

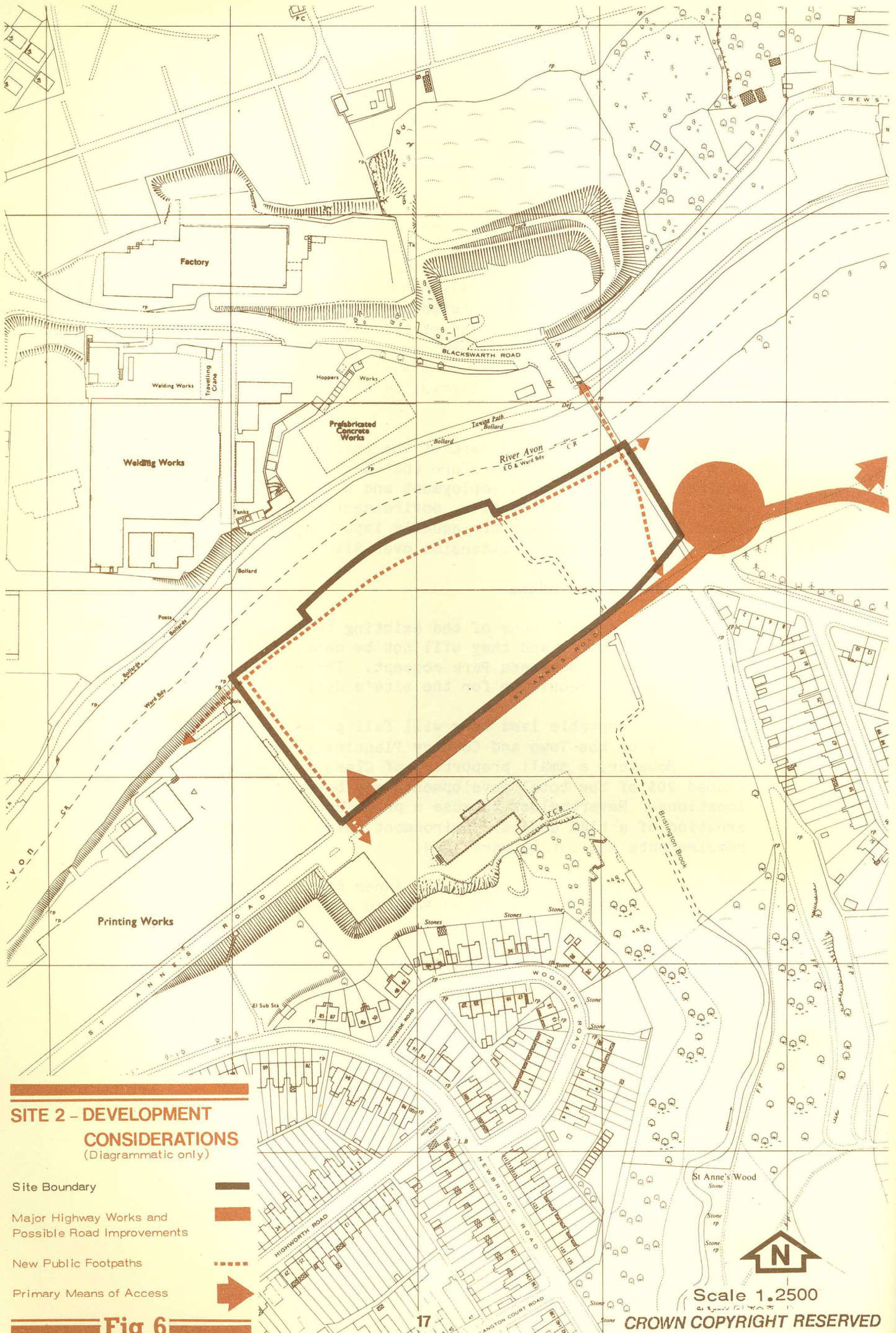
9.2.3 **Development Considerations**

Existing buildings - none of the existing buildings have special architectural merit and they will not be capable of adaptation to fit into the Science/Business Park concept. Their demolition is, therefore, a prerequisite for the site's development.

Land Use: Acceptable land uses will fall principally within Classes III and IV of the Town and Country Planning (Use Classes) Order 1972. However, a small proportion of Class X warehousing use (not to exceed 20% of the total development) may be appropriate in certain locations. Nevertheless because a prime consideration will be the creation of a high quality environment, uses must comply with the requirements set out in para. 2.9.

Vehicular access - will be via St. Annes Road. Minor improvements will be necessary for St. Annes Road in connection with the overall road proposals for the Avon Valley.

Car parking - should be provided to at least the rates shown in para. 5.0 of the Environmental Performance Standards Paper 3 (New Industrial Buildings). All parking and servicing areas must be concealed from both frontages by means of buildings, screen walls and landscaping. Additional substantial landscaping must be provided within parking areas in order to improve and soften their visual impact.



SITE 2 - DEVELOPMENT CONSIDERATIONS
(Diagrammatic only)

- Site Boundary
- Major Highway Works and Possible Road Improvements
- New Public Footpaths
- Primary Means of Access

Fig 6



Scale 1:2500

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Pedestrian Movement - provision must be made for pedestrian access from St. Annes Road to the riverside at the south western end of the site. A 3m. min. wide paved footpath must be provided for public use and cycles alongside the River Avon. This must be capable of linking with footpaths into Site 3 to the north east into Site 5 to the south west, and the existing footbridge across the River Avon, which must be retained and refurbished.

Design requirements - all buildings along the waterfront must be designed to exhibit a good sense of riverside architecture and accommodation must take advantage of the views and amenity of the river. On the St. Annes Road frontage buildings should create a sense of street architecture.

Landscaping - this is one of the less rural of the development sites and, provided that the quality and scale of any new building is adequate, a mixture of hard and soft landscaping may be acceptable in a relatively narrow quayside strip which should then be dedicated to the City Council as public open space. The quay side itself will need considerable improvement, to be agreed following further investigation. In addition, the developer must carry out any necessary works to Brislington Brook required by the Wessex Water Authority. Although it is currently partly culverted, an attractive feature could be made of the brook as part of the development, and every opportunity should be taken to achieve this.

Archaeology - the City Museum may wish to investigate the archaeology of this site and must be given adequate notice of any intended site works, including demolition.

9.3 **Site Development Brief—Site 3**

9.3.1 **Site Description**

Location - See Fig. 7.

Area - 26.7 acres.

Ownership - Imperial Group Ltd.

Previous uses - operational buildings ancillary to the former St. Annes Board Mills Class IV Industrial use comprising a pump house, mills, pulp sheds and mills, roll store, engineers workshops and stores, machinery store, water treatment plant, fire station and ambulance room.

9.3.2 **Objectives for Site**

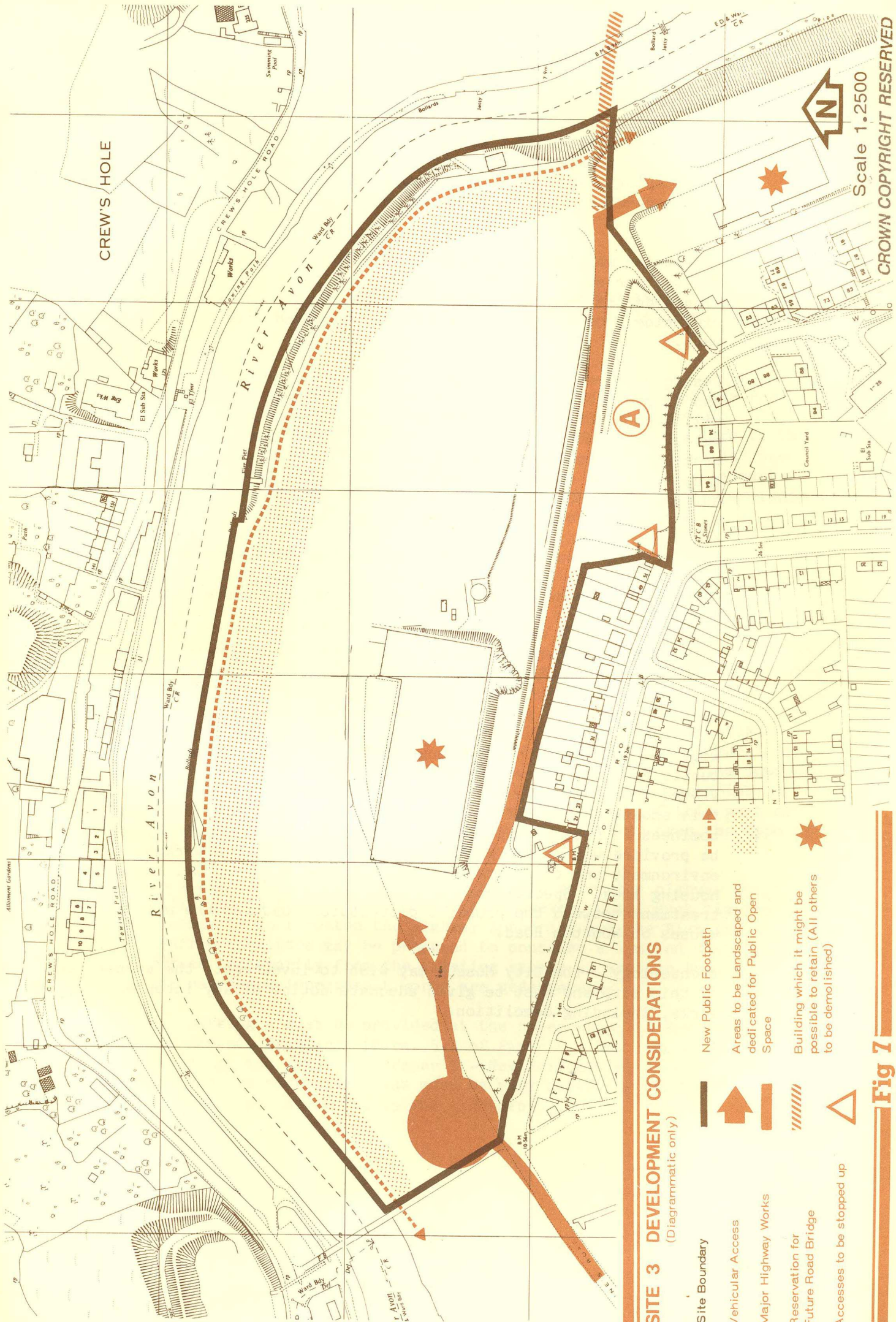
This will be one of the most prominent parts of the proposed Science/Business Park. It is essential, therefore, that a good quality development be achieved, providing high employment and a high standard of design within a pleasant attractive environment particularly on the river frontages which start to become increasingly rural at this point. Because of the proximity of the St. Anne's Park residential area, great care will need to be taken over the local impact of any new development on this site.

9.3.3 **Development Considerations**

Existing buildings - none of the existing buildings have special architectural merit and it would be difficult to incorporate most of them into the Science/Business Park. The demolition of all of the buildings on this site will be acceptable and, indeed, will be encouraged.

Land Use: The acceptable uses will fall principally within Classes III and IV of the Town and Country Planning (Use Classes) Order 1972. However, should the existing No. 2 Roll Store be retained, the Class X warehousing use would be acceptable. Even so the overall Class X warehousing content of the area should not exceed 20% of the total development. As a prime consideration will be the creation of a high quality environment, uses must comply with requirements set out in para. 2.9. In addition, if the part of the site marked A on Fig. 7 can only be served from Wootton Road, then it must be developed for residential use. Area A also represents the best location in the neighbourhood for a local shopping development, to serve residents and workers alike, and favourable consideration would be given to small shop units here.

Vehicular access - with the single exception of a possible residential development on Site 3A, the development must take no access from Wootton Road. All existing accesses are to be stopped up and the primary access in future is to be taken from the proposed new junction at the south western end of the site. A primary distributor road must be constructed to adoptable standard from St. Annes Road to the proposed new bridge at the north eastern end of the site, for which a reservation must be made. If required, a local distributor road may be taken from the primary road at the points marked on Fig. 7. All design details regarding access must be to the satisfaction of the County Engineer and Surveyor.



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SITE 3 DEVELOPMENT CONSIDERATIONS
(Diagrammatic only)

- Site Boundary
- Vehicular Access
- Major Highway Works
- Reservation for Future Road Bridge
- Accesses to be stopped up
- New Public Footpath
- Areas to be Landscaped and dedicated for Public Open Space
- Building which it might be possible to retain (All others to be demolished)

Fig 7

Car parking - should be provided to at least the rates shown in para. 5.0 of the Environmental Performance Standards Paper 3 (New Industrial Buildings). All parking and servicing areas must be visually concealed by means of buildings, screen walls and landscaping. Additional substantial landscaping must be provided within parking areas in order to improve and soften their visual impact.

Pedestrian movement - a 3m. min. wide footpath with a hard, porous, all-weather surface must be provided for public use and cycles alongside the River Avon. This must be capable of linking with the riverside footpath into Site 4 to the east and Site 2 to the south west.

Design requirements - because the site has a prominent river frontage and is overlooked from Wootton Road, the design of any development will need to be carefully thought out. All buildings along the waterfront must be designed to exhibit a good sense of riverside architecture and accommodation must take advantage of the views and amenity of the river. There is a possibility that part of the former No. 2 Roll Store might be retained. If this occurs, then considerable thought must be given to the creation of acceptable elevations, particularly to the proposed spine road. In addition, special consideration will need to be given to the design of buildings at the western end of the site, which will occupy pivotal position alongside the proposed new bridge, and the Wootton Road junction.

Landscaping - at this point the character of the riverside begins to change from predominantly urban to rural. The existing buildings obscure much of the view along the Avon valley and the opportunity should be taken to set back any new developments from the sharp curve on the south river bank. A heavily landscaped strip of at least 20m width would assist in providing an attractive environment for the public footpath and would soften the impact of the development when viewed from the north of the river. On completion of the landscaping this embankment should be dedicated to the City Council or their nominees as public open space. In addition, heavy landscaping should be provided within the development to achieve a good working environment and to create a pleasant aspect from the St. Annes Park housing area. Special consideration should be given to landscape treatment between the proposed distributor road and the existing houses on Wootton Road.

Archaeology - the City Museum may wish to investigate the archaeology of this site and must be given adequate notice of any intended site works, including demolition.

9.4 **Site Development Brief—Site 4**

9.4.1 **Site Description**

Location - See Fig. 8.

Area - 25.2 acres.

Ownership - Imperial Group Ltd.

Previous uses - transport workshop, open storage and water treatment plant ancillary to the former St. Annes Board Mills Class IV use.

9.4.2 **Site Objectives**

This site marks the transition between the proposed Business Park to the north and the completely rural Avon Valley to the south. Directly to the west is the St. Annes Park housing area, and to the east it is overlooked by several major public open spaces and the Whites Hill housing area. The objective is to create a pleasant environment which incorporates a balanced and unobtrusive development of housing and open space.

9.4.3 **Development Considerations**

Existing buildings - none of the existing buildings or structures have any special architectural merit and it would be preferable if they were all to be demolished. The only possible exception is the former transport workshop at the northern end of the site. Although this is obtrusive it is a modern building which might be incorporated into future development with sensitive treatment.

Land use - the site will be developed basically for residential purposes. If a firm proposition is made to retain the former transport workshop, then a use within Class III or IV of the Town and Country Planning (Use Classes) Order 1972 might be acceptable. However, because of the extremely sensitive nature of this part of the Avon Valley, extreme care will need to be taken over the type of user accommodated in this building.

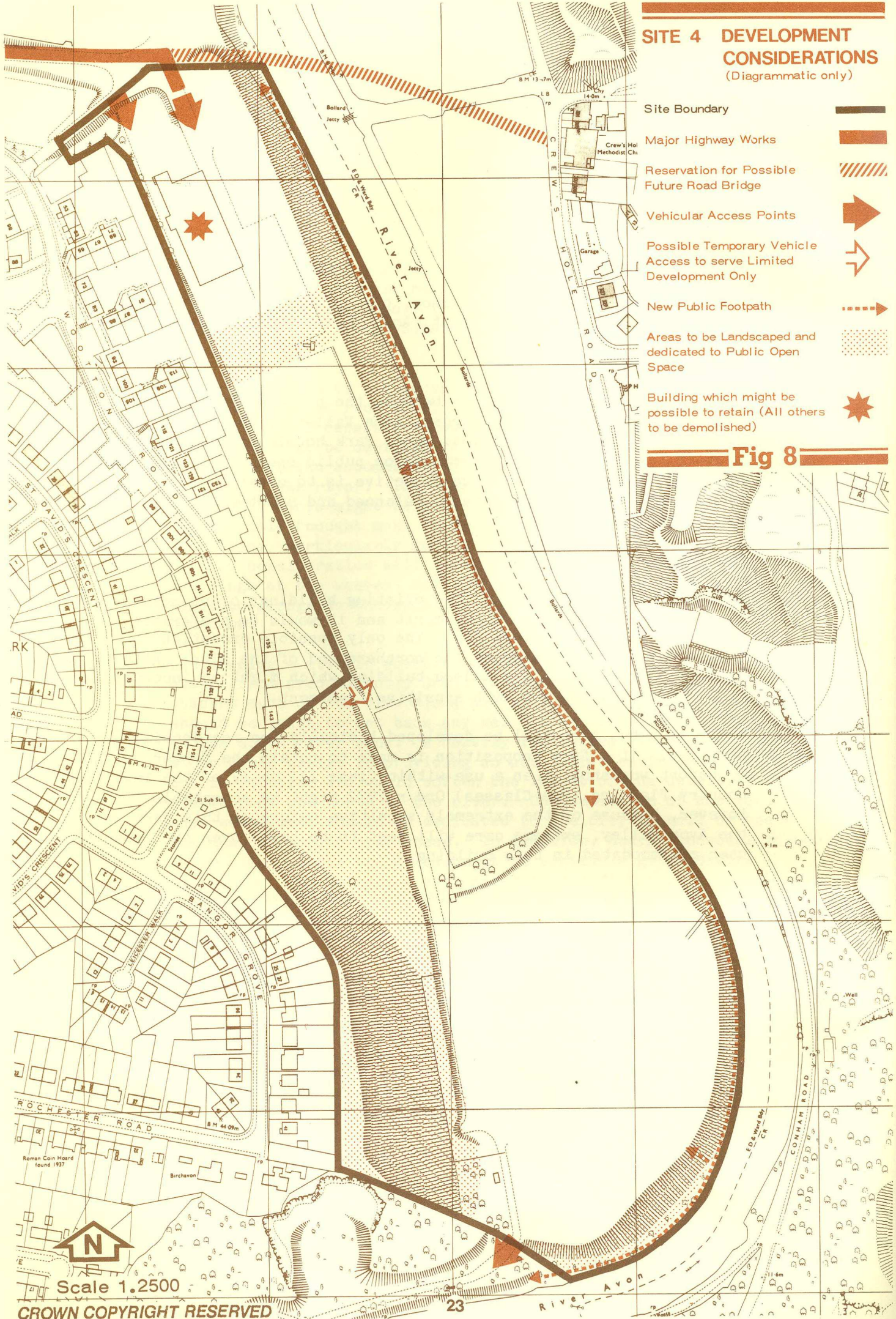
Vehicular access must be from the major distributor highway which will pass to the North of the site. However, until such time as this highway is constructed the Highway Authority and the Planning and Traffic Committee may be prepared to consider a limited development served temporarily from the existing access to Wootton Road providing the necessary improvement works are undertaken.-

Car parking - must be provided at the rates shown in Environmental Performance Standards (Para. 5.0 of Paper 3 - New Industrial Buildings and Para. 5 of Paper 1 - New Residential Areas). All parking and servicing areas must be very carefully concealed by means of buildings, screen walls and landscaping.

SITE 4 DEVELOPMENT CONSIDERATIONS (Diagrammatic only)

- Site Boundary
- Major Highway Works
- Reservation for Possible Future Road Bridge
- Vehicular Access Points
- Possible Temporary Vehicle Access to serve Limited Development Only
- New Public Footpath
- Areas to be Landscaped and dedicated to Public Open Space
- Building which might be possible to retain (All others to be demolished)

Fig 8



Scale 1:2500

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Pedestrian movement - a 3m. min. wide footpath with a hard, porous, all weather surface must be provided for public use and cycles alongside the River Avon. This must be capable of linking with the footpath on Site 3 to the north and the footpaths through Birch Wood to the south east. In addition, provision must be made for public pedestrian access to the riverside from Wootton Road, particularly at the northern end of the site. Provision should be made at several points for pedestrian access from the new housing area to the riverside.

Design requirements - if the former transport workshop is to be retained then it must be extensively reclad and remodelled and a landscape screen formed to enable it to blend into its surroundings. All buildings along the waterfront must be designed to exhibit a good sense of riverside architecture and accommodation must take advantage of the views and amenity of the river.

Residential - the road layouts, the plot sizes, the orientation of the houses and the house designs all contribute to the creation of the sense of riverside architecture. In particular, the riverside house layouts should take advantage of the views of the river by orientating their public rooms, together with the garden terraces towards the river. The residential layout shall not present the riverside with a 'back garden' treatment.

Landscaping - the site contains a potentially attractive riverside embankment which should be heavily landscaped in order to create pleasant views across the river and a pleasing pedestrian environment. Following this, the embankment should be dedicated to the City Council or their nominees as public open space as should the existing woodland areas at the rear of Bangor Grove. The housing development itself should be densely planted to enhance the rural aspect of this part of the valley.

Archaeology - the City Museum may wish to investigate the archaeology of this site and must be given adequate notice of any intended site works, including demolition.

9.5 **Site Development Brief—Site 5**

9.5.1 **Site Description**

Location - See Fig. 9.

Area - 5.5 acres.

Ownership - Mardon, Son & Hall Ltd.

Existing uses - paper packaging and printing plant.

9.5.2 **Objectives for Site**

This could eventually be one of the entrances to the proposed Science/Business Park. In the event of redevelopment, it would be essential that a good quality development be achieved, providing high employment and a high standard of design within a pleasant, attractive, environment. The frontages to St. Annes Road and the river would be equally important and any development should link both visually and functionally with Site 2 to the north east.

9.5.3 **Development Considerations**

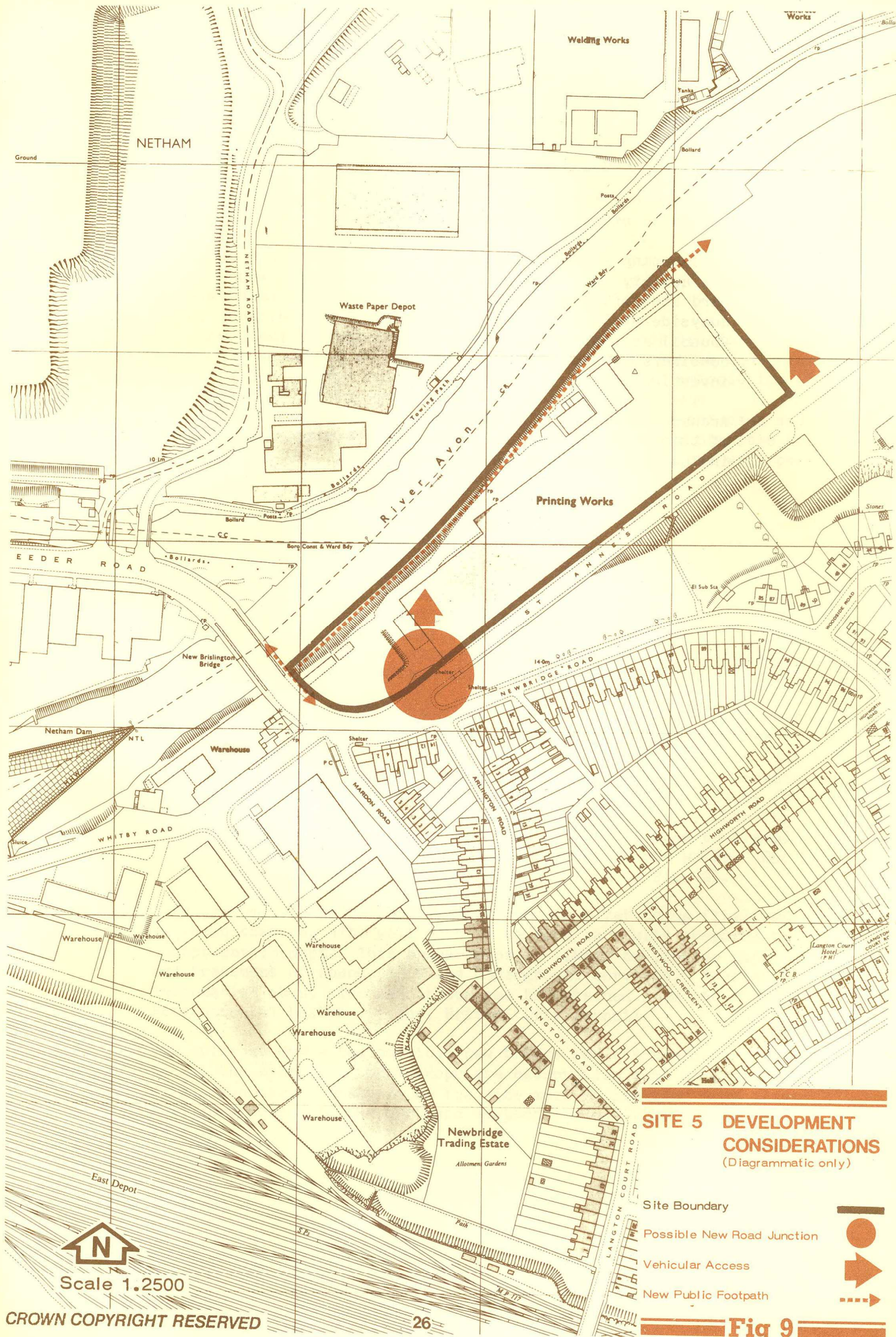
Existing buildings - none of the existing buildings have any special architectural merit and they would not be capable of adaptation to fit into the Science/Business Park concept. It would be preferable, therefore, if they were to be demolished to enable the site's eventual redevelopment.

Land Use: Acceptable land uses will fall principally within Classes III and IV of the Town and Country Planning (Use Classes) Order 1972. However, a small proportion of Class X warehousing use (not to exceed 20% of the total development) may be appropriate in certain locations. Nevertheless because a prime consideration will be the creation of a high quality environment, uses must comply with the requirements set out in para. 2.9.

Vehicular access - the present unsatisfactory access would need to be closed and new accesses formed as indicated on Fig. 8. Minor improvements may be necessary on St. Annes Road in connection with the overall road proposals for the Avon Valley. Particular attention would need to be given to the junction between New Brislington Bridge and St. Annes Road.

Car parking - would be provided to at least the rates shown in para. 5.0 of the Environmental Performance Standards Paper 3 (New Industrial Buildings). All parking and servicing would need to be concealed from both frontages by means of screen walls and landscaping. Additional substantial landscaping would be needed within the parking areas in order to improve and soften their visual impact.

Pedestrian movement - a 3m. min. wide paved footpath would need to be provided for public use and cycles alongside the River Avon. This must be capable of linking with the footpath into Site 2 to the north east and should provide access to New Brislington Bridge to the south west.



SITE 5 DEVELOPMENT CONSIDERATIONS
(Diagrammatic only)

- Site Boundary
- Possible New Road Junction
- Vehicular Access
- New Public Footpath

Scale 1:2500

Fig 9

Design requirements - all buildings along the waterfront must be designed to exhibit a good sense of riverside architecture and accommodation must take advantage of the views and amenity of the river. On the St. Annes Road frontage, buildings should create a sense of street architecture and especial care would need to be taken over any buildings adjacent to New Brislington Bridge which would occupy an extremely important position.

Landscaping - this is an essentially urban site and, provided that the quality and scale of any new building is adequate, a mixture of hard and soft landscaping would be acceptable in a relatively narrow quayside strip which would then need to be dedicated to the City Council as public open space. The quayside itself would need considerable improvement, to be agreed following further investigation.

Archaeology - the City Museum may wish to investigate the archaeology of this site and must be given adequate notice should any site works, including demolition, be undertaken.

9.6 **Site Development Brief—Site 6**

9.6.1 **Site Description**

Location - See Fig. 10

Area - 9.9 acres

Ownership - British Steel Corporation

Previous uses - tar works, smelting and other heavy industrial processes.

9.6.2 **Special Consideration**

This site has been contaminated by its previous uses and is currently under investigation by both the British Steel Corporation and Bristol City Council's Chief Environmental Health Officer in association with the Department of the Environment. The results of these investigations will largely determine the acceptable land uses and form of development on the site. At this stage, it is possible only to state that one of two alternative sets of developments will be possible, as shown below.

9.6.3 **Development Considerations** **Alternative 1: Science/Business Park**

Existing buildings - the site has been demolished to ground level. Only two small buildings remain alongside the towpath, as do the boundary walls and the bases of many of the former industrial installations. The two small buildings may be retained if required. In general, the boundary walls should be retained and, wherever possible, incorporated within the development.

Land Use: Acceptable land uses will fall principally within Classes III and IV of the Town and Country Planning (Use Classes) Order 1972. However, a small proportion of Class X warehousing use (not to exceed 20% of the total development) may be appropriate in certain locations. Nevertheless because a prime consideration will be the creation of a high quality environment, uses must comply with the requirements set out in para. 2.9. The site would also be a good location for a leisure use, preferably related to the water. One appropriate location would be the area marked A on Fig. 9).

Site treatment - although investigations have yet to be finalised, it is known that the site will need to be very carefully prepared to accept development. This preparation is likely to involve capping, and treatment of foundations and underground services. Further information about site conditions can be obtained from the Chief Environmental Health Officer, Bristol City Council.

Vehicular access - the possible new bridge and its approach road will bisect the site, and the appropriate reservation must be made for this. Two access roads in to the site must be provided from Crews Hole Road, one into the northern section and one into the southern section.



SITE 6 DEVELOPMENT CONSIDERATIONS
(Diagrammatic only)

- Site Boundary
- Reservation for Possible Future Road Bridge and Approach Road
- Possible Road Improvements
- Vehicular Access
- Public Footpath to be Improved
- Public Footpath to be retained until Bridge completed

Fig 10

Scale 1:2500

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Car parking - should be provided to at least the rates shown in paragraph 5.0 of the Environmental Performance Standards Paper 3 (New Industrial Buildings). All parking and servicing areas must be concealed from both frontages by means of screen walls and landscaping. Additional substantial landscaping must be provided within parking areas in order to improve and soften their visual impact.

Pedestrian movement - the former towpath, consisting of the space between the existing boundary walls is a statutory public footpath. It must be provided with a hard, porous, all weather surface suitable for the public and cycles. The existing pedestrian access from Crews Hole Road and Troopers Hill to the riverside is to be retained until such time as the new bridge is constructed. Facilities must also be provided for pedestrian access into the development from the riverside footpath.

Design requirements - all buildings along the waterfront must be designed to exhibit a good sense of riverside architecture and accommodation must take advantage of the views and amenity of the river. The development must also harmonise with the informal layout of this important part of the valley and particular attention must be paid to the treatment on the Crews Hole Road part of the site and to its aspect from the housing area to the east and from Troopers Hill.

Landscaping - this can only be resolved in detail following the results of the site investigations currently being carried out but in general the development must conform to the concept of a Science/Business park.

Archaeology - the City Museum may wish to investigate the archaeology of this site and must be given adequate notice of any intended site works, including demolition.

9.6.4 **Alternative 2: Leisure Uses**

If it proves impracticable to develop the site as a part of the Science/Business Park, then it will be possible to treat the whole area to enable it to be brought into use as a public open space. If this eventually comes about then the City Council and the British Steel Corporation will work together to achieve a scheme which might incorporate a range of leisure and water-orientated uses.

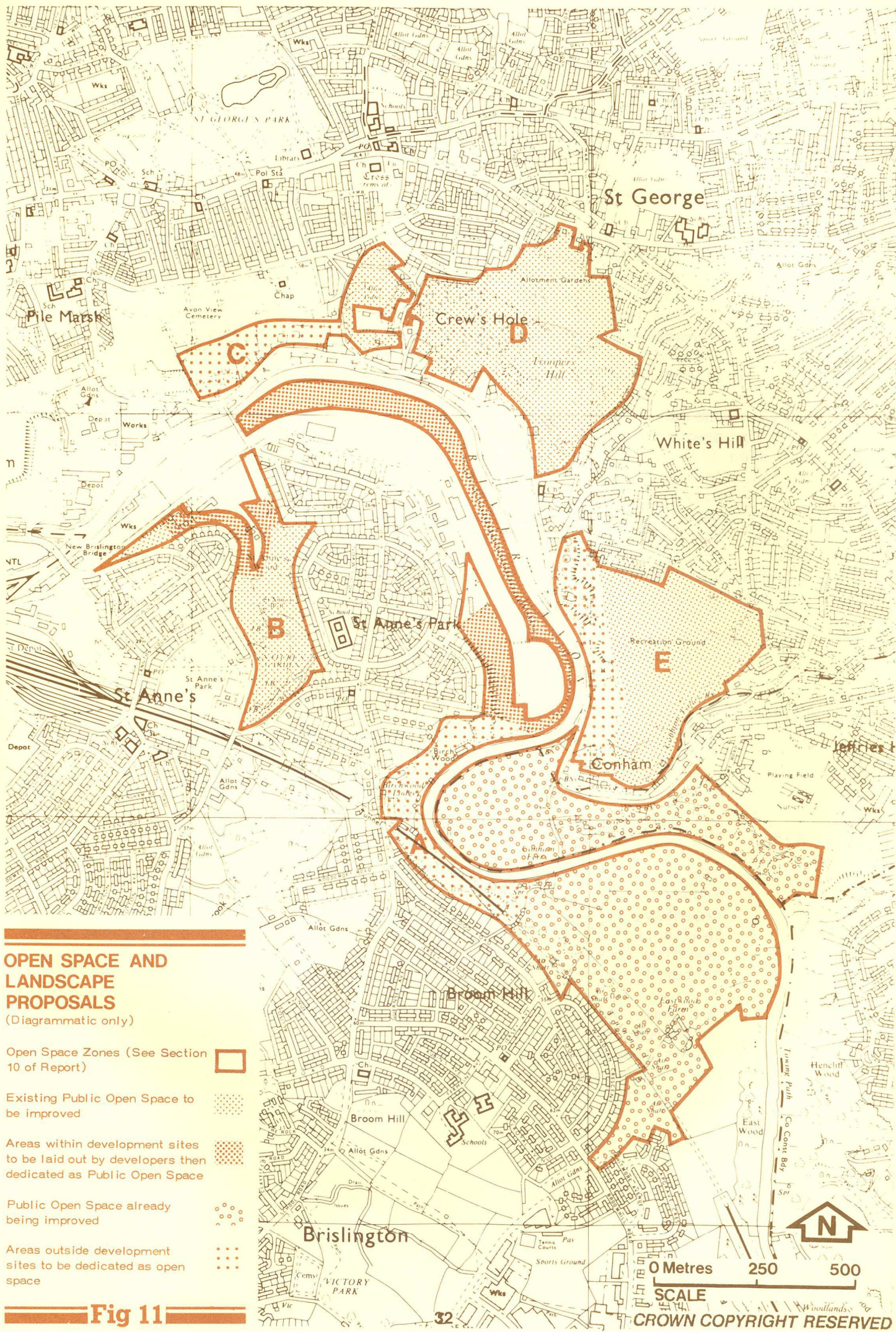
10. Open Space Briefs (fig. 11)

10.1 Zone A: Birch Wood and adjoining woodlands

- 10.1.1 This is an area of some 8.0 acres of long established deciduous woodland owned by the Imperial Group Ltd. and British Rail. It is allocated in the Development Plan for public open space.
- 10.1.2 The basic objective is to assure the continued management of these woodlands and the implementation of an important section of the proposed riverside walkway.
- 10.1.3 The whole of this area should be dedicated to the City Council or their nominees for use as public open space. It will be managed along with the section of Development Site 4 which is also to be dedicated as public open space.
- 10.1.4 A 3m. wide public footpath with a hard, porous, all weather surface will be developed, linking Development Site 4 with the Eastwood Farm open space via British Rail's land below the viaduct. Wherever possible, it will follow the river bank and will be provided with pedestrian links to the St. Annes housing area.
- 10.1.5 The Ariel Rowing Club's existing vehicular access from Wootton Road and pedestrian access from Birchwood Road will be safeguarded and may need to be improved. Subject to the club's need for security, use of these routes by the general public will be encouraged.
- 10.1.6 The former pumphouse is a substantial modern building which is no longer required for its original purpose. It is capable of adaptation for a number of purposes. A wide variety of leisure uses such as boat storage, marine workshop, maintenance depot, field interpretation centre, craft workshops or refreshments would be acceptable here. Vehicular access would need to be through development Site 4, and would be shared with the Ariel Rowing club.
- 10.1.7 There is a shortage of car parking spaces both for visitors and for the Ariel Rowing Club. The possible reuse of the former pumphouse will further increase parking demand and the opportunity should be taken to provide small well-screened and heavily landscaped parking areas within this zone. One possibility is the small disused quarry to the east of the pumphouse.

10.2 Zone B: Nightingale Valley

- 10.2.1 This is an area of 18.0 acres of mature public open space formed around Brislington Brook and owned by the City Council.
- 10.2.2 The basic objective is to improve the existing standard of landscaping and management and to achieve pleasant pedestrian routes from St. Annes Park Road to St. Annes Road. The site will be managed along with the section of Development Site 1 which is to be appropriated as public open space and with the open space at the junction of St. Annes Road and Newbridge Road.



10.2.3 In addition to the existing footpaths which need to be improved, a public footpath should also be provided along the top of the western valley slope through to the junction of St. Annes Road and Newbridge Road.

10.3 **Zone C: Crews Hole Hillside**

10.3.1 The hillside between Crews Hole Road and Avon View Cemetery consists of approximately 10.0 acres of largely undevelopable land. It is owned by the City Council and Imperial Group Ltd., and consists of abandoned allotments and regenerating scrub and woodland. A small part is levelled and occupied by oil storage tanks which previously provided an emergency fuel oil supply to the St. Annes Board Mills by means of pipes attached to the footbridge across the river. It is allocated in the Development Plan for Public Open Space.

10.3.2 The basic objective is to enhance the appearance of this prominent area and to accelerating the present regeneration by new planting.

10.3.3 As much as possible of this area should be dedicated quickly to the City Council or their nominees for use as public open space.

10.3.4 The opportunity should be taken to provide a segregated public footpath linking the riverside walk with Beaufort Road to the north and with Troopers Hill.

10.3.5 The fuel oil tanks are unsightly and, unless an exceptional case is made for their retention, they should be removed along with the accompanying pipework, and the land then dedicated as public open space.

10.3.6 This area could well become attractive to large numbers of visitors. It is essential that sufficient well-screened and heavily landscaped parking areas be provided in anticipation of this. If they are removed, the site of the former fuel oil tanks could well be used for public car parking, perhaps in association with a picnic area.

10.4. **Zone D: Troopers Hill**

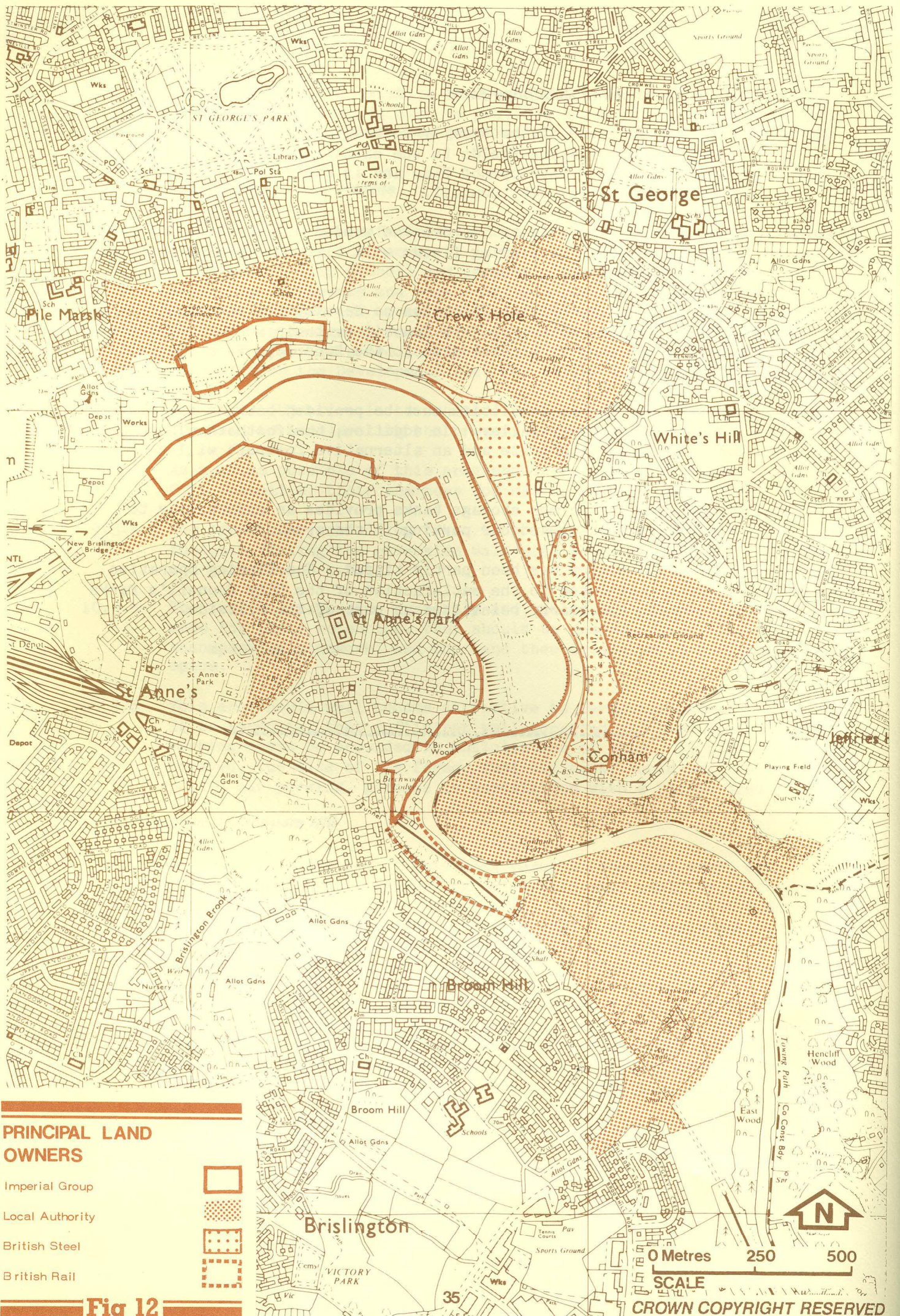
10.4.1 The unusual character of this area results from many years of industrial activity - quarrying, mining, copper smelting and, more recently, refuse tipping. It consists of approximately 35.0 acres of land zoned in the Development Plan as public open space and owned by the City Council. Avon Wildlife Trust is currently forming a Butterfly Park adjacent to Green Down allotments.

10.4.2 The basic objective is to improve pedestrian access to the site and to improve the existing landscaping and local play facilities there whilst preserving the industrial remains and the magnificent views which the site enjoys. Some improvements to hedges and footpaths in the vicinity of the allotments would be beneficial.

10.5. **Zone E: Conham and Dundridge Farm**

- 10.5.1 This area consists of the heavily-wooded valley side and the Dundridge Farm Playing Fields to the east. It is zoned for public open space in the Development Plan and is owned by the British Steel Corporation and the City Council.
- 10.5.2 The basic objective is to improve the wooded hillside which is in poor condition. The playing fields will also be improved and further local play facilities sought.
- 10.5.3 The land owned by British Steel has no development potential and should be dedicated to the City Council or their nominees for use as public open space as an extension to the Dundridge Farm Playing Fields.
- 10.5.4 Improved pedestrian facilities must be provided between the playing fields and the river valley. In addition, the footpath alongside Conham Road is inadequate and an alternative footpath will need to be provided.
- 10.5.5 The site of the former storage tanks provides an opportunity to accommodate much-needed car parking in the area.
- 10.5.6 The disused quarry has been partly tipped. The tipping operation should be completed to the satisfaction of the City Council's Parks Manager and the quarry reinstated as part of the hillside.





PRINCIPAL LAND OWNERS

- Imperial Group
- Local Authority
- British Steel
- British Rail



Fig 12

0 Metres 250 500

SCALE

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