

WINDMILL HILL

Windmill Hill
Neighbourhood Area Plan

MAY 2010

From April to May 2010, two students from the University of the West of England's Department of Planning and Architecture undertook a six week placement working for Bristol Neighbourhood Planning Network. Their objective was to assist residents of Windmill Hill in their task of creating an area land use/ transport plan by producing an evidence base that identifies, analyses and articulates: positive and negative aspects of the area; local assets and the need for change; identify local objectives and targets for change; identify and prioritise the variety of town planning actions necessary to achieve the objectives; and collate a resource of ideas, data and plans for residents to continue with the area plan-making process. This paper documents the resultant work completed over the six week period.



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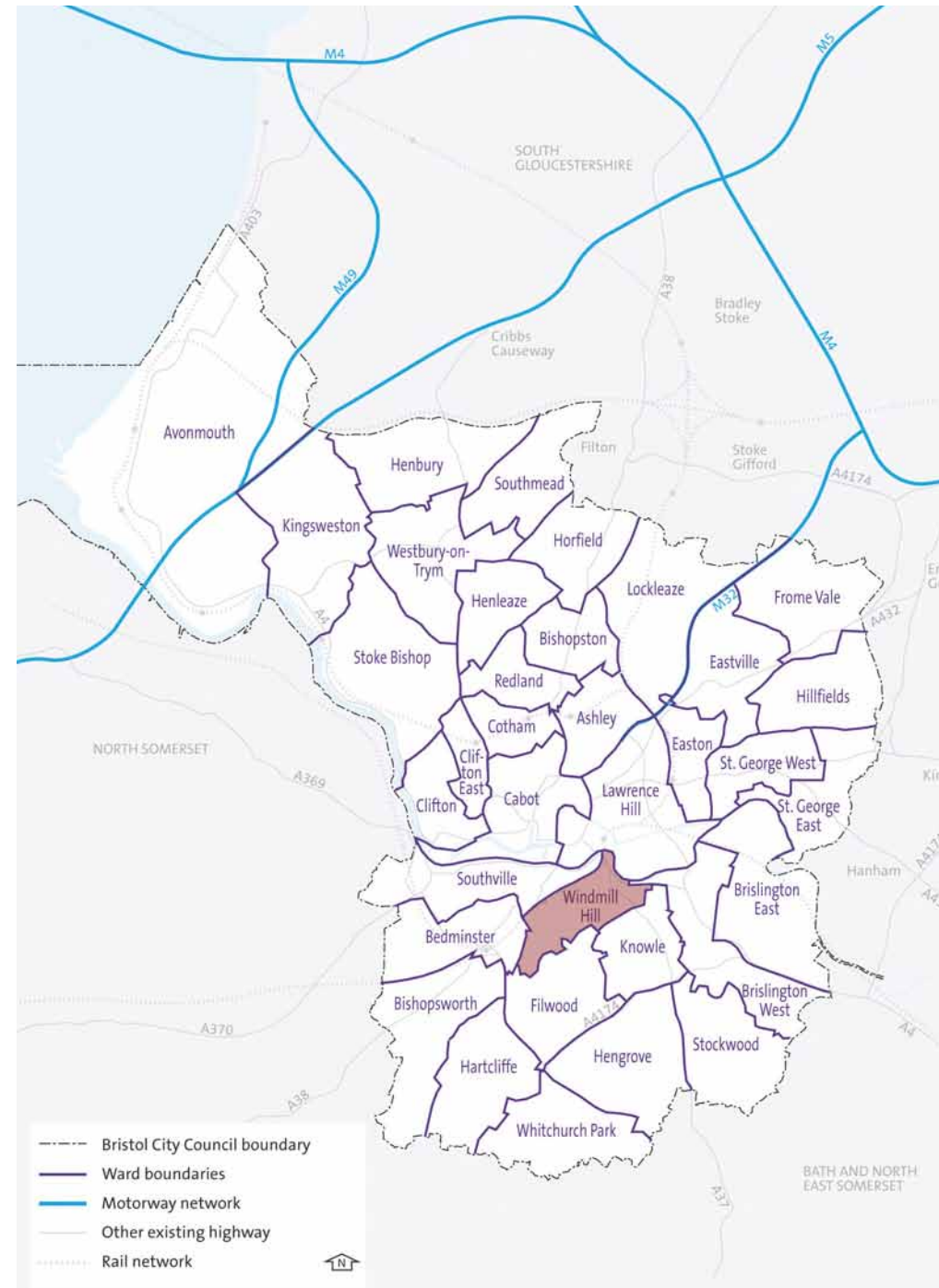
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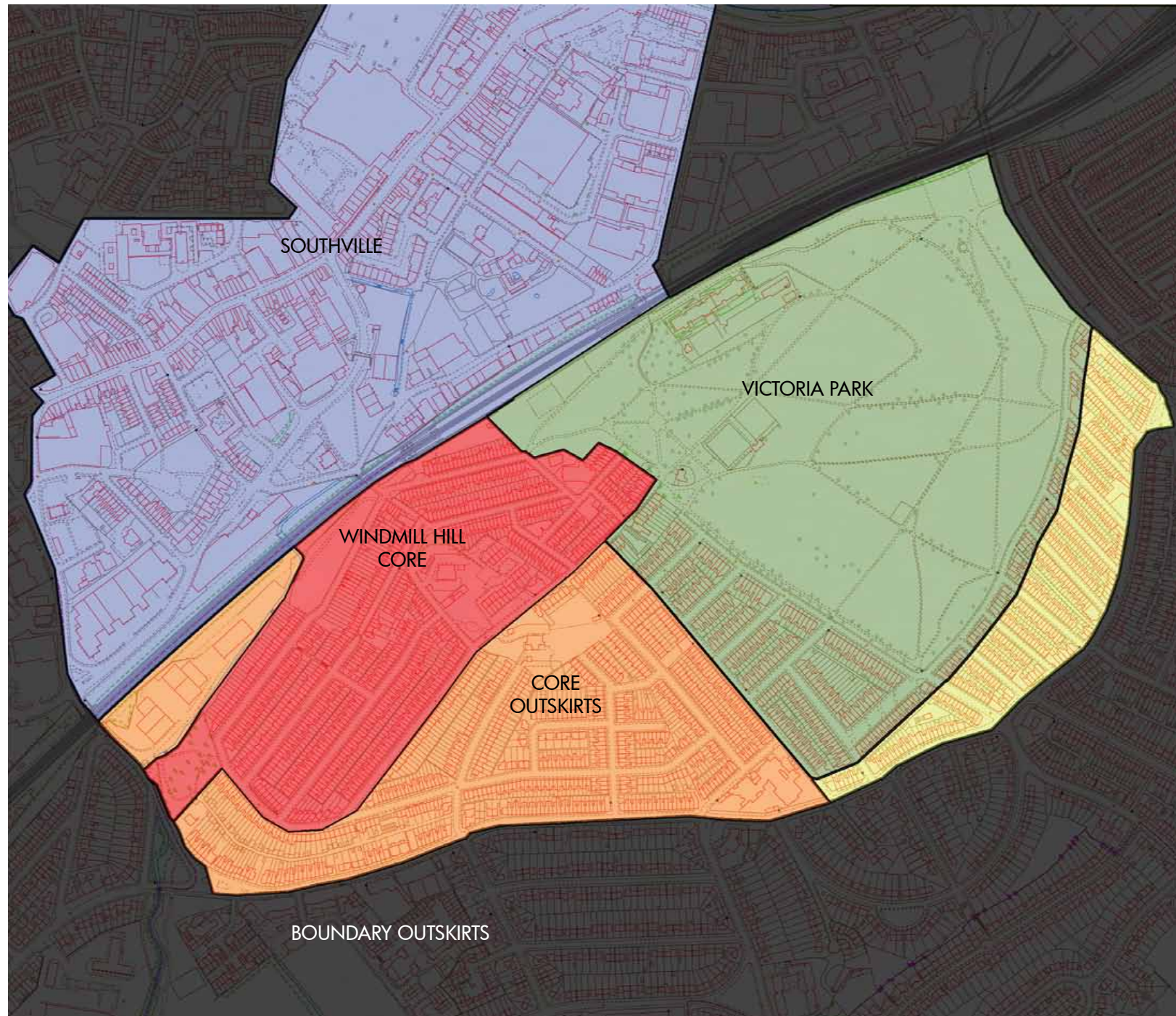
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Ward boundary according to Bristol Local Development Framework

The map opposite highlights the location of the Windmill Hill ward and sets the ward in its wider context. The Bristol City Council often regard Windmill Hill, Filwood and Knowle as one ward when publishing relevant documents, data and maps. The map on the following page illustrates the area relevant to this document and the Bristol Neighbourhood Planning Network.



At the first meeting, residents of Windmill Hill identified the boundaries that constitute the neighbourhood. The boundaries are identified by infrastructure, the park, and ward boundaries. Although Southville is not part of the Windmill Hill ward, it is of local importance to the residents of Windmill Hill and future development of the effects residents of Windmill Hill.

Ward boundary relevant to Bristol Planning Network

02 Environment



Local Shop and sloped streets



Busy retail area at East Street, Bedminster



One of the 'Twin Towers'



Allotments at Windmill Hill City Farm

During the day, there is an atmosphere in Windmill Hill that is particular; it does not seem like an area minutes from a busy city centre. The infrastructure surrounding 'the hill' has influenced the creation of a small village that has a community centre, large park, local shop, public house, church and schools. However, in contrast, the ward also incorporates Bedminster and the busy Malago Road that separates these two environments. Hidden behind the facades of North Parade, the Windmill Hill City Farm is an intermediate space on Philip Street.

Parts of the residential area in Windmill Hill have a sense of desertion as many spaces are under utilised and there is an eerie silence in the roads. Many parts of the area are busy including the City Farm, East Street, North Parade and Victoria Park. It is widely felt that the streets need to be 'reclaimed' by residents as a catalyst for community cohesion and social sustainability.

The solitude of these streets experienced during the day is contrasted at night; the 'village feel' is transformed, as the area is subjected to acts of anti-social behaviour.



Many green spaces are hidden behind terraced housing

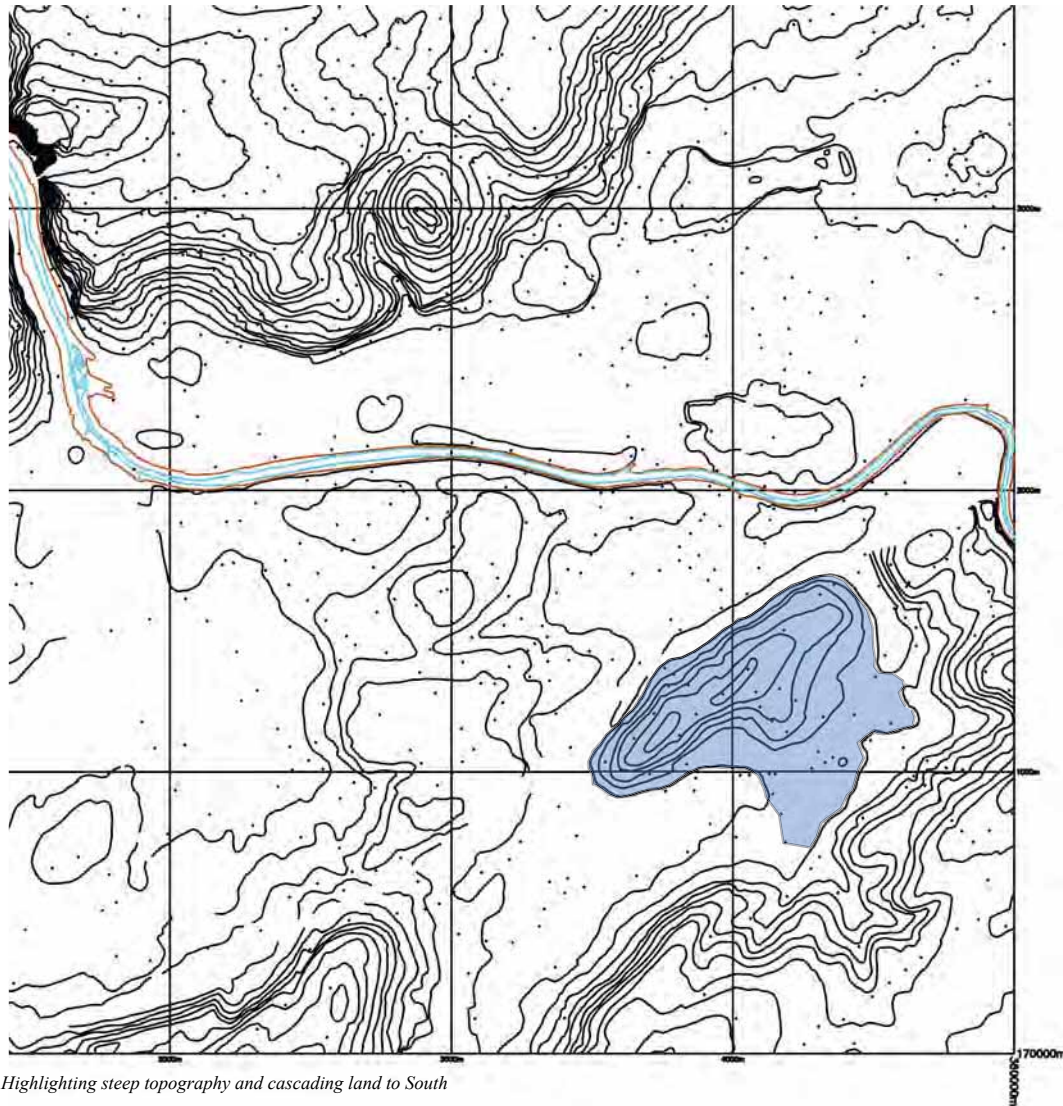


Malago Road and the railway act as barrier



Views that accentuate the importance of topography in Windmill Hill

04 Views



There are multiple view points that invite people to sit and rest. These views should be preserved so all residents of Windmill Hill - and the population of Bristol - can enjoy these unique views overlooking the city centre and towards Leigh Woods. Many of these views are around public recreational space, but there is a lack of landscaping that would allow people to rest.



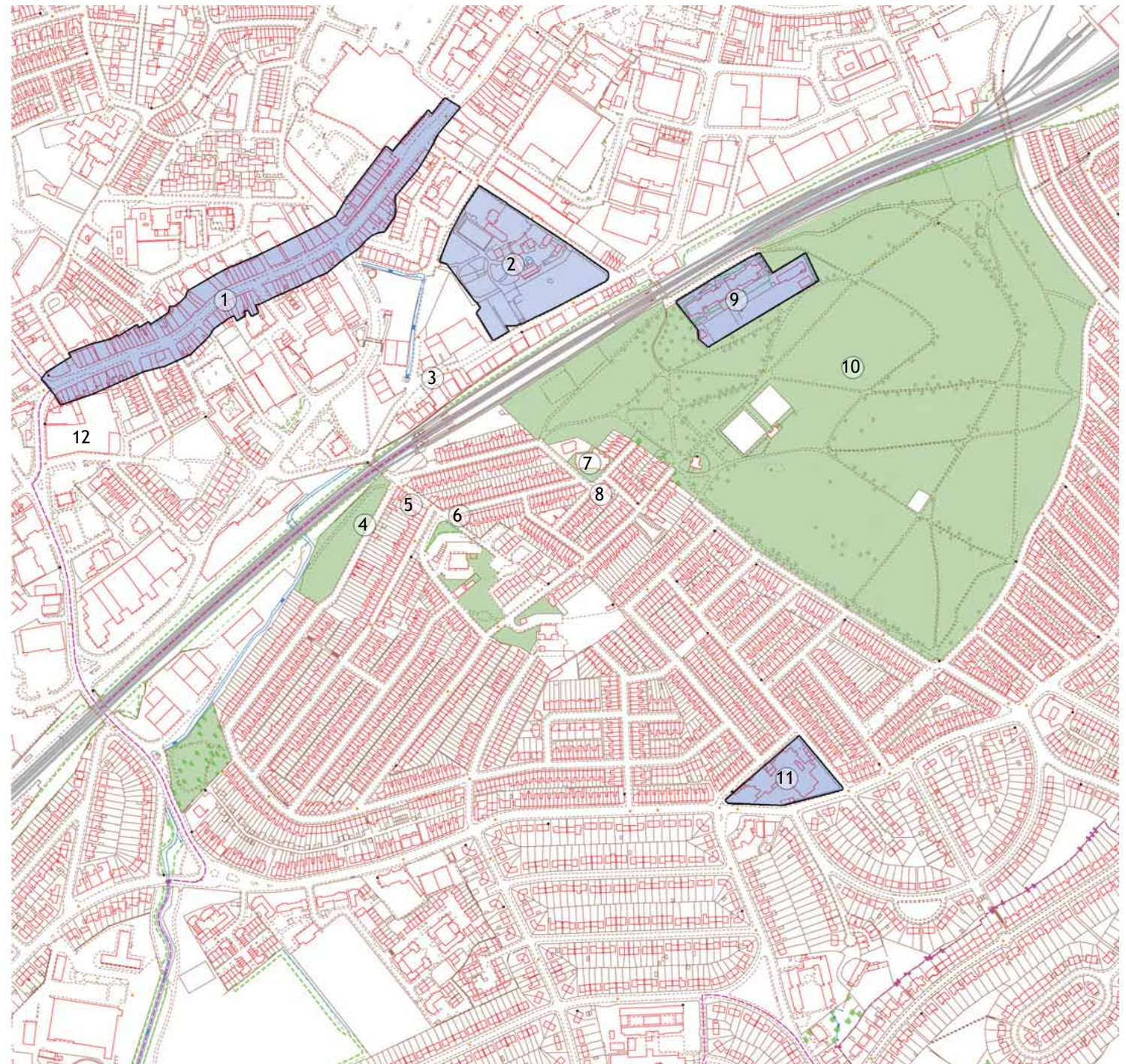
View to South East



View to South Bristol



View to Clifton



- 1 East Street & North Parade
- 2 Windmill Hill City Farm
- 3 Whitehouse Lane
- 4 Workshops
- 5 The Windmill
- 6 Local Shop
- 7 St Michael's and All Angels Church
- 8 Community Centre
- 9 St Mary Redcliffe Primary School
- 10 Victoria Park
- 11 Victoria Park Primary and Jnr. School
- 12 The Robinson Building



Community Centre and Social Club



Busy retail area at East Street, Bedminster



The Robinson Building



The Windmill

Although not all of the assets featured opposite have architectural or historical merit, they play a strong part in creating the character of Windmill Hill. For example, the workshops on Cotswold Road North continue a connection with creative industries. Future development - as already demonstrated by new residential development on the road - could result in this character being lost. The character of Windmill Hill is not just physical: it is a relationship between residents that creates a friendly "village feel".

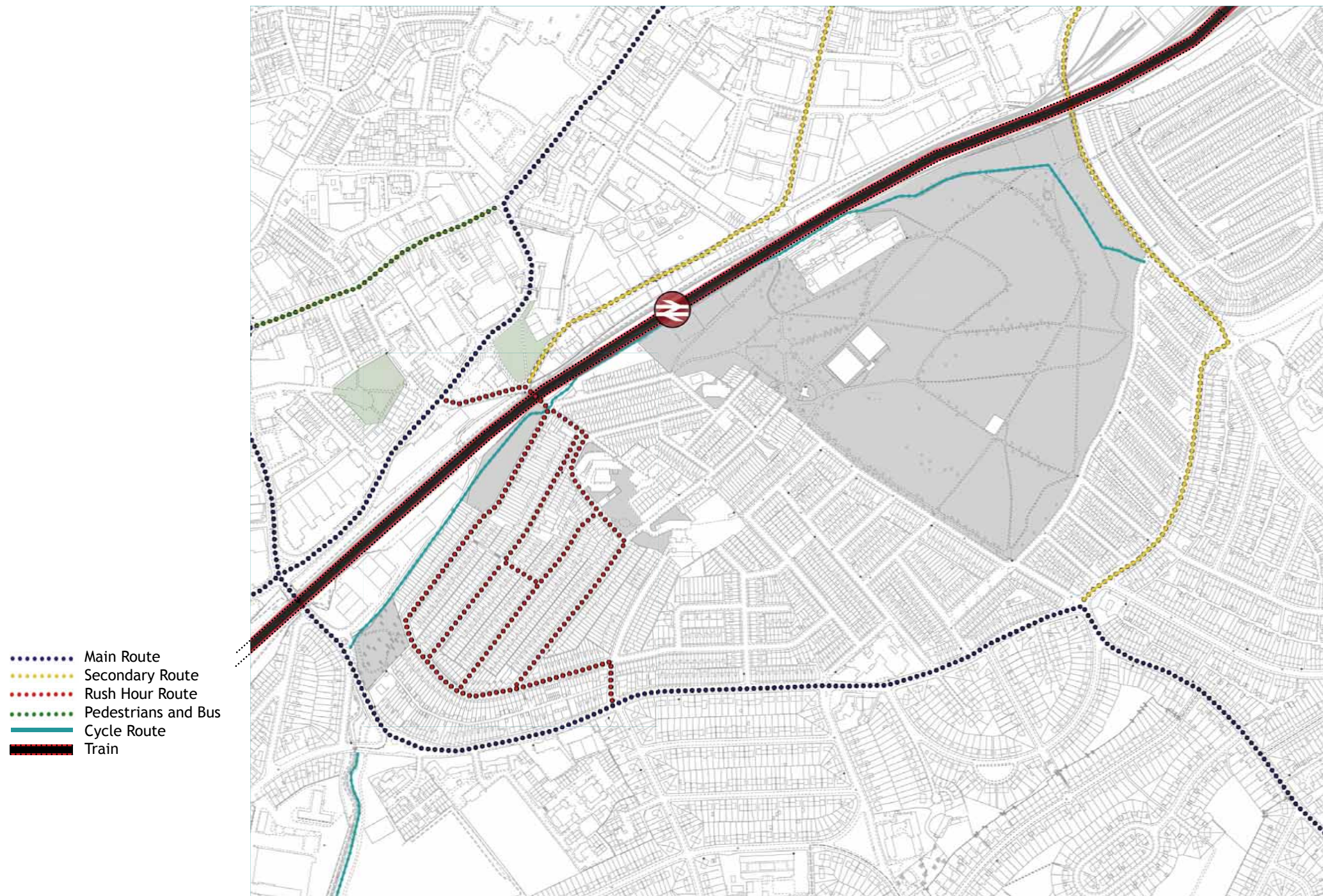


Workshops on Cotswold Road North



St Michaels and All Angels Church

06 Communications and Movement



LOCAL NEED FOR CHANGE

- * Decreasing number of jobs
- * Low turnout at local and national elections
- * Less than average natural green space
- * Increasing problem of traffic noise
- * 50% of local residents travel to work by car.
- * Higher than average deaths (under 75 years)
- * High numbers of under 18's referred to child services.
- * Higher than average numbers on the child protection register
- * 38% of locals are satisfied with social services - needs improvement
- * 27% of locals with no educational or technical qualifications
- * 41% of locals feel antisocial behaviour is a problem - motor vehicle theft is a big issue

LOCAL ASSETS & CHARACTER

- * Higher than average provision of formal green space
- * Improving liveability number (quality of life indicator)
- * Below average house prices (local residents satisfied with price and availability)
- * 92% of residents would consider themselves happy
- * Good community cohesion - 64% of people say they trust people locally - 59% of respondents feel they belong to the neighbourhood.
- * 68% of respondents agree people can influence decisions in local area by working together.
- * Below average young offenders for Bristol
- * Number of school in area attracting families to live in the area.

CITY PLAN POLICIES

- * Transport and Access Improvements to Centre
- * Transport and links to existing communities in South Bristol
- * Mixed tenures and types of housing
- * Rapid Transit route passing near area
- * Broadband Links to South Bristol - Digital Inclusion
- * Potential pressure to develop Brownfield sites
- * Ongoing liaison with the relevant Neighbourhood
- * Partnerships will help to identify and inform future regeneration initiatives providing facilities including: shops, cafés, pubs, post office and banks.
- *Centres also include varying levels of community facilities, work places and leisure facilities
- * The provision of new small scale retail facilities will be encouraged where they would provide for local needs, and would not be harmful to the viability and diversity of any nearby centers
- * Located outside of the area of major regeneration - but potentially effected by development/ regeneration in Hengrove Park and Knowle West

LOCAL NEED FOR CHANGE

- * Severance from rest of Bristol - caused by infrastructure: railway to the north, St Luke's road to east, St John Lane to south and west
- * Traffic around area - 'rat run' caused by traffic cutting from St John's Lane up Brendon road, across Cotswold road, and through windmill hill, and vice versa. Area was designated 'access only' but it is not enforced, thus problem persists
- * Implications for Cotswold Road if there is continued residential development in back gardens of Eldon terrace, possible pressure to develop green space and workshops - this would not be a real problem if buildings were kept to height and scale of surrounding building so as not to block views
- * Underutilised Green Spaces including park by rising sun and park behind houses on Somerset Terrace
- * Residential is dominated by road creating and there is a need to regain a social dimension to the streets
- * Parking problems caused by people parking in windmill hill to walk into the centre - possible residents parking scheme.
- * Limited access to social services due to none in community
- * Safety and Anti-social behavior at night - probable cause is decline in local policing

LOCAL ASSETS & CHARACTER

- * A lot of green space and good access to a variety of landscape including Victoria park, St John's burial ground and, cherry tree orchard
- * Views to rest of city that are accessible to all; excellent views of sunsets and balloons
- * Biodiversity due to the range of open space available
- * Community 'feel' with mixture of ethnicities, ages and tenures, providing a balanced and friendly community
- * 'Little island' or 'village' feel to the area due to the situation on the hill combined with surrounding infrastructure separating from city feel. This is integral to the local character.
- * Existing Facilities including; community centre, church, park, shop, pub, city farm; in particular the Windmill pub and Off Centre art gallery were mentioned by residents.
- * Range of retail in Bedminster
- * Infrastructure: rail and bus
- * Three schools

POLICY: IMPLICATIONS FOR WINDMILL HILL

- * Hengrove Park development including skills, training and employments. Windmill hill will be between the centre and this new developments. This improvements to transport - such as cycle/foot paths - will be required through and beyond windmill hill.
- * Proposed Rapid Transit route: for windmill hill this means the opportunity for a rapid transit stop at the edge of the area, better connecting the area to the rest of Bristol.
- * Parks and Green Spaces Strategy to improve green spaces: improvement of non formal green space, area around tower blocks, and children's playgrounds
- * Connectivity to rest of city through cycle and pedestrian routes: link up newly developed areas with improved cycle and foot paths
- * Potential to improve the 'local' centre with improved facilities including shops, café, post office
- * Small Arts Centre: allowing families and children to extra-curricular creative activities
- * Overall, the emerging planning policy poses little threat to assets of Windmill Hill, but development in South Bristol could potentially cause an increase in traffic through Windmill Hill

Relevant Planning Documents:

- *Bristol Development Framework: Core Strategy- Nov 09*
- *Neighbourhood Partnership Statistical Profile: Filwood, Knowle and Windmill Hill*
- *Filwood, Knowle and Windmill Hill: Agenda item 12*
- *Site Allocations Call for Sites - Windmill Hill*
- *Windmill Hill - Map of Parks and Green Spaces*
- *NP11 - MOSAIC Profile*
- *Parks and Green Spaces Strategy*
- *South Bristol Retail and Centres Study (March 10)*

Core Strategy: Summary

The core strategy policies place Windmill Hill within a wider regeneration framework applicable to South Bristol; for example the Hengrove Park development will have an effect on Windmill Hill and understanding the wider city strategy will: aid in developing the area neighbourhood plan; and place decisions made within a wider policy framework.

Overall, there are 23 policies within Bristol Development Framework Core Strategy; these policies are divided into spatial strategies and development principles.

Policy BCS1 refers to South Bristol and proposes: a transformed South Bristol with major new leisure, employment, education and community hospital development at Hengrove Park; regeneration of areas and place shaping focused on Knowle West and Hengrove; and skills, training, employment and educational attainment levels improvements.

Policy BCS2 explains how the city centre will grow to build on the success of Cabot Circus and Broadmead improvements. The city centre will enhance its status as the foremost shopping and entertainment centre

in the South West. This includes: a focus for the city's improved transport systems - containing hubs to maximise connectivity and convenience; and vibrant economic sectors.

In terms of spatial strategies, further policies refer to: Bristol's centres remaining as the hearts of their communities; improved transport routes and services; centres containing a diverse range of uses serving their communities (such as Bedminster); supporting additional accessible employment opportunities, jobs and increasing skills and educational attainment; a new showcase bus route serving wider areas of the city; a system of rapid transit will be implemented to serve the city and support its areas of growth and regeneration; creating and retaining a network of valuable open spaces, green infrastructure and wildlife habitats; and transport and access improvements.

What does the Core Strategy propose for Windmill Hill?

The *Bristol Development Framework Core Strategy* sets out the overall planning strategy for the city and for the areas within it. It sets out the approach to broad areas within the city. These broad areas do not necessarily correspond with the boundaries of Neighbourhood Partnership Areas but the following information extracted is relevant to Windmill Hill:

South Bristol

The Core Strategy seeks to 'transform' the fortunes of South Bristol by making it a focus for regeneration including new housing, employment and mixed use development with supporting infrastructure and potentially a new retail centre (*Policy BCS1*). This will have an effect on Windmill Hill, providing employment opportunities and access to learning new skills,

educational facilities and healthcare.

Quantity of new housing development proposed, and approach to providing new affordable housing

Filwood, Knowle and Windmill Hill are part of the 'South Bristol' area identified in Core Strategy *Policy BCS5* 'Housing Provision'. New residential development will need to contribute to a mix of housing tenures, types and sizes to help support the creation of a mixed, balanced and inclusive community. This will include the provision of 30% 'affordable' housing in residential schemes of 15 units or more within the Filwood, Knowle and Windmill Hill Partnership area.

Centres and Retailing

The Core Strategy aims to support a network of accessible centres in Bristol as key focuses for development and as the principle locations for shopping, community facilities, local entertainment, art and cultural facilities (*Policy BCS7*).

A hierarchy of town, district and local centres is identified within the LDF: these are Wells Walk - a Town Centre - Filwood Broadway and Totterdown - both local centres. Where appropriate these centres will be a focus for the development of community facilities, higher density forms of residential development and local office floorspace.

Employment Land

The Core Strategy aims to provide a sufficient and flexible supply of employment land during the plan period (*Policy BCS8*). This will include 50,000 m² offices in South Bristol to be delivered in partnership with the private sector as part of major regeneration projects, and 36,000 m² distributed amongst town, district and local centres across the city.

Green Infrastructure

The Core Strategy seeks to safeguard and enhance important green infrastructure, such as openspaces, recreation areas and wildlife sites, across the city (*Policy BCS9*). The partnership area contains a number of strategically important green infrastructure corridors in the Strategic Green Infrastructure Network; these connect wildlife and people within and outside the partnership to important areas for recreation, leisure, biodiversity and landscape across the city and in adjoining authorities.

With particular value for biodiversity, recreation and connectivity for people and wildlife, the 'Victoria Park to Malago Woods corridor', skirts the northern and western boundary of the partnership.

Policy BCS9 states that open spaces should only be released for development where they are no longer important for recreation, leisure and community use and where development would result in improved urban form or an enhancement to existing open spaces. Where it is proposed to develop publicly accessible open space, these will be identified in Area Green Space Plans currently being prepared by the council in conjunction with local communities.

Transport infrastructure

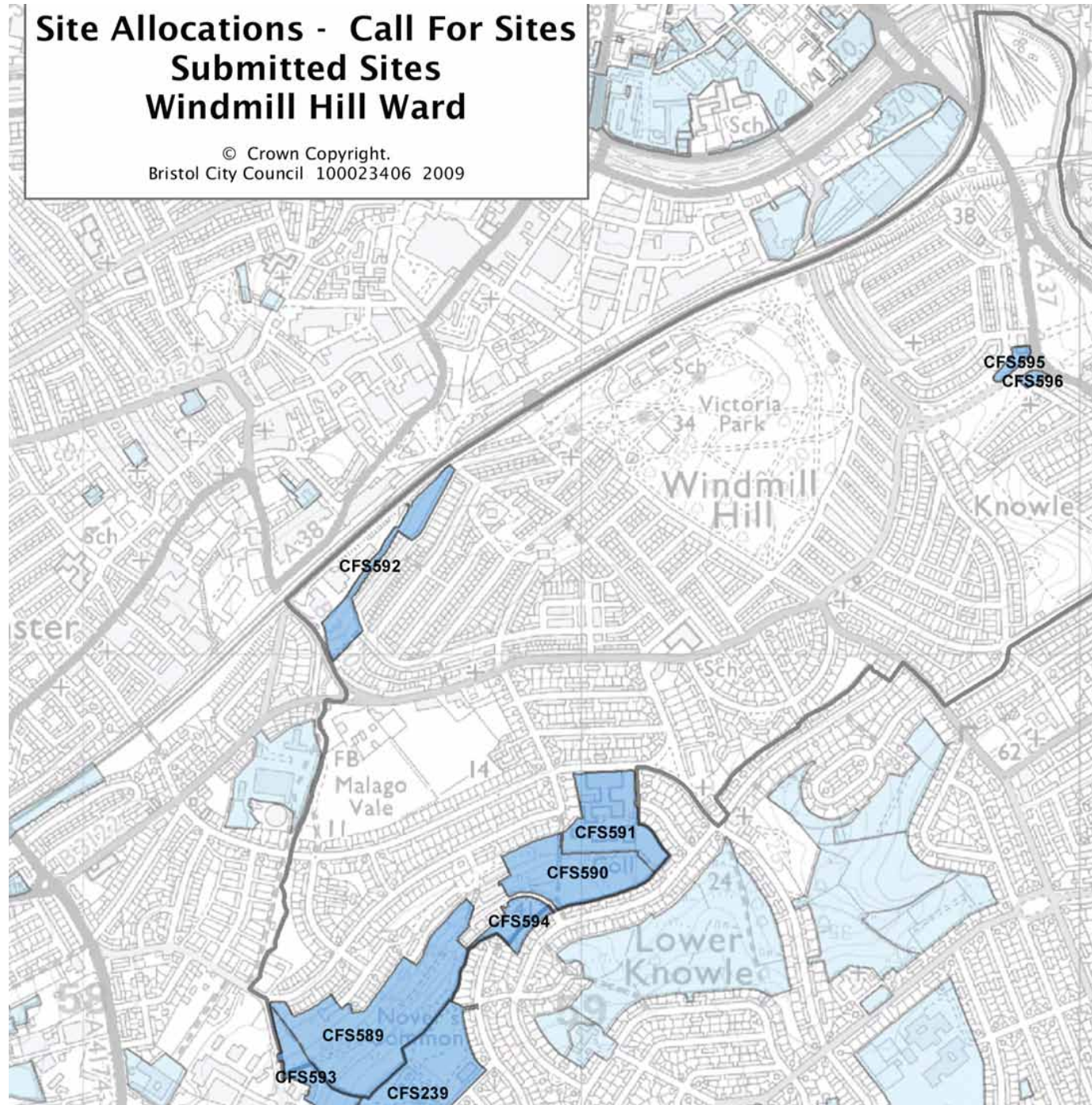
The Core Strategy sets out proposals for the delivery of

strategic transport infrastructure and improvements to access in all areas of Bristol by public transport, walking and cycling (*Policy BCS10*). Specific proposals relating to Windmill Hill include: the implementation of the Greater Bristol Bus Network proposals on A37 and A4 corridors; and potential rapid transit route linking Hengrove Park to the North Fringe via the city centre.

Proposals for the wider south Bristol area include: reshaped pattern of roads and junctions to improve accessibility, connectivity and urban form and to reduce severance within South Bristol; and safe routes for pedestrians and cyclists.

Community Infrastructure

The Core Strategy expects new development to provide or facilitate additional, extended or enhanced community facilities where need is identified. Existing community facilities should also be retained provided a continuing need exists (*Policy BCS12*). In terms of specific projects the council is seeking to commission private sector providers to deliver a citywide network of early years and childcare centres, providing family support, early learning and childcare services. Windmill Hill Neighbourhood Plan - if seen necessary by the residents - can integrate this policy.

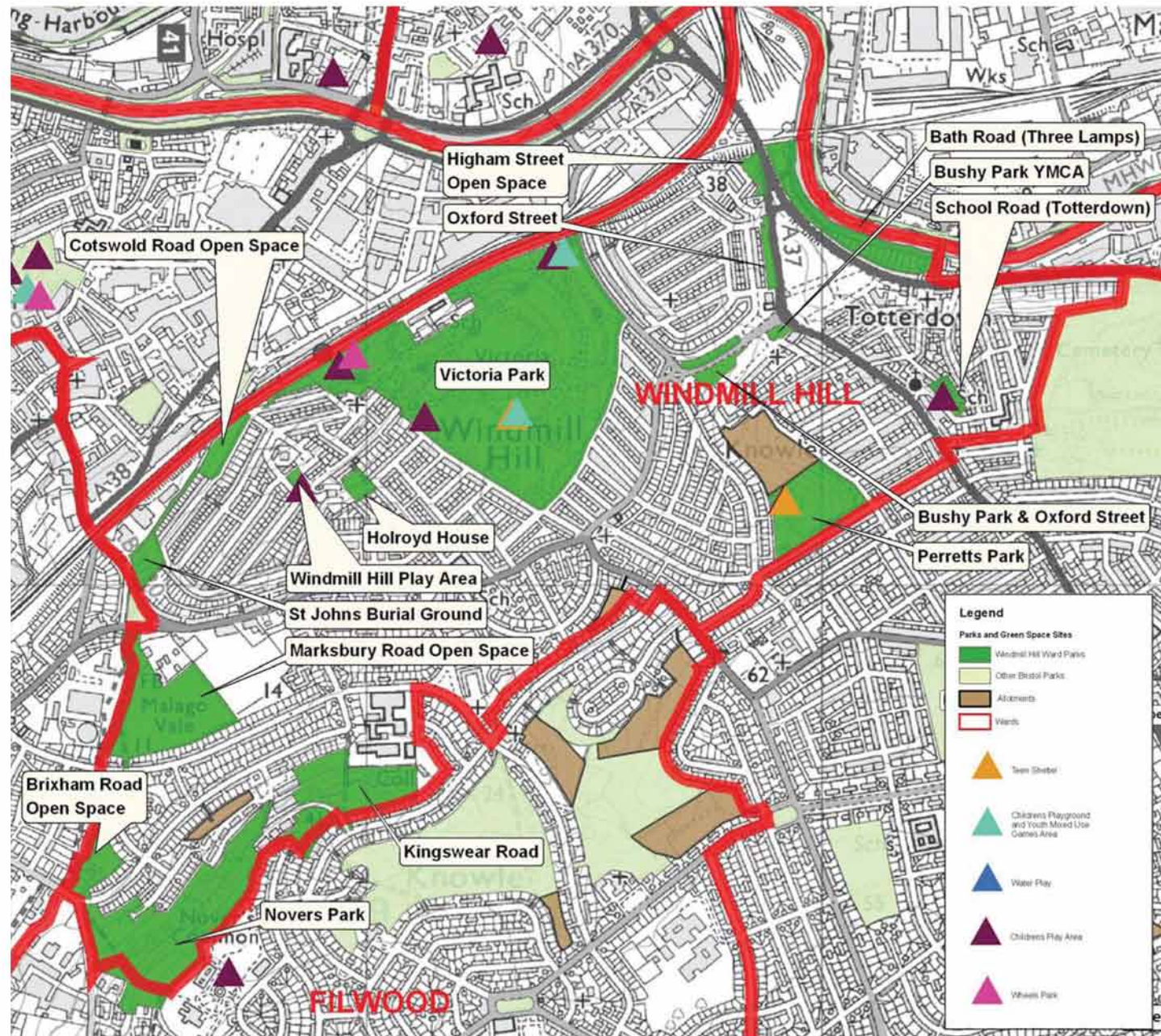


Call for Sites

The adjacent maps highlight sites that may be effected in the future by development. After identifying the zone and neighbourhood boundary there is only one site: CFS592.

The site is currently St. John's Burial Ground to the South West and open green space to the North East. The supporting call for sites document shows three potential future uses including: community use, open space and sports leisure; open space; and mixed-use community use.

Parks and Green Spaces Strategy



(PLEASE SEE ATTACHMENT)

The local objectives for action are:

- to reinforce, extend and join up the green open space network running through the neighbourhood including the Malago Greenway and Victoria Park;
- to give a “design code” context for any future housing infill that will keep the “small scale and village feel” of the neighbourhood;
- to identify infill housing sites for mixed size/tenure;
- to manage the through traffic/rat running by selective “home zones” (or other) treatment, incorporating better street lighting;
- to promote the reintroduction of local facilities of shop/post/community centre;
- to improve access for emergency services;
- to reduce commuters parking;
- to find a planning basis for promoting neighbourhood interests in the views out from Windmill Hill north and south;

Ways and Means to achieve objectives:

- Make an assessment of the pedestrian/cycle routes to shops/leisure open space/schools in terms of what actions will make those routes work better/safer/more pleasant to use. Particular attention to the two routes to East Street/Asda.
- Assess what traffic management measures necessary to reduce/eliminate rat running through west WH
- Draft a short (4 page max) design code for housing infill, concentrating on the question of scale, that would make infill add to, not detract from the urban character of WH. Combine with a “DIY streets/home zone” guide to be applied to selected streets.
- Explore/preliminary rough sketch design of a “gateway” scheme for Windmill Hill/Cotswold Road entrance/exit to the neighbourhood that would combine traffic management, design code, promote local shop, home zone principles etc.

Open space network & footpaths

In terms of standards of provision for different types of green spaces, Windmill Hill contains all the green space provisions required, within the specified distances. A key objective is to reinforce the green space network by improving foot and cycle paths through the area. Improvement of pedestrian environment within Windmill Hill will enable people to walk freely around the area without the danger of fast moving vehicles.

Selected routes across and beyond Windmill Hill will be enhanced in order to provide easy and safe pedestrian and cycle links to the rest of Bristol. Two main routes have been identified with residents and studied in more detail. The options for improvement included: landscaping, surface, greenery and lighting improvements. A particular problem is the lack of provision for the disabled and elderly in terms of footpaths and suitable points to cross roads.

These routes are annotated with supporting notes on the Action Plan map.

Options for solving 'rat-run' problem

We considered three options for solving the traffic problem in Windmill Hill and these have been identified as: simplest option, ideal option and preferred option.

The simplest option for solving this problem would be to block off Cotswold Road at the junction meeting Brendon road. This would require the minimum of disruption for residents but has the most problem associated with it. It would require only a single blocking off point in the road so would stop people using Windmill Hill as a 'rat-run' and could be the cheapest option. However, this would certainly create a divide in the local area - both socially and physically. In addition, this option would also slow down emergency vehicle access, which is already an issue of concern.

The ideal option would be to designate the whole of Windmill Hill as a 'Home Zone' and allowing residents to reclaim their streets. This would make the streets feel safer for pedestrians, as well as slowing traffic in the area. However, it is very expensive as - on average - Home Zones cost around £1000 per metre of road. This option would have the best results, but would not be cost effective.

The preferred option for solving the problems is to designate three small Home Zones in Windmill hill on the roads that are adjacent to green space. For the rest of the roads selected, traffic calming methods will also be used including: speed humps, street planting and priority/give way junctions.

This option is the most cost effective due to the combination and will have the minimum effect on emergency vehicle access. If carefully designed, it could potentially improve access for emergency services by controlling parking near junctions or restricting parking to one side of the road - with enforcement of a residents parking scheme.

The Bristol Local Transport plan recognises the role of traffic calming and Home Zones in the improvement of pedestrian safety, as well as the possibility to improve air quality by reducing traffic in specified areas. The LTP also proposes a hierarchy of roads for the city and suggests measures for each type. This link is included in the *Bibliography*.

Design Code

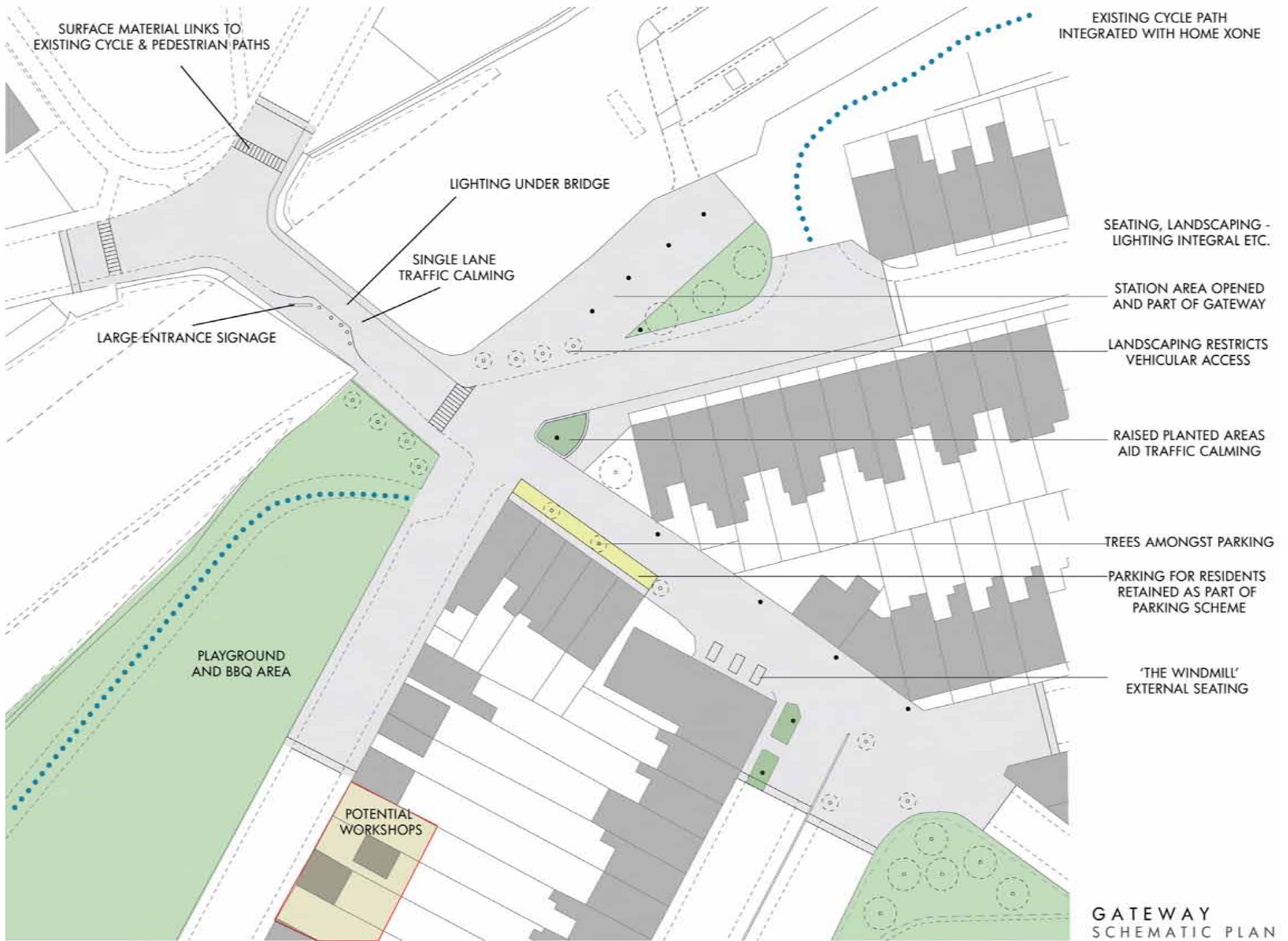
The decision to produce a preliminary design code for Windmill Hill was taken in order to try and solve the issue of insensitive development in the area. Residents are concerned about future development similarly to the new buildings on Cotswold Road. The preferred option for combating this problem is the production

of a design code that would specify the type and scale of development. Working in conjunction with Bristol City Council, this could prohibit insensitive development and ensure future development reflects the unique character of Windmill Hill. It would also give reference to local materials and styles that could be used to inform the creation of Home Zone areas.

The design coding process is quite long and complicated; so, due to time constraints, the report includes the beginnings of a draft design code for the area. The main areas focused on include: the local building styles in the area; facade detailing; suitable traffic calming measures; and the scale of new development.

The design code encourages contemporary design solutions, but emphasises the importance of the scale of the new buildings - a factor neglected by recent designers and developers. The Design Code process is summarised in the document 'Preparing Design Codes - A Practice Manual'.

(PLEASE SEE ATTACHMENT)





Looking South-West at entrance to Windmill Hill

KEY IDEAS : ABOVE

- utilise black brick walls on entrance
- integrate existing cycle paths
- raised 'home zone' on entrance to hill
- designated cycle path marked by surface material
- single point of entry for traffic calming
- entry point sufficient for emergency services and lorries
- vehicular priority to vehicles on Whitehouse Lane entering Windmill Hill

KEY IDEAS : FOLLOWING PAGE

- shared street surface
- seating outside The Windmill pub
- new lighting
- wider access for emergency services
- plantings on corner aid in traffic calming
- trees between residents parking spaces



Looking North on Windmill Hill

(PLEASE SEE ATTACHMENT)

How far does it meet local objectives and targets?

The four main objectives - as established in stage 3: Objectives for Action - are considered in Action Plan, including: establishing a “design code” context for any future housing infill; improve selected pedestrian and cycle routes; to manage the through traffic/rat running by selective “home zones” and selective traffic calming measures; and develop schematic ideas for a ‘gateway’ at the entrance to Windmill Hill. The extent that each of these objectives has been met is briefly described below, respectively.

The production of a Design Code would meet the local objective and target of prohibiting that does not respect the character and scale of existing architectural tectonics in Windmill Hill. Of course, this preliminary Action Plan itself does not meet this objective, but highlights the importance and need for the document.

The Action Plan highlights the importance of improving selected pedestrian routes including routes to North Street, East Street through St. Catherine’s Precinct and East Street to Asda. Within the plan, particular problems and issues are annotated to reinforce the need to rectify the usability of these routes. Therefore, this local objective has been met at a basic and strategic level.

The final two objectives are interlinked; in creating a gateway, the traffic calming solution is partly resolved. The two additional “mini home zones” - linking St. John’s Burial ground and one on Alfred Road - fulfil another objective, as they create links

to important green spaces. The intermittent traffic calming and resident parking scheme proposed then reduces traffic calming and meets the secondary objective of improving access for emergency services.

At what cost?

The Local Transport Plan Traffic Management Tool Kit includes a list of traffic calming listing: the cost of each measure; the desired effect of each measure; and other additional considerations. The six-week time period has not allowed for an investigation into the cost of these measures, however, the Action Plan has identified the most cost-effective measure to achieve the desired objectives. Similarly, the cost of altering the three routes identified can not be concluded at this stage. However, the cost of some of these alterations can easily be minimised if thoughtfully planned. Finally, the cost of producing a design code is relatively low considering the impact it could have on the area.

How feasible is it?

In responding to the objectives set, there has been nothing identified in the Action Plan that is unfeasible. The most feasible objective to meet is the design code: all this requires is a local architect, urban designer, planner to produce the document (12 page max) in collaboration with residents and an Urban Designer at Bristol City Council. The other objectives are all practical, they just need the funding through community fundraising and/or the relevant bodies.

How flexible is it if opinion or actions change?

The Action Plan is very flexible to change. This is simply because all the ideas are schematic and detailed decisions/ design have been committed or established.

16 Recommendations

Progressing the Action Plan

The area of Windmill Hill has the potential to become a vibrant area for local arts and culture. As well as a local art gallery the area has some amazing views from the top of the Hill. If insensitive development can be avoided in the surrounding area, then these views will be maintained. The transformation of the streets to become quiet and safe for children to walk and play will take place if planned traffic calming and Home Zone plans are implemented.

The design of the Home Zone streets and the protection from insensitive development can, in part, come from the creation of a detailed design code for the Windmill Hill neighbourhood. As part of this project we have made a start, but to continue, the local residents group will have to arrange meetings with the relevant planners and urban designers from Bristol City Council. Further, we have provided links to all relevant documentation that outline the process required to produce a design code.

For future benefit to the residents, it may be preferable to attempt to contact more people in the area and get them involved in discussions. The production and distribution of letters and flyers may be a good way to do this. We found that attempting to stop people in the street is not the way to get a useful response. Instead, we recommend contacting local residents via letters and flyers.

In addition to what has been mentioned already, the increased level of policing in the area might help to combat the anti-social behaviour problem. It might be worth trying to contact local police station or liaison officer. Or, alternatively, negotiating the

employment of a local neighbourhood warden.

In addressing the key issue of traffic generated through commuting, the introduction of a residents parking scheme would help to address the problem of people from outside using the neighbourhood roads to park. This would ensure all residents can park in the area. The possible disadvantage to this recommendation is that residents may have to pay for parking permits, to enable the local authority to recover some of the cost of implementing the scheme. This is an issue that would have to be discussed at length with all residents; employing the distribution of letters to residents' homes may work well for this issue.

When considering the proposed enhancement of foot and cycle paths out of Windmill Hill, it would be worth collaborating with the surrounding neighbourhoods to make sure that the proposed routes can be incorporated across neighbourhood boundaries. These routes must be thought of as transcending local boundaries, so that they will be accepted and used by all.

Future Consultation

This report was set out to assist a newly formed resident planning group and provide a form of consultation. Within, this it has also established a useful link with the university and the students involved in the placement. It is suggested - although potentially known without mentioning - that students of the University of the West of England undertake the same consultation role, continuing to develop any resources required by the Neighbourhood Planning Network. An example from this report might be, to draft a full preliminary design code whilst liaising with

Bristol City Council.

Template for Area Plan

Potential addition of another stage addressing Preliminary Investigations that communicates specific aspects of the area that may not be clearly identified from the existing stages of the report or existing planning policy documents. Using examples of this report, aspects may include: the importance of views; the specific topography of an area in relation to the rest of the city; defining the neighbourhood boundary; and communications and movement.

At *Stage 5: Ways and Means* there was a particular issue with incorporating sustainability standards, making note of economic, social and environmental actions and incorporating planning policies in the pipeline. It may be advantageous to define these issues at *Stage 3: Objectives for Action* to aid with establishing a quantitative measure of targets.

17 Bibliography

A LIST OF RESOURCES FOR RESIDENTS

PLANNING POLICY

[Bristol Local Development Framework: Core Strategy:](#)

<http://www.bristol.gov.uk/ccm/content/Environment-Planning/Planning/planning-policydocuments/bristol-development-framework/core-strategy.en>

[Neighbourhood Partnership Statistical Profile: Filwood, Knowle and Windmill Hill:](#)

http://www.bristol.gov.uk/ccm/cms-service/stream/asset/?asset_id=34088097

<http://www.bristol.gov.uk/ccm/content/Council-Democracy/Statistics-Census-Information/neighbourhood-partnership-profiles/np11---filwood-knowle---windmill-hill.en>

[Windmill Hill - Ward Profile:](#)

<http://www.bristol.gov.uk/ccm/content/Council-Democracy/Statistics-Census-Information/wardfinder.en?XSL=warddetail&WardId=12>

[Filwood, Knowle and Windmill Hill: Agenda item 12 - BDF - Site Allocations:](#)

www.bristol.gov.uk/ccm/cms-service/download/asset/?asset_id..

[Site Allocations Call for Sites - Windmill Hill:](#)

<http://www.bristol.gov.uk/ccm/content/Environment-Planning/Planning/planning-policydocuments/bristol-development-framework/site-allocations/site-allocations-schedule-maps/windmillhill.en>

[Windmill Hill - Map of Parks and Green Spaces:](#)

<http://www.bristol.gov.uk/ccm/content/Environment-Planning/Parks-and-open-spaces/information-andadvice/maps-of-parks-and-green-spaces-fsis/windmill-hil-map-of-parks-and-green-spaces.en>

[NP11 - Filwood, Knowle & Windmill Hill MOSAIC Profile:](#)

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[Filwood, Knowle and Windmill Hill Area Green Space Plan:](#)

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