



THE COMMUNITY'S VISION

FOR

Lockleaze

AN INTEGRATED APPROACH

TO CREATING A
SUSTAINABLE COMMUNITY



Lockleaze and Bristol area



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**Lockleaze
Vision Area**

**Cabot Circus/
City Centre**



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Foreword and Acknowledgements

Welcome to the Lockleaze Vision. It has been developed to represent the views, hopes and aspirations of Lockleaze residents. This vision highlights the physical changes that should happen for Lockleaze residents to have a cleaner, safer, more accessible and friendly neighbourhood. It also addresses how Lockleaze currently works and recommends a greater partnership between local people, local groups and organisations like the Council if the improvements residents want are going to be sustainable in the long term.

Bristol City Council has worked in partnership with residents and local groups to develop this vision into a blueprint for long term cooperation. Nevertheless, the views and aspirations within this document are those of the residents themselves and it is for the Council and other agencies to work in partnership with the community to turn these priorities into reality.

Therefore, this plan is not only for local residents and groups, but also for all agencies who deliver services, businesses that may want to set up or expand, and developers who want to build or buy in the area. These organisations should use this vision as a guide when planning any changes to the neighbourhood, so that as Lockleaze develops and grows it addresses all the issues that will make it a fantastic place to live.

With help from the City Council and Planning Aid, we have come together as residents groups in Lockleaze and have set out in this document our strong views on the nature of and priorities for the future development of our neighbourhood. This Vision is a positive first base on which to build the partnership with the City Council and other agencies necessary to turn our priorities into action on the ground.

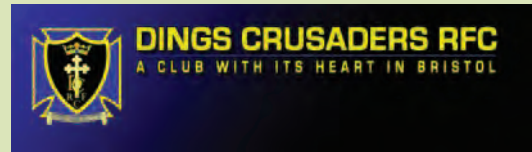
Given the complexity of the issues, the strength of feeling we attach to the present good qualities of our neighbourhood and the challenge of achieving consensus across the community, it has not yet been possible to work out how all of the residents' vision can be implemented.

Appendix B sets out the issues that will need further discussion on a project by project basis using the community involvement process of the Bristol Statement of Community Involvement. They include the advantage or disadvantage of a new through road; whether or not and how much green spaces, other than Purdown, need to be lost in order to achieve other benefits; where, how and if new housing can be built without loss of valuable green space; and how access to skills training, new jobs and community support can be achieved alongside other physical improvement to the neighbourhood.

Finally, the groups below extend a big thank you to all those involved in producing the Lockleaze Vision. From the guidance shown by Lockleaze Voice and the various action groups, to the Council officers that have supported the production process, this has been a real team effort. We endorse its contents and look forward to working in partnership to see the changes we need become a reality.

Lockleaze Voice; Lockleaze Open Spaces Action Group; Lockleaze Transport Action Group; Lockleaze Housing Action Group; BS7 Youth and Play Partnership; Lockleaze Neighbourhood Trust; Feel Good Feel Safe; Health Group; The Friends Of South Purdown; St James Church; South West Planning Aid.





The Community's Vision for Lockleaze is supported by the groups above

Why do we need a Lockleaze Vision?



“Listen to the people that live here”

*Lockleaze residents,
November 2007 Vision event*

Lockleaze residents have traditionally prided themselves on living in one of the best council housing estates in Bristol. The semi detached houses and large gardens, substantial open space and stable population, in relative isolation from the rest of the city, maintained a sense of village identity for the many young families that moved to the area after the war. To many it seemed a sustainable community.

However, in recent years the area has become recognised, through programmes like Neighbourhood Renewal, as one of the 10% most disadvantaged neighbourhoods in the UK.¹ Household incomes have dropped significantly and, with an increasingly older population, so has the average number of residents per household. This has not only made life difficult for many living in the area, but has affected the number of people actively contributing to the local economy and using the local services. Also, many of the shops, houses and community buildings built after the war are reaching the end of their lives.

¹ The Lockleaze Vision area covered in this document is the same as the former Neighbourhood Renewal area (see map on inside front cover).

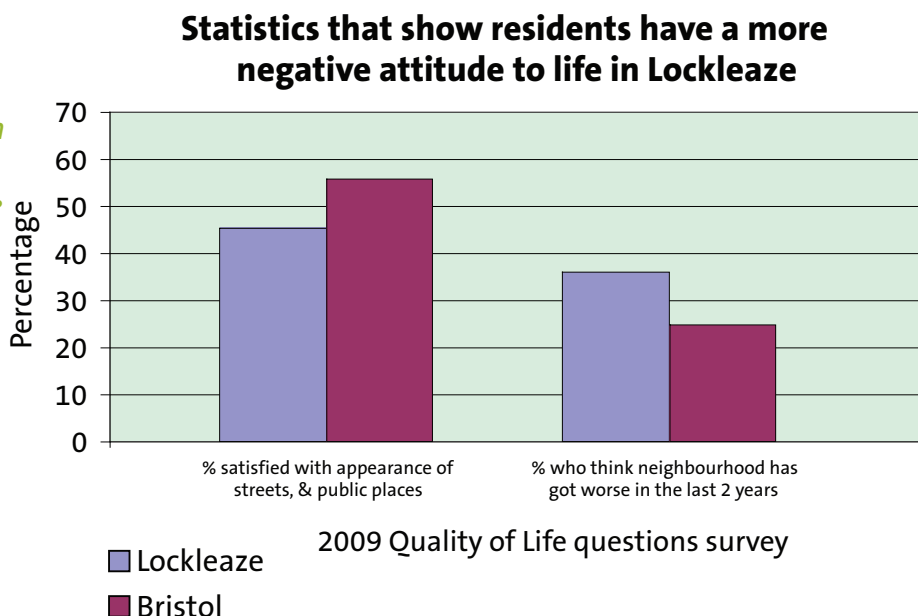
Two schools, the Council’s housing office, the police station and other community facilities have either closed or moved elsewhere. Lack of amenities and concern about a worsening built environment, have had a significant effect on people’s lifestyles. Though it is hard to measure the impact of this, throughout the production of this vision document, some residents have expressed that they feel less safe and do not go out as much as they once did, further contributing to a poor quality of life, high levels of disadvantage and increased health problems.

Many residents still value the area’s separateness from the rest of Bristol, are proud of the homes they live in and are concerned about adverse change. However, the issues mentioned above have challenged the neighbourhood’s strong sense of community spirit and local pride. While organisations like the Lockleaze Neighbourhood Trust and the newly formed Lockleaze Voice are successful at getting people to positively engage with their community, some residents now have a more negative view of Lockleaze than previously.





Chart 1: Shows lower resident satisfaction with life in Lockleaze compared to the rest of Bristol



Alongside this, residents understand that even in difficult economic circumstances, Bristol is growing rapidly. The emerging Bristol Development Framework predicts up to 30,000 homes, and the infrastructure necessary to facilitate this growth will be delivered within the city boundary by 2026. Though the proposed impact of this on Lockleaze is not clear, this growth will affect all Bristol’s neighbourhoods and Lockleaze is no exception. For example there is the prospect of developments at the former Hewlett Packard site, a number of PRC homes and garage sites as well as the two former schools. Therefore, it is likely Lockleaze will see changes in the next few years.

Concerned that they were not being fully involved in this change, local residents and key stakeholders came together to produce a vision to clearly state their needs for the future, what principles any development should follow and how local people want to be engaged. It is the purpose of this document to highlight these priorities and how they might be delivered to ensure the sustainability of Lockleaze.

How has the Lockleaze Vision been created?

In November 2007 Lockleaze residents came together to agree a number of vision statements to guide the production of this document and thereby how the neighbourhood develops in the future. When asked what they wanted to see in Lockleaze in 20 years time residents stated the following:

“Great and affordable provision for young people of all ages at all times of the day/evening.”

“An attractive area with plenty of nature, mix of open space, playing fields, art and communal space to meet.”

“Integrated facilities for everyone of all ages.”

“Transport: Clean, tidy & good for the environment.”

“Balanced and sustainable housing mix.”

“Pride in place.”

“Jobs, business and local management in local area.”

“Feel safe.”

“Listen to the people who live here.”

These statements align closely with Bristol City Council’s aspiration to deliver “balanced and sustainable communities” in all its neighbourhoods. The following quote explains what this means:


“A balanced and sustainable community is one where people want to live – and stay. It should contain a mix of housing tenures, with a range of sizes, types and affordability levels, to meet the needs of people at every stage of their lives so that no one is forced, through lack of choice, to leave the community for accommodation, or to house a growing family or to downsize, as they grow older. Homes should be within walking distance of a community hub offering shopping, local services and community facilities, in addition to places of work. Where jobs, shops, schools, hospitals, leisure and recreational opportunities are not available locally, these should be accessible through affordable, regular and reliable public transport links.”

*Helen Holland
Bristol City Council – May 2007*

Following the original vision event, local residents and other key stakeholders formed action groups, took part in a number of local walkabouts to learn good practice and had open discussions at meetings to turn the statements on page 4 into the chapters that make up this document.

This process has lasted a significant amount of time. Following the production of an initial draft in 2009, South West Planning Aid facilitated numerous community meetings to ensure the document was both robust and reflected as many people’s views as possible. For example, members felt that there had been excessive use of the words, “overlooking” and “natural surveillance”. Where these words are used; the Lockleaze Voice does not consider it to be a green light for developers nor houses. Therefore, the following chapters have a strong mandate from local residents. They reflect the objectives and actions local residents believe need to be delivered to achieve their vision of a balanced and sustainable community. As a result, the Lockleaze Vision will act as a strong material consideration when the planning authority is considering future planning applications and development proposals.





How do we make sure decision makers and developers listen to local people?

This document has been produced in partnership between local residents, Bristol City Council and local stakeholders and is directed towards three main audiences:

- Local residents and stakeholders, to highlight their key priorities and create direction for moving forward.
- Bristol City Council and other organizations responsible for investing in Lockleaze.
- Developers and planners responsible for implementing growth in Bristol and Lockleaze.

Importantly, the production of this vision should not be misread as the community's support of development in Lockleaze. Instead, this vision has been created so that any future development reflects the views of local residents and benefits the local area. Therefore, while each of the following chapters focuses on a major issue that affects local people, a common theme running through all this work has been the need to show clear ways to ensure decision makers listen to local people's needs and make informed, balanced decisions about any change to the area.

A recent publication that will aid this process has been the Statement of Community Involvement produced by Bristol City Council in 2008. This document explains how developers must engage with local people when applying for planning permission. It is crucial that this process is followed if local residents are going to be fully involved in the future of their neighbourhood. Appendix A describes the community involvement methods used to create this vision and highlights how residents expect to be engaged in the future.

Lockleaze residents, with the support of South West Planning Aid and the Lockleaze Neighbourhood Trust, have set up Lockleaze Voice, while the Council has established the Lockleaze and Horfield Neighbourhood Partnership. These important community partnerships have campaigned on many issues and formed numerous action groups to contribute to this vision document. It is crucial that these organisations continue to grow and refer to documents like the Statement of Community Involvement and the Lockleaze Vision if local people are to have a strong voice.

It is important to note that where the words "overlooking" and "natural surveillance" are used in this document, The Lockleaze Voice does not consider this to be a "green light" for developers or housing.

1. Open Spaces



“We want all Lockleaze's green open spaces to be as beautiful as the Duchesses...”

Lockleaze resident and Open Spaces Action Group member

Introduction

One of the key themes to emerge from the November 2007 visioning event was open space; residents said they wanted an attractive area with lots of clean, peaceful and pleasant open space, plenty of nature and a mix - playing fields, art and communal spaces.

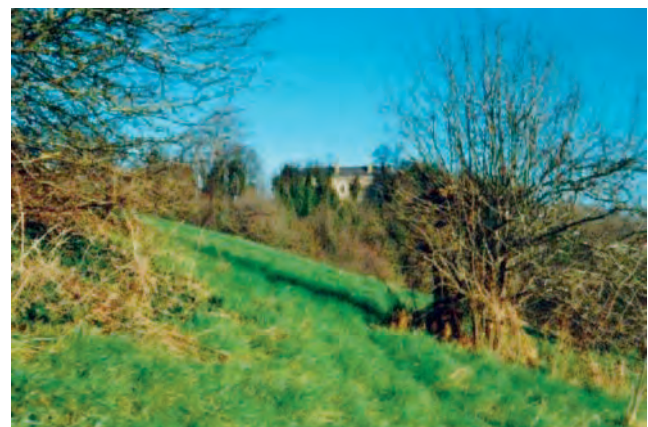
After the visioning event, local people formed the resident-led Open Spaces Action Group to work up these ideas from vision to action plan. The group agreed early on that their work needed to be closely linked with the Parks and Green Spaces Strategy (PGSS) developed by Bristol City Council in early 2008.

This chapter has a slightly different focus from the others in that it lays some of the foundations for the Area Green Space Plan for Lockleaze and Horfield Neighbourhood Partnership area; in which Lockleaze residents and Lockleaze Voice clearly state that they feel very strongly that none of the Lockleaze open space or Purdown should be developed.

In recent years, a number of studies have shown the link between high quality, usable green space and public health. Using green space enables children to play, helps address obesity, enables older people to remain active for longer and contributes to improved mental health.

Lockleaze is blessed with more open space within easy reach of the ward than the city average. However, some of the open space has been neglected and therefore appears to be low quality and unsafe. This leads to it being underused - although the community feel this does not refer to Purdown.

This raises a number of issues about how open space is improved and maintained affordably while maintaining the green, slightly rural character of the area that is so valued by local people.



South Purdown, Heath House



The following objectives are set from the group's work to address these concerns...

Objective 1

Create a mix of types and functions of green space

Whilst Lockleaze has more open space than the Bristol average, it is important to look at the different types in order to understand whether it has a good balance. The council's Parks and Green Space Strategy has examined all green spaces that have legitimate public access and which provide recreational benefit. It places these into five types:

1. Children and young people's space

These are spaces specifically designed to increase opportunities for children and young people to play or meet safely within equipped and unequipped environments.

2. Formal green space

Sites with a consciously organised layout whose aim is aesthetic enjoyment, ranging from sweeping landscapes of the historic estates, to ornamental gardens which include flower beds and features such as statues.

3. Informal green space

Informal in layout and character, where the emphasis is on informal recreation. They generally have few or no additional facilities.

4. Natural green space

Sites providing people with access to, and experience of nature. It includes woodland, grassland, scrub, hedgerows and wetland.

5. Active sports space (which is divided into "fixed" and "seasonal")

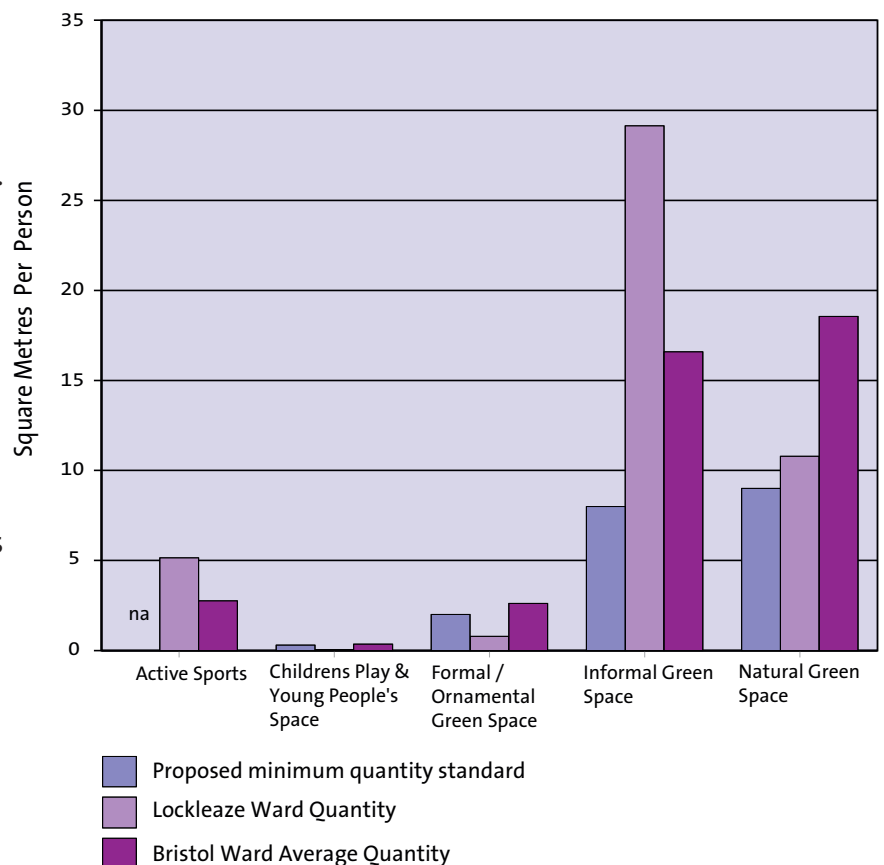
Those areas, which are used for a variety of organised, and competitive sports.

From the graph below, which shows the proportion of open space by area, it is clear that:

- Lockleaze has nearly four times as much informal green space as the minimum quantity standard set out in the PGSS, and nearly twice as much as the average ward in Bristol, although this land is highly used by neighbouring wards with less than the average.
- Lockleaze is substantially under-provided for in, children's and young people's space and formal green space.
- Lockleaze has more than the proposed minimum quantity standard of natural green space, so the focus may be on preservation and improvement rather than increase.

The community wishes to work with partners to achieve a mix of types and functions of green space so that there are spaces for children, toddlers and young people, nature conservation areas, for active sports - as well as plenty of both formal and informal open space.

The five main types of green space - comparing amounts



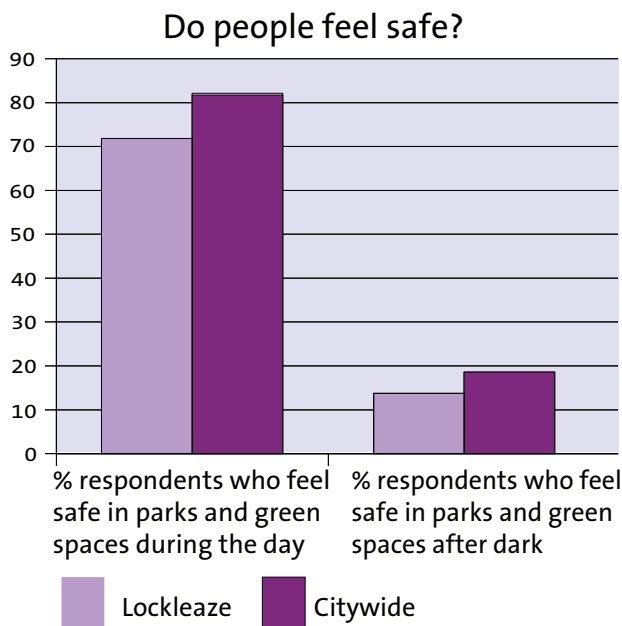
Note the graph quantities and comparisons do NOT include Stoke Park in ward quantities.

Objective 2

Increase use, safety & perceptions of safety

As detailed in the graph below, the 2009 Quality of Life Survey showed people in Lockleaze feel less safe in their local parks than the average Bristolian. The biggest difference is during daylight hours – Lockleaze residents are almost 9% less likely to feel safe in a park during the day than the citywide average. Although this figure has improved from 2007 (when Lockleaze residents were 15% less likely to feel safe than the citywide average) this improvement needs to be maintained. This is supported by the work of the Partners and Communities Together police liaison group, which has discussed fears over use of the area's open spaces. Although the perception by some elderly residents is of feeling less safe, the crime statistics show that Lockleaze is one of the safest places in Bristol.

Chart on safety Source QOL database 2009₁



(Source: Quality of Life survey 2009)

One of the most common and effective ways of addressing people feeling unsafe when using open spaces is to ensure that the space is overlooked by houses that are orientated and designed especially to allow natural surveillance. This dissuades people who might engage in antisocial behaviour or crime because of the clear view from windows nearby onto the space.

Residents and officers from the Open Spaces group visited a number of sites in Weston-super-Mare and St Paul's in Bristol to see how open space could be designed to be safe and high quality. They saw residential properties, which looked onto and overlooked a well-designed linear park. Residents were impressed by the difference this made, with even those who had been sceptical, noting there was less rubbish dumped where space was overlooked. Therefore, Lockleaze residents support this approach, although they wish to see any opportunity for natural surveillance to be set within the building line, and do not want any new building on Purdown in the Stapleton and Frome Valley Conservation Area. See map definition of Purdown on page 10. All of this area is included within the Stapleton and Frome Conservation area, and historic gardens.

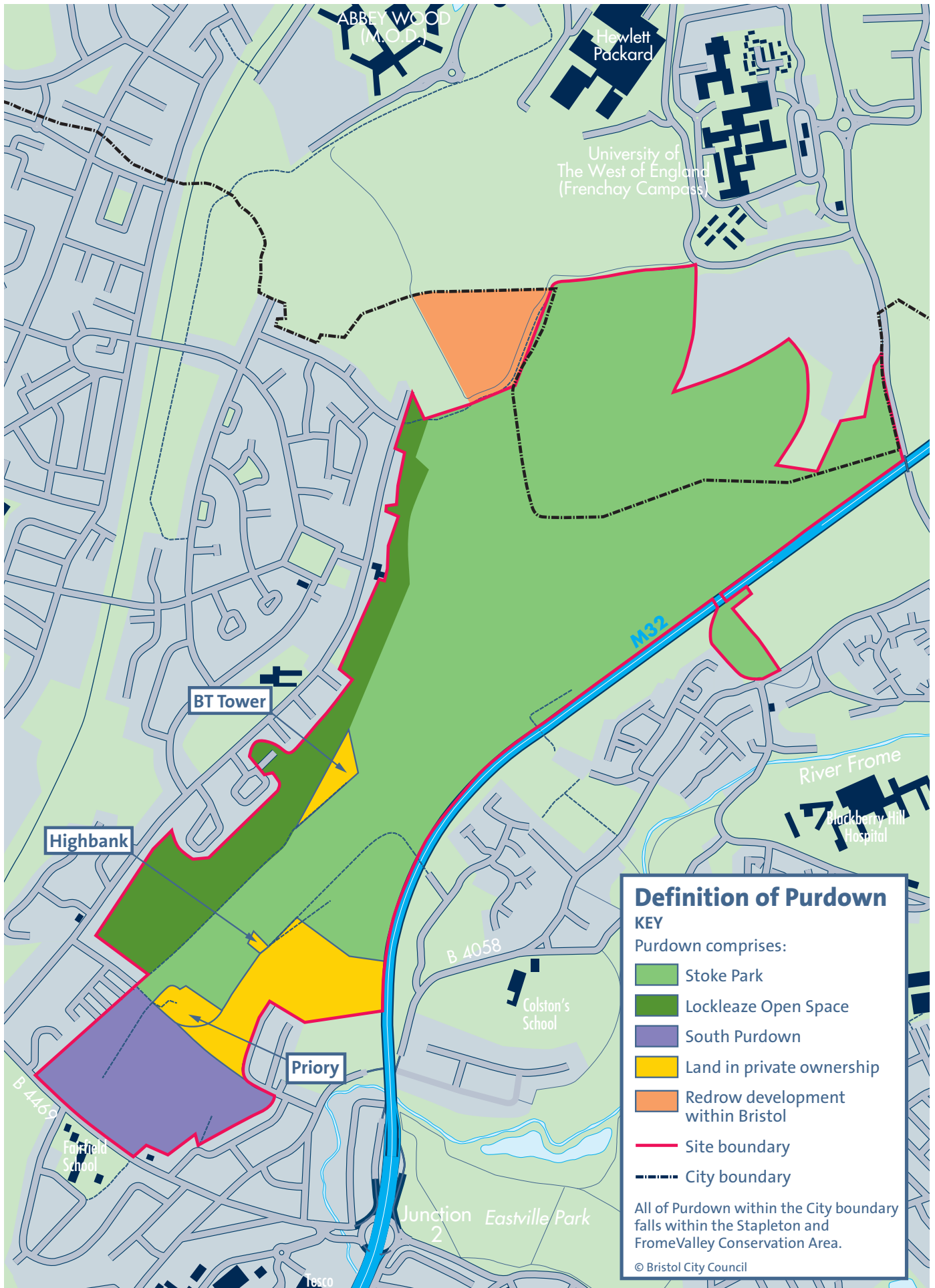
Any reference to Purdown in this document means: all the open space between Lockleaze and the M32 which includes Stoke Park and the Duchesses, South Purdown, Lockleaze Open Space and all the open space east of Romney Avenue in the Stapleton and Frome Valley Conservation Areas.

Building in secure design helps but does not guarantee safety. Ways of addressing safety issues could also include increased or more targeted or visible policing. This could be achieved through uniformed Police officers, wardens and / or rangers.

Residents will need to work with police, other local community groups, design professionals from the council and other agencies to ensure that, if development takes place bordering green space, it is designed to improve safety and use of open spaces. Residents would also like other ideas explored, particularly on policing, and to be involved in the design process.

1 Each year a survey called 'Quality of Life in Your Neighbourhood' is carried out. The questionnaire asks about the quality of neighbourhoods and lifestyles and further information about the survey is available from the Sustainability Team.





Objective 3

Improve the quality of Lockleaze's green open spaces

When surveyed, residents from across Bristol told the council that for them, quality includes:

- The provision of multifunctional spaces with a variety of facilities for a range of uses.
- A comprehensive maintenance regime.
- The immediate repair or replacement of run down, damaged and vandalised facilities.
- No dog mess in parks and the issue of dogs exercised off a lead being addressed.

Source p55 PGSS

The PGSS sets out proposed minimum standards for quality, based on research and ideas gathered from over 5,500 Bristol residents.

Why is quality important?

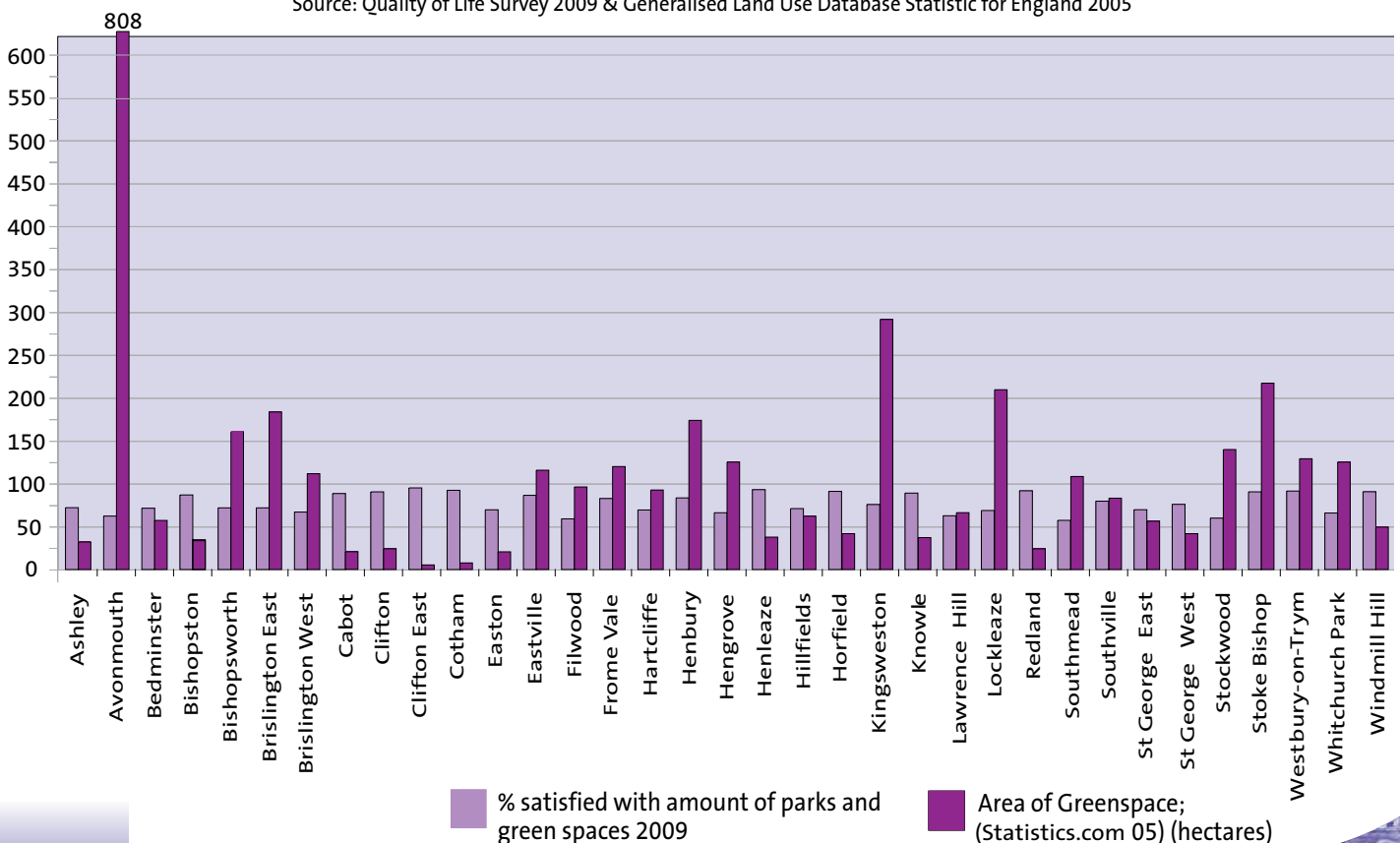
The evidence is that the higher quality open spaces are, the more they get used. This then has benefits to health levels in the local community, makes a safer neighbourhood and improves satisfaction with the neighbourhood and quality of life. To encourage quality residents feel particularly strongly about reducing dog mess in parks and encouraging more responsible dog ownership. Residents feel this can be solved by providing more bins for dog faeces and use of the Dog Warden Scheme.

Quality, quantity and satisfaction

As the graph below shows, having lots of green space does not necessarily mean people are satisfied with it, and having not very much green space does not mean people are dissatisfied with it. Despite having the fourth highest amount of green space, the ward comes 27th out of 35, in terms of Lockleaze residents being satisfied with the amount of parks and green spaces. Quality, as well as safety, is key to people satisfied with their green space.

Chart: Satisfaction with amount of green space vs. area of green space

Source: Quality of Life Survey 2009 & Generalised Land Use Database Statistic for England 2005





Photographs of poorly maintained and unsupervised open space in Lockleaze.

It is important to note that Purdown is extremely highly valued by the community. A discussion is needed to see how the quality of Lockleaze's Open Spaces can be improved, and therefore quality of life improved. Action needs to be taken on the results of previous consultations, for example on Gainsborough Square and Purdown.

Objective 4

Ensure open space can be maintained and is sustainable

Local residents want better quality and more diversity of open space. The challenge facing the council is to deliver local residents' aspirations, in partnership with the community, whilst also balancing the books. The Parks and Green Spaces Strategy proposes to invest heavily in creating a "lifecycle maintenance fund" to maintain investment in paths, seats, fences, playgrounds, tree planting etc.

The community needs to be involved in prioritisation of which areas they want to be improved to good or excellent standard. It is then necessary to find other sources of funding. While the Parks and Green Spaces Strategy aims to identify areas of low quality in order to improve them, a number of residents are concerned that this will lead to the disposal of more open land than they feel necessary. If land does need to be disposed of, residents want the Council to follow the guidance of its recently published Core Strategy and focus on "brownfield sites".

How to meet the increase in costs?

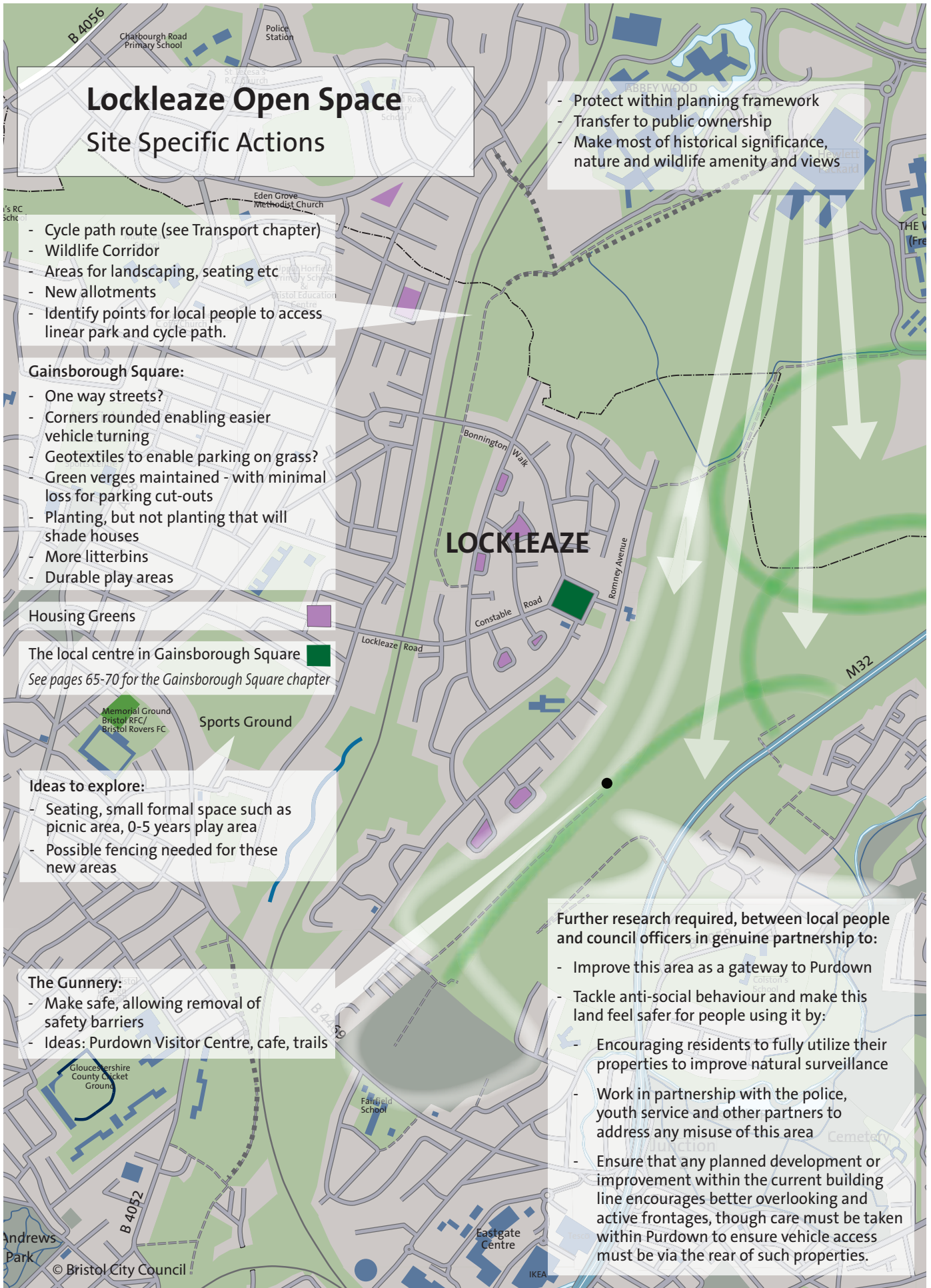
There are several types of funding possible:

- Existing City Council Parks budgets
- External funding such as grants, e.g. Lottery Funding, Wildlife charities
- "Section 106" contributions from development nearby
- Receipts gained from the sale of sites
- Other innovative ways of reducing maintenance costs

Residents believe that receipts gained from the sale of any sites in Lockleaze should be used for the benefit of the Lockleaze Community. As mentioned, investing a proportion of receipts from land would create the lifecycle maintenance fund and the council has formally agreed that 70% of receipts from sale of PGSS land will be reinvested in parks and green spaces in Lockleaze.

Moreover, residents understand that the Area Green Space Plan (AGSP) process has identified the Lockleaze Open Space as "low value" compared to the priority spaces at Gainsborough Square and Stoke Park. Residents object to this, believing it should have a higher status, as it is part of Purdown and in the conservation area. They therefore oppose the possible prospect of any of this space being developed. At the meeting in 2008 where Lockleaze Open Space was discussed, with the Green Spaces Plan and parks representative, the Lockleaze Open Space was re-evaluated and became the highest value of any space.

When funding is secured, involvement and engagement of local people, including young people, in the design and maintenance of their open spaces is crucial to ensure they are high quality, diverse and sustainable.



Lockleaze Open Space Site Specific Actions

- Cycle path route (see Transport chapter)
- Wildlife Corridor
- Areas for landscaping, seating etc
- New allotments
- Identify points for local people to access linear park and cycle path.

Gainsborough Square:

- One way streets?
- Corners rounded enabling easier vehicle turning
- Geotextiles to enable parking on grass?
- Green verges maintained - with minimal loss for parking cut-outs
- Planting, but not planting that will shade houses
- More litterbins
- Durable play areas

Housing Greens

The local centre in Gainsborough Square
See pages 65-70 for the Gainsborough Square chapter

Ideas to explore:

- Seating, small formal space such as picnic area, 0-5 years play area
- Possible fencing needed for these new areas

The Gunnery:

- Make safe, allowing removal of safety barriers
- Ideas: Purdown Visitor Centre, cafe, trails

- Protect within planning framework
- Transfer to public ownership
- Make most of historical significance, nature and wildlife amenity and views

Further research required, between local people and council officers in genuine partnership to:

- Improve this area as a gateway to Purdown
- Tackle anti-social behaviour and make this land feel safer for people using it by:
 - Encouraging residents to fully utilize their properties to improve natural surveillance
 - Work in partnership with the police, youth service and other partners to address any misuse of this area
- Ensure that any planned development or improvement within the current building line encourages better overlooking and active frontages, though care must be taken within Purdown to ensure vehicle access must be via the rear of such properties.





Open Space Action Plan

Objective	Project	How delivered
1. Create a mix of types and functions of Green Space	1.1 Local stakeholders to continue working with Parks Team at Bristol City Council (BCC) to produce Area Green Space Plan for Neighbourhood Partnership area (Lockleaze and Horfield wards).	Area Green Space Plans group / Lockleaze Voice / Open Spaces Action Group / Neighbourhood Partnership / BCC Parks
	1.2 Seek provision of more of the types of open space lacking across Lockleaze to attract a wider range of users.	Lockleaze Voice / Area Green Space Plans
	1.3 Identify locations and sites across Lockleaze in which children's play space; outdoor space for toddlers; and young people's spaces should be provided. Play spaces should be well sited and ideally be overlooked by existing houses on the current building line, and also well-maintained.	Lockleaze Voice / Area Green Space Plans group / Feel Good, Feel Safe
	1.4 Work to influence plans to protect informal and natural open spaces identified as most valuable across Lockleaze and predominantly on Purdown.	Lockleaze Voice / Open Spaces Action Group to engage with the Bristol Development Framework and Area Green Space Planning Process
	1.5 Improve the quantity and quality of the green space and increase use for play and recreation, whilst examining how parking and vehicular movement (e.g. emergency vehicle access) around the housing greens can be improved.	Via robust design guidance and joint working between BCC's landscape and transport teams / Directly affected residents / Lockleaze Voice / BCC housing team / Transport and Housing Actions Groups
	1.6 Influence any developers and BCC planning teams to ensure that new residential development includes land for food growing wherever possible.	Lockleaze Voice / Open Spaces Action Group to work with BCC, allotments team and relevant community groups
2. Increase use, safety and perceptions of safety	2.1 Influence any developers and BCC planning teams to ensure new residential development is within the current building line and fronts onto new or existing green space to help users feel safer.	Lockleaze Voice, with planning and urban design input from BCC
	2.2 Get more local people using Lockleaze's under-used areas of natural beauty (e.g. areas by the railway corridor including the Horfield Brook area) without increased access spoiling these natural qualities.	Lockleaze Voice / Open Spaces Action Group with BCC Parks and conservation
	2.3 Explore the setting up of a community rivers project to make the most of Horfield Brook, along the lines of Malago, New Cut etc groups.	Lockleaze Voice / Open Spaces Action Group with BCC Environment Team and existing community rivers groups
	2.4 Influence Cycle City project to provide attractive linear park and better access to open space by the Railway Corridor and a safe environment for commuting, walking, exploration and possibly play. Design infrastructure to enable safe coexistence of cyclists and pedestrians.	Lockleaze Voice with BCC Transport Management teams
	2.5 Partnership work to discourage tipping, scrambling, littering and other anti-social behaviour, particularly on the Railway Corridor and Purdown.	Lockleaze Voice / Open Spaces Action Group with Police and landowners, Feel Good, Feel Safe Group and Traders

Open Space Action Plan

Objective	Project	How delivered
3. Improve the quality of Lockleaze's green open spaces	3.1 Support the council to improve quality of all open space across Lockleaze to the level of "good" as identified in the council's Parks & Green Spaces Strategy and informed by local people's aspirations.	Lockleaze Voice / Open Spaces Action Group to complete Area Green Space Plan with BCC Parks team
	3.2 Encourage Purdown to be seen as a citywide asset and visitor attraction, with sustainable approach to parking outside the green space. Improve paths to a well-maintained network, accessibility, signage, interpretation, trails, dials/plinths to signpost landmarks etc at best viewpoints.	Via Area Green Space Plans and management plans, and action groups working with local groups e.g. the Stapleton and Frome Conservation Society, Lockleaze Voice
	3.3 Improve access onto and out of Purdown, to attract visitors from beyond Lockleaze. Include disabled access, and / or bicycle access, while taking further measures to prevent motorbike access.	Through Area Green Space Plans and management plans, Lockleaze Voice, Stoke Park Group
	3.4 Seek funding for and carry out feasibility study on the provision of a visitor centre incorporating information about history and folklore of all the Purdown area; the gun emplacements, communications tower and local nature and wildlife.	Lockleaze Voice / Open Spaces Action Group, residents, council officers, interest groups and other partners
	3.5 Encourage the planting of significantly more and appropriate trees, including along streets. Ensure the community influences the locations and types of trees planted, ensuring that planting takes account of Lockleaze's uniquely exposed and windy aspect.	Lockleaze Voice / Open Spaces Action Group to engage with directly affected residents, Urban Design, Landscape Design, Parks and Arboricultural Officers
	3.6 Improve street environment, including pavements, to include legibility, accessibility, signage and design as per guidance on page 59.	Lockleaze Voice / Open Spaces Action Group to engage with BCC teams (e.g. Urban Design and Landscape Design)
4. Ensure open space can be maintained and is sustainable	4.1 Ensure BCC continue community engagement on any changes to existing open space across Lockleaze.	Local subgroup and Lockleaze Voice with BCC teams
	4.2 Seek to transfer any remaining privately owned areas of Purdown into public ownership.	BCC taking ownership of the park, and working with BCC Parks Department to develop a management plan, Lockleaze Voice?
	4.3 Involve young people in design process and all changes outlined in this action plan, so that young people help protect open space across and beyond Lockleaze.	Youth and play partnership, Lockleaze Voice, Feel Good Feel Safe and possibly schools
	4.4 Campaign for funds generated from future development to contribute to any relevant projects under Objective 1 and all projects under Objective 3.	Lockleaze Voice to ensure this action is integrated with BCC approach
	4.5 Standard of maintenance in Lockleaze's Parks and Green Spaces to be improved and funded by the Parks Department's 'Life Cycle Fund'.	Lockleaze Voice / Open Spaces Action Group to monitor in partnership with BCC Parks





2: Lockleaze Vision - Transport



“We need transport that is reliable, cheap, safe and good for the environment”

(Local resident, November 2007 Vision event)

Introduction

Transport in Lockleaze is an important issue for local residents, who want to have an affordable public transport system, which serves their needs. Despite being surrounded by important roads and public transport links, Lockleaze is often perceived as the longest cul-de-sac in Bristol. The neighbourhood is relatively isolated where main roads and bus services used to terminate. However, many residents enjoy the separateness and relative calm of the quieter roads, which contrast with the heavily used surrounding roads.

Some residents feel unsafe on the roads, particularly at peak times when they suffer from rat running vehicles avoiding the busy main roads that surround them. Inconsistent road design adds to this feeling - wide straight carriageways result in higher traffic speeds and narrow residential streets, with cars parking on both sides, lead to traffic congestion. All these problems affect pedestrians and cyclists most of all, and with few short cuts available to them,

residents find themselves having to walk long distances on unattractive, unsafe streets to go relatively short distances. Walking around Lockleaze in general can be difficult and there is also limited access to Purdown, especially from the East. Unsurprisingly, this leads to a greater dependence on the car for local journeys and a less sustainable lifestyle for many. For example, the reliance on the car for journeys to work is shown on chart 1.

Lockleaze residents want to see transport solutions that tackle their concerns, and would like any proposals to be safe, reliable and environmentally sustainable. At the Community Visioning event in November 2007, residents raised these issues and also wished to be fully influential in decision-making processes including transport planning, traffic management and highway maintenance. The Lockleaze Transport Action Group was formed to take on this role and investigate the area's transport needs. It recommends the following ways forward.





Objective 1

Balance the transport needs of pedestrians, cyclists, cars & lorries

Because of its position and insufficient affordable public transport, Lockleaze has a relatively high dependence on the car. The needs of pedestrians and cyclists should be given greater priority, while car use should be discouraged through good planning and design and more affordable public transport.

Walking

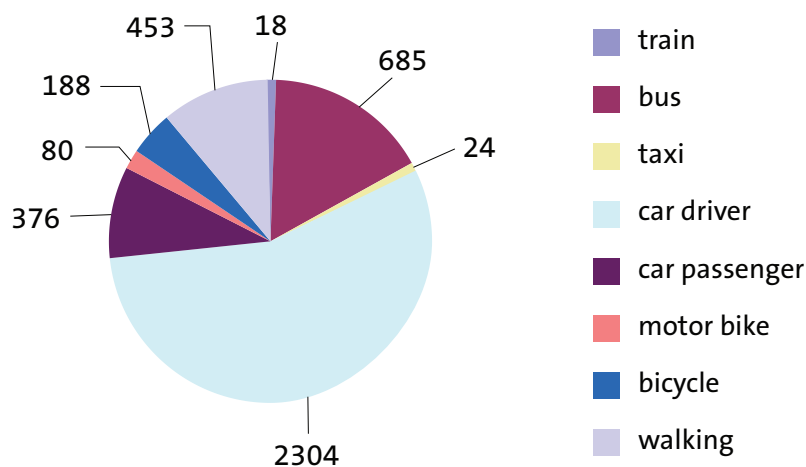
Getting people walking is important, not only for its health and environmental benefits, but because it is the cheapest way of getting about. Indeed, walking might be considered the most important form of transport because it is something almost everyone does. Being near Purdown means Lockleaze has the potential to be a recreational walking destination. However access to this resource is not always easy and getting about Lockleaze on foot in general can be difficult. Lack of easy routes to facilities such as shops also causes difficulties. School closures mean that some children have to walk further to school and fear of fast cars make this a concern for parents. The hilly

terrain exacerbates the situation. To encourage recreational walking there should be a proper access to Purdown in close proximity to Gainsborough Square. We need a more balanced approach to transport in Lockleaze and to have our concerns successfully tackled.

Cycling

Cycling has an important role in creating healthy and sustainable communities. It is also a relatively cheap mode of transport that provides easy access to facilities both within the neighbourhood and beyond. The existing cycle routes, providing connections to Abbey Wood and University of West England and the city are inadequately maintained, poorly signed and mostly unlit. Residents are supportive of the Council's plans to deliver a high quality path next to the railway corridor and believe better lighting and signage would strengthen links to adjacent neighbourhoods and facilities. However, residents need assurance that such plans will directly benefit them. With relatively minor improvements to the cycling and walking infrastructure the neighbourhood could be encouraged to use more sustainable, clean, healthy and affordable methods of transport.

Chart 1 - Journeys to work by transport mode - demonstrates need for change to sustainable modes



Source: 2001 Census, Key Statistics. Crown copyright
Note: the data provided is from the 2001 census and at the time of writing is the most up to date data available.

Objective 2

Campaign for excellent public transport

When Lockleaze was first built, Horfield and Ashley Hill railway stations provided a connection with other parts of Bristol. This important link was lost when the stations were closed and although Abbey Wood station is located nearby it is largely inaccessible from Lockleaze. Some households have no access to a car (chart 2) and without a local rail connection residents are even more reliant on buses, emphasising the need for better public transport provision.

Four bus routes currently serve Lockleaze during the daytime and evening, with one late-night service. Routes 24 and 25 provide links to the city centre, while the 584 and 585 (non-commercial BCC supported services) connect Lockleaze with Gloucester Road, Southmead hospital and areas to the east of the M32. Regular users however are disappointed at the cost, frequency, reliability and, destinations of these services. Given the high levels of dependency on bus transport, local people understandably want to see significant service improvements and specific infrastructure improvements i.e. bus shelters, raised kerbs and information, are a top priority. Residents would also welcome amenities such as a community bus funded by a grant, the Lottery, or the Council, while the 'Dial-a-Ride' scheme should be made more accessible for elderly and disabled residents and their carers.

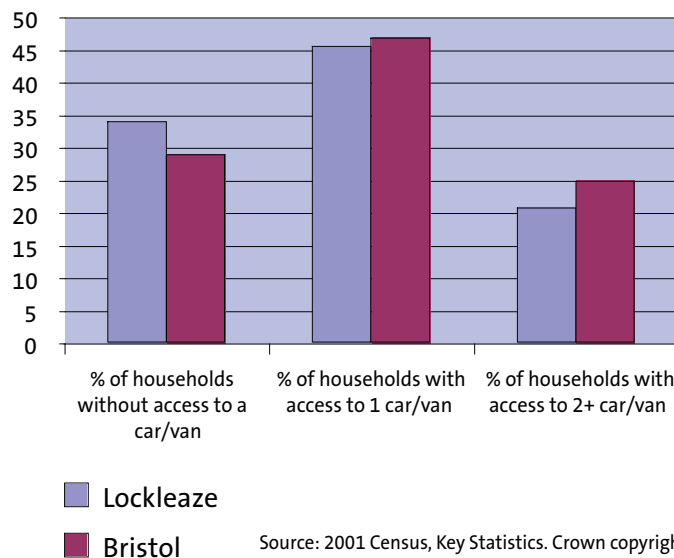
Finally, residents would like an efficient, affordable bus route running centrally throughout Lockleaze, which would serve the whole community.

The residents insist that any bus link is to follow the protected former Light Rapid Transit route. This ran from east to west across the Hewlett Packard site until it met the main railway line where it turned south alongside the railway as far as the intersection with Bonnington Walk. From there, the bus link would follow existing bus routes, which also must serve all the residents of Lockleaze.

The lack of access to free cash-points, directly accessible from the street, in the Lockleaze and Horfield area creates difficulties for residents. The closure of two sub-post offices, one in Morris Road and one in Filton Avenue has exacerbated the problem. Residents have to travel on infrequent buses to the Gloucester Road and the centre of Bristol to access banks, building societies and the Bristol Credit Union.

Local people also feel that a more sustainable approach to transport provision in the neighbourhood could be achieved by reinstating the Horfield and/or Ashley Hill railway stations or providing a new station at Constable Road. The community recognises that some of its transport concerns go beyond the "local" and are shared with those of other communities in Bristol. So it (the community) consequently seeks to work and campaign jointly with other communities to secure public transport improvements and changes.

Chart 2 - low car ownership - highlights degree of isolation and dependence on public transport





Objective 3

Provide appropriate parking

Despite the relative economic disadvantage of many local residents, Lockleaze has high levels of car dependency, mainly because of the area's relative isolation, as already identified in chart 1. Even though car ownership in Lockleaze is below the Bristol average, a car-parking problem exists on many of the narrow local streets. Indeed, although there is recognition that on-street parking reduces traffic speeds, many streets have vehicles parked on green verges and footways, which creates problems for safe pedestrian movement. Local residents feel that there is scope for providing clearly defined parking areas on existing roads and encouraging a shared surface approach on new developments. It is envisaged that this approach will reduce congestion, retain on-street car parking and secure a safe walking environment for pedestrians.

Objective 4

Ensuring facilities and services are accessible for all

As already mentioned, the ability for residents to get around the area by foot or bike provides a cheap alternative to the car, while improving people's health and their sense of belonging to their community. However, the inability to take short cuts e.g. at Brangwyn Grove, Crome Road, Constable Road and other streets makes it difficult to access essential local services like shops, community facilities and the health centre.

Furthermore, as Lockleaze is an isolated residential area, many services are simply not available locally and residents have to travel to surrounding areas to access them. Therefore, while concerned about the implications of new development, local people recognise the opportunity to improve access through

the proposals at Walscourt Farm and the former school and PRC sites. They also recognize improvements to bus, cycling and pedestrian infrastructure are available through Local Transport Plan initiatives, Section 106 agreements, Cycle City and Safe Routes. However, residents want to ensure any changes improve access for everyone and relate clearly to the Disability Discrimination Act. Some residents feel that permeable links in the estate have been lost due to lack of maintenance. For example, the historical link between Gainsborough Square and Purdown has been lost, limiting the ability to access this important resource.

Objective 5

Create better, more permeable links through the estate by good design

Poor links through the estate and access to services are a consequence of poor design. The inability to take short cuts on foot at Brangwyn Grove, Crome Road, Constable Road and other streets make it difficult to access essential local services like shops, community facilities and the health centre. The area parallel with the railway line, comprising of Rowlandson Gardens, Blake Road, Linnell Close, Downman Road and Morris Road, which is at present impassable and littered, could be cleared of undergrowth and debris, and with proper maintenance and management once more become an amenity for residents. Residents have highlighted specific ways in which new development can improve the linkages in the neighbourhood and expect all new development proposals to demonstrate how this issue has been addressed. Residents want footpaths around Lockleaze to be repaired, maintained and opened up to public access. Appropriate lighting, rights of way and adequate fencing should be provided.

Next steps

With change coming to the neighbourhood in the form of investment and development, the opportunity exists to address the local transport concerns outlined in this chapter. However, residents want to be fully involved in the planning of any transport improvements through a predefined process of community and stakeholder involvement. This should apply to any highway maintenance and improvements, traffic management plans and parking proposals in Lockleaze. This is a vital ingredient in the delivery of a successful and sustainable community in this neighbourhood.



Transport Action Plan

Objective	Project	How delivered
1. Balance the transport needs of cars, lorries, cyclists & pedestrians	1.1 Request clearly defined process for community involvement, particularly for residents directly affected by proposals, in transport planning and traffic management decision-making.	Transport Action Group (TAG), Lockleaze Voice (LV), Bristol City Council (BCC)
	1.2 Campaign for strict enforcement of 30 mph speed limit and for 20mph limits at key locations – outside schools and nurseries, play facilities, Gainsborough Square and streets that suffer from rat-running traffic.	TAG, LV & BCC
	1.3 Safe walking route to school scheme to be introduced.	TAG, LV & BCC
	1.4 Promote safe crossings on Gainsborough Square and Romney Avenue; especially near schools, play areas and the Adventure Playground.	TAG, LV & BCC
	1.5 Consider options for creating Homezones and pedestrianised areas in new developments.	TAG, LV, BCC Traffic & Landscape teams
	1.6 Address rat running by promoting simple traffic calming solutions: including better road markings.	TAG, LV, developers & BCC
	1.7 Encourage clear signage: particularly, stop signs, flashing signs and school signs.	TAG, LV & BCC
	1.8 Vehicle traffic improvements - Improve turning capacity of Gainsborough Square for larger vehicles by widening the corners.	TAG, LV & BCC
	1.9 Encourage use of car clubs in Lockleaze.	TAG, LV & Cycle City Team
	1.10 Community to lead Living Streets' street audit that should inform a programme of highway maintenance /improvement, traffic calming and design works for the neighbourhood.	TAG, LV
	1.11 Promote improvements to road surfaces, pavements, crossings, and kerbs, particularly on Romney Avenue, concrete roads and seek to influence prioritisation of the Lockleaze roads maintenance budget.	TAG, LV & Cycle City Team
	1.12 Cycling provision.	TAG, LV & Cycle City Team
	1.13 Campaign for more direct and safe cycle routes and full engagement by the Cycle City planning process, so that routes through the neighbourhood are accessible from within Lockleaze.	TAG, LV & Cycle City Team
	1.14 New clear signage.	TAG, LV & Cycle City Team
	1.15 Cycle maintenance workshops.	TAG, LV & Cycle City Team
	1.16 Cycle outings to promote cycle routes.	Cycle city team, Sustrans, local schools
	1.17 Cycle hire scheme in conjunction with UWE.	TAG, LV & BCC
	1.18 Provide safe cycle parking facilities at parks, open spaces and community facilities including shops.	TAG, LV & BCC
	1.19 Involve local Lockleaze residents in new cycling projects and in cycle training for the community.	TAG, LV

Transport Action Plan

Objective	Project	How delivered
2. Campaign for excellent public transport	2.1 Engage First Bus to improve quality, reliability, affordability and safety of services 24 and 25 and campaign for cheaper, less polluting buses throughout Bristol and Lockleaze.	TAG, LV
	2.2 Campaign for better bus infrastructure around Lockleaze, but particularly at Gainsborough Square and Eastgate where a single interchange is required. Infrastructure to also include real time information, raised kerbs and proper bus shelters with lighting and better service information.	TAG, LV, BCC
	2.3 Ensure BCC fully involve community on any proposed bus link to the North.	TAG, LV
	2.4 Lobby Bristol and South Gloucestershire transport planners for integrated bus services from Gainsborough Square to Abbeywood Station, Filton Avenue, Gloucester Road and Cribbs Causeway.	TAG, LV
	2.5 Restore bus service to Dovercourt and Downend Roads.	TAG, LV
	2.6 Work with the Bristol-wide railway group on campaigns to re-open Horfield Station/Bonnington Walk and Ashley Hill train stations or provide a new station at Constable Road.	TAG, LV
	2.7 Join Transport for Greater Bristol and seek contributions from all new developments to improve bus services and facilities in the neighbourhood.	TAG, LV & BCC
	2.8 Lobby for concessionary rail transport passes for elderly and campaign to get free bus travel for young people under 16s.	TAG, LV & BCC
	2.9 Lobby for additional community bus to provide transport for local people to and from the health centre.	TAG, LV & BCC
3. Provide appropriate Parking	3.1 Seek new parking scheme around Gainsborough Square to include provision for disabled parking.	TAG, LV, developers & BCC Planners and Urban Design
	3.2 Seek new parking on some narrower streets with grass verges and streets with greens.	TAG, TV
	3.3 Seek to re-arrange parking on some streets to increase capacity and to aid vehicle manoeuvrability e.g. echelon and perpendicular parking.	TAG, LV
4. Ensure facilities and services are accessible for all	4.1 Make the neighbourhood easier to walk around. Improve pedestrian access from all areas to Gainsborough Sq. A crossing would benefit all residents.	Developers, BCC, TAG and LV
	4.2 Improve access to facilities for all, particularly disabled, older people and those with pushchairs.	Developers, TAG, BCC and LV
	4.3 Consider ways of improving footpaths access to Purdown for local people living to the West of Romney Ave.	TAG, BCC and LV
	4.4 Publicise the Dial-a-ride scheme, and promote the community bus.	TAG BCC and LV
5. Create better, permeable links through the estate by good design	5.1 Reduce 'perimeter block' sizes whenever possible and ensuring design of any new developments reduce dependence on car journeys to get around the neighbourhood.	Developers, BCC, TAG and LV
	5.2 Create better cycle, pedestrian and public transport links with areas to the north as and when opportunities arise, e.g. through the proposed Wallscourt Farm/Redrow or the Dings development sites. Assess proposals on a site-by-site basis through a process of community involvement.	
	5.3 Clear the area parallel with the railway line (comprising of Rowlandson Gardens, Blake Road, Linnell Close, Downman Road and Morris Road) of undergrowth and debris. Continue to maintain and manage so it becomes an amenity for residents.	





Lockleaze Transport Transport Actions

- Better traffic and parking solutions
- A single proper bus stop; Real time information; Shelter and raised kerbs

- Improve pedestrian and cycle link between Lockleaze and Abbeywood Station

- Community Involvement
- Bus Link to Hewlett Packard

- Improve access to Purdown and establish a programme of professional guided walks

- Safe crossings on Romney Avenue

- Parking Improvements around greens and at entrances to some closes

- Campaign to re-open train station at Horfield and/or Ashley Hill or new station at Constable Road

NB: Arrows are indicative only.

3. Community and Leisure Services and Facilities



“Integrated facilities for everyone..” Lockleaze resident

Introduction

At the November 2007 vision event, Lockleaze residents asked for a more “integrated approach to community, leisure and youth facilities and services”. There is little history of joint working between the different organisations that support the community in the area and residents feel they are not necessarily getting the community services that they need. While this is a common concern in many neighbourhoods, Lockleaze residents feel this more because of the disadvantages and isolation that many local people experience.

Over the past couple of years more people have got involved in their community through the emergence of Lockleaze Voice and Lockleaze and Horfield Neighbourhood Partnership. Lockleaze Voice in particular has worked with resident action groups that have produced this vision. However, long term issues have resulted in a fragmented voluntary and community sector, a lack of community cohesion, a number of poor quality community, youth and leisure facilities and many organisations focused on a small and dwindling number of users. This has an overall impact on people’s health and quality of life.



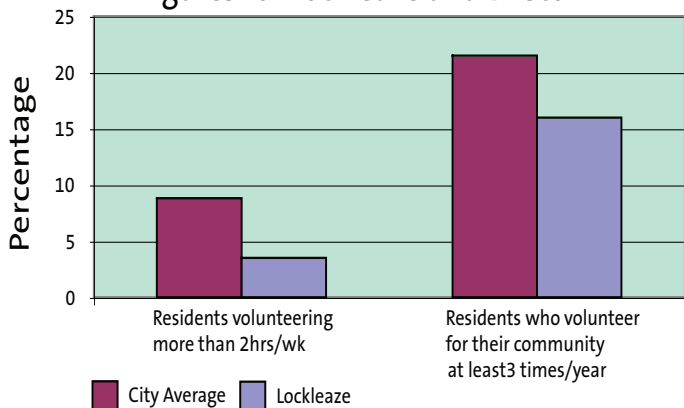
The following objectives have been agreed at community meetings to address these issues.

Objective 1.

Join up provision.

Many people feel that Lockleaze has not been working together over the past few years.¹ Although the area has recently had Neighbourhood Renewal and many residents enjoy the benefits of being actively involved in their community, levels of volunteering are the third lowest in the city. There are a number of community organisations with facilities in close proximity to each other; Gainsborough Square alone has at least 5 separate venues that could be used for community meetings. Some groups find venues too expensive to use. As a result, many of these facilities are on tight budgets and struggle to recruit volunteers.

Chart showing 2006 volunteering figures for Lockleaze and Bristol



To make integrated facilities for everyone a reality, all local organisations need to work together to reduce duplication and share their valuable time and experience. This is particularly the case with the recent launch of numerous neighbourhood groups and partnerships in the area. Support is needed to ensure these groups act as a catalyst for joint working, and do not fragment local focus and energies further.

1. These include "Evaluation of BS7 youth and play partnership initiative..." Oliver Shirley & associates (2004 & 07), "Lockleaze community Survey" 2006 (IRIS), "Working Together: an action plan for change in Lockleaze and Upper Horfield" (Neighbourhood Renewal (2004)

The importance of engagement

It is essential that we engage with people of all ages. However, engaging with young people now is particularly important as they will have an important role for the long term future of Lockleaze. One of the ways engagement can be achieved is by being involved in wider community projects, where they are encouraged to take responsibility on a range of issues across their neighbourhood.



It is also important that all parts of the community are included. Local residents also recognise that to improve community cohesion it is vital to engage with Black and Minority Ethnic residents, as well as those from various faiths / beliefs. Engagement can be achieved by encouraging participation of residents of all ages and backgrounds in Lockleaze; both by organising and attending a variety of community events and projects, ranging from sports to arts activities.

Objective 2.

Provide the right services and facilities that people need, in the right places.

Both young and older residents are dissatisfied with the current community provision in Lockleaze and there are many reasons for this. When built as a council estate 60 years ago Lockleaze had its own housing office, while the numerous local families created a high demand for the local schools, shops and other facilities. Today, through changes such as the reduction of council housing, economic pressures, and a gradually ageing population, the housing office and some schools have gone, along with the police station. Some communal leisure facilities have also ceased to exist.

Of those facilities that remain, some have maintained a level of quality, while others have struggled to continue. Many of the community buildings have come to the end of their lives and are in need of redevelopment, renewal or adaptation in order to be accessible to all. Whilst the Adventure Playground, a historically important and successful play facility, has had recent investment, its focus is restricted to catering for young people only. In order to build facilities that are efficient and well used it is necessary to provide services that respond to the current and future needs of the whole community. Residents support an analysis of current local needs, and mapping of this against the provision of community buildings in Lockleaze. This analysis should include all facilities, however they are owned or managed, and particularly those that provide support for young people. It can then be used to influence / inform future provision.

The Dings Crusaders Community Sports and Rugby Football Clubs, Community Association, Lockleaze Primary School and the Adventure Playground are aiming to improve their services locally. This will provide the opportunity to work with other local community organisations to join up services in the right location and ensure they are designed to enable greater use and access for all. For example, residents have highlighted the former Lockleaze School sports hall as an opportunity for investment and improvement. Therefore, proposals should provide what people need in the right location, which in many cases is Gainsborough Square, the heart of the community.



An example of a joined up project in Bristol: 'The Bristol Together Football Championship 2008'

Case Study

Dings Crusaders Community Sports and Rugby Football Clubs

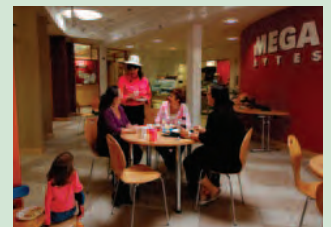
have had their home in Lockleaze since 1949 and despite their limited resources have had great success as a community rugby club, reaching the national 3rd division whilst engaging local young people in sport. The Dings, which is in South Gloucestershire, now wish to improve their facilities by relocating next door to Bonnington Walk Playing fields, using the development value of their current site to build a high quality mixed use sports facility. This process is extremely complex and requires further work in terms of planning, financing, community engagement and difficult logistical constraints. Nevertheless, Lockleaze residents support these plans, as long as they are fully involved in the planning process, facilities remain local and open to use by all and the Dings fully engage with the community.



Case Study

The Withywood Centre,

built in 2006 is a good example of how joined up working can deliver the specific needs of a local community similar to Lockleaze. Developed through a partnership of two local churches, the Primary Care Trust, Bristol City Council youth service and many other agencies, it has brought service providers under one roof in a state-of-the-art building. The project was funded through the sale of redundant community buildings and land.



Objective 3.

Improve community cohesion: tackling racism, anti-social behaviour and linking the generations.

Some residents in Lockleaze have described a deterioration of relationships between the generations and with people of different backgrounds. This is common in neighbourhoods with low levels of participation and poor community facilities as people feel they are not being listened to or have any way of being heard. This in turn can lead to intolerance of others, as well as higher levels of anti-social behaviour.

Over the past few years recorded crime in Lockleaze has dropped below the Bristol average. Crime affects everyone within the community, and can have an adverse effect on community cohesion. Certain groups may feel particularly vulnerable, such as women, the elderly and disabled people. However, the 2008 crime figures show two key areas are still high and of concern when it comes to community cohesion;

- In Lockleaze the recorded amount of anti-social behaviour is high, and this can lead to criminal damage. This may affect Lockleaze as many of the community facilities are in a poor state of repair and such conditions encourage vandalism. These factors can result in low levels of community participation.

- Some Lockleaze residents feel discriminated against because of their ethnicity; so potentially being victims of crime.

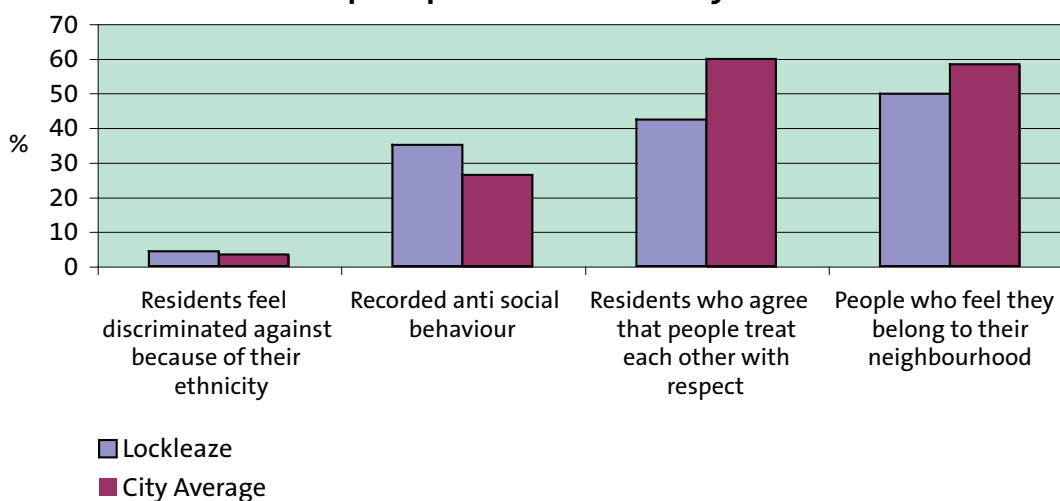
Both these problems have a significant effect on community cohesion in Lockleaze since a large number of residents are from black and minority ethnic backgrounds (Lockleaze has the 4th largest BME population in Bristol).

Interventions to tackle the problems of criminal damage are being spearheaded by the police and youth service and supported by the local Neighbourhood Partnership, Feel Good Feel Safe and Lockleaze's Youth and Play Partnership. However, with a growth in new numbers of residents likely in the near future, greater engagement of all ages and backgrounds is needed to improve community relations.



A good example of community cohesion: 'The Bristol Together Football Championship 2008'.

Chart showing 2007 Lockleaze residents perceptions of community cohesion





Community Visual Arts Project, Bristol City Council

Local residents believe it is crucial that people from different backgrounds are more involved in local decision-making, and all community events and activities should be run in a way that ensures greater participation of diverse groups in the neighbourhood. Sport and leisure might provide one way of doing this, especially since good examples have been done elsewhere, and local young people stated they would like to see more sport and leisure activities in Lockleaze.

Local residents also recognise the importance of neighbourhood arts to bring together older, younger, disabled, black and minority ethnic residents, as well as people from various faiths/beliefs. This can include creative projects and community events, ranging from visual art, to music, media and dance.

St James Church, Lockleaze

St James Church seeks to serve the local community and is headed up by Reverend Dave Jeal. Currently its activity focus is young people. It runs a Youth club, a Mums 'n' Toddlers group and a homework club, which are open to all the community, and also works in partnership with Lockleaze primary school. It also has a charity shop on Gainsborough Square to help fund St James, which relies entirely on charitable giving and grants. Future plans to support the wider community include an elderly persons lunch club and community allotments.....or even a city farm if suitable funding and support can be identified!

Next steps

Given Lockleaze is due to grow significantly over the next few years, residents believe that additional funding should be made available to ensure this development goes hand in hand with investing in a more integrated and sustainable community. The action plan overleaf highlights some specific interventions that residents feel would address these issues.

“Moving Forest”, Bristol City Council Neighbourhood Arts Project, which brought different people from Lockleaze together.



Community and Leisure Services and Facilities Action Plan

Objective	Project	How delivered
1.0 Joining up provision	1.1 Campaign to Bristol City Council (BCC) and other funders for provision of community development support: to work across the neighbourhood, support partnership working, promote community cohesion and ensure local capacity is increased.	Joint bid from Community through Lockleaze Neighbourhood Trust (LNT).
	1.2 Across Lockleaze encourage a better network of established community organisations, by ensuring Neighbourhood Partnership and other key stakeholders work effectively as partners of different services and community facilities.	Neighbourhood partnership and established community organizations, Lockleaze Voice (LV), LNT, Community Association
	1.3 Support organisations in seeking funding to make venues more affordable. Promote current meeting spaces across Lockleaze, making them more accessible to all, by ensuring they are Disability Discrimination Act compliant and have a consistent, attractive and viable hourly rental rate.	LV, Feel Good, Feel Safe and work with all partners including Bristol City Council (BCC) to Establish a Future Friends of Gainsborough Square
2.0 Provide the right services and facilities that people need in the right place	2.1 Facilitate the establishment of a long-term group of local stakeholders to progress, champion and monitor the implementation of the Lockleaze Vision.	VOSCUR, LV, LNT and other community organisations.
	2.2 Campaign for a multi-purpose building at Gainsborough Square, which has community provision for all, especially for young people, ensuring Lockleaze residents are fully engaged in the process.	LV, LNT, Establish a Friends of Gainsborough Square, Joint approach of current community and youth providers, Bristol City Council Depts.
	2.3 Undertake an analysis of community need, to inform future provision, which ensures via a business plan, future provision is affordable, viable and sustainable.	LV, BCC and all community organisations with facilities.
	2.4 Support the principle of an appropriate soft play facility in Lockleaze.	LV, Lockleaze Children's Centre at Lockleaze Primary School and other community providers.
	2.5 Deliver a multi purpose sports facility in North Lockleaze with the Dings Community Sports and Rugby Football Clubs.	LV, Partnership approach with local authorities and the Dings.
	2.6 Promote greater publicity of local events and issues through "Unlocked" and more strategically positioned noticed boards to help improve communication.	LV and all community organisations with facilities.
3.0 Community cohesion: Giving communities and young people a voice, tackling racism & anti social behaviour and linking the generations	3.1 Bid for a Play Ranger post across Lockleaze to engage young people positively with the natural environment.	LV, Joint bid from community through Youth and Play partnership, BCC.
	3.2 Establish a local exchange trading system or 'community swap shop' for all ages across Lockleaze.	LV, Community through LNT, Local Traders.
	3.3 Campaign for more sessional youth workers to support 12-19yrs and offer work and volunteering experience.	LV, Community via Youth/Play partnership, Local Traders.
	3.4 Utilise the community Investment Grant across Lockleaze : A sink fund providing grants to small community projects that tackle community cohesion.	LV, Section 106 contributions, held by LNT, Local Traders.
	3.5 Promote the existing young parent workshops across Lockleaze.	LV, Youth and Play partnership, Lockleaze Children's Centre.
	3.6 Encourage all residents, including those that are under-represented, to come together; via leisure activities, ranging from sports to creative arts projects.	LV, BCC Equalities Team, Schools, CA Youth and Play Partnership, LNT and The Bristol.
	3.7 Lockleaze Voice and the Parklands committee to establish a local history group to link different generations by producing a 'memory lane' video and getting young people to interview older, long term residents of Lockleaze.	LV, Youth and play partnership and LNT.

4. Health



Bristol City Council Neighbourhoods Arts projects encouraging physical activity

Individual and family health has one of the greatest influences on quality of life.

Introduction

Since the visioning event in November 2007 residents and stakeholders have identified the need to have health objectives in the Vision document. This Chapter gives an overview of what residents consider their main priorities. This is not to say that other factors are not of importance but that at the present time these are their main concerns.

Health is a fundamental factor in almost all of the previous chapters. Included in this chapter are a number of health specific actions to be delivered to improve the health of Lockleaze.



'Health Walks Group' in Lockleaze

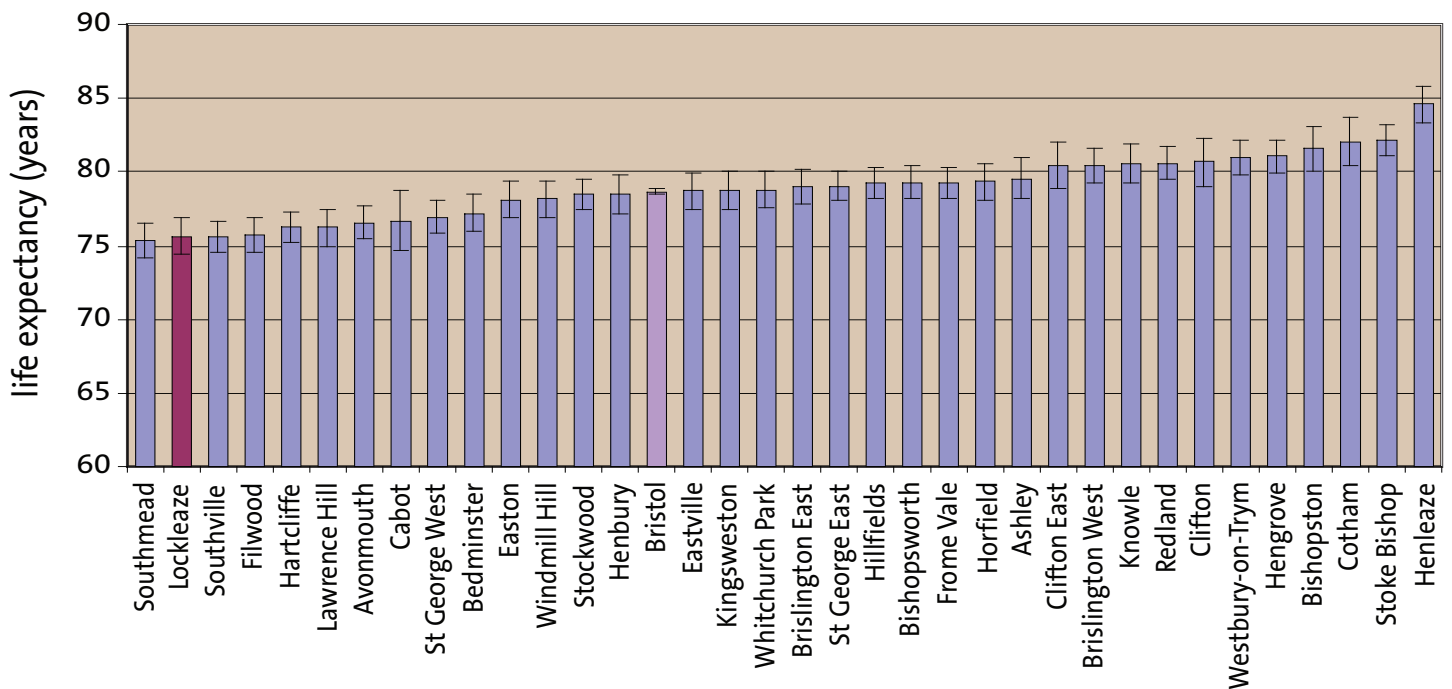


Lockleaze is one of the 10% most deprived neighbourhoods in the UK and with deprivation comes poor health. Life expectancy in Lockleaze has fallen dramatically in recent years and now the ward has the second lowest life expectancy in the city. The graph below shows that people are dying younger in Lockleaze than other areas.



“Grounds4change” promoting Physical Activity - Community Involvement project in Lawrence Weston

Ward level life expectancy at birth: Bristol 2002 - 2006



Source: Bristol PCT using South East Public Health Observatory calculation methodology

People's health is affected by a wide range of issues as illustrated by the diagram below

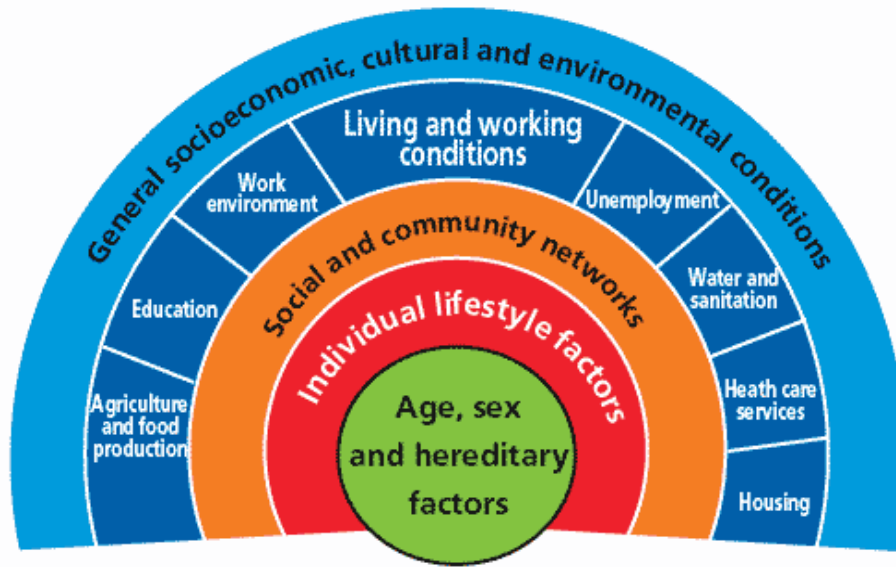


Fig 1: G Dahlgren and M Whitehead Policies and Strategies to Promote Social Equity in Health (Institute of Futures Studies Stockholm 1991)

In a meeting with local people in February 2009, the following key objectives that would make a difference were identified.

Objective 1:

Increase participation in physical activity

Physical activity (any bodily movement that results in energy expenditure) has numerous benefits to health but many people are not performing the recommended amount of activity. Local people recognise that there are many barriers to performing physical activity. These include an unpleasant environment, (i.e. rubbish, dog fouling, poorly maintained open spaces) and concerns about safety. (Fear was also seen as a barrier - children have 'stranger danger' fear escalated by the media and older adults have the fear of groups of children loitering.)

78% of people in Lockleaze exercise once a week while the Bristol average is 85%.



Walking group at Purdown

As well as walking, cycling is not only healthy it is also an enjoyable method of getting around. Active travel means walking and cycling for those everyday journeys. Building regular physical activity into a normal daily routine will help individuals lead a longer, healthier life. Bikes are inexpensive and walking costs nothing at all. This approach will open up easy affordable transport to the whole community.



Objective 2:

Reduce smoking and exposure to secondhand smoke.

Cigarette smoking is the single greatest preventable cause of death, one of the largest causes of premature death and the biggest cause of inequalities in death rates between the rich and poor. While nationally smoking is on a downwards trend it remains high in Lockleaze. There are 32.9% households with a smoker in Lockleaze compared to 27.2% in Bristol. Secondhand smoke causes an increased risk of smoking-related illnesses in smokers, as well as non-smokers and in Lockleaze 24% of people live with a smoker compared to the average in Bristol of 17%.

However this trend is on the decline and with extra support for smokers on an individual basis in pharmacies or through group support this objective can be achieved.

Objective 3:

Improve local source of healthy food and increase knowledge around healthy eating and cooking.

Healthy eating is fundamental to good health, helping to prevent coronary heart disease, cancer and obesity. However, access to a good diet is sometimes limited, and good value or healthy food is only available to those that have a car or the mobility to get to the large superstore or market, which are outside the Lockleaze area. Lockleaze may be defined as a food desert (an area with relatively poor access to food provisions), which affects everybody in the area - there is inadequate access to fresh fruit and vegetables and what is provided is pre-packaged and limited; this is particularly problematic for residents without cars, those who need smaller portions or have limited funds.

If a family of four do one weekly shop to gain their 5 a day, they would have to bring back approximately 11Kg of fruit and vegetables on the bus.

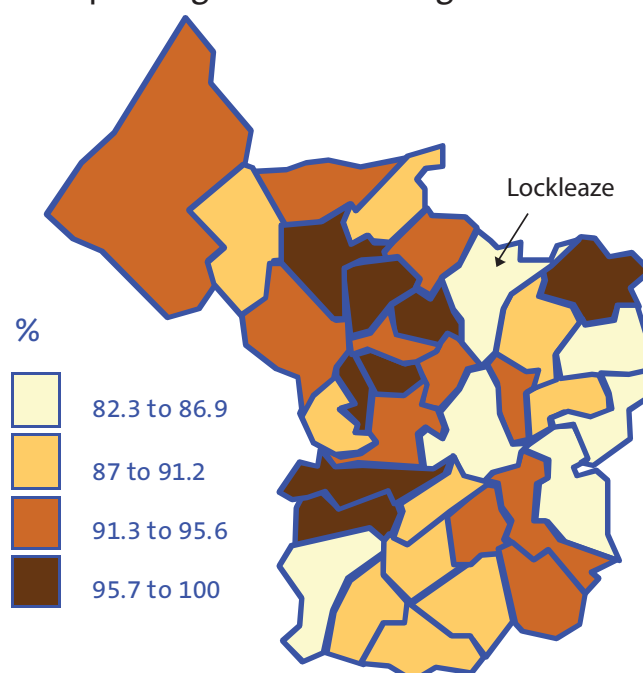


Having good access to fresh fruit and vegetables is important

To address this objective the following are needed:

- Helping to increase knowledge through a community kitchen
- Encouraging schemes such as food co-ops, a local fruit and vegetable box scheme
- Encourage residents to grow their own food; in their gardens or allotments.
- More affordable fresh food shops, and
- Food swap schemes

% respondents with easy access to a shop selling fresh fruit & veg



Source: Quality of Life survey Bristol City Council 2007

Objective 4:

Improve the overall mental and physical well being of all residents with particular focus on the most vulnerable in society.

Elderly and disabled individuals suffer disproportionate levels of health needs. There needs to be action taken to build community involvement and reduce isolation. There needs to be a greater provision and availability of services for individuals who are suffering low level mental health problems. This needs to be appropriate to local needs, with the possibility of subsidised services for the users.

LV would like to involve local residents from “The Bristol”; a supported living scheme in Gainsborough Square providing housing for twenty-four disabled people. They would also like to involve other groups that are often excluded from decision making in both monitoring and implementing this chapter.



Objective 5:

Reduce the impact of overhead high tension cables.

Many people are concerned with the health impacts of the overhead pylons and the substation in Lockleaze. There is currently no official planning guidance as to how far away development should be from overhead high voltage power lines. The power lines running alongside the railway in Lockleaze are 132kV.

In 2007, a cross-party inquiry into Childhood Leukaemia and Extremely Low Frequency Electric and Magnetic Fields recommended a freeze on:

- the building of new homes and schools within at least 60 metres of existing High Voltage Overhead Transmission Lines (HVOTL) of 275 kV and 400KV
- the building of new HVOTL of 275 kV and 400KV within 60 metres of existing homes and schools
- the building of new homes and schools within 30 metres from 132 kV, 110 kV and 66 kV lines

Professor Henshaw of Bristol University recommends development should be a distance of at least 200m, and preferably 400m, from overhead high voltage power lines.

Whilst the Health Protection Agency has not been able to provide conclusive evidence, local residents continue to be concerned and intend to undertake further investigations. Furthermore, residents are clear that they would like Western Power Generation to work towards burying these cables.

Next steps

There have been many areas of health that have not been covered in depth here. However this is not to say that they are not important. Other areas identified include, isolation, older people, domestic violence, drug dependency and alcoholism. While this is a 20-year vision it is also a living document, therefore in time these objectives should be reviewed on a year by year basis.



Health in Lockleaze Action Plan

Objective	Project	How delivered
1.1. Increase participation in physical activity	1.1 Provide walk leaders to take groups of residents on regular walks.	Walking the Way to Health Bristol, Lockleaze Voice (LV)
	1.2 Encourage schools to adopt 'Healthy' Schools Plus.	Local Schools, LV
	1.3 Provide a source of specialist advice and one to one support around health.	Bristol Health Trainers – Mandy Shute, LV
	1.4 Publicise local sports organisations.	Local sports organisations
2. Reduce smoking and exposure to secondhand smoke	2.1 "Support to Stop" groups, one to one.	"Support to Stop" team, LV
	2.2 Develop a local resource through training local people.	Local pharmacy support to stop advisor, LV
	2.3 Publicise dangers about secondhand smoke to wide audience.	"Support to Stop" Local agencies, LV
3. Improve local source of healthy food and increase knowledge around health eating and cooking.	3.1 Healthy eating training for key workers i.e. youth service.	Community Health Worker, Lockleaze Health Group, LV
	3.2 Develop Local cooking and healthy eating opportunities & explore the potential for a community kitchen.	Local Residents, Lockleaze Health Group and schools, LV
	3.3 Community Garden and Gardening Groups.	Local Residents, Lockleaze Health Group and Schools, LV
	3.4 Explore the potential for food co-ops and other alternatives such as a local fruit and vegetable boxes.	Local Residents, Lockleaze Neighbourhood Trust (LNT), LV
	3.5 Encourage local shop keepers to stock local fresh fruit and vegetables. Explore the potential for reinstating a community market with the full support of the Council and empowering residents to run it.	Gainsborough Square Traders and Friends of Gainsborough Square, LV
4: Improve the overall mental and physical well being of all residents with particular focus on the most vulnerable in society.	4.1 Work with local residents and community groups to identify local priorities for social, creative, physical activities, and provide community development support for ongoing or new activities as appropriate.	Lockleaze Health Centre, Primary Care Trust, The Bristol, LNT, Lockleaze Community Association, LV
	4.2 Audit low level mental health needs – depression, anxiety, low mood and explore local support networks e.g. Branching Out/Positive Minds model, Arts on referral	Accredited Mental Health Agencies, LV
	4.3 Establish a Lockleaze Health Group, involving residents that are from excluded groups.	Community Health Worker, LV

5. Jobs and Shops



Shops and local services, Gainsborough Square

*“We need better shops,
as what we have is very poor”*

Local resident: Lockleaze vision event
November 2007

Introduction

At recent community events and meetings, residents and other stakeholders identified the need for better quality shops, more job and training opportunities, and integrated facilities for everyone. They also wanted to see better local management of the area.

This chapter highlights these aspirations against the challenges that Lockleaze faces, while providing a number of actions to be delivered if the neighbourhood is to have viable and sustainable jobs and shops.

Although Lockleaze has residents in well-paid jobs, some business success stories and a strong loyalty to Gainsborough Square as a local centre, most would agree that the local economy (the jobs and shops) is not working in a sustainable way. This is not due to one single reason but a combination of factors including: how the neighbourhood was designed in the first place, difficulties around joined-up working between hard-pressed businesses, and a historic lack of opportunity for people to access training and better paid jobs.

The following objectives have been agreed and are summarised in the action plan on page 44.



Objective 1

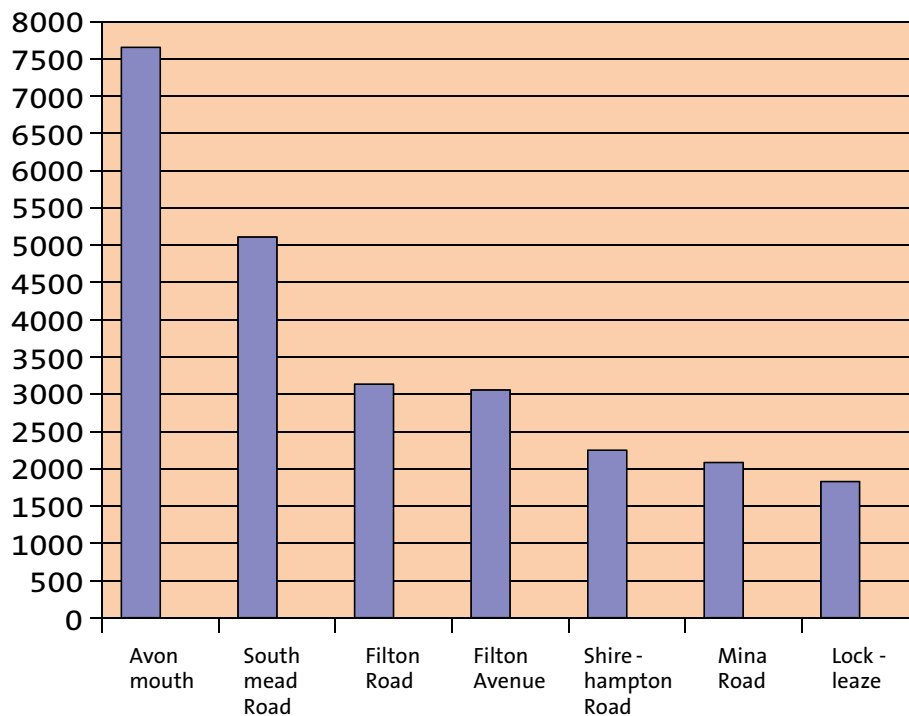
Improve levels of co-operation and social entrepreneurship in the community

In April 2008 a meeting of residents and shop owners recognised that there is little history of local businesses co-operating and that there is a need for joint working, positive marketing and entrepreneurship. These issues need to be addressed if ventures such as the recent market are to be long-term successes, and local people are to be encouraged to shop locally. This is particularly the case given the competition of Eastgate Retail Park and Gloucester Road, and the planned new local centre at the Hewlett Packard development to the north. There is a real opportunity, for local groups to cooperate in developing a shared vision and priorities for the area's future. Once agreed, these improvements could be delivered through innovative ways of local fund raising such as a local community chest.



Gainsborough Square 2008

Size of local retail centres in North Bristol by sq m



Source: Bristol Citywide Retail Study, DTZ, June 2007

Objective 2

Protect and enhance retail centres and parades making them safe, friendly, vibrant and sustainable

Unsurprisingly the majority of people are dissatisfied with the local facilities and poor variety of shops. Many of the units at Gainsborough Square, Filton Avenue, Morris Road and Dovercourt Road are in a poor condition. Some businesses have been criticised as overly expensive and not stocking appropriate goods for the needs of the population. Furthermore, the fact that many local people are on low incomes has a major effect on the amount of money being spent in local shops. With the majority of local people appearing to carry out their main grocery/food shopping at Eastgate Retail Park and Gloucester Road, the future of the retail economy of Lockleaze does not look as positive as its past.



Example of services in Gainsborough Square

Gainsborough Square

Gainsborough Square is seen as the natural heart of Lockleaze, but has had a tough time trying to survive. It is the smallest “local centre” in Bristol, surrounded by low density housing, limiting the number of shops and potential shoppers. The square has already lost a number of facilities, including the pub, a police station and a community market, while the Post Office has been amalgamated with the convenience store. Furthermore, its future retail role is at significant risk from the 50,000ft² local centre planned as part of the Hewlett Packard development ten minutes to the north. Most retail units are unoccupied, or struggling financially mainly because of competition from supermarkets at Eastgate and the Gloucester Road. Residents would like to see improvements to the area to make Gainsborough Square become the heart of Lockleaze once again. This has been analysed in more detail in Chapter 9.

Filton Avenue

Filton Avenue is a small local centre that mainly serves the residents of the immediate area. Transport links to the centre are seen as good. A Co-op foodstore and a library act as anchors, with the majority of other occupiers being independent traders. The area lost a Post Office in 2004. Attempts have been made to establish a traders group to promote improvements to the centre, but so far this group has only met infrequently.



Filton Avenue Shops



Other Shops

The shops at Danby House, in Morris Road, consist of four retail units currently occupied by a small newsagents and grocery store, electrical contractor and painter/decorator, while the Post Office also closed in 2004. The shops are not on a through road so do not gain any passing trade, but are surrounded by housing, where the majority of residents are elderly. There are also a small number of units on Dovercourt Road that serve a very local population. Only two shops now remain.

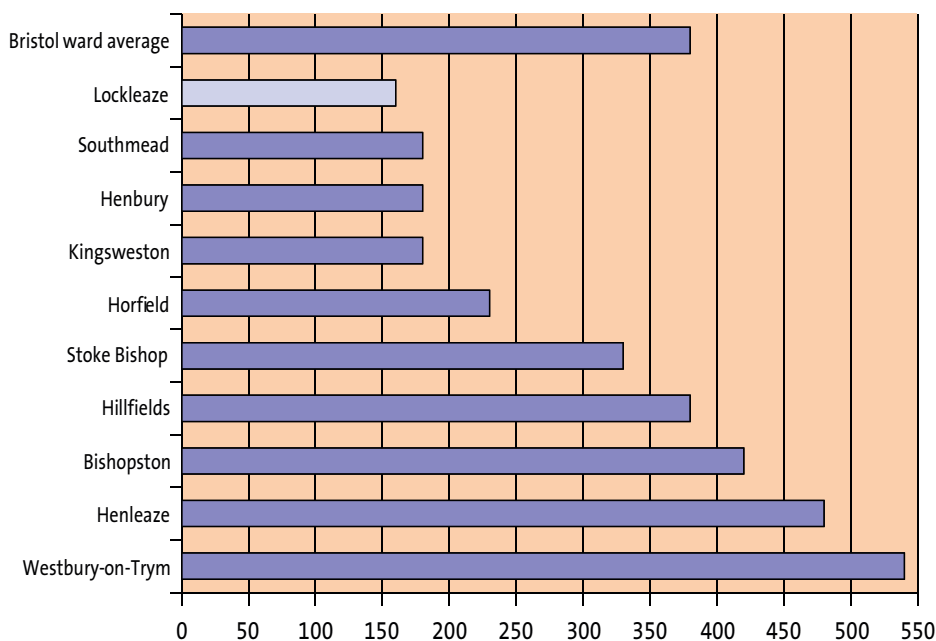
Therefore, as with many local centres throughout Bristol, retail in Lockleaze is continually at risk. The ability to protect and



Neighbouring Eastgate Centre

enhance these spaces is being lost due to residents shopping patterns, current and planned retail elsewhere, the limited local economy, as well as the quality and capacity of the current retail offer. Nevertheless, with a growth in the local population there could be a greater demand for these services that might ensure the viability of local shops and services. However, shops also need to take into account the needs of the current and changing population of the community if they are to survive and grow. Traders have an important role in ensuring that their premises are attractive to customers. Their displays need to be interesting and frontages need to be kept clean and tidy. Residents and the Council also have an important role to play. This has been recognized by local people and a “Friends of Gainsborough Square” group has been proposed to promote and encourage civic pride. Residents also recognise the importance of local shops and services to reduce the need to travel and thereby tackle climate change. However, the provision of adequate car parking is also important as many shops rely on passing trade and need space for deliveries to be made.

Number of businesses by ward



Source: ABI 2006, Bristol ward average excludes Cabot and Lawrence Hill

Objective 3

Make space for successful businesses, provide better paid jobs, and inspire people to access them

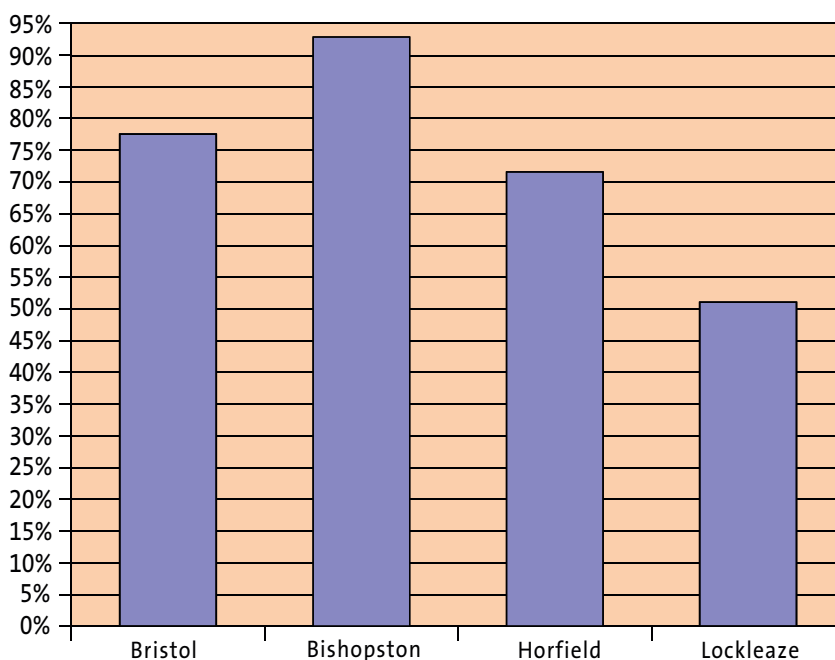
Lockleaze currently experiences a number of problems affecting residents' chances of getting better-paid jobs. Household incomes and school qualifications in Lockleaze are some of the lowest in Bristol and the UK. Around 40% of people in Lockleaze have no qualifications at all, compared with 25% of the city as a whole. This limits the sort of jobs that people might hope to get. In addition, there are fewer businesses in the ward than anywhere else. With most of these being at Eastgate retail park, this means people have both fewer employment opportunities on their door step than elsewhere and a lack of choice in terms of work available. As the diagram on page 40 illustrates, Lockleaze Ward has 160 businesses, the lowest number of any ward in Bristol. To be successful, businesses need to be easily accessible. Lockleaze's isolation from key transport networks and the rest of the city may be one reason for the lack of businesses.

Additionally, while there is a wide range of jobs available within a 2-mile radius of the area (e.g. Rolls Royce, Hewlett Packard, University of the West of England, Bristol City College, Southmead and Frenchay Hospitals, Ministry of Defence, Airbus and GKN), access to them is poor.

Some local people are working hard in low paid jobs (mainly retail) at Eastgate and the city centre. Clearly, these are crucial jobs for the wider economy, but there remains a lack of diversity in local employment, which affects peoples' earnings, and therefore reinvestment in the local economy. The Transport chapter highlights residents' priorities for increasing access to elsewhere, but there are also some specific actions in this chapter that residents wish to see delivered.

Although the achievement levels of Lockleaze pupils are relatively low, evidence suggests that the performance of schools and pupils are improving, and that the level of satisfaction with their local school is high. This could be for a number of reasons. The Primary school has new management and a Children's Centre; Monks Park School and Fairfield School have been rebuilt as part of the "building schools for the future" programme


Pupils achieving 5 A-C grade GCSE's - 2009



Source: State of the Neighbourhoods.

Note: Statistics are from students postcodes not schools. (Lockleaze school closed 2007).





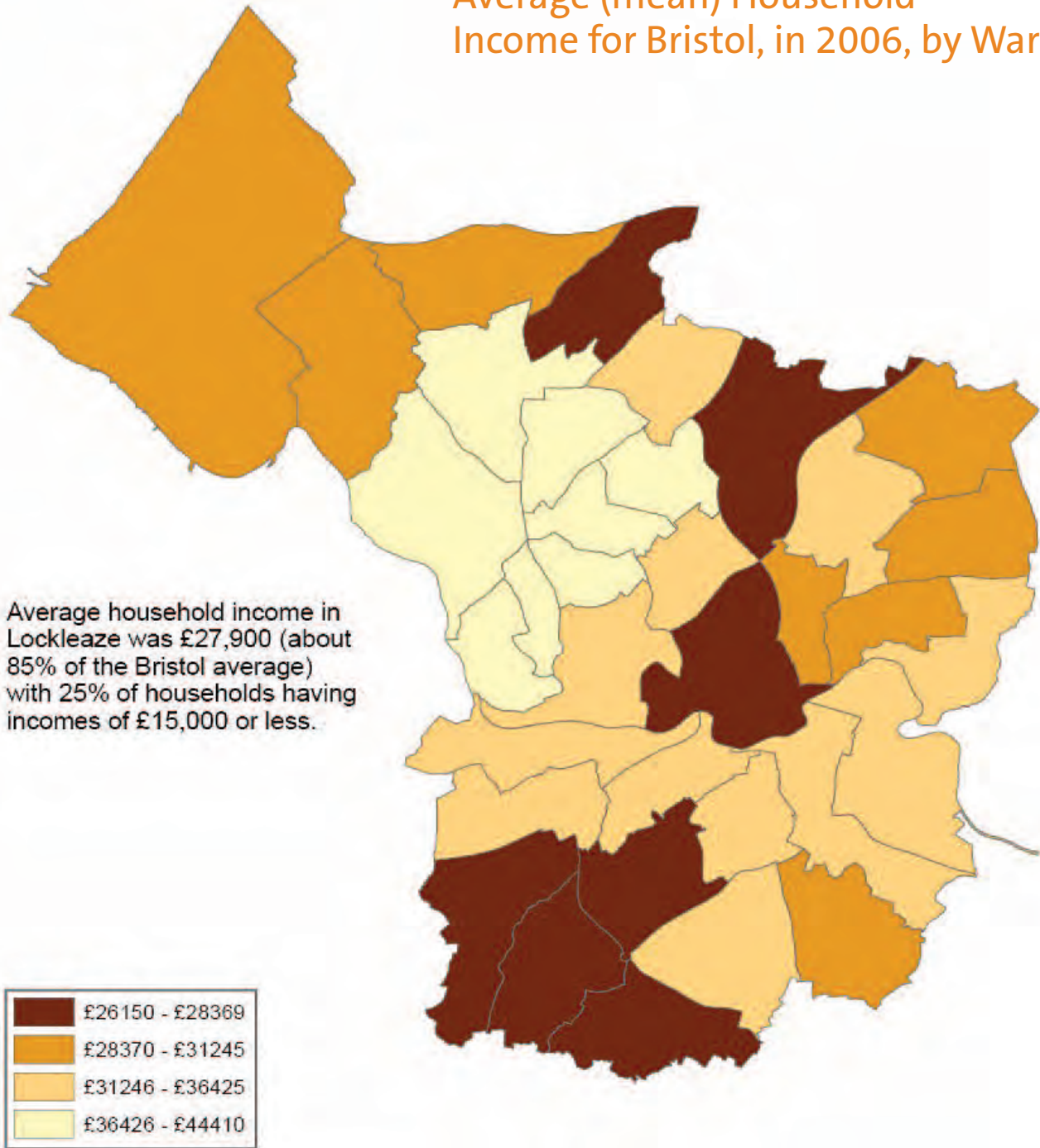
However residents believe more could be done to promote alternative work opportunities for pupils and students. For example, more regular “industry days”; where students learn from professionals in industry how their academic studies relate to the skills they will need in the workplace. The community also supports more employment and training opportunities to raise people's aspirations and encourage entrepreneurship, particularly amongst parents and young people.

There needs to be a stronger link between aspirations, skills levels and employment opportunities. Businesses and training providers could work with those active residents with better qualifications; to assist in inspiring people with training programmes that encourage entrepreneurship, aspirations and skills levels, enabling people to access better paid jobs. Finally, business support needs to be tailored to meet the needs of existing and start-up businesses. New premises are needed to meet the needs of businesses now and in the future, particularly for business start-ups and small businesses, including managed workspace units. More space for a mix of local employment and training opportunities should be addressed through the emerging Bristol Development Framework, which highlights a citywide need for over 50,000 jobs. Consequently, proposed sites to be developed should be evaluated for their employment potential, not just residential development.

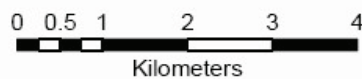
Next steps

Retailers and the local community need to work together to ensure that they are offering competitive products/services, which meet community needs. Other businesses and service providers could assist by providing training, helping to raise entrepreneurship, aspirations and skill levels. Schools and neighbouring colleges could be more proactive at providing a link between education and employment. Careful planning could enable Lockleaze to help meet Bristol's forecast population and jobs growth, leading to higher incomes amongst local people and good local shops and services. However, in order to improve the area's jobs and shops, local businesses and residents must also take an active role in making Lockleaze a great place to live and work.

Average (mean) Household Income for Bristol, in 2006, by Ward.



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Bristol City Council. 100023406. 2008.



Jobs and Shops Action Plan

Objective	Project	How delivered
1.0 Improve levels of social entrepreneurship in the community	1.2 Ensure Neighbourhood Partnership includes a mixture of community, businesses and provider representatives across Lockleaze and Horfield.	Through Neighbourhood Partnership, Lockleaze Voice (LV).
	1.3 Investigate and establish innovative ways of fund raising across Lockleaze (e.g. local community chest).	Through Neighbourhood Partnership, LV.
2.0 Protect and enhance retail centres and parades making them safe, friendly, vibrant and sustainable.	2.1 Establish the 'Friends of Gainsborough Square' group to create a vision for the future of Gainsborough Square that addresses all community, economic and physical needs.	Friends of Gainsborough Square (local stakeholders) to develop a Regeneration Framework for the Square, LV.
	2.2 Develop community directory for existing and new residents on the availability of local shops, employment opportunities and facilities across Lockleaze.	Retailers and community organizations across Lockleaze through Neighbourhood Partnership, LV.
	2.3 Retailers to review opening hours in Gainsborough Square to include possible evening opening.	Retailers across Lockleaze, LV.
3.0 Make space for successful businesses, provide better paid jobs, and inspire people to access them	3.1 Promote the provision of employment advice and business support particularly for start-ups across Lockleaze.	Local partnerships to engage service providers, LV.
	3.2 Promote the allocation of employment sites through the Bristol development framework (BDF), to include the development of managed workspace/training centre.	Local stakeholders to engage council, developers and BDF, development briefs for specific sites, LV.
	3.3 Run industry days and careers advice and offer work and volunteering experience across Lockleaze within local schools to strengthen links between businesses and education.	Partnership of Connexions, Learning and Skills Council, Job Centre Plus, Young Enterprise, local schools and local employers, LV.
	3.4 Encourage employers to provide more apprenticeship opportunities across Lockleaze.	Partnership of Connexions, Learning and skills council, Job Centre Plus, local schools and local employers, LV.
	3.5 Promote employment space opportunities to business community across Lockleaze.	Bristol City Council and West of England Partnership, LV.

6. Balanced and Sustainable Housing



Residential scheme, Poundbury



Pen Park, Southmead

“We need a balanced and sustainable housing mix, with gardens”

Lockleaze Resident, Vision event, November 2007

Introduction

Lockleaze was a typical low-density council housing estate of the inter and post-war periods. The layout, housing design and construction methods used were a product of “garden suburb” and “modernist” thinking of that time i.e. the village green approach to street layouts mixed with the use of concrete construction methods. It was designed as a sustainable suburb with good quality local authority housing for the community of that time, but the neighbourhood has experienced a decline that has left the area suffering from higher levels of deprivation. In addition, the delayed PRC replacement project (see page 49 for explanation) has left these affected areas of Lockleaze blighted.

In November 2007 the community came together to discuss what should be done. People recognised that Lockleaze had a lack of diversity or choice of housing and that this was a major factor affecting people’s quality of life. They wanted to see a more balanced and sustainable housing mix and formed a housing action group to come up with solutions.

In 2009 Bristol City Council, in partnership with the Lockleaze Housing Group, commissioned The Bristol Northern Arc Housing Requirements and Aspiration study to understand the needs of the neighbourhood and inform a regeneration process, along with other city wide research.

This study will help inform decisions on provision of new housing in Lockleaze.



Objective 1

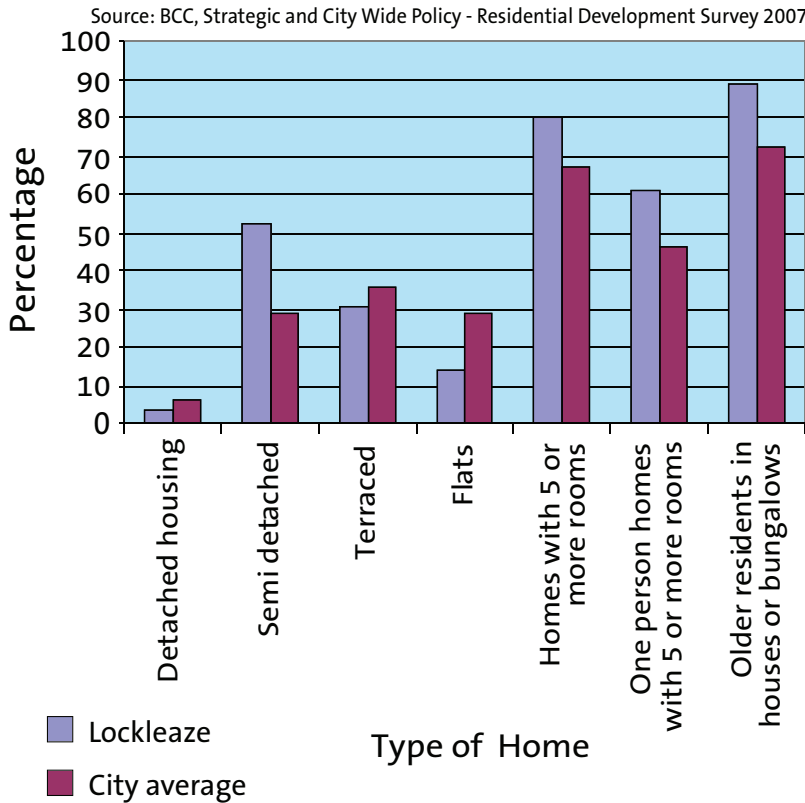
A greater mix of housing type

The predominant housing types in Lockleaze are three bedroom family houses in the form of either two-storey semi-detached or houses in short terraces. There are a number of small two-storey blocks of flats on Romney Avenue and a six-storey c1960 block on Morris Road. Lockleaze has a higher provision of sheltered accommodation than other neighbourhoods in the city as well as The Bristol, a facility for individuals with disabilities that need specialist accommodation and support. Nevertheless, there are still a large number of single, often elderly people, living in three bedroom houses with big gardens who are interested in different accommodation. For instance, the limited supply of bungalows are of interest to the high number of older and disabled residents.

In addition, few of the young people living in Lockleaze have the chance to rent or buy a property, as there are simply none suitable or affordable. The area could therefore benefit from greater diversity of choice in housing type for different sized families, couples and single people. Smaller units like flats, maisonettes and small houses may be appropriate, as would larger units to house large families. Residents stated that no development should exceed three storeys to be in keeping with the rest of Lockleaze.

The chart below shows that Lockleaze has a significantly higher proportion of semi detached houses with five or more rooms (bedrooms and living rooms) than the rest of Bristol. It also has many single people and older residents living in the larger family houses.

Chart showing type and occupancy of housing in Lockleaze



Semi-detached housing in Lockleaze



Morris Road flats, Lockleaze

Objective 2

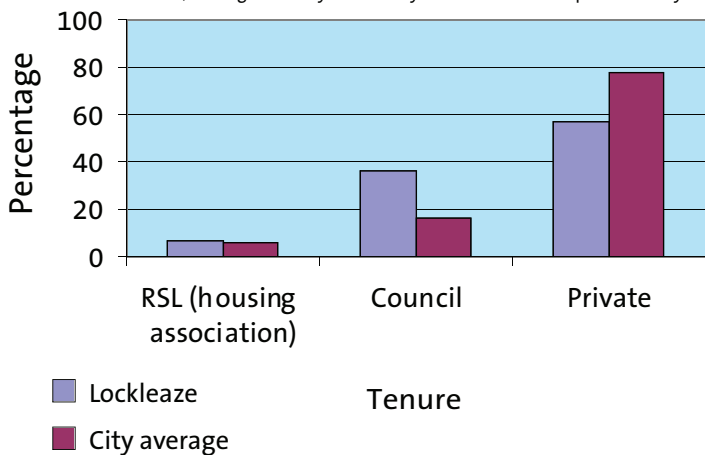
A good mix of tenure for local people

Despite the sale of many Council houses under 'Right-to-Buy' legislation, 36% of housing in Lockleaze remains owned by the Council. Indeed, a total of 43% are social rented i.e. either owned by the Council or housing association; double the city ward average. This high level of social rented housing is considered to be an important factor behind the higher levels of social and economic deprivation in the neighbourhood.

Of the privately owned properties it is unclear how many are owner-occupied or privately rented properties. In recent years there have also been a number of house conversions and new builds in the area, but these are unlikely to have had a significant impact on tenure in the neighbourhood. It is hoped that the housing needs study will shed more light on the current balance of tenure and identify the future housing requirements of local residents. Nevertheless, it seems clear that the higher levels of social rented housing in Lockleaze need to be addressed to achieve a better balance. Local people would favour a greater provision of owner-occupied housing and for affordable housing to be concentrated on low cost 'intermediate' options rather than social rented housing. Local people are also keen to minimise buy to let purchases and absentee landlords. With a history of "self build" in Lockleaze, residents would like this approach used to achieve high quality, low cost housing.

Chart showing 2007 estimate tenure of housing for Lockleaze and City

Source: BCC, Strategic and City Wide Policy - Residential Development Survey 2007



New Build Intermediate Housing falls into two categories:

1. Intermediate rented – housing which is cheaper to rent than the market rates, but cost more than properties let by the local authority.
2. Low cost home ownership (LCHO), which includes:
 - Shared-equity schemes like 'New Build Homebuy' – occupiers buy a share of their home and pay rent on the remaining share, with the option to save money to eventually fully own the property.
 - Rent to Homebuy – occupiers pay a reduced rent on a new home so they can save money for a deposit to buy a share of it later.



Objective 3

Use high quality design, sustainable construction & materials

Local residents believe good urban design is crucial in Lockleaze. This matter is raised in more detail in Chapter 8 of this document. However it is of particular importance for housing, in relation to the architectural quality of new homes, and their relationship with each other, their setting, liveability, adaptability and garden size. It is also crucial to use appropriate methods and materials of construction that reflect the current practice, while providing new and innovative ways of building homes. Given the low household incomes in Lockleaze, it is also important that high quality standards of construction are achieved to ensure low operational and maintenance costs, which is of greater importance and benefit to local people.

Whilst most houses are post-war three-bedroom types, their architecture differs significantly. Almost every council housing style and every material is represented (e.g. redbrick, pre-cast concrete) and there is even a high-rise block of flats.

The neighbourhood has historically had some innovative techniques of architecture and construction. However, with little new residential development in the last 40 years, few houses conform to Lifetime Homes standards that enable homes to be adapted at the different stages in a resident's life. This has meant that their housing no longer matches many residents' lifestyles. Some older residents, faced with increasing mobility problems, have adapted ground floors by changing living rooms into bedrooms. These problems should not be replicated and a higher quality design of homes that meet local needs is required. This can be achieved by requiring new homes to be built to Lifetime Homes standards and should be applied throughout the neighbourhood, whether it is a single plot or a major development. Many homes have larger than average gardens. Though popular with some, garden sizes are considered by others to be too large and unwieldy. In these circumstances residents should be encouraged to consider changes that meet local need without detracting from the character of the area. These could include wildlife and nature conservation, but also house extensions.



A pair of maisonettes in a 'Cornish House' In Lockleaze

While most council houses in Lockleaze currently meet the Government's Decent Homes standard, there are significant problems with pre-cast concrete (PRC) homes resulting in up to 100 being need to be redeveloped or repaired as part of the Council's Priority Stock Programme. Residents are eager to see the PRC project completed as soon as possible, although Lockleaze Environment Group has raised concerns about the proposal to use Bonnington Walk Allotments as part of this project. Nevertheless, even when completed, this programme of repair will not include those houses with similar problems but bought through "Right to Buy". Unless addressed through other investment, these properties will provide a poor housing solution for those who now live in them. This is an important reminder of the need for high quality construction materials to provide the area with buildings it can be proud of. The community expects a high environmental standard of materials and construction to be used in all new housing developments and refurbishments. This is comparable to the current levels expected of affordable housing providers and those developed to the Homes and Communities Agency Standards. This is to ensure that the environmental impact of new development is minimised, while providing homes that are easy to maintain and cheap to run in terms of fuel and water consumption.

Objective 4

Better housing management

The Lockleaze estate is made up of 43% affordable homes, but the current provision of housing management is not as transparent as residents would like. There is little representation from Lockleaze on the Housing Forum and no direct control over the spending of the council's environmental improvement grant. There is serious community concern about the mismanagement of private sector rented properties by a small number of private absentee landlords, along with anti social

behaviour and lack of investment in the environment. There is also concern about the Council house replacement programmes that could result in blight of many properties as they await demolition and re-build. These programmes need to ensure that the risk of blight is minimised and programmes managed efficiently by preventing houses becoming empty before they are scheduled for demolition. These issues demonstrate a need for a greater role for local residents (particularly council tenants) to ensure agencies tackle problems head on and improvement programmes are in line with the community's aspirations.



Maisonettes on Gainsborough Square in need of good housing management and maintenance

Balanced and Sustainable Housing Action Plan

Objective	Project	How delivered
1.0 A greater mix of housing type	1.1 Use results of Housing Needs Study and city wide research to prepare an action plan for Lockleaze that reflects the needs of the community particularly for older aged and younger people.	Housing Action Group (HAG), Lockleaze Voice (LV), Bristol Community Housing Foundation
	1.2 Explore opportunities for new developments of bungalows and other small dwellings specifically for the elderly.	HAG
2.0 A good mix of tenure for local people	2.1 Use results of Housing Needs Study and city wide research to promote a sustainable mix of tenure.	HAG, LV
	2.2 Campaign for an appropriate mix (based on results of Needs study) and promote a “pepper potting”, where identical houses for all sectors, i.e. private owner-occupied, shared-ownership, private and social rented tenure, are sprinkled throughout a development.	HAG & LV
3.0 Use high quality design, sustainable construction and materials	3.1 Campaign for all housing developments to be constructed to high code for sustainable homes standards (minimum of 4, rising to 5 and 6 in the medium term) and ensure quality by achieving Building For Life silver standard with an increasing number achieving gold.	HAG, LV & BCC Urban Design officers
	3.2 Ensure all new housing developments comply with best standards for Life Time homes, layouts, room size, gardens, noise insulation, etc.	HAG, LV & Developers
	3.3 Campaign for all new dwellings to meet current Homes and Communities Agency standards, particularly its minimum space standards.	HAG, LV & Developers
	3.4 Promote the use of the following documents in the design of new housing: By Design, Building for Life, Urban Design Compendiums 1&2, Towards an Urban Renaissance, Manual for Street. Promote preparation and use of design briefs and design codes for specific development sites in Lockleaze.	HAG, LV & Developers
	3.5 Research potential for delivering high quality, affordable housing for residents on a typical wage for Lockleaze (in 2006 average household income was £27,900 - see p43)	HAG, LV & BCC affordable housing team
4.0 Better housing management	4.1 Promote post development management agreements as a means of ensuring long-term sustainability of housing developments, particularly for private developments.	HAG & LV
	4.2 Encourage Council tenants to take active role on the Housing Forum.	LV, HAG & other local stakeholders
	4.3 The Council to ensure empty properties are allocated and repairs are carried out promptly.	BCC Housing Allocations Team
	4.4 Work with and encourage local housing providers including BCC and BCHF to consider options that enable residents to downsize locally.	HAG & LV

7. Community Safety: Feel Good, Feel Safe



Dangerous Fly Tipping like this needs to be eradicated.



“People feeling safe to be out in the streets whenever they want”

“an area with no crime.”

Lockleaze Residents

Introduction

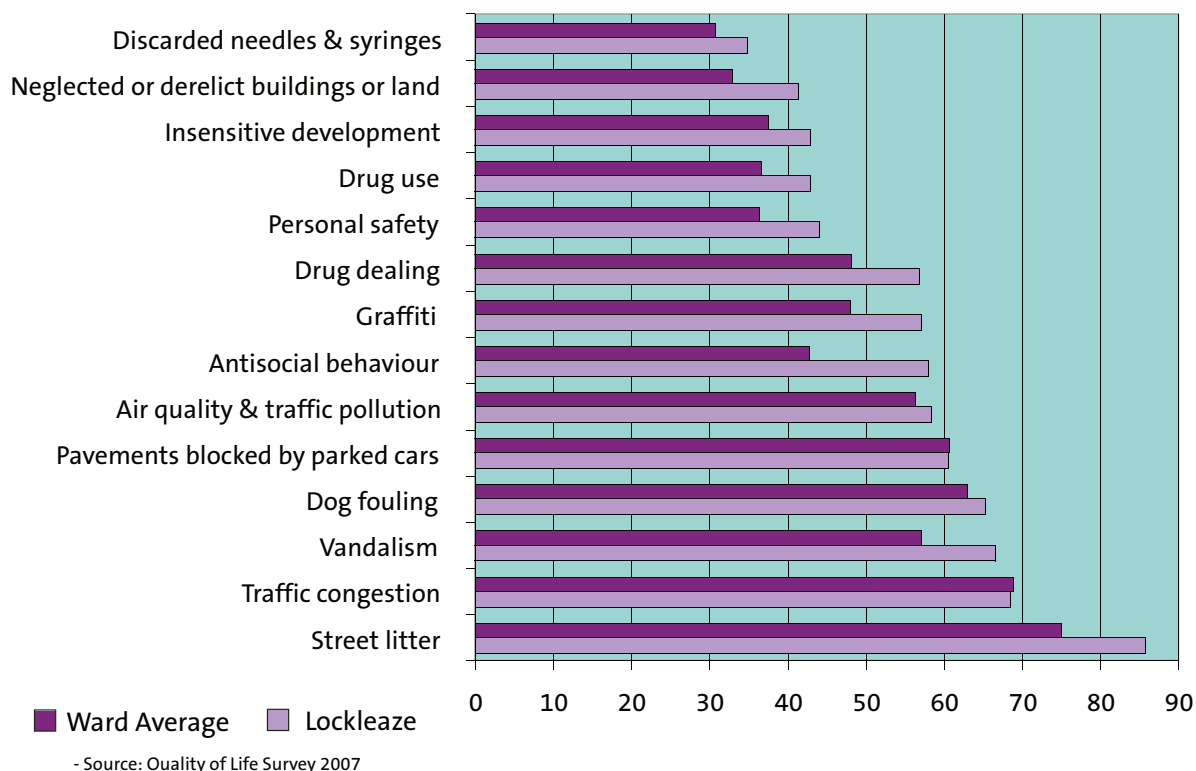
Lockleaze is a community that is affected adversely by the issues covered in this chapter: crime, fear of crime, anti-social behaviour and poor external environment.

Lockleaze has a unique asset in Feel Good Feel Safe, a community group which has been working as a partnership to tackle these and linked issues since 2003. This group came up with the following objectives:

- Promote positive behaviour with young people.
- Effective engagement with people at risk of involvement in anti-social behaviour through a range of preventative actions.
- Encourage greater awareness of individual responsibility and active citizenship.
- Increase ease of reporting anti-social behaviour and public confidence in the effectiveness of reporting.
- Targeted use of enforcement to improve standards of the external environment.

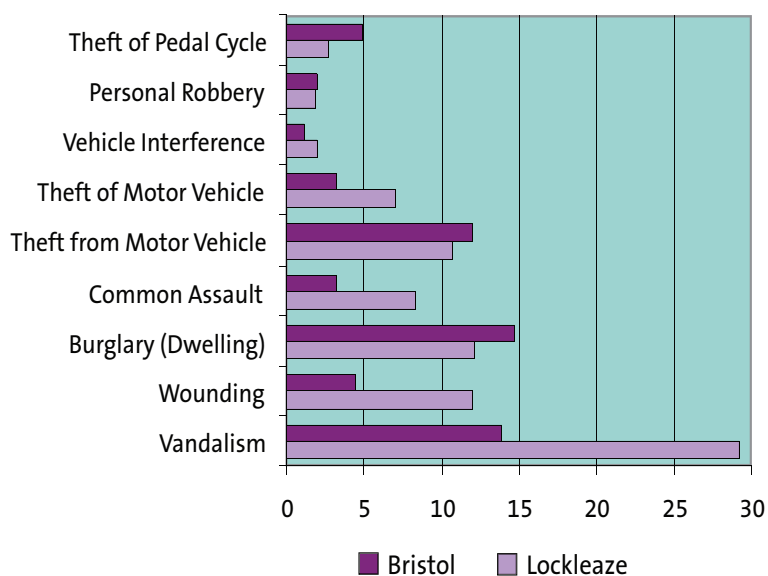


"Perception of crime is a problem in my area" % of Lockleaze residents agreeing



Recorded Crime Rate per 1000 people

Source: State of the Neighbourhood data 2007/8



Next steps:

This history has meant that Lockleaze has already made huge steps forward in addressing some of the issues other areas with similar profiles experience.

Considerable success has been achieved through the joint approach of walkabouts and getting officers and residents together around the table on a monthly basis. Recently a Partners and Communities Together (PACT) group has been established, which sets priorities for the police to target.

However, there are still problems in the area, and with the potential increase in the area's population, there is a need to look forward to complement the work Feel Good Feel Safe and PACT do in responding to issues locally with a good look at how future development can be planned and designed in such a way as to reduce the opportunities for crime to take place.

Rather than set out specific actions here in an action plan, these will be set by the existing groups through their established processes and meetings.

8. Ensuring excellent Planning and Urban Design in Lockleaze



“Lockleaze should be a really attractive place to be, where people are proud to live and look after”

(Lockleaze resident – Lockleaze visioning event, November 2007)

Introduction

During the development of this community vision residents have said that they would like to see all new development in Lockleaze to be considerably planned and well designed for the community's needs. Indeed, some residents have argued that “Lockleaze needs a total facelift” to fulfil its role as a sustainable community.

Design matters locally

From the local level of the neighbourhood plan right up to national government policy, high quality and inclusive urban design is now seen as one of the key factors in building balanced and sustainable communities.

National planning policy now insists local people and local issues are at the heart of the planning and development process. Only by designing neighbourhoods that meet the current needs of

local residents and that anticipate future change can we design places that are attractive, functional and successful. This is what it means to be sustainable and this is why good urban design and planning is important.

The Challenge

The previous chapters highlight what residents feel are the key issues in Lockleaze and set out future investments needed to make positive change happen. Many of these investments will require physical improvements in Lockleaze, improvements that build on the area's positive attributes and that address those parts of the neighbourhood that do not work as well as they could. For example, residents have identified the need for a variety in architecture and design as a way of improving what one respondent described as “the numbing sameness of houses” on some streets. Residents feel that the area's streets would be greatly improved by replanting with appropriate trees with vandal proof supports or planters.

This chapter sets out what local people have identified as the key physical challenges that Lockleaze faces and how these challenges should be tackled to achieve a more balanced and sustainable neighbourhood. These challenges are discussed in greater detail with reference to Gainsborough Square on page 65.



Challenges that Lockleaze faces

Permeability (getting about the neighbourhood)

At the moment, movement around Lockleaze is limited by several large and impermeable blocks of housing (see below). There are very few routes through these blocks of housing meaning that people often have to walk the long way round to get where they're going.



Landseer Avenue - Bonnington walk - Crome Road - Constable Road Block

Lack of connections to the rest of the city –

Lockleaze is unusual in its isolation from the rest of Bristol. The boundaries of the estate are defined by strong barriers to movement, with the railway to the west, Purdown and the M32 to the east and poor connections northwards.

There are only three routes into and out of the neighbourhood. Whilst this has led to a strong local identity, the downside is that residents of Lockleaze do not enjoy good access to the opportunities offered by surrounding neighbourhoods and the wider city. An example of this is the difficulty many find accessing Abbey Wood Station. Residents believe Lockleaze needs its own Railway Station.

Abbey Wood station, which offers mainline connections, is located to the north of Lockleaze, offering huge potential for the area; passengers could reach Birmingham in an hour and a half or London in two hours. However, Abbey Wood is not easily, or at all times, safely accessible. The Cycle City route will go some way to achieving it.

Street environment

The street environment in Lockleaze is a key concern for local residents. Like many other places in the city it is car dominated and while many of the main routes into the estate are relatively wide, they do not feel like particularly attractive places that people would want to spend time in and watch life go by. The main routes have few trees, while kerbs and pavements do not have consistent materials and street lighting is considered “forbidding” by some and often over engineered. It is important that a neighbourhood’s streets function as just not routes for movement; also as places for recreation and the everyday social life of a community.



Romney Avenue

Lack of mix of housing and quality of construction

Most of the housing in Lockleaze was developed to a very specific set of requirements resulting in a limited range of housing types in the area. While the current type of housing suits the needs of some people e.g. households of three or more people, there is not enough provision for other kinds of household especially younger people and older residents who have different needs. As well as a lack of options for smaller households, an effect of having the same type of housing throughout an area is that there is less variety in types of building, which results in uniform and sometimes characterless places. In addition to much of the housing being developed to one type, a significant number of the houses originally built were constructed using pre-cast reinforced concrete (PRC). Many of these PRC houses are not sustainable and are now reaching the end of their life and are in need of replacement. The project to replace these houses presents an opportunity to increase the environmental and design standards of housing on the estate as well as provide diversity in the type of housing available locally.

Need to improve the quality of Gainsborough Square

Gainsborough Square is the commercial and community heart of Lockleaze. However, the quality of the environment there is not as good as local people would like. Some of the problems relate to the physical state of the square with the green spaces and pavements in need of proper landscaping. The way the square was planned means that there are few direct routes across the square. Other concerns relate to the lack of enclosure of the square, with surrounding buildings being relatively low level compared to the size of the square resulting in the open space being exposed to wind whipping across it at all times of year. The relatively low level and density of surrounding buildings also mean that there is not enough of the right kind of activity in the

square throughout the day and the evening. However, any new development should take account of these local climatic conditions to prevent undesirable wind funnelling. Gainsborough Square is also where many residents catch the local buses from and a strong theme that has come out of consultation on this document has been the lack of adequate shelter and passenger information available for bus users.

Chapter 9 focuses specifically on Gainsborough Square, setting out a number of design principles that addresses these concerns, guiding any future development for this important space.



Retail at Gainsborough Square



Purdown

Where Lockleaze meets Purdown there is a very clear divide between housing and open space. This is in many ways a good thing and local people have clearly stated that Purdown should be protected from development. The residents are adamant that there is categorically no development on Purdown or at the entrances to Purdown and only informal sports pitches (not fenced), and rules out the Area Green Spaces Plan and Site Allocations master plan/site allocation option. Many properties face away from Purdown, which make this space feel special. Most gardens are also well maintained, which allows for natural surveillance. However, where gardens are unmaintained or there are no houses at all, the potential for natural surveillance is reduced. For example, the cycle lane to UWE has high levels of crime and there is no natural surveillance.



The cycle lane to UWE which lacks natural surveillance

Access to Purdown

Purdown is historically and environmentally important and has the potential to draw visitors from across Bristol and beyond. Although this is positive it presents its own challenges to the local community. Although there are a number of access points along Shaldon Road and Romney Avenue they have little presence, are poorly signed, have limited access for wheelchair users, and without a proper footpath can get very muddy in winter.

Housing Greens

Lockleaze has several communal greens that are surrounded by smaller groups of housing. These green spaces are highly valued but are underused and their potential is not always fulfilled.



Underused housing green at Thorneycroft Close

Reduce impact of utilities

Since its development, some of the city's key infrastructures have been based in Lockleaze. There is a strong ambition of residents to reduce the impact of the current number of utilities in the neighbourhood and not just for the concerns reinforced in the Health Chapter. Major land marks such as the Dovercourt Road gasometer, the BT mast, Dovercourt and Muller Road depots and the pylons, power cables and largest sub station in north Bristol reduce the quality of life in Lockleaze as well as limiting future development. A review of these utilities is required if new growth in the neighbourhood is planned.

The next page shows where some of the design challenges facing Lockleaze are situated. This is followed by a map showing opportunities and improvements that should be made if new investment and development is to have a positive impact upon the neighbourhood.



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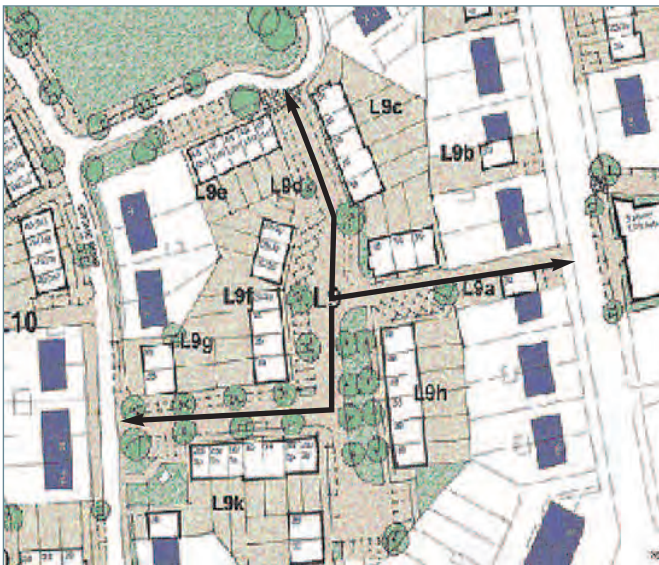


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Positive actions to improve on / tackle problems

Permeability (making it easier to get about) -

To make getting across Lockleaze easier, future development needs to link across the estate, finding new ways through the large perimeter blocks. A good future example of this approach is the work that will be undertaken by the PRC replacement programme to provide new routes through existing blocks of housing.



Plan showing a proposed link between Crome Road and Bonnington Walk through new PRC replacement scheme

Improve links into and out of Lockleaze

It is crucial that Lockleaze is designed to take full advantage of the opportunities the wider city has to offer and this means improving links into and out of the neighbourhood. The proposed bus link from new development to the north, and plans for a cycle link from Lockleaze to local neighbourhoods such as St. Werburgh's and central locations such as Temple Meads and the city centre are examples of new connections. However local residents are concerned about the long-term impact of new links, especially the potential for road links to become 'rat-runs' and therefore any future changes should take these local concerns into account.

Improve the street environment in Lockleaze

The quality and character of several of Lockleaze's key streets could be made more attractive and safe to use for all users. Streets should function as more than just movement corridors. Residents believe a stronger emphasis on walking and cycling would make the neighbourhood's streets much more active social spaces.

The following list highlights some specific improvements that residents wish to see included in a programme of future work that improves the street environment in Lockleaze:

- Make street lighting less foreboding and more human in scale reducing the effect of light pollution.
- Provide street trees in a way that overcomes engineering concerns so they do not damage pavements and roads .e.g. trees with shallower roots, thief proof planters and tree pits.
- Provide safer, more integrated street parking and other good practice techniques.
- Review use of signage in order to minimize street clutter. Provide good new signs.
- Improve road surfaces to reduce noise and use the best possible and consistent materials for kerbs and pavements. In some cases, complete roads will need to be replaced.
- Provide places for people to sit and meet.
- Refuse bins should be provided.
- Provide pedestrian controlled crossings to suit people with all levels of abilities at appropriate locations.



High quality detailing and materials (Urban Design Compendium)



Furthermore, when designing new streets, priority needs to be given to:

- high quality and durability of materials, reflecting local resources e.g. wood, stone and maximising local sourcing .
- dimensions and proportions of pavement areas and their relationship to roads
- ensuring they are protected for pedestrians rather than vehicle parking
- the positioning and quantity of street furniture.
- Offering opportunities for, and integrating, local public art.

Section 6.3 of the Manual for Streets provides useful guidance for both residents and designers on this.

In addition to these functional issues it is important that Lockleaze becomes a place that is made more beautiful as a result of any future investment. Two important elements of making the neighbourhood more attractive are increasing planting of indigenous trees along streets as well as developing a strategy for including public art in new development.

Increase the mix of housing and quality of construction

Like any living community, the needs of Lockleaze are constantly changing. There is a need to provide mixed and balanced housing in the local area to ensure that people who want to stay in the neighbourhood have the opportunity to find a home that meets their requirements. This is sustainable development. In addition to providing housing that meets the needs of local people, a variety of housing types offers other benefits including a more diverse built environment and providing activities throughout the day and support for thriving local services. While local residents want to see different types of housing in the neighbourhood they are also concerned that new development may result in the loss of existing benefits such as gardens and open space. Therefore new development must involve local people on a site-by-site basis to ensure local concerns are taken into account and work is done to improve Lockleaze without the loss of existing benefits.

In addition to providing different types of housing, local residents are keen to ensure that new development is of a high environmental and design standard. Therefore all proposals for new housing in Lockleaze will be assessed locally with reference to the Code for Sustainable Homes and the twenty criteria set out in the publication *Building for Life*.

A short word on density

The general view of density by development professionals is that higher density areas are more sustainable because neighbourhoods need enough homes and businesses to sustain important services like shops, libraries, community centres, and youth clubs. Emerging local planning policy suggests a minimum of 50 dwellings per hectare. It is important that density is considered in terms of where higher and lower densities are appropriate. For example, an increase in residential density around a neighbourhood centre where shops and transport links are provided is appropriate whereas more peripheral locations would accommodate lower density housing. Density should be considered as varying across an area with room for a mix of housing types from bungalows to flatted developments depending on specific site conditions, which do not exceed three storeys in height.

Future discussions around density of development should note that residents are sceptical and have voiced concern that higher densities may result in the loss of local characteristics they treasure like large back gardens and open green spaces. There is therefore the need for further debate that addresses people's concerns. This should happen on a site-specific basis as development proposals come forward. Local people need to be involved to ensure their concerns are addressed in the planning and development processes.

Horfield density avg. 65 addresses per hectare



Lockleaze density avg. 30 addresses per hectare





Mixed housing scheme, Waterstone Park, Kent: Three storey five bedroom house adjoining the apartment block (on right). Any similar development in Lockleaze would need to sit in harmony with existing housing.

Increase natural surveillance across Lockleaze in key areas

There have been problems in the past with anti-social behaviour and vandalism on areas of open space, some of which has occurred in close proximity to existing housing. Most of this has focussed on the wooded areas. This has led to this open space feeling less safe and welcoming than it could, particularly at night. It is important that every opportunity is taken to increase overlooking, without compromising the quality of this space. Existing residents increase natural surveillance by actively using the backs of their properties. The Redrow planning application is an example of how building in design can be achieved to improve natural surveillance within the current building line.

Work should also be undertaken to improve the condition of footpaths, viewpoints and seating within the park to promote increased visitor numbers and therefore activity.

Improve access to Stoke Park and Purdown

Purdown is part of one of Bristol's largest and most significant landscape parks. However, access to this open space could be significantly improved. At the moment the many entrances to this park from Lockleaze do not have much presence. New development within Lockleaze should contribute to improving the quality and presence of these entrances. Improvements should include, improved natural surveillance within the current building line, better lighting and signage, street furniture and play space, as well as work to integrate the entrances into the wider pedestrian, cycle and vehicle network.

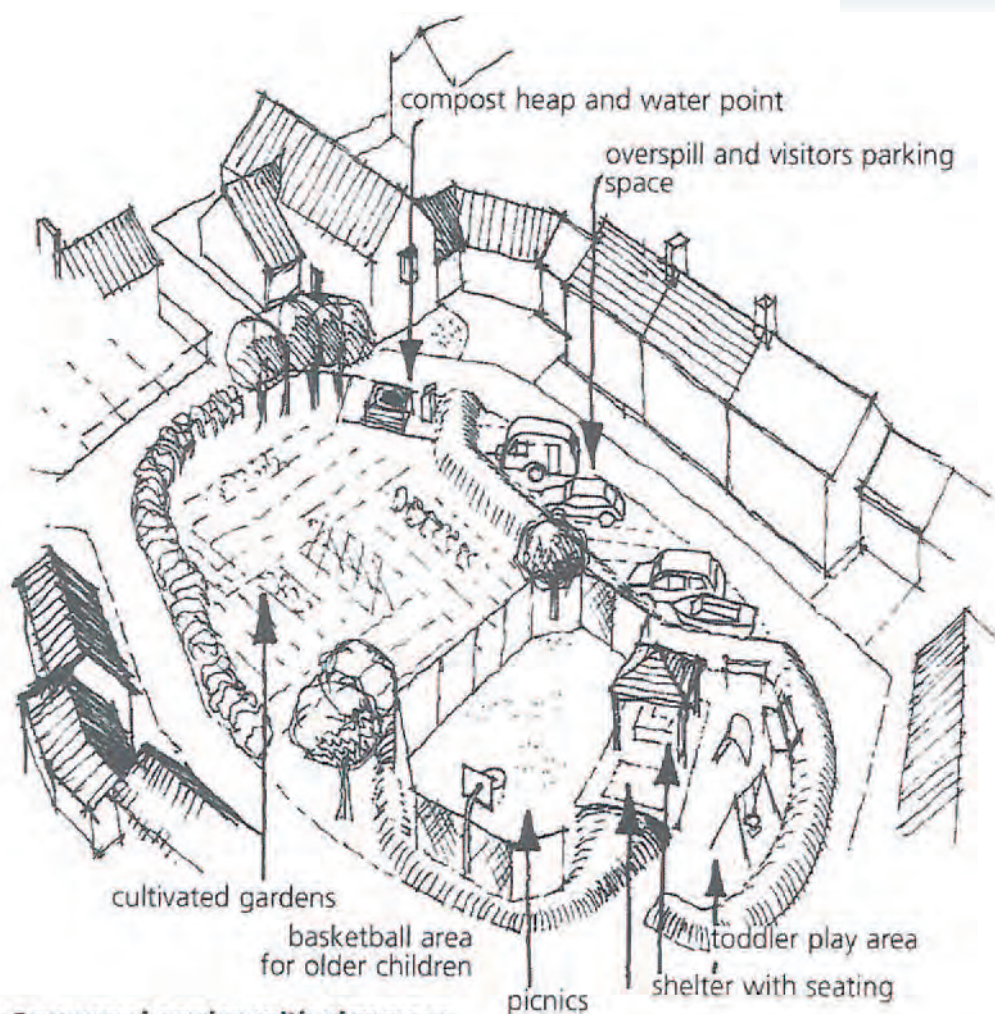
The community wishes to ensure, any redevelopment proposals at the CA, PRC properties on Romney Avenue, the garage sites at Orpen/Hayden Gardens and the continuing improvements to the Adventure Playground, all increase active frontages on to Purdown.



Housing Greens

Lockleaze has several smaller communal greens surrounded by housing. These greens are valued by the community but are not being used to their full potential. To get the most out of these vital green spaces, projects should be undertaken to redesign these greens to accommodate a variety of uses suggested by local residents including play, parking and food growing. These green spaces could be made more inviting, for example with vandal-proof seating, litter bins and landscaping, while still being available as informal play spaces.

Where residents require parking, safety aspects and landscaping requirements should be carefully considered on a site by site basis in consultation with local residents.



Communal garden with playspace

SOURCE: BARTON ET AL. 1995

The above sketch illustrates a number of potential uses for housing greens. Although it is recognised there is a large variety of uses for housing greens, these may not be appropriate in a single location.

Improve entrance points into Lockleaze estate

Lockleaze is a place that has a strong boundary. This physical separation sets the neighbourhood apart from the surrounding city. Whilst this creates some challenges and access needs to be improved, it is important to remember that the area's clear boundary is a positive feature. It helps define Lockleaze as a distinct place and supports a strong feeling of identity in the people that live here. Work should be undertaken to build on this pride of place by marking the 'gateways' into the neighbourhood with high quality planting, lighting and street furniture, building a positive relationship with surrounding neighbourhoods and setting out Lockleaze as a place with a positive outlook.



Lighting, street furniture and planting used to define a place (urban design compendium)

Delivery

Achieving good urban design and planning in Lockleaze will come through local people, the council and developers working in partnership to negotiate new development in the area that delivers the new housing needed whilst enhancing the quality of the local environment. The following points highlight how local residents want to secure excellent design quality.

- All housing developments to be designed and constructed to a high design quality with the aspiration that development would achieve Building for Life silver standard with an increasing number achieving gold standard.
- All housing be designed and constructed to a high environmental performance. Developments will be expected to reach Code for Sustainable Homes standards in line with the emerging Bristol Development Framework. In addition, private development should equal affordable housing in terms of sustainability standards.
- All new development to meet the Lifetime Homes standards in order to provide the opportunity to live in accommodation on the ground floor, similar to a bungalow.
- All new housing developments to be designed to above minimum space standards and to a maximum height of three storeys.
- All works to local streets to be designed and undertaken with reference to guidance set out in the Manual for Streets.
- Community to campaign for a programme of highway, and environmental improvement that enhances the design of streetscapes.

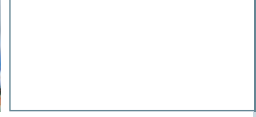
Local residents have set these high standards to positively address the neighbourhood's current problems and improve its fortunes. Good design can integrate Lockleaze more fully into the surrounding city, provide an excellent built environment for local people and take full advantage of its excellent location. Therefore residents believe design has an important role to play in achieving a more fitting future for Lockleaze by providing well-designed homes, safer public spaces, better access to jobs and leisure facilities, and a friendly neighbourhood with a strong sense of pride.

Building for life

Building for Life is an initiative that was set up by The House Builders Federation, The Commission for Architecture and the Built Environment (CABE) and The Civic Trust to encourage and recognise good practice and design excellence in house building.

Building for Life recognises that good quality housing design can improve social wellbeing and quality of life by reducing crime, improving public health, easing transport problems and increasing property values and have developed 20 criteria for measuring new housing against to determine how successful they will be in delivering better places to live.





9. Gainsborough Square

When asked at a workshop event to sum up what they liked most about the square, someone said, "Its potential".

Gainsborough Square has the potential to be the true centre and community hub of Lockleaze but is faced with problems. Badly designed, it is extremely windswept, has steep levels from east to west, its retail status is seriously under threat from nearby developments, many community buildings are in a bad state of repair and it is not well maintained. To address these problems, various recommendations have been made by residents in the previous chapters. This following section tackles these issues and highlights some key priorities and improvements to make it again function as the community's heart. This is however an ongoing process involving the cooperation of the local community, council officers and neighbourhood groups. The principles below simply use good urban design principles to set out a framework to shape all future development in Gainsborough Square.

Create a safer, more attractive Open Space

There is broad consensus that if the open space at Gainsborough Square were to be more attractive, better landscaped, the play facilities improved then the square would be used more.



Priority improvements to the Green space therefore include:

- Creating play areas that feature appropriate facilities for today's children and young people .
- Creating key space that can accommodate multi-functional uses, e.g. community festivals, markets, places to relax, picnic areas and a space for community arts projects.
- Improvements to seating arrangements on the green space.
- Creating a mix of planting, including shrubs and tree planting within a wider landscaped scheme.

Any final scheme for Gainsborough Square should be subject to full community consultation.



Get Transport working

In order to support Gainsborough Square's role as the community's heart it must act as an interchange for public transport. The planned new development to the north may bring more buses through the neighbourhood therefore there is also the need to have better transport management in the square. This might include the following actions for the Square:

- Providing appropriate bus stops that serve existing and future community needs, with real time information boards.
- Providing an appropriate car parking scheme (including disabled parking).
- Providing a secure bike rack for bike parking.
- Providing traffic calming solutions particularly in front of community and retail facilities.
- Providing appropriate cycle and pedestrian paths around and through the Square, which lead to where people want to go.
- Providing pedestrianising strategy; at least appropriate pedestrian crossings.
- Ensuring the surrounding residential blocks and streets are permeable.
- Providing a better link to Purdown from Gainsborough Square.
- Provide notice / information boards to inform people of activities and events in the local area.

Provide appropriate Community Facilities for the Square

The square has the potential to strengthen its role as the community hub of Lockleaze. Existing community facilities on the site should therefore be improved to include facilities to cater for all needs of the community:

- Oversee the refurbishment or demolition and relocation of the public toilets on the basis that future public conveniences can be incorporated in another accessible facility, especially with the opening up of Purdown as a destination park.
- Deliver a high-quality multi-purpose community and youth facility on the Square.
- Promote the previous Gainsborough Public House site as an active asset for the community.
- Relocate recycling facilities to an appropriate location, which has adequate safeguards against fly-tipping and anti-social behaviour.



An example to show that recycling facilities need to be improved

Provide a retail facility that works for the area

When asked their priorities for improving Gainsborough Square, local residents overwhelmingly highlighted the need to improve the shops. However, shops around the square have a tough time trying to survive. They are located in the smallest centre in Bristol and surrounded by low-density housing, limiting the number of potential shoppers. Furthermore, with the prospect of a new retail centre as part of development at the former Hewlett Packard site, competition for shoppers will be even higher. Nevertheless, with planned increase of the local population and a more attractive environment, there may be potential to consolidate and improve the retail offer. Residents differ on the type of retail facilities they would prefer. Some call for a single supermarket, while others want smaller shops, with the potential for market trading. In the light of these issues, the following priorities have been highlighted:

- Market test current retail units to establish what type of retail facility can be supported in the square and assess the best sites to deliver these.
- Assess potential of numerous sites to establish the viability of accommodating multi-retail facilities.
- Provide a mix of different facilities to accommodate different aspirations of both shoppers and modern retail environment.
- Market sites to potential retailers.
- Square to house provision for good quality and affordable produce as referenced in the health chapter.
- Provide an appropriate, sustainable, surface for a market, which enhances the aesthetic view of the green space.

Provide appropriate Housing around the Square

The current housing in the square is an eclectic mix of three storey buildings with shops on the ground floor, affordable family housing and flats above the shops. High-density residential living at Gainsborough Square would increase the number of people living near shops and improve their sustainability. However given Gainsborough Square's importance as the heart of Lockleaze any residential development should be of the highest construction and design quality. This should be guaranteed through a robust design code.

In the case of re-development of housing or commercial units, careful consideration should be given to increasing the density of housing in order to increase the number of people living on the Square. This would also help ensure increased use of recreation and retail opportunities, give the Square some landmark buildings and an increased sense of enclosure. However, it is important to ensure the square maintains a mix of uses, and development of any new buildings follow good urban design principles.





The need for good Urban Design and Architecture in the Square

The original design of the square makes it feel exposed and not used to its full potential. The Urban Design and Architecture principles, detailed below, will help make the area more attractive and safe. These interventions can provide the Square with the feeling it needs to be the central space and community hub of Lockleaze:

- Improve the street scene environment and public realm:
 - Keep pavements tidy
 - Provide better street lighting
 - Provide safer pedestrian crossings next to bus stops and key entrances to the green
- Redesign street furniture and kerbs to enable safe access by all, for example by use of street side railings.
- Promote the provision of a proper gateway that links both Gainsborough Square and Purdown to encourage visitors to the area and help boost trade.
- Provide a public realm and signage strategy across the site – helping to establish an identity.
- Ensure community public art is part of the focal points and key entrances to square.
- Revitalise the square through facades on existing buildings and new development of no more than 3 storeys. This will provide an enclosed feeling to the green space, while increasing the immediate population, who will use local facilities.

Make the area Feel Good, Feel Safe for everyone (FGFS)

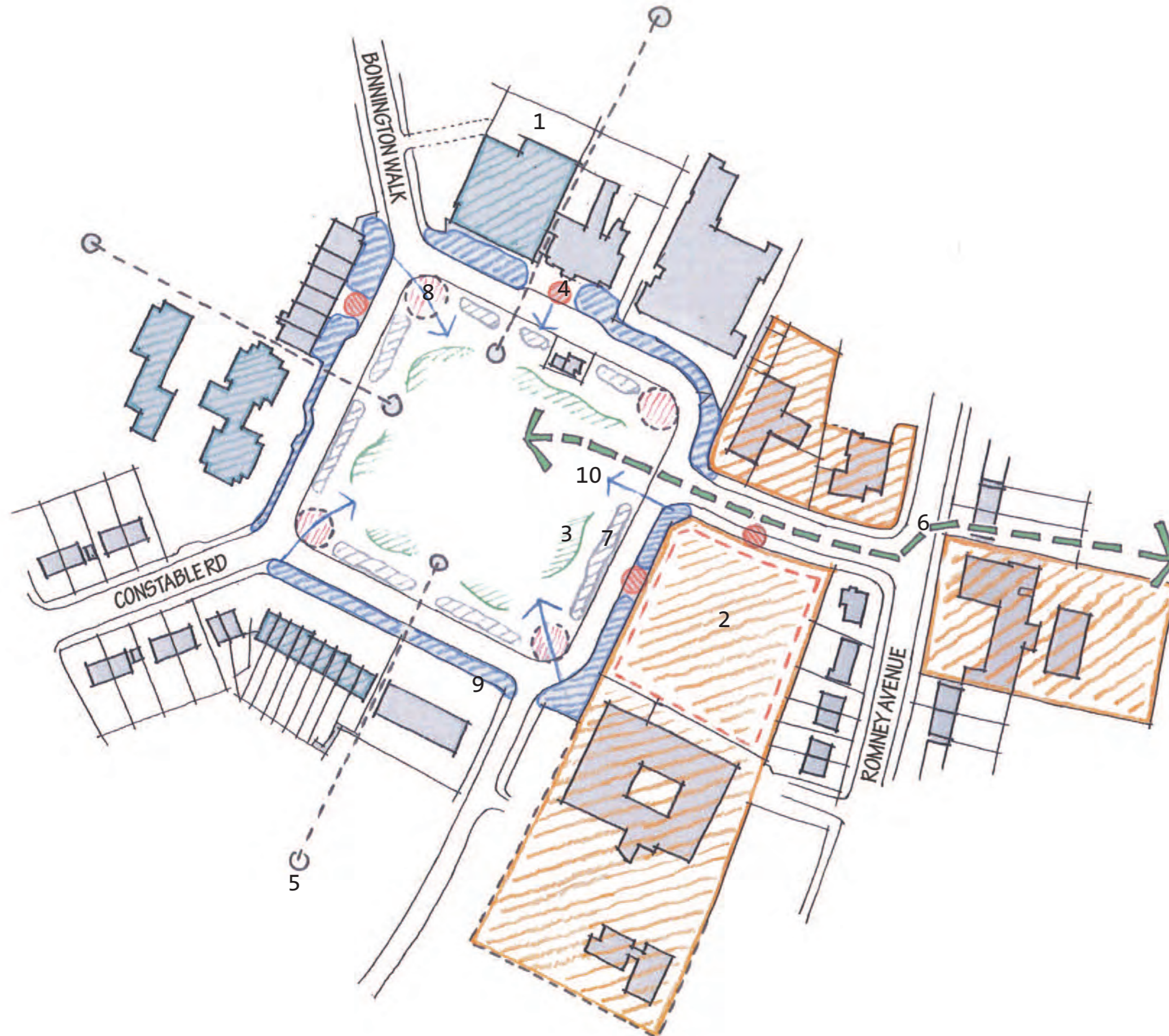
When asked in a recent poll why they did not use the square, the second highest response was that residents felt unsafe in it. The design of public spaces has a large role to play in making them feel safe. However this is not the sole factor. Maintaining a level of cleanliness is also essential. Current concerns regarding the square show more residents need to take a greater pride in keeping the area clean and tidy, thereby requiring the following actions:

- Create Friends of Gainsborough Square, to include traders, community groups, residents and officers to maintain the area in the future, to oversee the required changes and support the work of current groups.
- Encourage people to dispose of rubbish responsibly by providing sufficient, highly visible bins. More facilities need to be provided to encourage residents to take a greater pride in their environment.
- Encourage retailers to take a pride in their shop fronts.










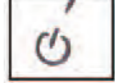

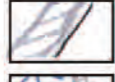





*Page 69 –
Community aspirations for Gainsborough Square*

*Page 70 –
One possible interpretation of the community's
vision – illustration only*

Community aspirations for Gainsborough Square



KEY

- 1  Future residential to be higher density with building heights contributing to a sense of enclosure
- 2  CA Site – Develop site as a mixed-use scheme of business, community facilities and residential units, with active ground-floor street frontages, while making more efficient use of surrounding community facilities
- 3  Landscape improvements to green space:
 -  Move and improve play facilities for children, young people and adults
 -  Create a focal point to accommodate out-door community activities
 -  Ensure pedestrian and cycle paths through square
 -  Establish a community building to replace toilets, that provides safety and overlooking of park
 -  Ensure improvements include planting of trees and shrubs in attractive, landscaped scheme
- 4  Provide a bus inter-change in square with modern shelters with ramped, raised kerbs with real time information
- 5  Make the square more permeable with short cuts for pedestrians from surrounding estate
- 6  Re-establish a link to Purdown
- 7  Provide better parking scheme in square
- 8  Re-design corners of green space as high quality, key entrance points that contribute to better traffic flow
- 9  General Improvements to Street Scene Environment:
 -  Consistent high quality surfacing and maintenance of pavements
 -  Provide street lighting that is attractive and encourages safety
- 10  Provide safer road crossings near active frontages and bus stops.

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One possible interpretation of the community's vision

ILLUSTRATION ONLY



- 1 Improved play facilities for all ages
- 2 Improved parking scheme around perimeter of square
- 3 Mixed use development of community facilities, business and residential on C.A. site
- 4 A single proper bus interchange for each direction
- 5 Better paths across the square

10. How we deliver these priorities: a blueprint for long term cooperation

This document has been produced by a partnership of local people, the City Council and other agencies. The priorities that have emerged can only be delivered if this partnership approach continues. The local groups established to create the Lockleaze Vision, need to continue to work with other partners to ensure the actions highlighted are delivered.

This final section highlights a number of ways different partners should work to ensure Lockleaze becomes more sustainable and a better place to live:

Council, Agencies, Landowners and Developers

The community wishes to see the council, landowners, developers and other agencies respond to the issues raised in this document in the following ways:

- The coordination of a clear programme of work that ensures development proposals respond to all priorities highlighted in a joined-up way (e.g. any site specific plans for housing should automatically address issues relating to transport, health, open space and community facilities).
- Ensure the content of this document is enshrined in all relevant council strategies and plans, including the emerging Bristol Development Framework, so that all decisions affecting Lockleaze are made with reference to this document.
- Facilitate the establishment of a long term group of local stakeholders Lockleaze Voice to progress, champion and monitor the implementation of the Lockleaze Vision.
- Support local people so that they are able to engage in renewal and planning processes. For instance, fund accessible trips to The Glass House design courses, provide site visits, seminars and further training workshops and group discussions on key issues such as density and “shared surface” solutions. Every effort should be made to make such trips accessible to as many residents as possible.
- Agree a staged financial programme which includes a number of “quick wins” to show commitment to the delivery of the Lockleaze Vision. These are to include improvement of local youth and play facilities, investment in a single proper bus interchange at Gainsborough Square, better local information points and trees on green spaces around the neighbourhood.
- Commit to regular and early engagement of residents on any proposals that come forward at Neighbourhood Partnership, Lockleaze Voice and other action group meetings.
- Commit to involve all stakeholders (e.g. Lockleaze Voice) in the planning process including development briefs and planning applications for all sites that are to be developed in Lockleaze. Commit to ongoing dialogue with local residents, their community and via their nominated representatives e.g. Lockleaze Voice.
- When bringing forward development proposals, undertake an ‘Equalities Impact Assessment’ as well, as preparing a draft statement and methods of community involvement for approval by local stakeholders including; Lockleaze Neighbourhood Trust, Lockleaze and Horfield Neighbourhood Partnership and Lockleaze Voice, and before full community engagement begins.



Community Involvement processes

People of Lockleaze do not just want to be “consulted” on proposals that affect the neighbourhood, but want to actively influence the decision-making processes. The Statement of Community Involvement process was adopted by the planning Authority in 2008 and agreed by cabinet in March 2010; to apply to major council projects. Residents understand that the process for community engagement can be very different, depending on the nature of the proposal. Lockleaze Voice is currently the established forum for the people of Lockleaze, so most significant planning, transport, housing and open space proposals are discussed at the monthly meetings. To ensure proper community involvement however, local people want to be involved through a variety of processes. Some examples are set out below:

- Presentations and discussions at Lockleaze Voice and/or the relevant Action Group. The current groups are Health, External Environment, Feel Good, Feel Safe, Transport Action Group, Housing Action Group and the BS7 Youth and Play Partnership, but will also include any subsequent group agreed by Lockleaze Voice. These groups are responsible for delivering a specific part of the Lockleaze Vision and function in the same way as some neighbourhood planning groups. Examples of proposals that should be brought to these groups include highway improvement schemes, minor planning applications, tree planting and park improvement proposals and parking schemes.
- On major proposals residents expect a comprehensive process of community engagement prior to the submission of a planning application. Developers should follow the Council’s adopted statement of community involvement and a planning performance agreement and cover the proposals, their impacts on any community benefits and other matters. Examples of proposals that relate to this process include the former Bonnington Walk allotments, the Redrow Development site and the two former school sites.

- Special one off focus groups should be organised to discuss and provide a community opinion on specific topic or theme. For example, a particular open space or transport proposal.
- Formal notification of all development proposals should be made through Lockleaze Voice, or future equivalent group, inviting community opinion on specific topics of themes; for example, on a particular open space.
- Proposers are encouraged to also use less formal methods such as presentations at social meeting points (for example, Cookies Café, local pubs and clubs and the Lockleaze “Family Film Night”), in order to ensure they reach as many residents as possible. However, these events should complement, not supplement, the above community involvement processes.

The above are some of the ways Lockleaze people wish to be involved, but do not wish these to be the only mechanisms for engagement. For example, specific methods should be used to gain the views of excluded residents such as those with poor vision, low levels of literacy, wheel chair users and black, minority ethnic groups. Local people are concerned that the process should be open and transparent and includes meaningful community. Residents also want to be notified of any decisions following involvement processes with responses to their comments and explanations on the reasons for the decision.



Residents and the community

If the actions and solutions contained in this document are to be achieved, it is crucial that local residents and stakeholders demonstrate a commitment by agreeing to the following:

- Take the lead in establishing Lockleaze Voice so that it speaks with authority, with an appropriate structure, to ensure the long-term ownership of this Vision Document and promotes and monitors its implementation.
- This group to oversee housing, urban design and planning, open space, transport, health, business and community (especially around Gainsborough Square) and feeling safe, feeling good.
- Residents to constitute this group and develop their chairing, communication and fundraising skills, to increase their ability to manage the delivery of the Lockleaze Vision.
- Residents to commit to increasing their technical knowledge and influence by joining groups and attending courses to broaden experience and perspective.
- Residents to commit to a two-way communication process with council agencies and developers, providing feedback and comment on proposals within an agreed timeframe.
- Encourage everyone to get involved (particularly young people and families) through word of mouth to friends and neighbours actively promoting the Lockleaze Vision through community events, festivals and publicity.

Concluding remarks

This community vision for Lockleaze highlights the specific improvements, based on real community concerns, needed to make the neighbourhood a better place to live and work. With development and other investment coming to a number of sites in Lockleaze, developers and planners must ensure these aspirations are delivered through good design, as highlighted in Chapter 8. The community also requires better communication with developers and Bristol City Council, on a site-by-site basis, to ensure appropriate development in the right places. Finally, this document is the success it is because the Council, agencies, local residents and stakeholders produced it through a joined up approach. The eventual success of this document will depend on the local residents, working in partnership with other stakeholders and council agencies to achieve the best results for Lockleaze.



Glossary

Accessibility – the ability of people to move about within an area so as to reach facilities and places. This includes young, disabled, old people and those with children and /or baggage.

Affordable Housing – low cost housing for sale or rent, often from a housing association, to meet the needs of local people who cannot afford accommodation through the open market. (definition from the Planning Portal glossary of planning terms).

Amenity – the pleasant or normally satisfactory aspects of location, which contributes to its overall character and the enjoyment of residents or visitors (definition from the Planning Portal).

Balanced & Sustainable Communities – are active, inclusive and safe; well run; environmentally sensitive; well designed and well built; well connected; thriving; well served; and fair for everyone.

Block – an area consisting of buildings and/or spaces bounded by a set of streets and undivided by other significant streets.

BCHF - Bristol Community Housing Foundation– A community, not for profit, housing association based in Bristol, working with residents to create good quality homes and communities. Their aims include building and managing a mix of affordable housing across Bristol and encouraging residents to have a real influence on how services are delivered.

BDF - Bristol Development Framework – a statutory planning document that replaces the development plan system i.e. Bristol Local Plan and Avon Structure Plan, bringing together all Bristol’s planning policy documents including supplementary guidance, i.e. supplementary planning documents (SPD). The core elements of the BDF comprise area wide planning policies, statement of community involvement and proposals.

BME – Black and minority ethnic persons or groups.

Build-outs - pavement extensions to prevent car-parking near road crossing points and junctions to provide safe crossing and improve visibility for pedestrians.

Character – the combination of a feature of a building or an area such as their spatial relationship landscape and building uses, etc, that gives it a distinctive identity.

Code for Sustainable Homes - an environmental assessment method for rating and certifying the performance of new homes. It is a national standard for use in the design and construction of new homes with a view to encourage continuous improvement in sustainable home building. Code ratings for all new homes became mandatory from 1st April 2008. (From Code for Sustainable Homes Technical Guide 2008).

Communal greens - central green areas on some Lockleaze 'garden' streets e.g. Copley Gardens, Turner Gardens, Orpen Gardens, etc.

Community partnership – a collection of local people, groups, businesses and bodies from within a defined area, usually a local neighbourhood, that come together to influence and/or guide various social, economic and environmental changes.

Community Chest – where local groups raising additional funds for a ‘community chest’ to spend on their own local priorities. In Bristol, grants of up to £5,000 are available to community organisations in the Neighbourhood Renewal areas, and where they are considered areas in need. Funding aims to promote and encourage a wide variety of grass roots community activity, so local residents get involved with addressing the problems in their areas, and managing the solutions.

Context – the setting of a site or area, including factors such as traffic, activities and land-uses as well as landscape and built form.

Convenience stores – shops selling food, drink and grocery goods; newspapers; tobacco and confectionery.

Current Building Line – The boundary line of an existing or previous property.

DDA – Disability Discrimination Act 1995 sets out laws and measures aimed at ending discrimination against disabled people.

Decent Homes standard - a minimum standard to which all-social housing should comply by 2010. Housing is considered to have reached the required standard if it complies with the following four criteria:

- A. It meets the current minimum statutory standard for housing as defined in Housing Health and Safety System 2006.
- B. It is in a reasonable state of repair
- C. It has reasonable modern facilities and services
- D. It provides a reasonable degree of thermal comfort

This revised definition came into force in June 2006 (A Decent Home: definition and guidance for implementation, Department of Communities & Local Government)

Density – In case of residential development, a measurement of either the number of habitable rooms per hectare or the number of dwellings per hectare. (definition from the Planning Portal glossary of planning terms).

Design Statement – a document accompanying a planning application setting out the design principles upon which development proposals are based and in relation to the site and its wider context.

Development – The carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or land (definition from the Planning Portal glossary of planning terms).

Development Plan – a document, a Structure or Local Plan, that sets out in writing and/or maps and diagrams the local planning authority's policies and proposals for development and use of land and buildings in authority's area (definition from the Planning Portal).

Development Brief – a document providing planning advice and guidance on how a specific site of significant size or sensitivity should be developed in accordance with local planning policies.

Echelon Parking – Angle parking of cars similar to perpendicular parking, except that cars are arranged at an angle to the aisle or kerb. The angle allows easier and quicker parking, narrower aisles, and therefore higher density than perpendicular parking.

Employment Sites – sites identified in the adopted local plan as suitable for business uses that provide jobs.

Equalities Impact Assessment – a tool for identifying the potential impact of a council's policies, services and functions on its residents and staff. It can be used to ensure that the services that it provides fulfil the requirements of anti-discrimination and equalities legislation.

Family Housing – housing that is suitable for occupation by a family, usually a two or more bedroom house with its own easily accessible and secure garden.

Form – the layout (structure and grain), density, scale (height and massing), appearance (materials and details) and landscape of development.

Highways Authority – the local authority that has statutory responsibility for managing and maintaining the roads in an area, usually the local authority, which in this Supplementary Planning Document is Bristol City Council.

Home Zones – Home Zones aim to improve the quality of life in residential areas by using a range of environmental and traffic calming measures to reduce the impact of motor traffic, and allow streets to be used by residents for purposes other than passage (definition from page 23, Planning Policy Guidance 13: Transport).

Housing Greens – Open spaces that are entirely surrounded by the fronts of houses.

Housing Needs Assessment – Information provided of the housing management areas in the city by the Bristol Housing Needs and Affordability Model, and in addition informed by the views of the local Housing Office (s) in relation to local need (see Policy Advice Note 12: Affordable Housing, May 2002).

Infrastructure – Permanent resources serving society's needs, including roads, sewers, schools, hospitals, railways, communication networks etc (definition from the Planning Portal glossary of planning terms).

Intermediate Market Housing – A range of options, including both low cost home ownership and sub-market rental, for households on low to medium incomes unable to afford market purchase or rental, or to access social housing for rent provided by Registered Social Landlords or the local authority (definition from Neighbourhood & Housing Services, Bristol City Council) .

Landmark – a building or structure that stands out from its background by virtue of height, size, detail, material or some other aspect of design.

Landowner's Brief – a document setting out specific landowner requirements from a developer developing a site e.g. legal/contractual framework, financial arrangements, type and extent of development, design codes/briefs, feasibility studies, financial appraisals, planning application submissions, etc.

Landscape – the character and appearance of land, including its shape, form, ecology, natural features, colours and elements and the way these components combine. Landscape character can be expressed through landscape appraisal, and maps or plans.

Landscape Design – involves the collective organisation of human activities, natural processes and physical components in the process of shaping external space. It encompasses both the built environment, and is allied with urban design in sharing the purpose of creating varied, distinctive and engaging places.

Layout – the way buildings, routes and open spaces are placed in relation to each other.

Lifetime Homes Standard - homes that can last a lifetime and provide suitable housing for the occupants through every stage of their lives.**Linear Park** - A park that is much longer than wide. Linear parks make use of strips of public land, often for recreational use, next to canals, streams, electrical lines, highways and shorelines.

LDF - Local Development Framework– The LDF System replaces the development plan system of Structure and Local Plans. The LDF brings together all local planning authority planning policy documents for its area, including the equivalent of any supplementary guidance, i.e. supplementary planning documents (SPD). The core elements of the LDF comprise: area wide planning policies, statement of community involvement and proposals and is mandatory for all local authorities. Authorities have flexibility to add area action plans setting out detailed proposals for change where it is needed.

Local Plan – Statutory development plan prepared by a local planning authority setting out detailed policies for environmental protection and development (definition from the Planning Portal glossary of planning terms).

Local Planning Authority – Local Council with statutory responsibility for administering/managing the land-use planning system within its area.

LSVT - Large Scale Voluntary Transfer – transfer of housing tenants between social housing landlords.

Material Consideration – A matter, which should be taken into account in deciding on a planning application or on an appeal against a planning decision (definition from the Planning Portal glossary of planning terms).

Mixed-use development – a mix of uses within a building, on a site or within a particular area. 'Horizontal' mixed uses are side by side, usually in different buildings. 'Vertical' mixed uses are on different floors of the same building. (definition from By Design)

Natural Surveillance – the discouragement of wrong doing by ensuring that public areas including streets, open spaces, parks, etc., are clearly visible from streets, spaces and windows of adjacent buildings.

Neighbourhood Partnerships – A network of Neighbourhood Partnerships has been established across the City, which will help local communities to express their concerns and priorities, to have greater influence over the delivery of public services and to have more say over the future development of their areas (definition from the draft Community Strategy).

Open Space – any land laid out as a public garden, or used for the purposes of public recreation, or land, which is a disused burial ground.

Overlooking – the designing of internal spaces so that they look over the public realm.

Pepper-potting – a process for creating integrated housing in which identical houses for all sectors, i.e. private owner-occupied, shared-ownership, private and social rented, are sprinkled throughout a development so that tenure is not easily identifiable.

Perimeter Block - A street block in which each of the buildings frontages face the street and where back gardens and rear areas are inaccessible from public areas therefore remaining private and less vulnerable to intruders.

Permeability – the degree to which an area has a variety of pleasant, convenient and safe routes through it.

Planning/Site Briefs – When necessary, The City Council produces planning briefs to review and re-establish the planning, urban design and implementation parameters for the regeneration of large sites. Planning Briefs provide supplementary planning guidance on relevant policies and proposals of the Bristol Local Plan and emerging Bristol Development Framework.

Public Art – Permanent or temporary physical works of art visible to the general public, whether part of a building or free-standing; for example, sculpture, lighting effects, street furniture, paving, railings and signs.

Perpendicular Parking – where cars are parked side to side, perpendicular to an aisle, kerb, or wall. Commonly used in car parks and car parking structures where rows of parking spaces may be arranged front to front, with aisles in between.

Regeneration – The process of bringing new life back into often derelict older areas through environmental, social and economic improvements.

Regional Spatial Strategy – provides a broad development strategy for the region for a fifteen to twenty year period and informs preparation of Local Development Documents, Local Transport Plans, etc.

RSL – Registered Social Landlord - government-funded not-for-profit organisations that provide affordable housing. They include housing associations, trusts and cooperatives. They work with local authorities to provide homes for people meeting the affordable homes criteria. As well as developing land and building homes, RSLs undertake a landlord function by maintaining properties and collecting rent.

Scale – the impression of a building when seen in relation to its surroundings, or the size of parts of a building or its details, particularly as experienced in relation to the size of a person. Sometimes it is the total dimensions, which give it its sense of scale and at other times it is the size of elements and the way they are combined.

Section 106 Agreement – A binding agreement between a council and a developer associated with a grant of planning permission and regarding matters linked to the proposed development. (definition from the Planning Portal glossary of planning terms).

Shared Ownership – housing produced by a Registered Social Landlord (RSL), previously, either new or existing properties purchased by a RSL, which the RSL then sells on a part rent/part buy basis. The shared owner buys a percentage of the property, funded by mortgage and/ or savings. The remaining percentage is still owned by the RSL who charges a rent on it. (Source: St Paul's Housing Needs and Aspirations Survey 2004 Final Report).

Shared Street Surfaces – An urban design concept, which removes the traditional segregation of motor vehicles, pedestrians and other road users to create shared spaces so that walking, cycling, shopping and driving cars become integrated activities. This concept aims to create attractive shared 'social' areas and reduce the dominance of vehicles to make streets more 'people-friendly'. The road design and its surroundings encourages drivers to be extra cautious as they negotiate the new road layout.

SDP – Supplementary Planning Document - is a Local Development Document that may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a 'parent' Development Plan Document.

Street Furniture – objects and pieces of equipment installed on streets and roads for various purposes; including traffic barrier, benches, bollards, post boxes, phone boxes, streetlamps, traffic lights, traffic signs, bus stops, grit bins, tram stops, taxi stands, public lavatories, fountains, watering troughs, memorials, and waste receptacles.

Streetscape – the overall effect of street facades and linked spaces.

Street Scene – that which is visible from the public domain. The street scene is considered to constitute an area particularly sensitive to development proposals, requiring a high standard of design.

Sustainability – The principle that the environment should be protected in such a condition and to such a degree that ensures new development meets the needs of the present without compromising the ability of future generations to meet their own need.

Sustainable Communities – mixed and inclusive communities in which local people are involved in processes to plan and influence change and improvements to their neighbourhood.

Sustainable development – as defined by the Bruntland Commission (1987, and quoted in Policy Planning Guidance 1) as 'Development which meets present needs without compromising the ability of future generations to achieve their needs and aspirations.'

Urban design – the art of making places. Urban design involves the design of buildings, spaces and landscapes, in villages, towns and cities, and the establishment of frameworks and processes which facilitate successful development.'

Wildlife Corridor – an area of habitat connecting wildlife populations separated by human activities (such as roads, development, or logging). It allows wildlife populations to mix, which may help prevent the negative effects of inbreeding, reduced genetic diversity and even disease that often occur within isolated populations. This may potentially moderate some of the worst effects of habitat fragmentation.

This Glossary is neither a statement of law nor an interpretation of the law, and its status is only an introductory guide to planning issues and should not be used as a source for statutory definitions.



References:

Reference material (for chapter 8)

In the recent past plenty of guidance, good practice examples and legislation has been developed to support and promote the development of safe, successful and vibrant neighbourhoods and this document has drawn upon this material. A few examples of the key guidance on good urban design are included below and residents want to see new development projects in Lockleaze reference the principles of good urban design set out in these documents.

- By Design - urban design in the planning system: towards better practice
www.cabe.org.uk/assetlibrary/1818.pdf
- Building for Life
www.buildingforlife.org
- The Urban Design Compendium 1 and 2
www.urbandesigncompendium.co.uk
- Manual for Streets
www.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf
- Towards an Urban Renaissance – Final Report of the Urban Task Force
E & FN Spon 1999

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Appendix A

How the Lockleaze Vision was produced through community engagement

Through each of the stages below, local residents worked hard to ensure the preparation of the Lockleaze Vision involved as many people as possible. They recommend the methods below be followed by others delivering projects in the area.

Preparing for the community vision event

- Radio, newspaper and poster adverts at all key locations, including places of work
- Written invitation to all known contacts
- Independently facilitated events with break-out groups and incentives for participants
- Events at local venues

Producing the Draft Vision Document

- Focus and Action groups
- Community forums and meetings
- Walk-about, visits and “best practice” trips

Getting feedback on the draft

- Exhibitions with high quality materials and the ability to easily feedback views
- Publicity and advertising on hoardings, notice boards, regional press, radio and shop windows
- Presentations and discussions with local groups and at organised events
- A letter summarising vision to all Lockleaze addresses
- Questionnaires and facilitated workshops on vision content

- Distribution of draft vision and provision of feedback forms at libraries and other key venues
- Production of draft vision document on PDF, emailed to all contacts and populated on appropriate web sites.

Youth Engagement:

- Presentations to school classes, youth clubs and lunch-time school sessions
- Gain young people’s views by supporting their production of a “Vox Pops” DVD

Producing the final Vision

- All comments on the draft vision were highlighted on a spreadsheet, with action groups agreeing how these might be incorporated into the Lockleaze Vision.
- Comments have been published and located with the Lockleaze Vision Document online, and at the Cameron Centre and Filton Ave and Muller Road Libraries.

Including excluded groups:

The above process reached over 2,500 households in and around Lockleaze and hundreds of other groups and individuals with an interest in the neighbourhood. However, the views of some excluded groups, particularly people with poor vision, low levels of literacy and from black and other minority ethnic (“BME”) backgrounds may not have been represented fully, given the numbers living in Lockleaze. Lockleaze residents, want everyone to be involved in deciding the future of their neighbourhood. To this end it is crucial that developers, the council, other government organisations and Lockleaze Voice itself build on what was achieved above, but also work harder to engage those who have not traditionally been involved in shaping the future of their community.



Appendix B

Overall comments:

The document presents a very negative picture of Lockleaze – mentioning the words ‘blighted’, ‘isolated’ etc throughout (e.g. p.15, 41, 50 etc). This does not reflect the reality because Lockleaze is a great place to live, though it does have some problems. I wonder if this negative picture is given in order to justify the drastic changes the Council wants to make i.e. to use Lockleaze to raise money for the Council by selling off the land for housing and supermarket development. Throughout the document we are told that problems we have are due to a lack of density housing and isolation. This seems to imply that we need more housing, more through roads and more parking. No one I speak to in Lockleaze Environment Group or my other neighbours want or need any of this and it is frustrating to keep saying this without it ever being noted. We need more and better services and facilities, not more property development, roads and car parks.

There is no mention of the allotment site being sold off for development, yet this was a major issue for the Lockleaze community and the issue that led to the initiation of the Lockleaze Voice.

The document is full of contradictions where at times it records what the residents have said and, at others, the Council have woven their own ‘spin’ throughout which attempts to justify the land sell off and the construction of new roads and parking areas.

The Council commits itself to doing virtually nothing apart from sell off land. Therefore, the community seem to have to do the work involved in delivering the goals ourselves.

Page 3 – Why do we need a Lockleaze vision – there is a focus on an aging population and decline in number of residents and a loss of facilities. There is a statement that these problems have ‘challenged the neighbourhoods strong sense of community spirit and local pride’. Where did this come from? Whoever said

that? I do not think the community have lost their pride. We are angry about the loss of facilities but have not lost a pride in the area. Our problems are a result of low benefits, pensions and wages; a lack of Council investment, provision and support; and Government cuts.

Page 5 – The idea that Bristol and Lockleaze must grow in population is shown as a forgone conclusion that the community accept. We do not accept this. There is no shortage of houses to live in, only that some people have more than one home and all the houses that people want to buy are taken for buy-to-let, so people have to rent. Also Lockleaze was supposed to be one of the four main areas to receive most of this new housing (i.e. well over 5,000 houses, which would be more than the houses that already exist here). Despite asking at every meeting I have attended how many houses this will be, the document only says that this is not clear. It should say residents need to know the number of houses proposed and have not been told this. We are being denied information and this is illegal – contrary to the Aarhus convention.

Page 7 – The green spaces are still referred to as low quality. This is exactly the language needed to ensure that the land can be built on, as it will then be categorised as brownfield site. None of the land in Lockleaze is low quality. There is open grassland, natural wild spaces, formal spaces etc. All different but none low quality. Again, a subtle way of allowing the land to be built upon.

Page 10 - The former allotment site was fenced off 10 years ago and, since then, we have not been able to use this lovely area. It has now been subject to fly tipping by people in the house clearance business. Even so it is a natural and peaceful area (not next to a motorway, but without any nearby road). This should be opened up again and allowed to be used. We have said this throughout the Lockleaze vision consultation. During this time, huge, expensive metal gates have been put up to further ensure we cannot access the area.

Page 12 - (1.4) Why predominantly these areas? All the green space in Lockleaze is valuable to the people living near the particular space. I personally value the small greens that I go past daily more than purdown because that is where I see people playing and enjoying themselves. It depends where you live. We should not let the Council divide and rule by setting some green space up as more valuable than others.

Page 15 – ‘Lockleaze is often perceived as the longest cul de sac in Bristol’. By who? I have never heard this. Many people like living in a place that is not on a through route. This is not a negative thing. We have a level of peacefulness here that would be the envy of most people living in cities around the world. We should try to treasure this and maintain and not be pushed into thinking it is preferable to have traffic rushing through, like other areas have.

Page 16 – ‘While residents would like anbus route running centrally though...the majority of residents are not in favour of a new route for motor vehicles cutting through to Filton’. This statement implies that a bus lane would be OK. There is no need for any new road to be built for a bus or any vehicle. The construction of new roads are very environmentally, and economically costly and it is unnecessary. Buses already run north along Filton Avenue and through Lockleaze. We need a bus that goes through to the north but that uses the current roads that already exist. We need better and more bus routes but not more roads for them – the roads we have are adequate.

Page 17 – There is no parking problem on most of the greens. It would be really sad to see them cut back for parking or made into part time car parks. People park on the greens but that is usually because they don't want to walk 50 yards to where there is a whole empty street they could park in. The occasional parking on the green does not harm it and there is no need for this extra expense and damage to the green space. There is also no problem with the surface of the roads as the rough surface gives Lockleaze character, slows the traffic and prevents rat runs. To spend money and destroy the environment in

constructing this would be very unwise. We should be working towards a better mass public transport system and less domination by cars.

Page 18 (1.11) – Road surfacing not needed

Page 19 (3.2) – Parking on greens or reducing greens for cars not needed or helpful

(5.3) – Undergrowth does not need clearing – is wildlife – need to clear fly tipping and appoint stewards to prevent more.

p.25 ‘Given Lockleaze is due to grow significantly’ – Why are we not being consulted on this? Surely this is the most important question and yet we are not allowed to have the option of not growing. This ‘vision’ is therefore not really our ‘vision’. It tells us what is going to happen and then asks us how we would like it to be done.

p.31 – Despite mentioning some of the possible (and likely) health impacts of living near pylons, the document does not mention that the Council is planning to build new dwellings within these risk areas, on the former allotment land. The plans are on hold for the moment but may be resurrected again later (when house prices begin to rise again and property building becomes more lucrative?).

p.36. – Retail units do not do well in Lockleaze because people are poor, not because there are not enough of us. People go to Tesco because claims to be cheaper. Any new buildings would also attract poor people because houses prices are low in this area due to people's prejudices that they don't want to live on council estates. I have virtually never shopped on this estate, despite really wanting to, because I cannot afford the prices and because the shops do not sell healthy food. The vast majority of it is processed, overpackaged and full of chemicals. The supermarkets are allowed to dominate and so any of the quality fruit and veg and other fresh food shops that we formally had here have had to close down. The Council could offer vouchers for local shopping, fund a community market (instead of pulling out the funding and insisting the market be relocated so that it was

forced to close down as they did before) etc. We were told the shops on Filton Avenue would revive with the new high-density housing developments nearby but since they were built most of the shops have shut down. It is not true that higher density supports more shops.

p.51 - Taller buildings would make the area more windy.

p.56 – Not a lack of density per se that causes lack of shops etc. If people are poor they will never be able to afford to use shops and facilities to the same extent. This problem cannot be solved at a local level. Need better-paid jobs and benefits. The council could still provide libraries and youth clubs etc because we need them and it is a long way to go for these services (as they do in rural areas – no-one says they should build more houses to justify services). We should not be bullied into allowing all these unnecessary houses to be built in order that we get the facilities we need. Houses were packed into Bradley Stoke but there are no local shops or facilities.

p.58 – It is roads that set us apart – i.e. Muller Road and Filton Avenue. They keep us separate from other areas, not a lack of roads as this document tries to persuade us.

p.60 - We don't just want to be actively involved in the decision – making process. We want to be influential. We want our voice to make a difference. I have been very actively involved, attending most of the meetings. But I have not been influential. I have made all these comments on many occasions at the meetings but they seem to have somehow disappeared or been distorted in the final document.

Lockleaze Environment Group has not been mentioned once in this document. Most of the people that attend the regular Lockleaze Voice meetings are signed up members of the Lockleaze Environment Group. Since LV started we have not had formal meetings as we have no funding so we cannot afford to meet in a public local building. But we keep in touch and discuss all these issues informally and when we meet at

Lockleaze Voice. Therefore, the comments we make at LV meetings generally represent our membership and certainly represent the ethos of our group. We were set up to improve the area for all, protect green space, enable local shopping, improve public transport etc and we have argued for all these points in keeping with our ethos but they are generally not reflected in this document.

p.62 – High density around Gainsborough Sq will not help shops, as people will continue to go to the supermarkets, especially if a new one is allowed to be built on the Hewlitt Packard site.



THE COMMUNITY'S VISION *FOR Lockleaze*

Lockleaze Vision document highlights the physical changes that are needed for Lockleaze residents to have a cleaner, safer more accessible and friendly neighbourhood. It is the result of Bristol City Council working in partnership with residents and local groups.

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