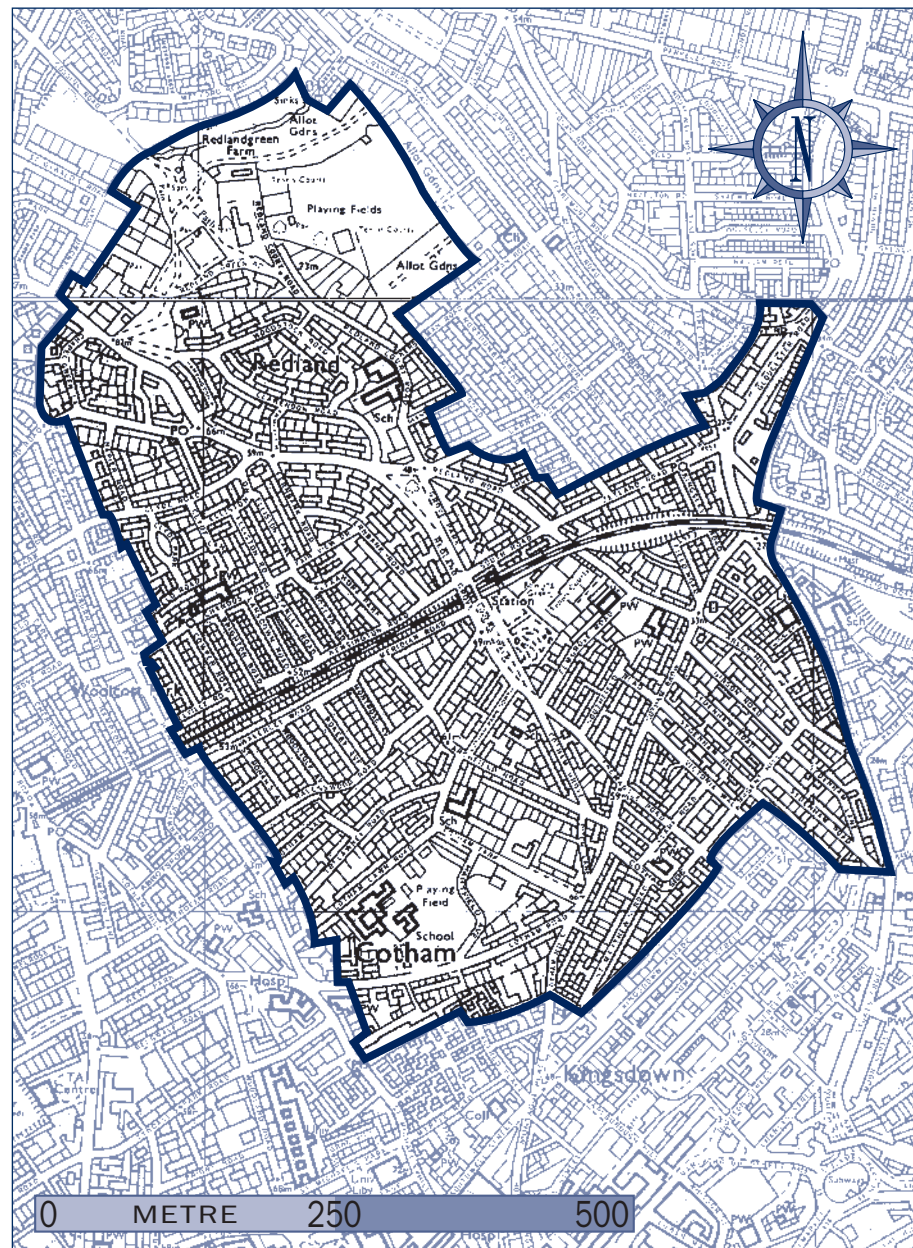




18. COTHAM, REDLAND, GLoucester ROAD



18. COTHAM, REDLAND AND GLOUCESTER ROAD CONSERVATION AREA

DESCRIPTION

- (1) The area is principally a high quality Victorian residential suburb of paired villas extending into the rolling hillsides of north Bristol from Kingsdown and Clifton.
- (2) Predominantly the area is noted for its mature landscape quality both relating to individual gardens and areas of public landscape generally handed down from earlier estate layouts or parklands. The varying nature of the villas, both in terms of materials and design, give the area a distinctive character and diversity.

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- (3) The use of both pennant and Brandon Hill stone predominate although other materials such as brick and render are to be found. The hilly topography gives emphasis to roofs, bay windows and chimneys emphasising the scale and substance of Victorian villa construction.
- (4) Between Hampton Road and Redland Grove an area centred on the railway exists consisting of dense Victorian terraces on a gridiron pattern.
- (5) To the east, Cheltenham and Gloucester Road has developed its own form and character as a major traditional shopping approach into the city centre.
- (6) The escarpments and hillside nature of development has also given rise to a variety of natural stone retaining walls typical of the area and at times of imposing bulk. Within this context, groups of earlier buildings, for example Redland Court and Freemantle Road and Redland Chapel, have been retained with their own formal landscaping.
- (7) The loosely knit routes and field divisions are still apparent within the later Victorian gridiron layout of the road system. The railway on the other hand, while largely concealed gives rise to a number of major visual features, for example the Arches, Redland Road Bridge and the Grove Park crossing.
- (8) To the north of the Conservation Area lies Redland Green, a large area of landscaped open space bringing a green oasis in this urban setting contained by hillsides and forming secluded views of open land.

KEY ISSUES

Traffic and Movement

- (1) The area suffers from high volumes of traffic, particularly at peak periods due to commuters using the local road as alternatives to the main radial route into and out of the city. This leads to congestion in the heavily parked narrower sections of these routes and high vehicle speeds in the broader sections. Gloucester Road, the main radial route that travels through the Conservation Area, suffers from high volumes of traffic and congestion at peak periods.
- (2) Excessive on-street parking in the majority of streets exacerbates congestion and is visually intrusive and degrades the quality of the environment.
- (3) The demand for off-street parking generates intense pressure particularly in respect of conversion of front gardens.

Land Use

- (4) The amount of open land available is limited and is associated with educational and recreational uses. Pressures for building onto this land would reduce the element of open space still further.
- (5) The future of the redundant Victorian churches in the area has been an issue in the past. Their new uses should be such as to be compatible to the other uses in the area.
- (6) Vacant upper floors are evident in the Gloucester Road units and point to a growing lack of maintenance of traditional shopping units.

Townscape

- (7) Within the area, the use and retention of traditional timber sash windows is still evident. There is an overall attention to quality on the traditional buildings, which need careful conservation.
- (8) The Victorian dwellings contain in the main, well detailed stone boundary walls and piers with Bathstone details and dressings. These will need to be repaired



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and renewed over the next two decades and should be rebuilt sympathetically to match the originals.

- (9) There are instances of forecourts and rear gardens being turned over to car parking. Within such a dense area these have downgraded the quality of the landscaping and setting of the historic buildings.
- (10) Dormer window extensions of unsympathetic scale and proportions are evident in the area and have marred several pleasant Victorian buildings of character.

GENERAL ENHANCEMENT OBJECTIVES

- (1) An environmental traffic management and parking scheme including provision for cyclists needs to be prepared in conjunction with the Highway Authority.
- (2) The historic buildings are complemented by their mature garden settings often enclosed by stone walls and railings. Erosion of these setting by way of car parking will be resisted in accordance with the City's Conservation Principles P33 and P34.
- (3) Open space is an essential part of the character of the area and further loss will be discouraged.
- (4) Conversion of redundant churches will be expected to conform with the Policy set out in the Community Services Chapter of the Bristol Local Plan.
- (5) The degree of vacancy and under-use of upper floors in the Gloucester Road shopping centre needs further investigation with a view to encouraging owners to achieve the full use and maintenance of their properties.
- (6) Consideration should be given to retaining the traditionally high quality period window joinery still remaining in the area. Consideration should be given to the serving of an Article 4 Direction to protect further loss and erosion.
- (7) As with (6) above consideration should be given to an Article 4 Direction to protect other features such as piers, boundary walls, gates, forecourts.
- (8) A design guide should be prepared to assist owners to carry out the proper repair and reinstatement of the architectural features of their Victorian buildings.