

SCHEME : Temple Quarter – Northern Gateway

1. Lead Organisation

Bristol City Council

2. Partner organisations

West of England Combined Authority, Network Rail and Homes England.

3. Scheme contact details

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4. Scheme Type – mark with an X

Transport	<input type="checkbox"/>
Non-Transport Housing Enabling	<input checked="" type="checkbox"/>
Business Support	<input type="checkbox"/>
Skills	<input type="checkbox"/>
Other (please specify)	

5. Is this investment linked to any others within the early investment or wider Investment Fund programme? If so, please set out the relationship and linkages.

<p>Details:</p> <p>The FEAS- F Development of Temple Meads Masterplan Feasibility Study grant (£2m, granted 20th April 2018) was provided by the West of England Combined Authority to prepare a Development Framework for the Bristol Temple Quarter and St. Philip’s Marsh regeneration programme, setting out the vision for the area over the next 25 years and beyond. The work undertaken for the</p>

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Development Framework helped identify required interventions needed to deliver Phase 1, which formed the basis for the SHIF Bid.

In relation to this Feasibility and Development Funding application, the Development Framework has provided the evidence base for the priority projects for which funding is sought in advance of the SHIF Bid outcome. The Northern Gateway is critical to the overall project success since it will enhance Temple Meads Station's relationship with the city by providing a new main entrance to which responds to existing passenger usage. The Northern Gateway also includes transformational public realm improvements and opens up public sector land for redevelopment for a mix of housing, offices, retail and leisure.

In addition to the FEAS-F referred to above, approximately £345k of HREF is also ring fenced for Temple Quarter, but it has not yet been formally allocated to a workstream within the project due to the uncertainties around the future funding package for the project.

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6. Total Funding required for this phase of works

A. Spending Profile (£)

	21/22	22/23	23/24	Total
Investment Fund	£678,890	£1,059,313	£1,701,068	£3.439,217
Match Funding - please state source(s)				

B. Cost Breakdown (£)

	Investment Fund (£)	Match Funding (£)
In house staff costs	£239,271**	N/A
Strategic Partner/External Consultants	£3.2m	N/A
Other Delivery Costs		
Other (please specify)	N/A	N/A
Total	£3,439,217	

** As discussed with colleagues at the West of England Combined Authority the in-house staffing requirements for the 5no. project subject to this Feasibility and Development Funding application and the accompanying applications for the Southern and Northern Gateway have been apportioned across all the projects. All core staff will appropriately allocate time against each project and where necessary a change control will be completed to make changes. A mechanism will be agreed to allocate staff time.

7. Please describe the scheme to be developed (including its objectives and expected impacts) **and** the proposed activity to be undertaken through this investment.

A. Details of the scheme to be delivered:

Project Background

The Bristol Temple Quarter Regeneration Programme is one of the largest city centre housing and redevelopment schemes in Europe. With Bristol Temple Meads station at its core, the Regeneration Programme sets out a vision to redevelop around 130 hectares of brownfield land in two connected phases over 25 years. This will deliver up to 10,000 homes and up to 22,000 jobs in a series of new sustainable and inclusive communities at the heart of one of the UK's most productive and fast-growing city regions.

The two phases of the regeneration programme are summarised below.

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Phase 1 – Temple Quarter

Phase 1 encompasses development in Bristol Temple Quarter, the area around Bristol Temple Meads Station which is primarily within the boundaries of the existing Temple Quarter Enterprise Zone. Phase 1 includes:

- **Creation of a new Northern Gateway** to Temple Meads Station (making this the primary entrance to the station). This will open surrounding public sector land at Friary North and the Good Yard for redevelopment.
- **Creation of a New Southern Gateway** to Temple Meads Station including a new multi-storey car park (relocating station staff parking). These works will provide an access to the station from the south (York Road and Bath Road), helping bring forward the Mead Street development in the first phase and also providing an enhanced access to St. Philip's Marsh and the east of the city.
- **Creation of a new Eastern Entrance** enabling access to the University of Bristol Enterprise Campus, the future Temple Island development and other surrounding developments. In the longer-term eastern entrance will help catalyse the regeneration of St. Philip's Marsh by opening up the station to this area. It also provides a convenient access to the east of the city, benefiting existing communities.
- **Replacement of the Redcliffe Roundabout** with a signal-controlled junction. This will open up a major site for city centre housing with an integrated bus priority scheme which supports strategic transit aspirations.
- **Wider Enabling works for Housing** to ensure housing delivery can be realised including utilities and public realm works, permeability links and district heating network extension, amongst other things.
- **Lease extinguishment at Temple Gate public owned sites** to release them for housing
- **Lease extinguishment at Mead Street Public owned sites** to release them for housing

This phase will deliver approximately 2,500 new homes by 2032 and facilitate around 2,200 gross direct jobs in the area.

Phase 2- St. Philip's Marsh

Phase 2 of the Regeneration Programme is focused on St. Philip's Marsh, a major regeneration area to the east of the station, totalling 65 hectares. Development of St Philip's Marsh will require a programme of enabling works, including major investment in strategic flood defences and land assembly.

This phase is anticipated to deliver approximately 7,500 new homes and facilitate around 19,800 gross direct jobs in the area.

A business case has been submitted to Central Government which seeks £95.8m funding (in nominal terms) for the essential enabling and strategic infrastructure and land assembly required to bring forward the Phase 1 of the Bristol Temple Quarter Regeneration Programme. This phase will deliver approximately 2,500 new homes by 2032 and facilitate around 2,200 gross direct jobs in the area. These investments are focused on essential works to address severance created by Bristol Temple Meads, relocate station car parking and redirect highway access, and develop new public realm, as well as funding to consolidate fragmented land ownership and support the relocation of existing tenants.

The bid was developed in Partnership between Bristol City Council, the Combined Authority, Network Rail and Homes England from January 2020 and submitted to MHCLG in November 2020 for consideration as part of CSR 2020. Due to the impacts of the Covid-19 pandemic, the CSR 2020 was delayed, and a decision is expected in the CSR 2021, scheduled for later October 2021. The impact of the funding decision has delayed a meaningful commencement of the Phase 1 projects.

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In the meantime, the Bristol Temple Quarter Regeneration Programme has maintained some momentum through existing funding, primarily the FEAS-F funding for the Temple Quarter Masterplan which has funded the Development Framework to cover the regeneration project area. The remainder of this funding is fully forecasted for 21/22 to enable the completion of the Development Framework in accordance with the Grant letter terms.

Without a further injection of external funding, the momentum on Bristol Temple Quarter Regeneration Programme will need to be paused.

Northern Gateway

The subject of this Feasibility and Development Funding Application is to secure funding to commence the Northern Gateway Works of Phase 1 up to RIBA Stage 3. The Northern Gateway intervention delivers the following:

- Upgraded Northern entrance to the station and related works including a new bus interchange, relocation of the station car park (to a site in the Southern Gateway), and transformational placemaking.
- This makes the Northern entrance the primary entrance to the station and open up surrounding public-sector land at Friary North and Goods Yard for development as a new mixed-use district, with a retail, food and beverage offer to come forward in the ground floor of the development sites.
- By enabling the core public-sector development sites around the station to be developed, the 'Northern Gateway' will also help catalyse the adjacent sites, in a mixture of public and private ownerships, at Temple Square and Temple Gate to be progressed.

Please note, this application is submitted in parallel with similar applications which relate to other priority projects within Phase 1 of the Bristol Temple Quarter regeneration programme including the Southern Gateway, Mead Street Development Brief and Communication and Engagement Strategy. The Northern Gateway is intrinsically linked to the Southern Gateway project since it relies on the Southern Gateway project to relocate the essential station staff car parking which currently accommodates most of the land to the north of the Station. Due to the interrelated nature of the priority projects, the following details in relation to the strategic fit and economic benefits apply to all. Key aspects relating to the Northern Gateway specifically will be identified where appropriate.

Strategic fit

Bristol is a successful and resilient economy, and the city was the only net tax contributor outside of London and the South East to the Exchequer. The city is the focal point for a wider West of England regional economy that has grown rapidly in recent decades, with high-levels of resident skills and employment and private-sector investment. As with any fast-growing area, prosperity has not been uniformly shared across the city region, and housing supply has struggled to keep up with demand, leading to affordability issues. The Phase 1 interventions will transform the area around Temple Mead Station with exemplar of place-making and connectivity, including a wide range of uses from incubator space to high-density housing creating a vibrant and resilient quarter which will further improve the attractiveness of Bristol as a place to live, work and visit.

Specifically, the Northern Gateway will enable the following which directly support the strategic case for investment:

- Enables land to be opened up for housing.
- Reinvigorates the Temple Meads Station's relationship with the city centre by providing a new main station access which responds to existing passenger usage patterns.
- World class place-making and public realm to catalyse development in the surrounding

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area.

At a regional level, Bristol Temple Quarter would become a major destination for the region. It would enable the creation of a resilient new community anchored by robust public transport connections which will unlock a unique and innovative mix of employment, education, housing and leisure development as well as other required services. The regional significance and connectivity of Bristol Temple Quarter will attract new employees and residents, while also acting as a catalyst for future development throughout the West of England, helping to address some of the region's challenges.

Bristol Temple Quarter Regeneration Programme also meets the national government objectives particularly the following in relation to national government housing policy objectives:

- Delivering more homes;
- Providing affordable housing;
- Unlocking public sector sites;
- Regenerating brownfield sites; and
- Building beautiful places.

The Phase 1 interventions will also address wider national government priorities including, but not limited to, driving a strong and sustainable post-Covid recovery and delivering on the levelling up agenda.

Economic Benefits:

The Bristol Temple Quarter Regeneration Programme will deliver wide ranging economic benefits including:

- Approximately 10,000 homes (2,500 in Phase 1); and
- Approximately 22,000 (2,200 jobs in Phase 1).

The Northern Gateway is an opportunity to provide approximately 340no. residential dwellings, approximately 7,000sqm of office space and retail and leisure development and associated public realm improvements on land which is currently underutilised.

Scheme Delivery and Cost:

The intention is that the Northern Gateway project is a BCC led project, potentially utilising the Council's strategic partner (subject to confirmation) as a multidisciplinary consultancy providing a complete 'turn-key solution'. It may become clear that an alternative compliant delivery route is appropriate and, if so, this will be discussed and agreed with the West of England Combined Authority in accordance with their approvals processes. The Joint Delivery team will client the project, working to a Steering Group comprising representatives of the four principal partners and ultimately reporting into the Directors Board which sits beneath the Strategic Board. The delegations and decision pathways of the principal partners will be followed in the usual manner.

Details of the activities to be undertaken through this feasibility or development phase:

The activities which will be undertaken to delivery RIBA Stages 1-3 of the Northern Gateway Project are summarised below.

- **Recruitment** to the JDT of 1no. project officer on a two-year Fixed Terms Contract to lead on Northern Gateway project.
- **RIBA Stage 1** - Preparation and briefing phase which will include completion of the following surveys and assessments required prior to the commencement of RIBA Stage 2 together with an engagement strategy:
 - Traffic modelling.
 - Pedestrian modelling.

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- Topographical survey.
- Ground investigation.
- Contamination/hazardous materials assessment.
- Heritage Impact Assessment.
- Tree Survey.
- Archaeological Survey.
- Utilities Survey.
- Updated Equalities Assessment
- **RIBA Stage 2** - Concept Design.
- **RIBA Stage 3** - Spatial Coordination/Submit Planning Application.

8. Please set out how the activities to be undertaken through this Feasibility and Development Funding Application will be managed and resourced. If use of consultants or other third parties is proposed please describe how these have been, or will be, procured.

Details:

The Northern Gateway project will be a BCC led project in collaboration with the four principal partners and ultimately reporting into the Directors Board which sits beneath the Strategic Board. The Joint Delivery team will client the project, working to a Steering Group comprising representatives of the partners. The delegations and decision pathways of the principal partners will be followed in accordance with the project governance. Capacity in the Joint Delivery Team will be increased through the recruitment of a project officer who will lead on a day-to-day project management under the guidance of the Senior Project Manager and Director of the JDT.

Internal input from Bristol City Council will be provided throughout the project, particularly in terms of planning, city design, legal, property, transport, economic development, and communications.

The Strategic Partner will potentially support the delivery of the Northern Gateway by providing multi-disciplinary services to meet the project requirements. These services will be procured in accordance with Bristol City Council's and the West of England combined Authority's requirements. It may become clear that an alternative compliant delivery route is appropriate and, if so, this will be discussed and agreed with the West of England Combined Authority in accordance with their approvals processes.

Funding needs to be managed by WECA from its Investment Fund to ensure any risk of revenue reversion is mitigated.

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9. What output will be produced using the funds awarded as part of this Feasibility and Development Fund Application, and when will this be completed?

	Mark with an X	Date (mmm/yy)
Feasibility Study Report	<input type="checkbox"/>	
Option Development Report	<input type="checkbox"/>	
Option Assessment Report	<input type="checkbox"/>	
Outline Business Case	<input type="checkbox"/>	
Full Business Case	<input type="checkbox"/>	
Second Stage Skills Capital Application	<input type="checkbox"/>	
Other (please state)	X (Northern Gateway Project developed to RIBA Stage 3- planning consent stage)	March 2024

10. When do you plan to start and complete your project and what are the main project milestones? Please include the milestones related to the feasibility or development work to be undertaken through this application **and** the milestones for the subsequent implementation phase through to completion.

A. Milestones for the activities through this Feasibility and Development Funding

Milestone	Date (mmm/yy)
RIBA Stage 1	October 2022
RIBA Stage 2 - Concept Design.	April 2023
RIBA Stage 3 - Spatial Coordination/Submit Planning Application.	March 2024

B. Planned milestones for scheme development or delivery beyond this initial phase.


Milestone	Date (mmm/yy)
RIBA Stage 4 - Technical Design, Produce ITT and appoint	December 2024

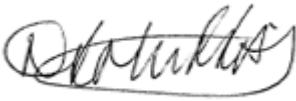
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RIBA Stage 5 – Construction Phase.	October 2025**
RIBA Stage 6 - Handover to client.	September 2026**

** Dependent on Southern Gateway being delivered to enable station to be car park to decanted.

11. Application sign off by the promoting organisation:

Senior Responsible Owner	Name:	Stephen Peacock
	Signature:	
	Date:	15 th September 2021

Section 151/Chief Finance Officer *	Name:	Denise Murray
	Signature:	
	Date:	15 th September 2021

* Where WECA are the applicant this should be signed by the appropriate Director/Head of Service