

7.2.7 Land ownership

Network Rail and Homes England are freeholders for this site, with the boundary following the line of the Harbour Railway/retaining wall.

The adjacent Midland Shed and Brunel Station (Passenger Shed and Carriage Shed) are owned by Network Rail and Bristol City Council, respectively.

The existing land ownership is shown in Figure 1044.

7.2.8 Ecology

A high-level appraisal of existing habitats has been undertaken.

- The Floating Harbour which borders the north of the site is a wildlife corridor/Bristol Wildlife Network site
- There are some small areas of amenity grassland and broadleaved trees

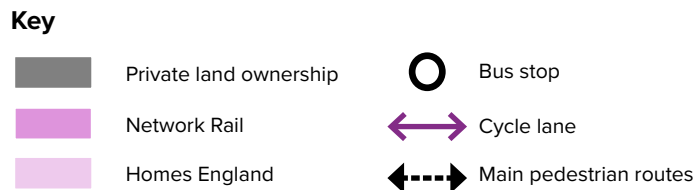
7.2.9 Contamination potential

A high-level assessment of contamination potential has been undertaken using the historical land use information. This area is classified as moderate risk (Category B) in accordance with “Guidance on dereliction, demolition and remediation costs” (Homes and Communities Agency, 2015).

There are other geotechnical risks associated with this site. For example, the site has moderate hazard potential for unexploded ordnance.



Figure 104 Existing movement and land ownership



7.3 Constraints and opportunities summary

This area is adjacent to some of the oldest parts of the station. This introduces both opportunities and constraints for design of fitting architectural buildings and public realm. The site topography, being sloped towards the highway, also presents challenges for designing permeable, accessible routes.

The redevelopment of this site is currently constrained by its existing land uses, such as surface car parking and the panel signal box, which must be relocated to enable development. During design, the interface with the Temple Quay estate, City Gateway and rail station will impose constraints and functional requirements, such as the continued need for access and servicing.

The Friary North area presents an opportunity to create a new city destination at the culmination of the Brunel Mile, complementing the renewal of the station and City Gateway with enhance public realm, improved accessibility and new development within the Enterprise Zone which delivers jobs, homes and social value.



Figure 105 Existing Friary North area

7.4 Guiding principles

Opportunities and recommendations for application of the five guiding principles to achieve placemaking outcomes in the Friary North area.



Integrated and Connected

The location of this site naturally lends it towards transport-oriented development. This addition to the Enterprise Zone will be exceptionally located next to the station and offer some of the best-connected office space in West of England. The new development will have a vital role to play in supporting the transport interchange, by providing an accessible and legible transition to the city. At the south end, intentional priority will be given to pedestrians, recognising the high footfall and different desire lines. Permeability, sight-lines and intuitive wayfinding will be integrated through design of layout and built form. Access for vehicles will be strictly limited to create a safe and pleasant environment for all.



Inclusive Economic Growth

The land use in this area will be re-assigned to make a much more meaningful contribution to the Enterprise Zone. Intensified use of this area will be a welcome addition to Bristol's thriving economy, and a commercially deliverable development. The mix of land use will be flexible to respond to market demand, envisaged as premium office space and residential. New offices with outstanding public transport connectivity will suit organisations ready to embrace sustainable mobility. Apartments will be relatively high density for city centre lifestyles. In addition, ground floor uses such as food and beverage will complement the existing Temple Quay offer and animate the new public square without competing with other city centre destinations.



Quality places

This development will form part of a new gateway to the city, creating a real sense of arrival into Bristol and a flagship destination for the West of England. The Brunel sheds will be celebrated as a majestic backdrop to the development, with active ground floor use in the historic Passenger Shed. Building layout and form will introduce a softer edge than the current business estate, including active frontages and high architectural merit. Sustainable building design will be incorporated throughout, underpinned by infrastructure such as district heating. In particular, new buildings on Temple Gate will create a grand new entrance to the square, further adding to the sense of destination.



Quality spaces

A new public square will be created at the centre of the new development to create a sense of arrival into Bristol. The Brunel Mile will be a clear and integrated pedestrian route through the space, with the historic setting of the station lending a certain civic quality at the transition between the station and the city. This open space will achieve a delicate balance between thoroughfare and destination, including places to dwell, relax and meet; a chance to pause before making an onward journey. Design will also include green infrastructure and landscaping – much needed softness in an otherwise hard surrounding. Facing onto the square, active ground floor uses such as cafés and restaurants will create a gentle bubble of activity throughout the day. At the north end, a generous street will also create pleasant walking and cycling routes to approach the station from this side.



Vibrant and Creative Communities

This area will form part of a new city gateway, a fitting introduction to a vibrant and creative city. The public square will be flexibly designed for people to stumble upon an expression of Bristol's creativity, including opportunities for public art, performances, events and markets. Around the square, ground floor uses such as retail, food and drink will activate the space throughout the day, including weekends. This will be supplemented by new housing, offering a mix of tenures and affordability for people attracted to city centre lifestyles and low carbon mobility.

7.5 Friary North masterplan

7.5.1 Site preparation and enabling infrastructure

This Masterplan has identified several enabling infrastructure projects which would start to underpin this new chapter in the Friary North area and act as a catalyst for redevelopment.

City Gateway

This site is immediately adjacent to the new City Gateway, including the new Northern Entrance, public realm and reconfigured transport interchange, as presented in Chapter 6. It is envisioned that these works be completed before any new development buildings.

Car parking relocation

While a portion of the existing car parking will be relocated to facilitate construction of the Northern Entrance, the remainder at the southern end of this site will need to be removed before construction can begin. This includes private car parking on Homes England land.

Railway access points

The existing, high-level siding at the north of the site is to be permanently removed for the addition of Platform 0. However, access to this new platform is still likely to be required for a single maintenance vehicle. The exact location and access route are to be agreed with Network Rail at the next stage of design.

Railway signal box demolition

Ideally, the existing signal box to the north of the Midland Shed would be removed and Platform 0 constructed before construction of new buildings at

this north end of the site. The buildings can, however, be delivered with the signal box in situ. Network Rail are reviewing proposals to decommission and remove the signal box but the timescales for this are currently unknown.

Public realm open space

This Masterplan proposes a new civic space at the heart of this area.

It is desirable to introduce this area early in the construction programme, including the final Brunel Mile pedestrian route to the Northern Entrance. However, this is dependent on construction phasing and plans for construction access, which are likely to introduce multiple temporary cases and constrain movement through the area.

Passenger Shed re-activation

As part of the creation of a new civic square, re-activation of the ground floor Passenger Shed frontage is proposed to complement similar use in the surrounding development.

This ground floor frontage comprises long, but shallow, rooms facing the yard with arches behind. Some refurbishment is likely to be necessary, to be assessed in more detail at the next stage of design.

HV electricity reinforcement

It is highly likely that, due to the combined load of the overall masterplan proposal, including station upgrades, additional reinforcement of the 11kV network will be required from Temple Gate, along Cattle Market

Road back to the main substation in St Philip's Marsh area.

New electricity infrastructure will be required to facilitate development on this site, as well as the proposed station upgrades.

Land remediation

Remediation of contaminated land is likely to be required across most of this area to enable its change of use. This could be undertaken over the whole area or in smaller portions, dependent on construction phasing.

Surface water drainage

For this location it is assumed that the outfall would be free flowing during a 1 in 100 annual probability (including climate change) rainfall event, with no restriction to forward flow or discharge. Incorporation of SuDS features within the green infrastructure should be considered at the next stage of design.

District heating

With reference to the existing policy base and Bristol's commitment to net zero emissions (Section 2.2), district heating is proposed for these new buildings as a suitable alternative to potentially higher carbon sources of heating.

7.5.2 Movement framework

Movement network

For the Friary North area the sustainable hierarchy of modes outlined in Section 2.5.8 has been adopted, giving priority to active and public transport over private vehicles. The proposed movement network is as shown in Figure 1066, complementing the renewed transport interchange presented in Chapter 6.

The southern portion of this site will include the culmination of the Brunel Mile, a high-quality route from the Temple Gate crossing to the Northern Entrance. This civic square is proposed as pedestrian-only to create a new city destination which is safe and calm. Permeability between this square and the surrounding streets is essential due to high footfall and multiple desire lines. Thus, links are proposed to the Friary bus stops and the arch adjacent to Brunel's street frontage.

The northern portion of this site is immediately adjacent to the Friary pedestrian and cycle route across Meads Reach Bridge. This area represents the link between the Bristol to Bath Railway Path and the Portway route toward the City Centre, with high numbers of cyclists travelling east-west past the station. Careful design will be needed to minimise movement conflicts between pedestrians and cyclists. It is anticipated that new buildings would be accessed from the north/Friary side only, with no public access at the upper level between buildings Ea/Eb and Platform O.

There is potential for a new walking and cycling link between the Goods Yard and Bristol & Exeter Yard to aid the future activation of this space. The arches beneath Station Approach provide an ideal opportunity, with the most suitable arches being those further up as they have the greatest headroom. Two arches could be used to create this link: one for cyclists and one for pedestrians, each then continuing through the arch passage adjacent to the Passenger Shed.

Service and emergency vehicles

The vision for the new civic square at the lower end of this site is a predominantly vehicle-free space. However, some controlled access for servicing and emergency vehicles will be required, either off the Friary or Temple Gate.

Similarly, the area outside the Northern Entrance will experience high flows of pedestrians and cyclists, making vehicle movements undesirable in this area.

Indicative access to these new buildings for service and emergency vehicles is shown in Figure 1066. This requires more detailed consideration during the next stage of design, including potential control measures.

Cycle parking

There is an aspiration to provide 950 cycle parking spaces to maximise the number of spaces and encourage cycling to the station. This could be an exemplar facility including:

- cycle hire and a maintenance shop
- Two-tier racks to make efficient use of the space
- 5-10% spaces reserved with wider spacing nearest the entrance dedicated for disability, cargo and tandem bicycles.
- CCTV coverage

New commercial and residential buildings could include an allowance for cycle parking at ground floor level to achieve higher than the minimum levels outlined in the Site Allocations and Development Management Policies.



Key

①	City Gateway works (Chapter 6)
②	Car Parking relocated
③	Railway access point
④	Signal box demolition
⑤	Goods Yard public open space
⑥	Passenger Shed refurbishment
⑦	District heating extension and utilities reinforcement
⑧	High capacity cycle parking
⑨	Potential mass transit hub





-  Potential development plots
-  Other proposed developments
-  Key pedestrian routes
-  Cycle routes/improvements

Figure 106 Illustrative framework plan with potential enabling infrastructure and movement routes

Vehicle parking

There is no allowance for undercroft or basement parking beneath the new buildings in this site due to their exceptional location next to a public transport interchange. Any significant number of cars would conflict with the vision for this area (as outlined in Chapter 6) and potentially be unsafe. That said, a few designated off-street parking spaces will be required for servicing/emergency vehicles. The exact locations are to be considered in more detail at the next stage of design.

For new office buildings within the Enterprise Zone, this approach is supported by policy BCAP29 which states that, *“New private non-residential parking within the city centre will be limited to the essential operational needs of development such as space for service vehicles and pool cars and an appropriate level of disabled parking”*.

Similarly, for residential buildings, policy BCAP29 states that, *“An appropriate level of new residential car parking...will be acceptable in the city centre where it is properly integrated into the broader design of the development or the existing street scene.”* In this instance, the vision for high-quality public realm and pedestrian/cycle routes around the new Northern Entrance is imperative, warranting the most minimal levels of access for vehicles.

7.5.3 Land use framework

This Masterplan proposes a mix of land uses to create an extension of the Enterprise Zone that enhances the station setting. The parameters below have been used to establish an initial baseline within the viability model, but can accommodate some flexibility to respond to market demand.

The section below represents one possible development scenario that has been used to form the basis of infrastructure needs, placemaking principles and viability testing. The quantities mentioned are illustrative and flexible to respond to market demand.

Employment

The proposed mix of new employment space is 7000m² of multi-storey, commercial office space. This would suit medium to large businesses as an extension of the BTQ Enterprise Zone, especially those ready to embrace the regional connectivity of the site and low car parking.

This new employment space is supported by Policy BCS8 of the Core Strategy to, “Provide a sufficient and flexible supply of employment land, addressing barriers to employment and promoting the city as a place to invest”.

Public realm open space

A 0.1 hectare area of open space is proposed, funded using Section 106/CIL funds. This would be a grand, civic destination to create a real sense of arrival in Bristol, fulfilling the creation of an ‘Exceptional Place’, as described in the BTQEZ Spatial Framework Public Realm Guide.

The vision for this space is an enclosed refuge at the culmination of the Brunel Mile, providing a sense of calm

in a busy urban environment. The space could be complemented by active frontage of the surrounding buildings and cater for activities throughout the year, with the new adjacent development and Passenger Shed providing a theatrical backdrop.

This new civic space could be of the highest quality and include:

- Green landscaping
- Generous, pleasant walking routes
- Seating and focal meeting points
- Permeability links to the surrounding areas
- Digital and non-digital wayfinding and information components
- Permanent public art and opportunities for temporary installations
- Opportunities for pop-up events, including evening events
- New lighting for the historic Passenger Shed

Although fully open to the public, it is assumed that this space will be funded and maintained by the private owner of the development, to be confirmed during later stages of design.

Retail

New retail is proposed as restaurant/food & beverage units to enhance this square as a new civic destination. An approximate total of 850m² of retail space is proposed, including small-format retail units in the Passenger Shed frontage.

Leisure

The transfer in ownership of the Passenger Shed from Bristol City Council to Network Rail provides an opportunity to reevaluate its use and purpose. This could include expanded use for leisure and events, enhancing this destination as part of Bristol's 18-hour economy.

Housing

Being within the Enterprise Zone, this area could accommodate high-density city centre apartments with a mix of dwelling types and tenures.

Optimum densities outlined in the Urban Living SPD range from 120 units/ha to 200 units/ha, but does not preclude higher housing densities, subject to demonstration of successful and liveable places. The Draft Policy UL2 suggests a minimum density of 200 units/ha in the city centre area, however, densities below the minimum are acceptable if it impacts character and heritage.

New developments should propose a density in line with the Draft Policy UL2. With different assumptions, other scenarios could be considered, such as higher density housing. Any variations on density would be subject to further scenario testing, balanced with the housing needs of the city, and would be dependent on planning policy and public consultation.

Affordable housing

Affordable housing should be compliant with current policy, including the Affordable Housing Practice Note (Bristol City Council, 2022). The aspiration of this Development Framework is that 40% of the total dwellings will be affordable: 70% social rented and 30% shared ownership. This matches the Core Strategy Policy BCS17 which sets a target of 40% affordable housing for developments of 15+ dwellings in the Bristol Inner East Affordable Housing Zone. The Bristol Local Plan Review did not include revised targets for affordable homes.

Mass transit

The south end of this site has potential to incorporate a future mass transit stop if acquired by Bristol City Council. If a new mass transit alignment were to loosely follow the Temple Gate highway, this site is well positioned to serve that route and complement the new bus stops on the Friary.

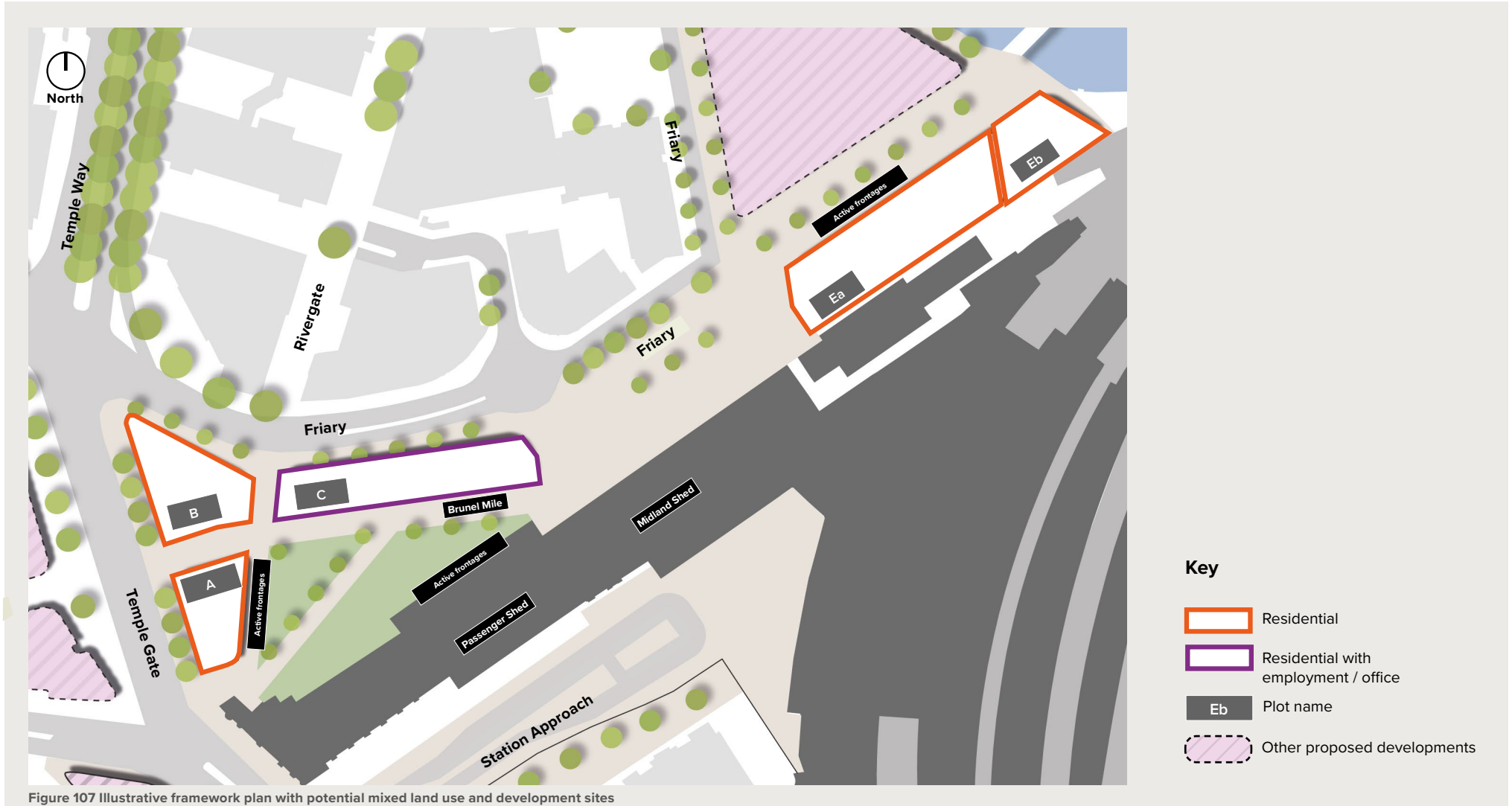


Figure 107 Illustrative framework plan with potential mixed land use and development sites

7.5.4 Urban design objectives

The following objectives are summarised to guide an appropriate urban design and architectural response in the Friary North area.

Streets and spaces

The proposed development layout at the south end of this site is an envelope of buildings around a central, civic square. This generous public space would recreate the 1840s departures forecourt with the Brunel Shed façades as a background. Given the change in level, a terraced landscape could be created, with key routes delineated to help wayfinding.

New buildings along Temple Gate and the Friary would create a sense of enclosure from the surrounding highway while maximising permeability at key locations. Plots A and B could provide a grand, 'gateway' entrance at the culmination of the Brunel Mile. There are also opportunities to include permeable routes through the ground floor of Building C to the bus stops.

The new buildings Ea and Eb at the north of the site, together with new development on Plot 3, would create an active street between the station and Meads Reach Bridge.

Building height and form

New development should be of a height and scale that is appropriate for the area in accordance with Draft Policy UL2 of the Local Plan Review which suggests at least 200 units/ha for the Temple Quarter and St Philip's Marsh.

This site is considered suitable for a range of building heights, responding to the station and Temple Quay estate. It should be noted that building heights will be subject to future detailed design and planning applications. The scale, massing and detailing of buildings will also need to respond to distinctive heritage of the surrounding area.

Building character and standards

The following building design parameters are proposed to create an attractive, welcoming neighbourhood. Particular attention should be given to sustainable design in accordance with Core Strategy Policy BCS15.

- Active ground floor use facing the new square to animate the space throughout the day
- Active building frontages (regular doors, windows and balconies)
- Outstanding architectural design to create a sense of destination and enhance the setting of the Brunel Station
- Optimise massing and orientation to improve microclimate, protect against temperatures extremes and enhance performance of sustainable systems.

Important views and vistas

Redevelopment of Friary North presents an excellent opportunity to improve the setting of the Brunel Station.

Important views were previously identified in the Temple Quarter Heritage Assessment and BTQEZ Spatial Framework (listed in Appendix A).

New development should fulfil Draft Policy DC3 (Local Character and Distinctiveness) with respect to views. The proposals presented in this Masterplan for layout, form and massing should be assessed in more detail at the next stage of design, including consultation with Historic England to preserve and enhance this historic setting.

7.5.5 Illustrative masterplan

These images present a series of visual concepts and precedents to illustrate the vision for the Friary North area.

These images present a series of visual concepts and precedents to illustrate the vision for the Friary North area.



Figure 108 Somerset House, London



Figure 112 Durham Lumiere Festival



Figure 110 Public realm with pop-up events



Figure 111 Public realm with pop-up events



Figure 109 High capacity, indoor cycle parking

7.6 Making it happen

This section presents a set of strategic considerations and objectives to inform the next steps for the Friary North area. These recommendations have been developed in response to the constraints and opportunities (Section 7.3) and the financial modelling undertaken as part of this study.

7.6.1 Infrastructure and enabling works costs

Indicative costs for the main infrastructure and enabling works components for the Friary North are outlined below, to be read in conjunction with City Gateway items in 6.7.1. These include an allowance for risk, but costs of land acquisition for infrastructure works have been excluded from this analysis.

Item	Total cost
Public square - Goods Yard	£3m
HV electricity reinforcement	£0.5-1m
Permeability to Bristol & Exeter Yard	£0.5-1m

All costs are to Q4 2019 base rate, not including any inflation to the anticipated mid-point of construction.

7.6.2 Outputs of development appraisals

These sites are the most valuable sites in the overall BTQ Development Framework, based on the development appraisals, given their proximity to the station and existing commercial development, and to the city centre.

Overall, all plots return a positive residual land value (RLV) under the core scenario. This suggests that the land value of each of these plots as a result of these proposed developments can accommodate a developer's costs and profit expectations, and therefore could be of interest to developers and the market.

Regarding housing policy, Friary North could accommodate policy compliant levels of affordable housing, contributing to the place making outcomes and objectives of this Development Framework.

The proposals presented in this Development Framework are only one scenario to achieve placemaking benefits in the future development of this area. Further analysis may be undertaken to test the viability of other scenarios, including land use change, adjusting the cost of finance and affordable housing provision.

7.6.3 Delivery strategy

There are several potential strategic avenues to deliver the Friary North and Goods Yard, which should be considered in tandem with the City Gateway works, as described in Chapter 6. For example, the public-sector partners could consider a formal joint venture structure to share in the uplift in land value arising in a growing market and the value uplift associated with station upgrade and wider improvement works to infrastructure in and around the area.

The proposed development plots contain overlapping land interests between the public-sector partners and a number of plots are dependent on actions taken by another public-sector partners. For this reasons, the strategic approach should be structured to deliver the desired quality of place outcomes for this key commercial hub that City Gateway opens up.

The public sector landowners could consider working with a developer partner to deliver core neighbourhoods like Goods Yard, which includes plots A-C. The Passenger Shed refurbishment into retail units could follow a similar route or potentially be delivered directly by Network Rail. For plot E,

the choice of delivery route should incorporate the need for the new cycle parking spaces to serve the station, a critical factor in the overall redevelopment around the station.

Beyond the Core Station and City Gateway connectivity works, there are number of enabling infrastructure requirements that are likely to need additional funding beyond that which is viable from development proceeds of Friary North. These include reinforcement of electricity supply, the Goods Yard public realm and permeability to Bristol & Exeter Yard. These could potentially be delivered by public sector partners, funded by local contributions or grant funding, but formal decisions on delivery strategy should be considered in more detail in the next stages of design to achieve desired outcomes and placemaking benefits.

7.6.4 Planning conformity and strategy

The principle of the proposed office, residential and retail uses in this area is supported by the adopted Local Plan, in particular, Core Strategy policy BCS2 (City Centre) and policy BCAP35 (Bristol Temple Quarter).

Future planning applications would be assessed in relation to Core Strategy policy BCS21 (Quality Urban Design) and Draft policy UL2 (Residential Densities). The Urban Living SPD should be used as a tool to support design development and planning submissions.

Planning applications would need to be prepared and depending on the final delivery strategy these could be any combination of outline, fully detailed or hybrid planning applications for single or multiple sites. Pre-application advice should be sought from Bristol City Council by applicants to agree the details of individual applications, determine the requirement for supporting materials and establish who to engage with in the local community.

EIA screening will be required to determine if proposals fall within the remit of the EIA Regulations (for example, where a development includes more than 1 hectare of urban development or includes more than 150 dwellings), whether they are likely to have a significant effect on the environment and therefore whether EIA is required. Where EIA is deemed necessary, an Environmental Statement must be prepared and submitted alongside the planning application.

7.6.5 Prioritised list of projects

The following projects and activities have been identified as high priority for the next few years to progress the Friary North masterplan. These have been selected based on the outcomes they would enable, their benefit cost ratio and deliverability considerations. It is recognised that the exact parcelling of projects and sequence of delivery may change as the project continues to develop, thus a list of known dependencies are presented in the following section.

This list excludes interfacing projects that are subject to their own process but makes reference to them where they introduce a significant interface.

Development and design 2020-2024

1. Explore options for delivery route and structure, including soft market testing for potential developers
2. Stakeholder engagement with owners and leaseholders
3. Further market analysis for exact land use mix e.g. residential, commercial office
4. Strategic utilities design (Masterplan) for main routes through/around the area incl. district heating and HV reinforcement
5. Develop brief for the cycle parking, including number of spaces required to accommodate modal shift
6. Commission study on the Passenger Shed, including condition survey, to develop the brief for this space
7. Prepare development brief for this site. Include definition and performance specification for the public transport interchange, public square and requirements for future mass transit hub, if appropriate
8. Proceed with design and planning application
9. Undertake ground/archaeological investigation of the Portwall and Portwall Ditch

7.6.6 Phasing dependencies

Key phasing dependencies and considerations for redevelopment of the Friary North are as follows:

- The construction of the new City Gateway is to be completed before commencing with new buildings. This includes the new Northern Entrance, public realm and reconfigured transport interchange, as presented in Chapter 6
- The private car parking (Homes England) will need to be re-allocated for temporary station use before construction of the City Gateway can begin, as outlined in Section 6.7. The terms of existing leasehold agreements for the private spaces on Homes England land are unknown
- Having been re-allocated to construct the City Gateway, all surface car parking will then need to be removed before construction around the Goods Yard can begin (Plots A to C). This requires construction of a new, permanent home for station parking, proposed as part of the Southern Gateway on the 1-9 Bath Road/Fish Dock site (see Section 6.6.5). This, in turn, requires design, planning approval, lease extinguishment of the current tenant and demolition of the existing garage building. There are also issues to be resolved regarding Network Rail access to the Fish Dock site for rail maintenance
- The existing signal box to the north of the Midland Shed will need to be removed and new Platform 0 constructed before construction of new buildings can begin at this north end of the site (Plot E). Demolition is expected in the mid-2020s
- HV electricity reinforcement is required due to anticipated load requirements
- There may be a dependency on Plot 3 construction (the

Homes England site to the north of the Friary) if these overlap, although timescales for this are unknown

7.6.7 Phasing strategy

An indicative programme has been produced to illustrate the potential sequence of construction and phased opening of new buildings. These dates are subject to change, noting the dependencies listed above.

Plot Group	No of years	Construction period																		
		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	
Plots A, B, C and Passenger Shed	5																			
Plots Ea, Eb	5																			
Public square - Goods Yard	2																			
HV electricity reinforcement	1																			
Permeability to Bristol & Exeter Yard	2																			

7.6.8 Key performance indicator outcomes

The adjacent figure summarises indicative outcome opportunities for the Friary North area presented in this Masterplan. It should be noted that these are underpinned by several high-level assumptions that are considered reasonable and appropriate at this stage, but will be tested and refined through further studies and stages of design.

The figures presented here represent the outcomes of this study to achieve placemaking benefits. With different assumptions, other scenarios could be considered, such as higher density housing. This would have the potential to increase the viability of these sites, subject to alignment with planning policy.

Figure 113 Friary North potential key performance indicator outcomes



PART 3

DEVELOPMENT FRAMEWORK

Chapters 8-10 set out a high-level vision and spatial concepts for potential longer-term development at Temple Gate, Mead Street and St Philip's Marsh. This provides flexible, guiding concepts for future mixed use development interventions which will continue to evolve and will be shaped by future detailed design work and engagement with local business, residents and other stakeholders.

8 Temple Gate

8.1 Area statement



Figure 114 Aerial view of Temple Gate

Our Vision is for an area that:

Delivers new development that reflects Bristol's urban character and will result in an enhanced setting of the Grade I Bristol Temple Meads station. Bristol & Exeter Yard will provide affordable homes and associated infrastructure to meet emerging housing affordability issues in the City. Temple Gate South will deliver City Centre living and office space on the edge of Redcliffe, which together with a local retail offering and enhanced movement links, will improve access to local services and transport across Redcliffe.

Indicative Timeframe | 10-15 years



Figure 115 Temple Gate illustrative view

8.2 Introduction

8.2.1 Temple Gate today

The Temple Gate area comprises 2.5 hectares of land to the south west of Bristol Temple Meads, with the River Avon New Cut along its southern edge. This area includes two smaller portions, separated by the Temple Gate highway:

- The eastern end of the Redcliffe neighbourhood, approx. 1.54 hectares, enclosed by Chatterton Square and Clarence Road. Chatterton Street runs through the southern part of the area. This area is referred to as Temple Gate South
- The area around Bristol & Exeter House, approx. 0.95 hectares, bounded by Cattle Market Road and the raised Station Approach. This area is referred to as Bristol & Exeter Yard

The building frontage along Temple Gate includes active ground floor use (pub and retail) beneath an imposing hotel building, itself hiding a multi-storey car park that is nestled behind. The corner of the Bath Bridge Roundabout is occupied by a car dealership with several garage shed buildings behind.

Bristol & Exeter Yard is predominantly used for station servicing and by users of Bristol & Exeter House and Collett House. The internal yard area provides access to several arches beneath the Station Approach, with tenants including a popular bakery, and beneath the station forecourt above. There is a two-flight set of steel stairs up to the station forecourt level. Around the perimeter of the site, Collett House presents a long, inactive frontage along Cattle Market Road while the

Skanska site (facing Temple Gate) sits vacant.

The topography of both areas is mostly level. Vegetation is limited with two street trees on Temple Gate.

8.2.2 Area history

The River Avon New Cut was constructed between 1804 and 1809 as part of the creation of Bristol's Floating Harbour. This project diverted the river southwards to immediately south of the Temple Gate area.

The earliest built development in Temple Gate south was around the same time as the New Cut. Terrace housing and industrial buildings were introduced incrementally throughout the 19th Century, including the Caxton Printing Works in the north of the site. The area was largely unchanged until the 1960s when many buildings were demolished. The current frontage along Temple Gate and multi-storey car park were built by 1973, soon followed by new homes to the west of the site.

The area known as Bristol & Exeter Yard was first created by the construction of Brunel's Station and the Bristol & Exeter Railway Station which raised the surrounding ground level to bridge the railway over the Floating Harbour. Bristol & Exeter House was built in 1852 with a Jacobean elevation to provide office accommodation for Bristol and Exeter Railway staff. The enclosure of this yard was further reinforced with the Station Approach ramp and Joint Station in the 1870s, followed by the Culverhouse Extension (including Collett House) in the

1930s. This included two buildings along Temple Gate, Herbert House and New Bath Road MDP, which have since been demolished.

8.2.3 Heritage assets and significance

Detailed commentary on the significance of different parts of the station is presented in the Bristol Temple Meads Conservation & Asset Management Strategy (Alan Baxter, 2013). In summary:

- The quality of design of Bristol & Exeter House, which externally has survived almost unaltered, make it *highly significant*, while the interiors are *significant*
- The Station Approach ramp and vaults are ranked as *significant*, as an important part of the station and evidence of its evolution
- Collett House is ranked as *neutral* in the context of the station and its setting

Below-ground significant features

Bristol & Exeter Yard may harbour significant archaeological remains, including the Temple Pipe medieval conduit.

Above ground designated assets

- Grade I listed Bristol Old Station, including the Brunel Sheds (list entry no. 1209622)
- Grade I listed Temple Meads Station, including the Digby Wyatt Buildings, the Main Shed and the Culverhouse Extension (list entry no. 1282106)
- Grade II* listed Bristol & Exeter Building (list entry no. 1209608)
- Other structures and spaces

- Refer to the BTM Conservation & Asset Management Strategy for features in the surrounding station.
- Granite setts in road gutters on Chatterton Square
- A cobbled lane with granite sets on Chatterton Square
- River Avon New Cut

8.2.4 Proposed development context

Planning policy considerations

Adopted planning policy in the Bristol Central Plan designates the entire Temple Gate area as a ‘key site’ (Bristol Temple Quarter). Policy BCAP35 states that sites within Bristol Temple Quarter will be developed for a wide range of uses as part of the growth and regeneration of the area as an employment-led, mixed-use quarter of the city centre, an exemplar for new initiatives and a hub for all creative minded businesses. The layout, form and mix of uses should contribute to delivering this vision for Bristol Temple Quarter and, in doing so, have regard to the Spatial Framework for Bristol Temple Quarter.

Policy BCAP35 also identifies that development will include a variety of uses including at least 100,000m² of net additional high quality office and flexible workspace; up to 2,200 new homes including live/work space; hotel and conference facilities; complementary retail and leisure uses, particularly within and adjacent to Bristol Temple Meads station; new walking and cycle routes to connect the developments to the rest of the city centre and surrounding neighbourhoods; and green infrastructure and public realm enhancements.

Policy BCAP35 is not proposed to be retained as part of the emerging Local Plan. In the draft Local Plan Review, the majority of this area is part of the ‘Bristol Temple Quarter’

area (Draft Policy DS2). This policy also supports the redevelopment of the area for a wide range of uses, including the provision of additional high quality office and flexible workspace; substantial numbers of new and affordable homes including live/work space; hotel and conference/ convention facilities; complementary retail and leisure uses; and new walking and cycle routes.

The area to the south-west of Temple Gate is within the boundary of the Future of Redcliffe SPD and covered by the Approach to Redcliffe Policy (BCAP47). The SPD provides additional guidance for the Redcliffe area in the form of a detailed planning and design framework. There are no specific Redcliffe site allocations within this study area.

Approved developments and relevant planning history

For the latest planned development, refer to the Bristol City Council Planning Online website.

It should also be noted that planning consent to demolish Collett House was granted in 2005, but has since expired.

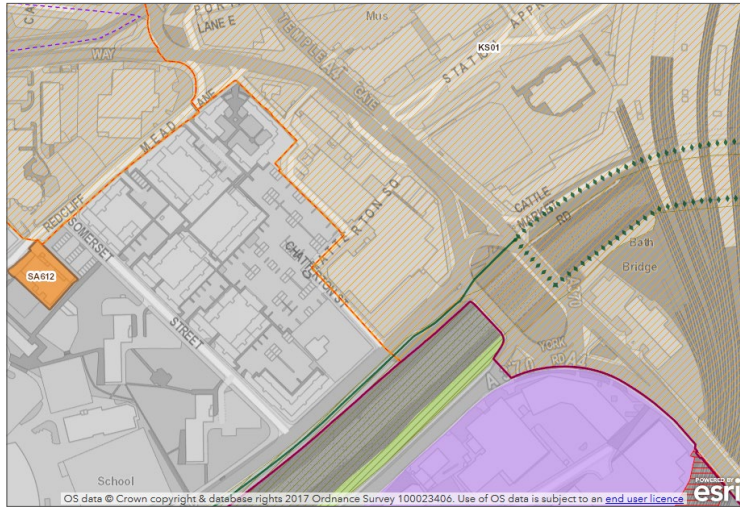


Figure 116 Local Plan policies map © Bristol City Council

Key

- Conservation Areas***
 - BCS22
 - Bristol Local Plan Policies Map**
 - City Centre BCS2
 - Proposed Quayside Walkways BCS10, BCS21, BCAP32
 - Existing Quayside Walkways BCS10, BCS21, BCAP32
 - City Centre Places BCS2, BCAP35 to BCAP40
 - Key Sites BCAP35 to BCAP40
 - Site Allocations SA1 / BCAP SA1 to SA6
 - Sites of Nature Conservation Interest**
 - BCS9, DM19
 - Rail Infrastructure**
 - BCS10, BCAP27, DM24
 - Important Open Space**
 - BCS9, DM17
 - Principal Industrial and Warehousing Areas**
 - BCS8, DM13
- * These designations are made separately to the Local Plan and may be subject to change.

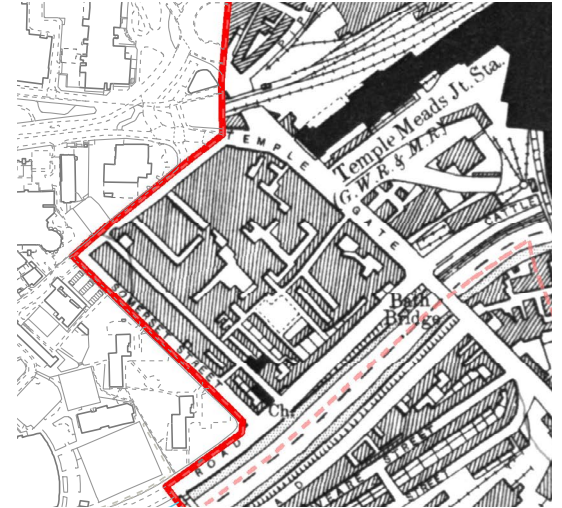


Figure 118 Historic map (1930) © Groundsure



Figure 117 Spatial Framework land use plan © Bristol City Council

Key

- Business emphasis development parcels (B1)
- Mixed-use development parcels (where residential comprises up to 60% of total floorspace)
- Leisure emphasis development parcels (D2, C1)
- Transport emphasis development parcels
- Existing buildings in the EZ where a change of use is not anticipated

8.2.5 Land use

The area adjacent to Temple Gate South is characterised by 3-4 storey homes, arranged in clusters around communal garden spaces. There are numerous small garages and surface parking spaces for residents. Temple Gate is characterised by larger buildings, including the 7-storey hotel and 3-storey Robins and Day building. Known building occupiers include:

- Peugeot Car and Van Rental, now vacant
- Don Giovanni's restaurant
- Holiday Inn Express hotel
- The Sidings pub
- Western Computer retail store
- The Old Mill retail store, now closed

The enclosed Bristol & Exeter Yard area is largely vacant, with Bristol & Exeter House being something of an island. However, this area is heavily used by station service vehicles. Known occupiers in this area include:

- Temple 1852 commercial offices in Bristol & Exeter House
- Temple Studios commercial offices in Collett House
- Hart's Bakery beneath Station Approach
- CrossCountry Trains beneath Station Approach

8.2.6 Flood risk

The Clarence Road and Chatterton Street area are partially within Flood Zone 2 and Flood Zone 3 due to their proximity to the River Avon.

The Bristol & Exeter Yard area is within Flood Zone 2 and 3, although the current Collett House frontage creates an effective barrier to any flooding in this area.

8.2.7 Movement

Public transport

The Temple Gate area is exceptionally located for access to public transport. The nearest bus stops are dispersed on Temple Gate, Redcliffe Way and Station Approach, less than 5 minutes walk. These provide city-wide services including MetroBus m2.

Temple Meads Station is less than 10 minutes walk from the furthest side of Temple Gate South.

Rail replacement buses

The Bristol & Exeter Yard area is used by rail replacement bus services. In this event, a temporary passenger route is opened from the Passenger Subway to an arch in the north of the yard.

Highway network

Temple Gate South is accessed via Redcliff Mead Lane from Redcliffe Way or from Clarence Road. The existing multi-storey car park and hotel are accessed via Chatterton Square.

Bristol & Exeter Yard is accessed via an un-signalled junction from Temple Gate. Entry and exit are both in the southbound direction only.

Pedestrian and cycle network

Pedestrian routes in this area are predominantly footways alongside carriageways. Permeability in and around Bristol & Exeter Yard is poor due to the long frontage of Collett House along Cattle Market Road, the single set of stairs to forecourt level, and no routes beneath the Station Approach ramp. Similarly, the hotel on Temple Gate reduces permeability into Temple Gate South, although there are pedestrian links on either side.

Cycle routes in this area have recently been improved as part of the Temple Gate Highway Scheme. This includes new, segregated cycle lanes at footway level on the south side of Temple Gate and along Victoria Street and Redcliffe Way, linking with the established route along Clarence Road. However, the use of cycle routes in this area is characterised by frequent toucan crossings over the busy carriageway. In addition, there is no cycling provision on the north side of Temple Gate and there is a poor shared footway on the A4 Bath Road outbound.

Station servicing

The Bristol & Exeter Yard area is used by heavy vehicles to service the station, including supply and waste for retail and on-board train refreshments. The two key servicing routes are through an arch to the Passenger Subway in the north of the yard and another to the Parcel Subway, parallel to Cattle Market Road.

8.2.8 Land ownership

Bristol City Council are freeholder for the hotel site and multi-storey car park on Temple Gate South, with several private freeholders and leaseholders in the remaining area. The existing land ownership is shown in Figure 1190.

8.2.9 Ecology

A high-level appraisal of existing habitats has been undertaken.

- The River Avon is a Site of Nature Conservation Interest (SNCI), including the Mudflats which are Habitats of Principal Importance
- The Temple Gate South area includes several garden areas of broadleaved parkland
- The land between River Avon and Cattle Market Road is a wildlife corridor/Bristol Wildlife Network site
- There are two trees along southern Temple Gate footway
- One bird nest was observed

8.2.10 Contamination potential

A high-level assessment of contamination potential has been undertaken using the historical land use information. The Temple Gate South area is classified as moderate risk (Category B and C) in accordance with “Guidance on dereliction, demolition and remediation costs” (Homes and Communities Agency, 2015). The Bristol & Exeter Yard area is mostly moderate risk, with a strip of low risk undeveloped land along the Station Approach ramp.

There are other geotechnical risks associated with this site. For example, both areas have moderate hazard potential for unexploded ordnance.



Figure 119 Existing movement and land ownership

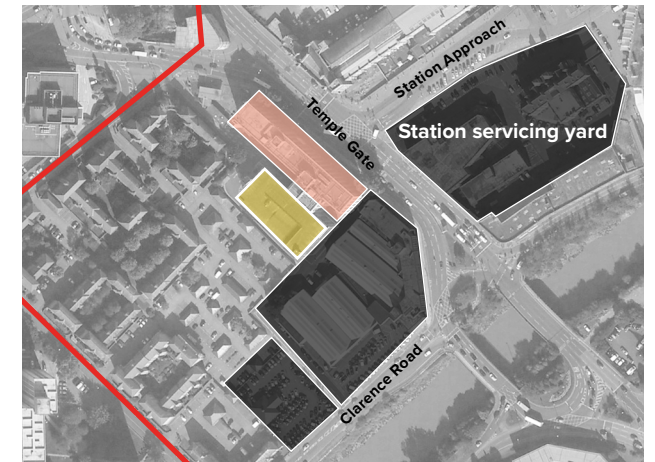
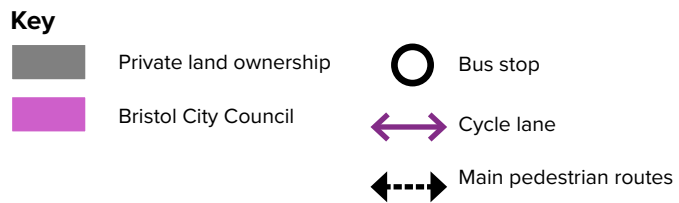
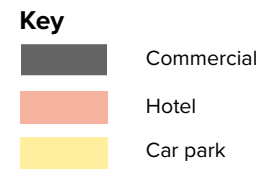


Figure 120 Existing land use



8.3 Constraints and opportunities summary

The principal constraints at Temple Gate are related to existing land use and fragmented ownership. These will have significant influence on the design and phasing of its redevelopment and the degree of control over placemaking outcomes. Flood risk will also impact the designs and may introduce interfaces with other projects.

This area is constrained by its proximity to the busy Temple Gate highway which presents challenges for creating an attractive, pleasant environment. The Bristol & Exeter Yard area is the main hub for station servicing vehicles. Thus, safety and logistics are important considerations for other uses of this area.

Building on the principles of the BTQEZ Spatial Framework, this area presents opportunities for reallocation and reactivation to better serve the Enterprise Zone, including commercial offices, a hotel, residential and active ground floor use. Being located near the Grade I listed station, there are opportunities to improve the architectural setting of the area complement other developments nearby.



Figure 121 Bristol & Exeter Yard



Figure 122 Bristol & Exeter Yard rail replacement area



Figure 123 Station view from Chatterton Square



Figure 124 Temple Gate MSCP

8.4 Guiding principles

Opportunities and recommendations for application of the five guiding principles to achieve placemaking outcomes in the Temple Gate area.



Integrated and Connected

This area presents a prime opportunity for integrated, transport-oriented development, being enviably positioned next to Bristol Temple Meads station. Low-carbon mobility will be embedded throughout, with legible connections to active and public transport routes. Redevelopment of the frontage along Temple Gate will improve permeability pedestrian routes. Bristol & Exeter Yard will continue to enable the operation and resilience of the station as its main servicing access, also presenting opportunities for future transport use, such as mass transit.



Inclusive Economic Growth

Use of the Temple Gate area will be gradually intensified to increase gross value added and contribute to Bristol’s growing economy. A new mix of land uses will respond to context of the growing Enterprise Zone and surrounding development. The appropriate mix will be determined by the development market, including housing, commercial offices and hotels, without imposing a homogeneous template or exceeding demand. Workplaces will be designed to accommodate the Enterprise Zone target sectors – creative, digital, low-carbon and financial services. Accommodation will be designed for individuals and small families for whom convenience and connectivity is paramount.



Quality places

Land use will be converted to extend Enterprise Zone uses to the south side of the station, where it is currently perceived to end. High density, city centre living accommodation will provide premium homes for professionals working locally or commuting, with a mix of owned and rented apartments to serve lifestyle needs. Office and hotels will further complement the surrounding area and maintain activity throughout the day. Redevelopment of both Temple Gate South and Bristol & Exeter Yard will feature architectural design that improves the setting of the historic station and views from the station entrance. Throughout the area, new buildings will be designed to minimise their carbon intensity, including district heating.



Quality spaces

The Temple Gate frontage will be broken-up to reduce its imposing character and improve permeability to surrounding movement networks. Active ground floor use will be maintained along this major thoroughfare, such as restaurants and convenience retail. Away from the main highway, a logical hierarchy of small streets and spaces will be designed for pedestrians, bicycles and vehicles to access plots. Courtyard areas will be introduced, including selective green infrastructure to provide a pleasant environment. The proximity of the busy highway means that this area is not well-suited for significant open space, instead looking to the new Goods Yard and Mead Street area to provide outdoor relaxation and recreation. Bristol & Exeter Yard has opportunities for longer-term re-activation, including permeability links to other station areas which enhance the functionality and character of the station.



Vibrant and Creative Communities

The location of this area within the Enterprise Zone will determine the tone and identity of its redevelopment, characterised by a thriving community of professionals. However, within this context, there are opportunities for a diverse range and scale of businesses. Collett House will be retained as flexible, co-working space, continuing to serve creative and innovative small businesses. New housing and active ground floor use will create activity throughout the day, avoiding 'ghost' areas on evenings and weekends. Affordable housing will be incorporated to create an inclusive, diverse residential community. In time, Bristol & Exeter Yard has potential to become a more activated courtyard area, supplementing the existing popular bakery.

8.5 Temple Gate development framework

8.5.1 Site preparation and enabling infrastructure

This Development Framework has identified several enabling infrastructure projects which would start to underpin this new chapter in the Temple Gate area and act as a catalyst for redevelopment.

District heating

With reference to Bristol's commitment to net zero emissions (Section 2.2), district heating is proposed for these new buildings as a suitable alternative to potentially higher carbon sources of heating. This aligns with Core Strategy Policies:

- BCS11 – *Development and infrastructure provision will be coordinated to ensure that growth in the city is supported by the provision of infrastructure, services and facilities needed to maintain and improve quality of life and respond to the needs of the local economy*
- BCS14 – *Proposals for the utilisation, distribution and development of renewable and low carbon sources of energy... will be encouraged*

At present, a district heating Energy Centre has been installed in Redcliffe, just east of Somerset Street, and the pipe network has been extended toward Temple Gate. New buildings in the Temple Gate South area could connect to this Redcliffe network. However, the Bristol & Exeter Yard area is more distant and would be subject to a more detailed viability assessment and liaison with Energy Service Bristol.

Demolition

The Temple Gate South area is currently occupied by buildings which would need to be demolished to facilitate new construction. There are opportunities for phased demolition, land assembly and redevelopment but this may delay the placemaking benefits and full movement connectivity.

Land remediation and archaeological excavation

Remediation of contaminated land is likely to be required across most of the Temple Gate area to enable its change of use. This could be undertaken on a plot-by-plot basis or in larger areas as part of an enabling infrastructure programme. The choice of route is likely to be dependent on how land is assembled and should be considered in strategic decision-making for delivery of this area.

Archaeological conditions were attached to the previous planning consent on the Skanska Site (Herbert House). Archaeological excavations will be required prior to development on this site.

Flood resilience

Further work is required to establish the degree of flood measures required to enable development in this area, in accordance with Policy BCAP35 of the Central Area Plan.

New buildings around Chatterton Street are likely to require defences to individual properties.

Collett House has potentially been modelled incorrectly to produce the National Flood Map for Planning, overestimating its porosity and thus the risk to Bristol & Exeter Yard. It is recommended that more detailed flood modelling should be undertaken in this area to establish the real risk.

Surface water drainage

For Temple Gate South a new surface water drainage system will be required, including a new outfall and flap valve into the northern bank of the River Avon. However, tide locking may occur when the River Avon water level is too high to allow discharge. As a result, an estimated total of 1,600m³ of water is to be managed to avoid flooding in a 1 in 100 annual probability (including climate change) rainfall event. The incorporation of green infrastructure, such as pervious paving and rainwater harvesting, is recommended but underground attenuation storage tanks are likely to be required to manage the full volume of water.

It is recommended that the surface water drainage of Bristol & Exeter Yard should be combined with that of the Station Approach, including a new outfall and flap valve into northern bank of the River Avon. Again, there are opportunities for incorporating green infrastructure, it is anticipated that underground attenuation storage tanks and potentially pumped solutions will be required to manage the surface water in this area.

8.5.2 Movement framework

Movement network

For Temple Gate area the sustainable hierarchy of modes outlined in Section 2.5.8 has been adopted, giving priority to active and public transport over private vehicles. The proposed movement network is as shown in Figure 1256.

Access to buses would be largely unchanged, with the site being close to those on Temple Gate.

No new highway links will be required to provide vehicle access to plots in Temple Gate South or Bristol & Exeter Yard. However, intensified use of the latter could place undue strain on the junction to/from Temple Gate (which is un-signalled and heavily used as a pedestrian crossing), and the yard area which is poorly designed for pedestrians. These hazards should be managed through street-scape improvements to formalise and clarify separation between vehicles and people.

If Collett House is redeveloped, there is an opportunity to introduce a new one-way loop from Temple Gate through to Cattle Market Road and pedestrian and cycle links, noting that a new opening may also need to incorporate a flood defence. There are also future opportunities to further improve permeability around Bristol & Exeter Yard, such as improved steps up to the station forecourt and a new route from Cattle Market Road (as part of potential redevelopment of Collett House). These should be explored at the next stage of design.

The redevelopment of Temple Gate South creates opportunities for improved permeability from the main highway to the residential estate behind and widening of the existing footway and cycle lane.

Station servicing and rail replacement

Bristol & Exeter Yard will continue to be used for station servicing vehicles and rail replacement buses. A new servicing link through to retail in the Midland Shed is outlined in Chapter 6, including a new lift.

Vehicle parking

Car parking design should be compliant with relevant standards and best practice such as Design Recommendations for Multi-Storey and Underground Car Parks (IStructE, 2011). The total car parking area should incorporate dedicated space for blue badge holders and motorcycles in accordance with the Site Allocations and Development Management Policies.

Residential vehicle parking

All residential developments have an allowance for one floor of basement parking beneath the footprint of the plot. This equates to approximately 0.5 spaces per dwelling. This is lower than the maximum levels permitted in the Site Allocations and Development Management Policies (e.g. 1.25 spaces per two bed dwelling) as this site is located where sustainable travel patterns can be achieved. This is supported by policies such as Core Strategy Policy BCS10 which states that, *“Proposals should minimise the need to travel, especially by private car, and maximise opportunities for the use of walking, cycling and public transport”*.

Commercial office and hotel vehicle parking

This Development Framework proposes a maximum allowance for one floor of basement parking beneath office or hotel developments, with approximate building plots outlined in 8.5.3 below. This equates to approximately one space per

150m² of office space, and one per 250m² of hotel space.

Again, this is lower than the maximum levels permitted in the Site Allocations and Development Management Policies (one space per 50m²), but supported by policies which emphasise sustainable transport in new developments that do not exacerbate traffic conditions. This is not as low as 1 space per 600m² recommended for business use in the BTQEZ Sustainable Urban Mobility Plan, thus there are opportunities to further reduce this through planning.

Cycle parking

It is proposed that cycle parking would use a portion of the basement areas beneath each building to achieve higher than the minimum levels outlined in the Site Allocations and Development Management Policies.

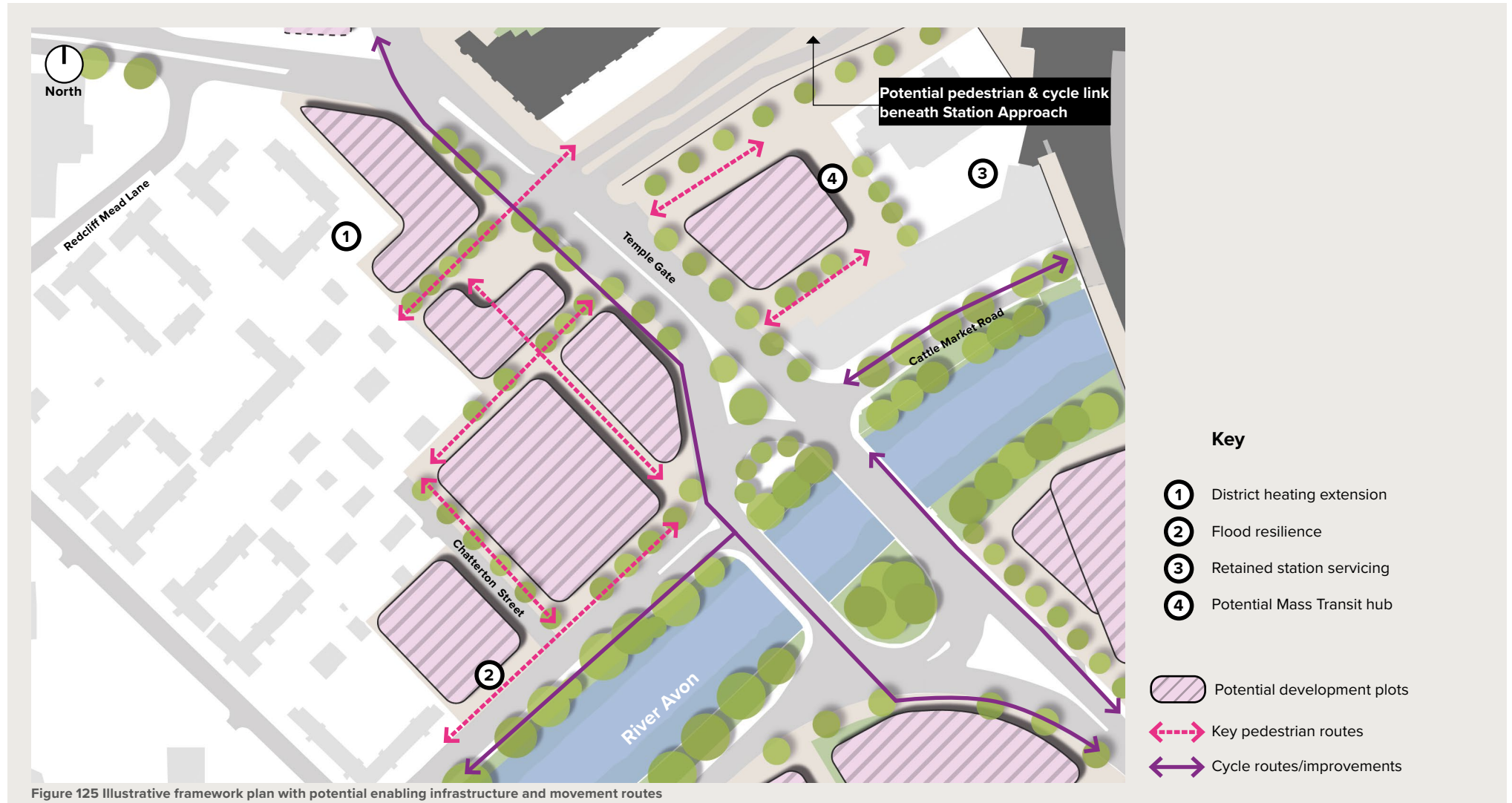


Figure 125 Illustrative framework plan with potential enabling infrastructure and movement routes

8.5.3 Land use framework

This Development Framework proposes a mix of land uses to create a new, city centre development of residential, office and hotel space within easy reach of the station.

It is proposed that the existing residential housing in Temple Gate South should be retained as a small neighbourhood within Redcliffe. There could be future opportunities to consolidate surface car parking and create new green space or buildings, but this would need to be through agreement with existing owners.

The building frontage along Temple Gate presents several different opportunities for redevelopment. This area is part of the BTQ Enterprise Zone, and is recommended as mixed-use development (up to 60% residential) in the BTQEZ Spatial Framework. New office space on this site could be envisioned as an extension of the business district which wraps around the station, complementing similar potential development in the Friary North and the Skanska Site. However, the wide Temple Gate carriageway does create a physical divider, and development in this area should be sensitive to the residential neighbourhood behind.

The parameters below have been used to establish an initial baseline within the viability model. It is recommended that these should be reviewed against the city and market needs at the next stage of design to determine the most suitable use for this site.

Housing

The frontage along Temple Gate presents an opportunity for the creation of new, high-density city centre apartments with a mix of dwelling types and tenures.

Optimum densities outlined in the Urban Living SPD range from 120 units/ha to 200 units/ha, but does not preclude higher housing densities, subject to demonstration of successful and liveable places, which may be acceptable within the Enterprise Zone. The Draft Policy UL2 suggests a minimum density of 200 units/ha in the city centre area, however, densities below the minimum are acceptable if it impacts character and heritage.

New developments should propose a density in line with the Draft Policy UL2. With different assumptions, other scenarios could be considered, such as higher density housing. Any variations on density would be subject to further scenario testing, balanced with the housing needs of the city, and would be dependent on planning policy and public consultation.

Affordable housing

Affordable housing should be compliant with current policy, including the Affordable Housing Practice Note (Bristol City Council, 2022). The aspiration of this Development Framework is that 40% of the total dwellings will be affordable: 70% social rented and 30% shared ownership. This matches the Core Strategy Policy BCS17 which sets a target of 40% affordable housing for developments of 15+ dwellings

in the Bristol Inner East Affordable Housing Zone. The Bristol Local Plan Review did not include revised targets for affordable homes.

Public open space

The proposals for Temple Gate South includes small courtyards, as considered suitable for its location in the Enterprise Zone. These can include green landscaping and high quality public realm. However, the limited opportunities available adds to the desirability of open space in the Goods Yard and Mead Street developments nearby.

The Bristol & Exeter Yard area has potential for new courtyard areas, including activation of the arches beneath the Station Approach.

Employment

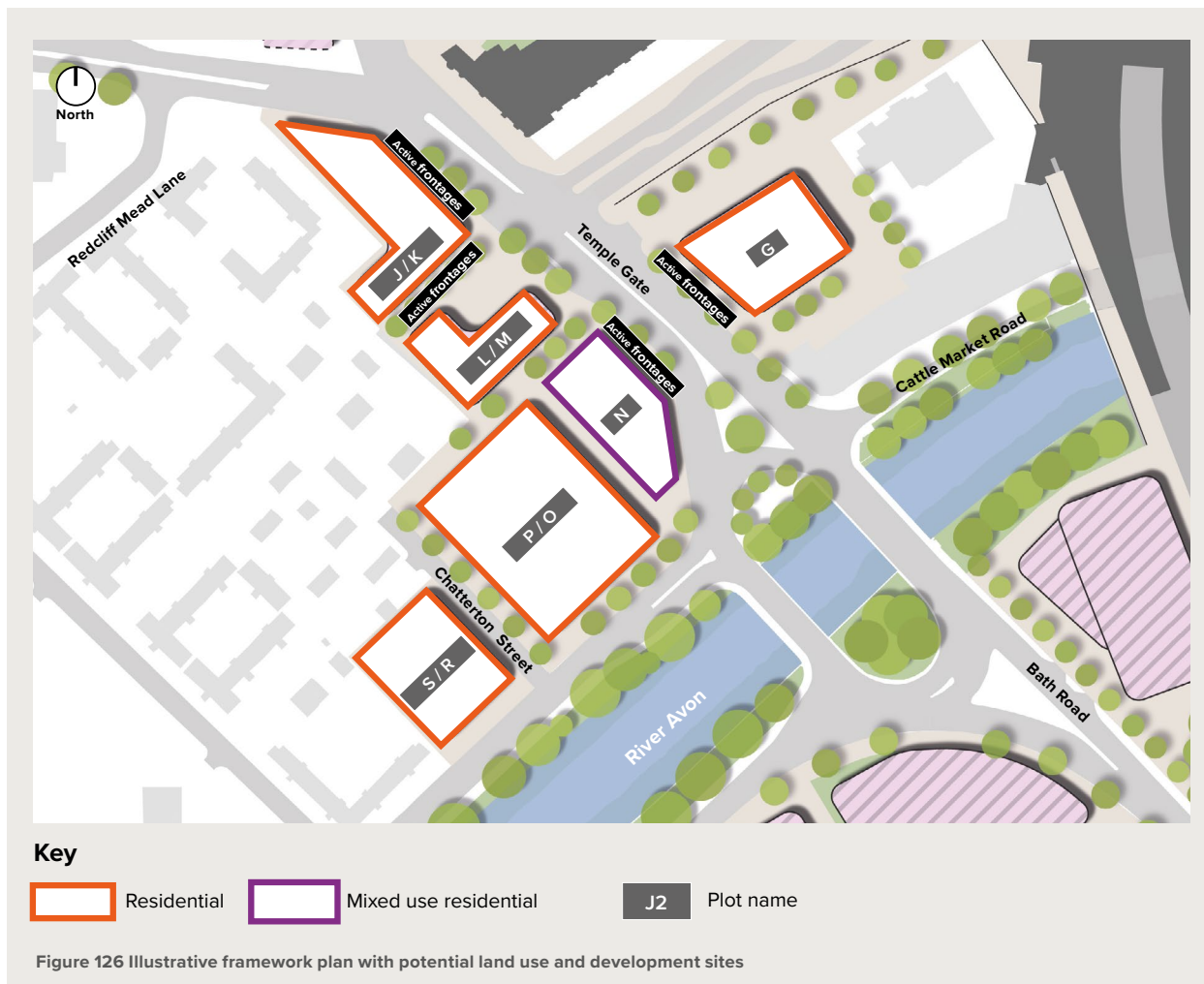
The proposed mix of new employment space is approximately 11,000m² of multi-storey, commercial office space at Temple Gate South. This will suit medium to large businesses as an extension of the BTQ Enterprise Zone.

Retail

One retail unit of approximately 350m² is proposed in the ground floor along Temple Gate to maintain activation along this street frontage. This is envisaged as a convenience store, also serving the existing residents in Redcliffe to the west. There is potential for retail units on the ground floor along Temple Gate to retain active frontage.

Mass transit

As an alternative use to new office space, the Skanska Site has potential to be a future mass transit stop if acquired by Bristol City Council. This site is perhaps better suited to an overground system due to its proximity to the river; an underground network would require quite a deep station at this location. If a new mass transit alignment were to loosely follow the Temple Gate highway, this site is well positioned to serve that route. This could coincide with improved links to enter the station, such as new lifts or re-purposing an existing vault. Any proposals for the Mass Transit in this location will need to carry out a sequential test as required by the National Planning Policy Framework.



8.5.4 Urban design objectives

The following objectives are summarised to guide an appropriate urban design and architectural response in the Temple Gate area.

Streets and spaces

The proposed development layout is an urban structure which retains the historic frontage along the Temple Gate highway, while enhancing permeability to/from the surrounding areas.

Temple Gate South should include generous footways and courtyard areas in and around new building plots. In Bristol & Exeter Yard, new streetscaping would clarify and formalise footways and carriageways to maintain access for servicing vehicles while reducing safety hazards for pedestrians.

Building height and form

New development should be of a height and scale that is appropriate for the area in accordance with Draft Policy UL2 of the Local Plan Review which suggests at least 200 units/ha for the Temple Quarter and St Philip's Marsh.

This site is considered suitable for a range of building heights. This requires further consideration to ensure that height and scale is sensitive to the residential area to the west.

It should be noted that building heights will be subject to future detailed design and planning applications. The scale, massing and detailing of buildings will also need to respond to distinctive heritage of the surrounding area.

Building character and standards

The following building design parameters are proposed to create an attractive, welcoming neighbourhood. Particular attention should be given to sustainable design in accordance with Core Strategy Policy BCS15.

- Active ground floor frontages, particularly addressing Temple Gate and key areas of public realm
- Clusters of buildings with similar architecture and varied building heights
- Uncluttered on-plot infrastructure, utilising basement space for vehicle and cycle parking and waste storage.
- Optimise massing and orientation to improve microclimate, protect against temperatures extremes and enhance performance of sustainable systems.

Important views and vistas

Redevelopment of Temple Gate presents an excellent opportunity to improve the setting of the Brunel Station, particularly the Bristol & Exeter Yard area.

Important views were previously identified in the Temple Quarter Heritage Assessment and BTQEZ Spatial Framework (listed in Appendix A).

New development should fulfil Policy DM26 of the Site Allocations and Development Management Policies with respect to views. The proposals presented in this Development Framework for layout, form and massing should be assessed in more detail at the next stage of design, including consultation with Historic England to preserve and enhance this historic setting.

8.5.5 Illustrative development framework

These images present a series of visual concepts and precedents to illustrate the vision for the Temple Gate area.



Figure 129 Finzels Reach development



Figure 127 Passive House standard apartment blocks

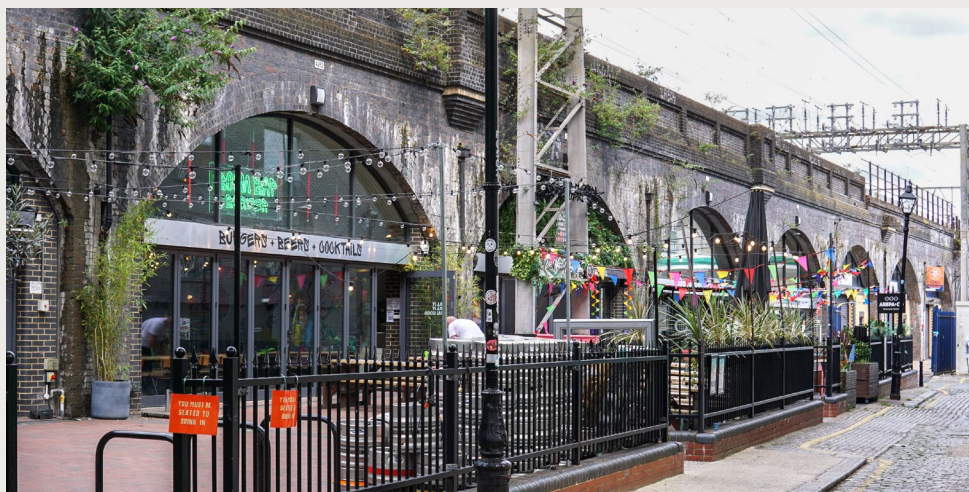


Figure 128 Activated heritage arches

8.6 Making it happen

This section presents a set of strategic considerations and objectives to inform the next steps for the Temple Gate area. These recommendations have been developed in response to the constraints and opportunities (Section 8.3) and the financial modelling undertaken as part of this study.

8.6.1 Outputs of development appraisals

Overall, all plots return a positive residual land value (RLV) under the core scenario. This suggests that the land value of each of these plots as a result of these proposed developments can accommodate a developer's costs and profit expectations, and therefore could be of interest to developers and the market.

Regarding housing policy, Temple Gate could accommodate policy compliant levels of affordable housing, contributing to the place making outcomes and objectives of this development framework.

The proposals presented in this Development Framework are only one scenario to achieve placemaking benefits in the future development of this area. Further analysis may be undertaken to test the viability of other scenarios, including land use change, adjusting the cost of finance and affordable housing provision.

8.6.2 Delivery strategy

There are several potential strategic avenues to deliver the Temple Gate proposals, which should be considered in tandem with the City Gateway, as described in Chapter 6.

The choice of delivery route is likely to be influenced by several factors, including desirable quality of place outcomes, commercial opportunities and physical dependencies. For example, the public-sector partners could consider a formal joint venture to share in the uplift in value arising in a growing market and the value uplift associated with station upgrade and wider improvement works to infrastructure in and around the area. This option could include the ability for the public sector to receive capital receipt or revenue returns, rather than a land sale option which would only deliver a capital return.

For the private-sector owned sites in Temple Gate (G, N, O, P, R, S), land owners could be invited to participate in a joint venture or dispose their land to the public-sector. Alternatively, landowners could develop their sites independently, with Bristol City Council relying on a local supplementary planning document to guide development in this area.

As the site is not currently vacant, existing buildings in the area would need to be demolished in advance of new development, with potential need to relocate or rehouse existing business. This could be undertaken on an incremental, site-by-site basis.

It is recommended that formal decisions on delivery strategy should be considered in more detail in the next stages of design to achieve desired outcomes and placemaking benefits.

8.6.3 Planning conformity and strategy

The principle of the proposed office and residential uses and a hotel in this area is supported by the adopted local plan, in particular, Core Strategy policy BCS2 (City Centre) and policy BCAP35 (Bristol Temple Quarter).

This Development Framework identifies opportunities for new built development to enhance the setting of the Brunel Station, in particular the Bristol & Exeter Yard area. Future planning applications would be assessed in relation to Core Strategy policy BCS21 (Quality Urban Design) and Draft policy UL2 (Residential Densities). The Urban Living SPD should be used as a tool to support design development and planning submissions.

Planning applications would need to be prepared and depending on the final delivery strategy these could be any combination of outline, fully detailed or hybrid planning applications for single or multiple sites. Pre-application advice should be sought from Bristol City Council by applicants to agree the details of individual applications, determine the requirement for supporting materials and establish who to engage with in the local community.

EIA screening will be required to determine if proposals fall within the remit of the EIA Regulations (for example, where a development includes more than 1 hectare of urban development or includes more than 150 dwellings), whether they are likely to have a significant effect on the environment and therefore whether EIA is required. Where EIA is deemed necessary, an Environmental Statement must be prepared and submitted alongside the planning application.

8.6.4 Prioritised list of projects

The following projects and activities have been identified as high priority for the next few years to progress the Temple Gate development framework. These have been selected based on the outcomes they would enable, their benefit cost ratio and deliverability considerations. It is recognised that the exact parcelling of projects and sequence of delivery may change as the project continues to develop, thus a list of known dependencies are presented in the following section.

This list excludes interfacing projects that are subject to their own process but makes reference to them where they introduce a significant interface.

Development and design 2020-2024

1. Consider demolition of MSCP/site clearance, following construction of new Southern Gateway
2. Explore opportunities for meanwhile use on Skanska Site G
3. Stakeholder engagement with owners and leaseholders to inform development brief for RIBA 2 Masterplan
4. Continue to quantify and develop station servicing requirements, in liaison with stakeholders, throughout the design process
5. Explore options for delivery route and structure, including soft market testing for potential developers
6. Further market analysis for exact land use mix and density e.g. residential, commercial office
7. Undertake RIBA 2 Masterplan for Temple Gate South, including land use mix, relationship with the land behind and its context in the station setting. Including consideration of flooding and employment land context
8. Prepare development brief for this site (e.g. Local Development Order)
9. Proceed with design and planning application

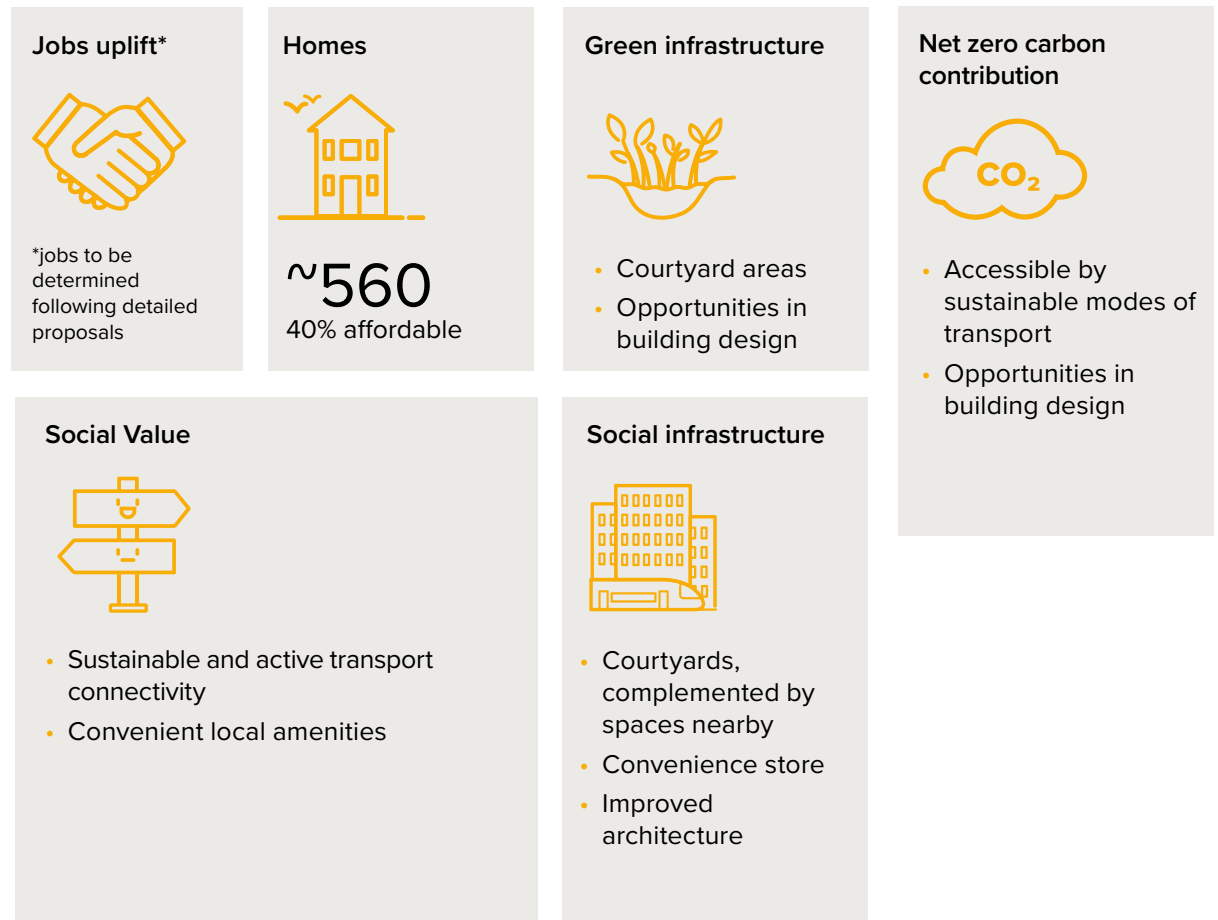
8.6.7 Key performance indicator outcomes

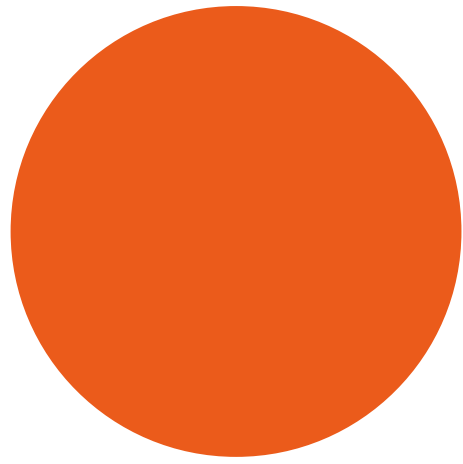
The adjacent figure summarises indicative outcome opportunities for the Temple Gate area presented in this Development Framework. It should be noted that these are underpinned by several high-level assumptions that are considered reasonable and appropriate at this stage, but will be tested and refined through further studies and stages of design.

The figures presented here represent the outcomes of this study to achieve placemaking benefits. With different assumptions, other scenarios could be considered, such as higher density housing. This would have the potential to increase the viability of these sites, subject to alignment with planning policy.

Bristol City Council's Social Value Toolkit should be used to measure social outcomes in all major developments.

Figure 130 Temple Gate potential key performance indicator outcomes





9 Mead Street

9.1 Area statement



Figure 131 Aerial view of Mead Street

The aspiration for Mead Street is to create a flourishing urban neighbourhood and community with a mix of new homes and workspaces, including a new green space and sustainable travel connections. A Development Brief has been prepared for Mead Street in advance of the Temple Quarter Development Framework being published in response to developer interest in the area.

9.2 Introduction

9.2.1 Development Brief context

Recent developer interest has led to developments within the Mead Street regeneration area being progressed in tandem with the evolution of this document. As a result, a Development Brief has been prepared and endorsed by Bristol County Council Cabinet to provide guidance and influence future developments that come forward within the Mead Street area and is a material planning consideration in the determination of planning applications. The Development Brief contains a detailed analysis and sets out a vision, concept masterplan, strategic plans, and delivery strategy.

BCC conducted engagement and formal consultation with the local community and businesses between 2021 and 2022 which helped shape the Development Brief. The formal consultation took place between May and July in advance of the Development Brief being finalised and presented to Bristol city Cabinet for endorsement.

Since there is an endorsed Mead Street Development Brief in place, this document does not cover Mead Street and the consultation on this document does not include Mead Street. For completeness, this chapter will instead summarise the status of the Mead Street Development Brief.

9.2.2 Spatial Concepts

The Development Brief's aspiration is to create a flourishing urban neighbourhood at Mead Street with a mix of new homes and workspaces, including a new green space and sustainable travel connections. It sets out a vision to support the delivery of these ambitions which is underpinned by four key guiding principles. The four guiding principles and the key objectives of each are outlined to the right.



Figure 132 Guiding principles for Mead Street Development Brief © Bristol City Council

Deliver new homes and workspaces that people are proud of and that represent the local community

Bristol is aiming to deliver 33,500 new homes by 2036. Mead Street has the potential to provide around 1500 new homes towards this total and space for 500 jobs.

Provide better sustainable travel routes

These include new walking and cycling routes along Mead Street connecting Bristol Temple Meads to Bedminster and ensuring the area can accommodate a potential public transport route.

Create high-quality public places and support a low-carbon neighbourhood

The delivery of public realm is crucial for achieving the aspirations for the area and ensuring development is joined up by attractive public spaces.

Create high-quality green space

New development must include central green spaces and green infrastructure that contributes to addressing a shortage in the area.

9.2.3 Concept masterplan

The Concept masterplan takes into consideration the four guiding principles and presents the opportunities for development plots, land use, density, and public realm and an active travel route. Some key considerations for this concept include active ground floors, accessible permeability to and throughout the site, transport corridor through the site, and open space provision.

- ① Indicative location of central public open green space
- ② Indicative location of children's play space
- ③ Proposed Southern Gateway
- ④ Safeguarded public transport route
- ⑤ Proposed pedestrian and cycle route connecting to Whitehouse Street Regeneration Area.
- ⑥ New pedestrian connection
- ⑦ Ecological corridor along railway
- ⑧ Fowlers of Bristol (to be retained) - included in case of future redevelopment
- ⑨ Potential community space (indicative location only)



- KEY**
- Development plots
 - Fowlers of Bristol
 - Open green space
 - Public realm improvements
 - Employment focus areas
 - Green infrastructure
 - Development plot in WHRA
 - Green corridor
 - Safeguard public transport route
 - Existing bus route
 - Cycle connection
 - Pedestrian connection
 - Key frontage
 - Bristol Temple Meads Station
 - Existing trees
 - Railway access points
 - Southern Gateway bus stop

Figure 133 Concept Masterplan © Bristol City Council

9.2.4 Making it happen

The Development Brief's final chapter sets out the next steps for the Mead Street regeneration area. The role of the Development Brief is to set out a vision for the area, and any future decision-making on planning applications for the Mead Street area should incorporate the concepts and principles set out in the Development Brief.

Delivery

The brief also sets out the requirement for future developments to contribute to four key infrastructure projects which will help transform the area. These have been identified as:

- Changes to the highway alignment to include wider footways, segregated cycle route, and green infrastructure
- An added crossing point for pedestrians and cyclists on St Luke's Road
- Recent improvements to Children's play area in Victoria Park
- Improving accessibility conditions to the Langton Street Bridge
- The Mead Street development brief suggests that developers should financially contribute to the delivery of public infrastructure improvements as part of 106 obligations.

* https://www.bristoltemplequarter.com/wp-content/uploads/pdf/Mead-Street-Development-Brief_FINAL.pdf

Phasing

The Mead Street Development Brief anticipates development in the area to happen over a number of years with the retention of some employers operating as they currently do.

As of August 2022, a full planning application for residential development and commercial use at ground floor on the former Bart Spices site (at the junction of York Road and St. Luke's Road) has a resolution to grant. The Development Brief, therefore, expects this to form part of the first phase. In addition, it is anticipated that land on the south of Mead Street could come forward in the next phase of the development area. Future phasing is entirely dependent on the interest of the existing landowners and leaseholders. As it stands, Fowlers are to remain in their existing site, if this changes, any new development on this site should accord with the principles in the Development Brief.

9.2.5 Conclusion

This chapter has summarised the endorsed Mead Street Development Brief. It has set out the Development Brief's vision and key principles, context, delivery and funding strategy, key spatial concepts, and concept masterplan to inform future development in the area. For full details of the proposals set out in this chapter, see the Mead Street Development Brief*.

10 St Philip's Marsh

10.1 Introduction

This chapter explores the potential for the longer-term development of the area to the east of Temple Meads Railway Station. This includes potential future requirements for movement and access linked to flood defence infrastructure.

The area represents an opportunity to expand the city core, comprehensively transforming the existing patchwork of land-uses into a series of sustainable, high-density and mixed-use urban neighbourhoods. The delivery of improvements to the station will help to make this area a highly accessible and sustainable location within the city and is already driving investment in this area.

The area covers 90ha of urban land, comprising four distinct areas, including sites with active development proposals of city-wide significance:

University of Bristol Enterprise Campus: Vacant land with current proposals for new university development

Temple Island: Vacant land with current proposals for a mixed uses development

Silverthorne Island: A mix of employment sites and underutilised land with current proposals for a mixed-use development and new secondary school

St Philip's Marsh: A substantial area of industrial land and major infrastructure which is currently occupied by a range of businesses

Development of these areas could deliver new inclusive growth and infrastructure, **over an indicative timeframe of 10-30 years**, which underpins the wellbeing of the city centre and wider city region, supports integration of existing communities in east Bristol and corresponds with strategic drivers for change.

New development has the potential to become a national exemplar for innovative, low-carbon and mixed-use placemaking whilst retaining a distinctively Bristol character. This would include a vibrant mix of uses, including the concept of an 'innovation district' which draws together educational facilities with emerging innovative and creative business.

Climate adaptation (including flood resilience), active travel, green infrastructure provision and biodiversity would be central themes driving the integrated design and delivery of all enabling infrastructure, streets, buildings and spaces.

Investment and development in the area would need to be coordinated by public and private sector partners, informed by future changes to local planning policy, and based on large-scale infrastructure delivery which requires significant land assembly.

The scale and complexity of this area is significantly greater than others in this Development Framework. To achieve comprehensive regeneration, a much longer process is required. This is expected to require significant public and private sector investment in infrastructure, and planning policy that will guide phased development.

Structure of the chapter

This chapter is made up the following sub sections:

- 10.2 - Context summary - sets out an overview of key contextual information that has informed the preparation of the spatial framework.
- 10.3 - Constraints and Opportunities summary - summarises key issues which would shape future redevelopment
- 10.4 - Guiding principles - sets out a number of place specific principles that are directly drawn from the strategic design principles set out in Chapter 3
- 10.5 - Vision: A place of many places - sets out an emerging placemaking vision for the area
- 10.6 - The Development Framework - sets out an indicative urban design strategy to support the generation and testing of development scenarios
- 10.7 - Making it happen - outlines the key delivery issues and projects with illustrative programme and higher level benefits

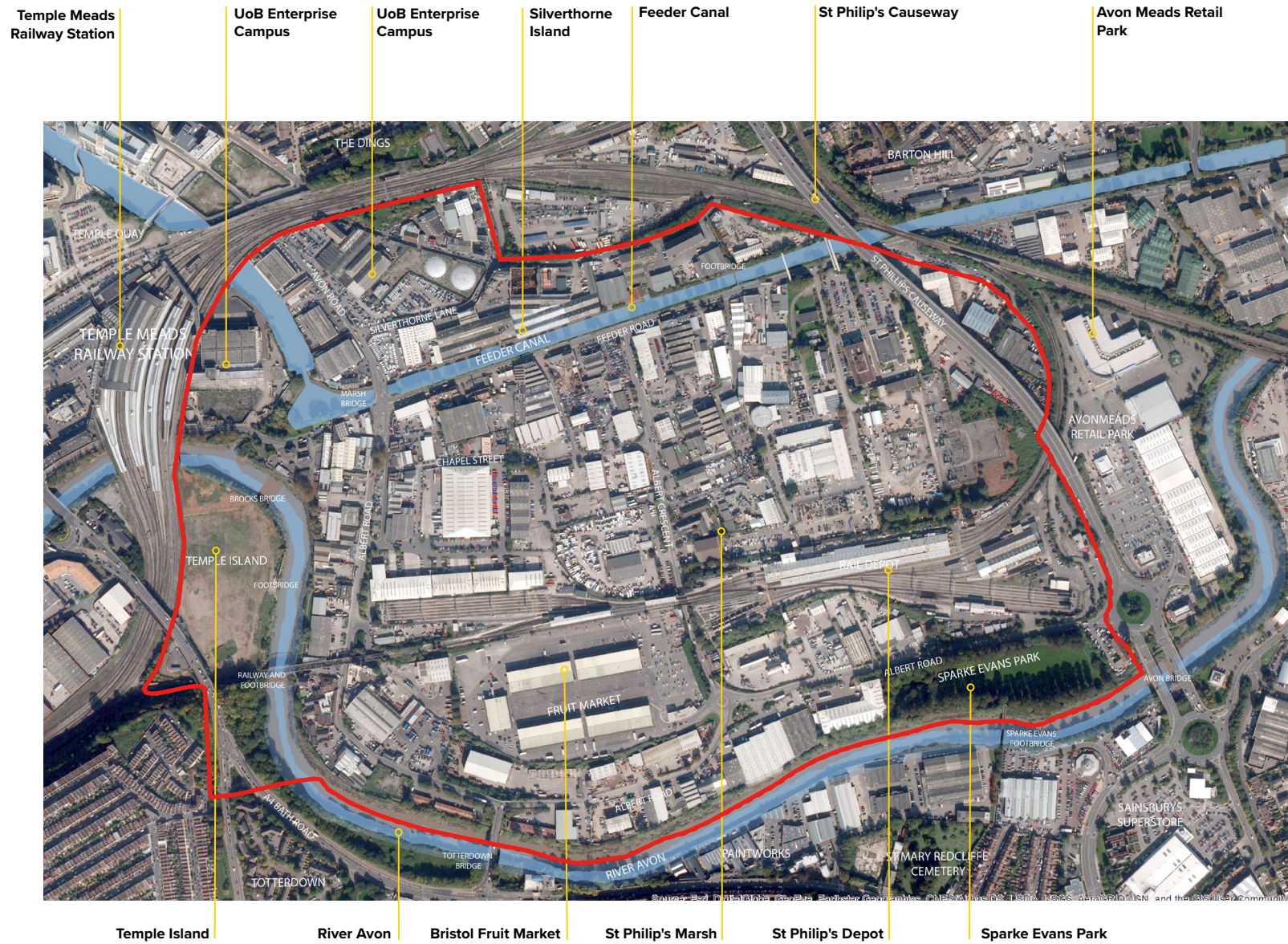
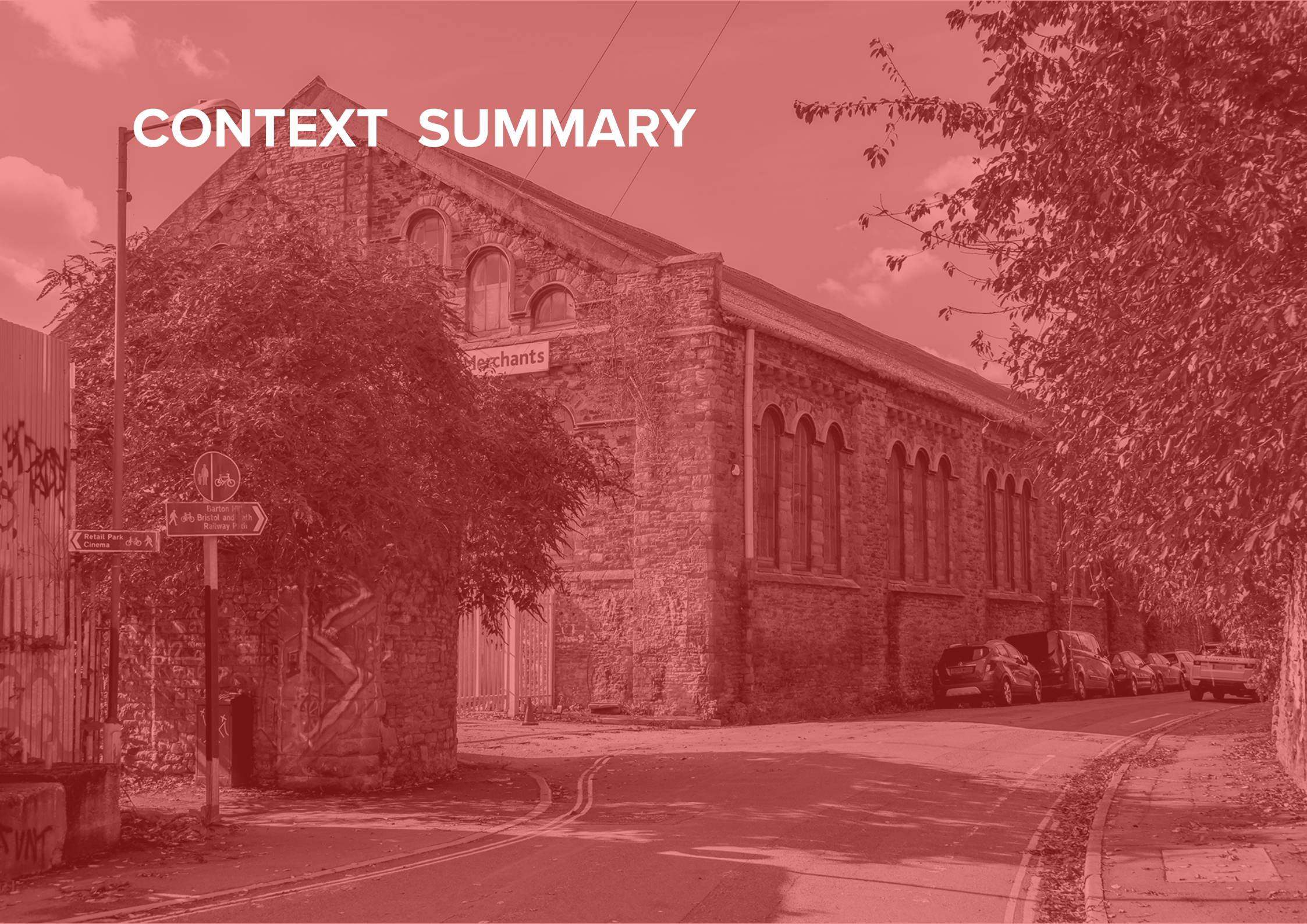


Figure 134 Aerial view of study area boundary east of the railway

CONTEXT SUMMARY



10.2 Context summary

10.2.1 St Philip's Marsh and Environs today

The study area east of Temple Meads Railway Station comprises approximately 84 hectares of low lying mainly brownfield land in largely employment use. For many people who live and work in the city it is a rarely visited if not hidden part of Bristol. It is characterised by elevated and ground level rail and highway infrastructure, and by the River Avon, which mark the boundaries of the area and affect access to it. Railway lines and the large St Philip's depot and the Feeder Canal cut east – west across the area affecting ease of north to south movement by all modes. Network Rail have indicated that the depot is likely to be required for rail operations until at least 2043. This continues to be under review.

Parts of the area fall within the Bristol Temple Quarter Enterprise Zone. It includes extensive water frontages onto the Feeder Canal and River Avon. Its location means that it is well placed to take advantage of proposed improvements to Bristol Temple Meads railway station. However, physical linkages to communities to the north, east and south of the area need significant improvements, including linked to access to employment, educational and health and wellbeing opportunities.

Much of the area is subject to the significant risk of tidal and fluvial flooding which will be exacerbated by the impacts of climate change. It is recognised that flood risk would need to be addressed by Bristol City Council on a strategic city centre wide basis. The need for flood defences along the River Avon

and Feeder Canal is anticipated in conjunction with measures to enable emergency access and egress from the area.

The area contains three large scale development sites (Temple Island, Silverthorne Island and the former Post Office Sorting Office sites). They are the subject of redevelopment proposals and are at varying stages of development. A limited number of nineteenth century buildings and boundary walls have survived to the present day with a concentration north of the Feeder Canal. Site or building dereliction is not evident in St Philip's Marsh and site vacancy is low. Large footprint workspace, showroom and storage buildings are to be found across the area. Many sites have significant outdoor yards or areas of hard standing used to park vehicles, store materials or to dispatch and receive goods. Whilst some sites appear under-utilised, the majority of sites are occupied and provide good quality accommodation for the needs of the land uses.

St Philip's Marsh is allocated as a Principal and Protected Industrial Warehouse Area (PIWA) in the Bristol Local Plan (2014). The area accommodates numerous businesses and is estimated by Bristol City Council to support in the region of 3,500 jobs and has a complex pattern of land ownerships. The area contains a mixture of industrial and manufacturing premises, storage yards and sales warehouses, railway and electricity supply infrastructure. The area also accommodates a community nursery, recording studios, Bristol Animal Rescue Centre, a micro

brewery, Bristol wholesale fruit market, Unit DX 'deep tech incubator', car show rooms and maintenance facilities, industrial waste and recycling facilities, cafés, coffee roasters, television and film services and the Avon and Somerset Police.

Sparke Evans Park and the River Avon and Feeder Canal corridors are significant green infrastructure and ecological assets and key aspects of the character and identity of the area. By contrast the interior of the area has few trees and areas of low level planting. The riverside greenway path is largely unlit at night and lacks overlooking and natural surveillance from frontage buildings. For many it would be considered a 'no go environment' on the grounds of personal safety concerns.

Outside of typical working hours the area is distinctly uninviting and does not generate significant footfall, cycle and vehicular movement. The area lacks bus services. The limited evening economy is centred on the Motion nightclub and performance venue on Avon Street (and, more recently, Boomtown Festival) which attracts audiences from across the city and beyond.

10.2.2 Historic Context

The area lies to the north of the River Avon, in an area historically flooded by the river and continues to be at risk of flooding. The area was probably used as pastures or farmland until the 18th century. A map of 1792 shows the subdivision of parcels of land and a dock to the north west which later became the Feeder Canal and an integral part of the Floating Harbour system.

By 1888 new development had increased in the north west corner of the marsh and south of the Feeder Canal, including new terraced housing and a range of industrial premises. This included flax mills, iron works, oil mills, potteries, brick and tile works, lime kilns, timber yards and saw mills, factories and rope walks. At this time the community were supported by a school and places of worship.

By the turn of the century the Great Western Railway had driven its Bristol Relief Line across the marsh from east to west. This developed over the next 50 years with the construction of locomotive sheds and extensive sidings. During this period industry expanded and intensified along the north bank of the River Avon and south of the Feeder Canal and an electricity works was built at Feeder Road.

Transformational change took place in the 1960's when around 6,000 people who lived in a tightly-packed community of terraced houses were relocated by Bristol Corporation to make way for commercial uses. A small number of surviving nineteenth century

buildings and structures can be seen in the area today. During this period the main steam locomotive shed was redeveloped as the Bristol Wholesale Fruit Market and a large diesel maintenance facility was constructed at Marsh Junction.

10.2.3 Heritage assets and significance

Designated assets

- Avon Bridge (GI)
- Former Marble Mosaic Company (GII)
- St Vincent's Works (GII*) and adjacent factory (GII) and gates (GII)
- Former Gas Works Perimeter Wall (GII)
- Clarks Wood Company Warehouse (GII)

Other structures and spaces

There are numerous features from the industrial history of this area that make a positive contribution to its significance, including buildings, setts and cobbles.

In addition, it is understood that Bristol City Council have undertaken a River Avon Heritage Assessment, which may identify additional features and viewpoints in St Philip's Marsh.

There are no known below ground significant features in St Philip's Marsh due to its farmland and industrial history.



Figure 135 Historic map (1888) © [British Library](#), [Bristol City Council](#)



Figure 136 Historic St Philip's Marsh Streetscape © [Bristol City Council](#)