

Figure 13738 below shows an extract of a plan from 1920-21 set within the study area boundary. The existing context is shown on the map base outside of the study boundary. Three significant buildings are highlighted in blue which have not survived to the present day- The Cattle Market which was largely cleared to make way for the Post Office Sorting Office (itself now demolished); the Engine Shed on what is now Temple Island and the Engine Shed on what is today the Bristol Fruit Market site. In addition the figure highlights in pink buildings which have survived to the current day; some of which are now designated as Listed Buildings. Streets highlighted in yellow were subsumed into development sites during the 1960s as a result of extensive site clearances and rationalisation.

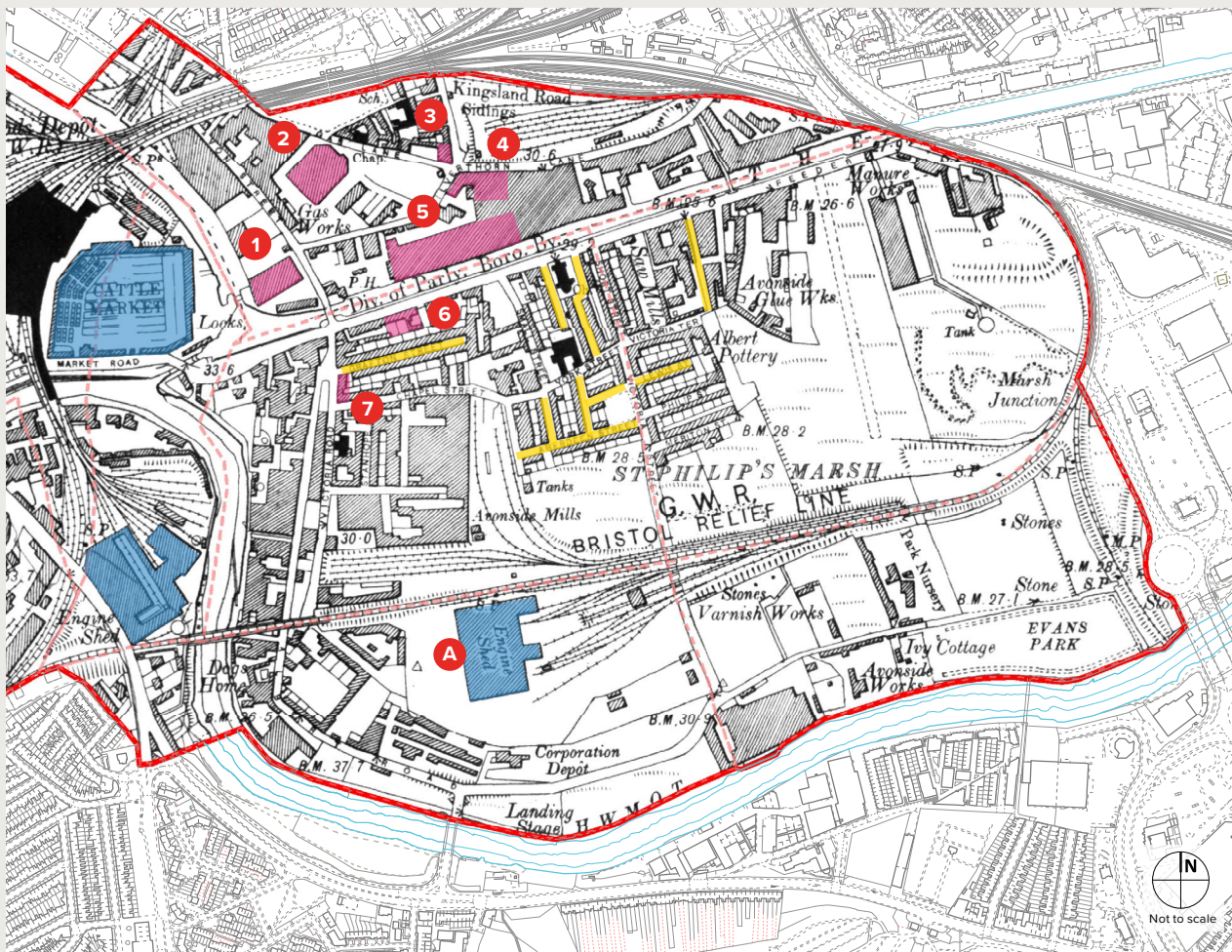


Figure 137 Historic map (1920-21) © Groundsure

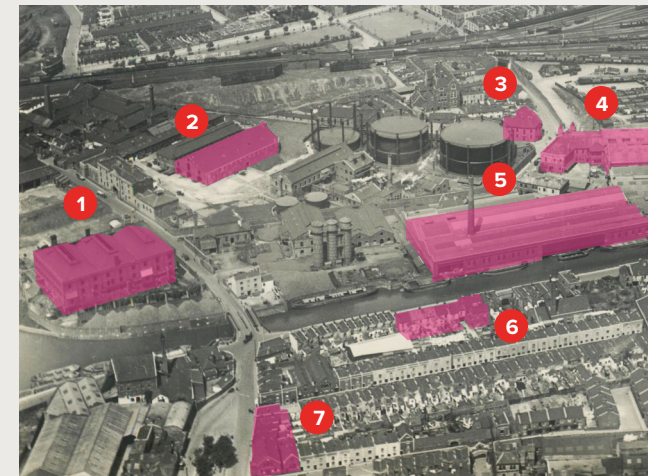


Figure 138 Aerial photograph of Silverthorne Island, inter-war period - highlighted / numbered buildings identified on Historic Map © Bristol City Council



Figure 139 St Philip's Engine Shed inter-war period © Bristol City Council

10.2.4 Planning policy considerations

St Philip's Marsh

Adopted planning policy restricts the redevelopment of St Philip's by designating the area as a 'Principal Industrial and Warehousing Area', for which the typologies of alternative development that are considered to be acceptable are limited (Core Strategy, Policy BCS8; and Site Allocation and Development Management Policies Local Plan, Policy DM13). The area's redevelopment for alternative uses is therefore not currently supported by either planning policy or site allocation.

Neither Policy BCS8 or Policy DM13 are proposed to be retained as part of the emerging Local Plan. In the draft Local Plan Review, the majority of St Philip's (the area to the south of the Feeder Canal) is part of the 'St Philip's Marsh' area (Draft Policy DS3). This policy states that St Philip's Marsh will include mixed uses, including the provision of new homes in a regenerated city quarter which complements the adjacent Bristol Temple Quarter. However, the policy also requires development to secure the retention, refurbishment, intensification and/or redevelopment and innovative reincorporation of workspace to ensure that the number of jobs supported by the area is increased and that the diversity of business and economic development is maintained and enhanced.

Draft Policy DS3 indicates that the north-west part of St Philip's Marsh is close to Bristol Temple Quarter and is therefore suitable for higher intensity workspace/offices and other more intensive forms of use appropriate to a location adjacent to the city centre. South of Albert Road, the emphasis is on residential development, with mixed residential/workspace uses and supporting leisure and tourism uses. The Feeder Canal area will focus on mixed uses, including new homes and workspace. In the central and eastern parts of St Philip's Marsh, the emphasis will be on retaining existing workspace or new workspace, as part of mixed use development.

Development in St Philip's Marsh is also restricted by the safeguarding of land within the area for rail related development, including St Philip's Marsh Depot (Site Allocation and Development Management Policies Local Plan, Policy DM24).

The Bristol Local Plan Review Draft (March 2019) has identified St Philip's Marsh Quarter as having significant potential for the intensification and innovative diversification of existing industrial uses, principally in the north west of the quarter, and the redevelopment of industrial sites in the south of the quarter for residential led uses. In both scenarios a ceiling quantum of development is not outlined. Extensive flood protection measures are required along the River Avon and Feeder Canal corridors to create the preconditions for transformational change to take place.

Silverthorne Island

The redevelopment of the area around Silverthorne Lane, to the north of the Feeder Canal is supported in the Bristol Central Area Plan by policy BCAP35. The draft Local Plan Review states that the emphasis will be on the creation of a mixed used area incorporating workspace; homes; student accommodation; leisure including evening economy uses; and education facilities. Furthermore, enhanced connections to surrounding areas are to be established.

Temple Island

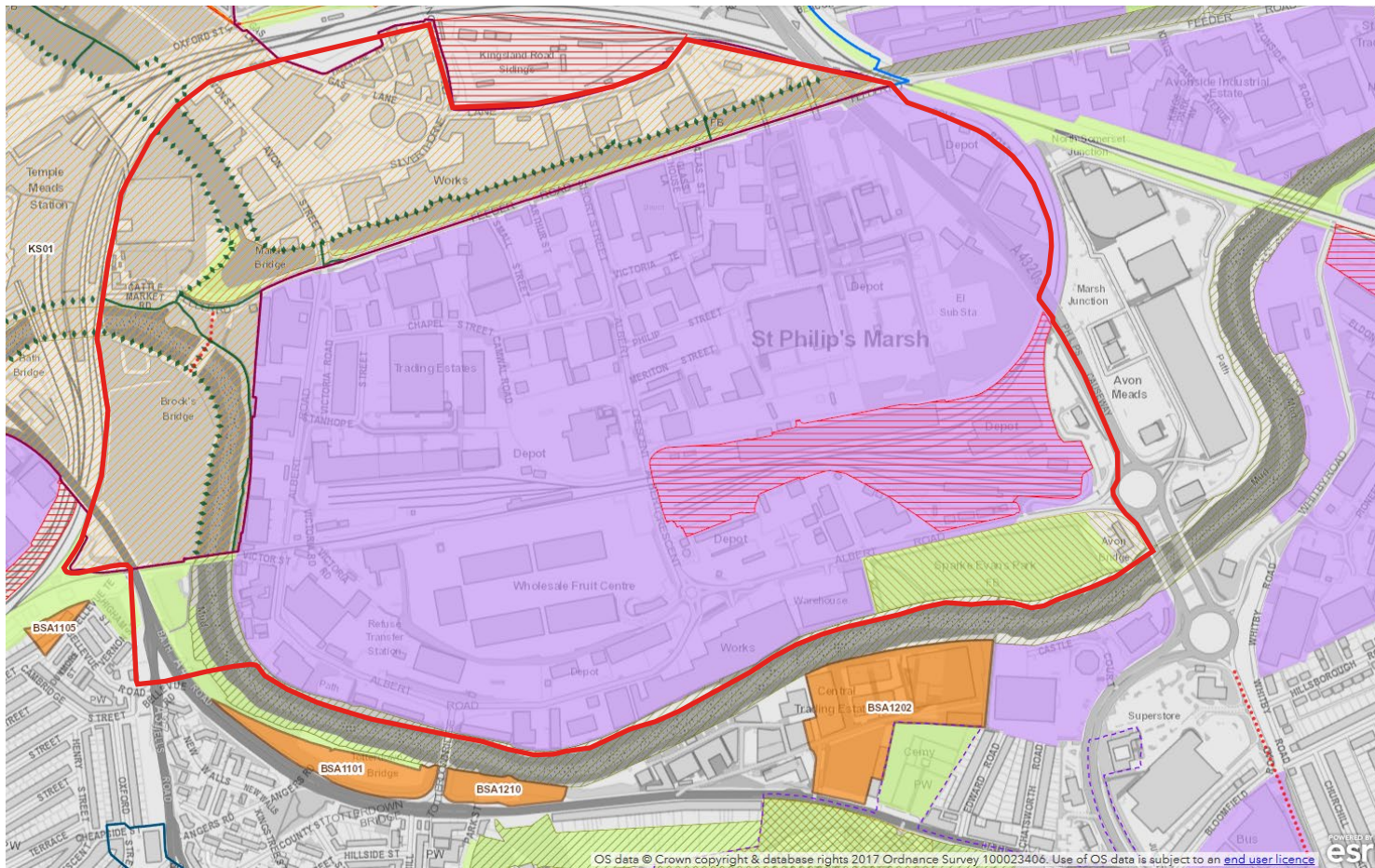
The draft Local Plan Review states that Temple Island will be developed for a mix of uses including new workspace, a university campus with student accommodation, conference/hotel facilities and new homes.

Enterprise Campus

The draft Local Plan review policy DSC2 states that an education facilities including a new campus for University of Bristol and associated student accommodation are supported within the Enterprise Zone, albeit the campus is not specific to the former Post Office Sorting Office site.

Totterdown Basin

Policy BCAP23 Totterdown Basin Enhancement sets out the approach to securing a fully accessible natural green space at the heart of Bristol Temple Quarter.



Key

Conservation Areas*
 BCS22

Bristol Local Plan Policies Map

City Centre
 BCS2

Bristol Central Area Plan
 BCS2

Safeguarded Transport Links
 BCS10, BCAP27, DM24

Proposed Quayside Walkways
 BCS10, BCS21, BCAP32

Existing Quayside Walkways
 BCS10, BCS21, BCAP32

City Centre Places
 BCS2, BCAP35 to BCAP40

BCAP35 to BCAP40

Site Allocations
 SA1 / BCAP SA1 to SA6

Sites of Nature Conservation Interest
 BCS9, DM19

Local Historic Parks and Gardens
 BCS22, DM31

Rail Infrastructure
 BCS10, BCAP27, DM24

Centres
 BCS7, DM7, DM9

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.

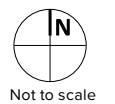


Figure 140 Adopted Local Plan policies map (2014) © Bristol City Council

10.2.5 Land use & Land Ownership

The area has a patch-work of land-uses primarily focussed on industrial and warehousing uses as well as large footprint sales spaces. A number of large scale land uses and land holdings define parts of the area, including Avon & Somerset Police, National Grid, Bristol Fruit Market and Avonmeads Retail Park (see plans opposite).

Bristol City Council own and operate numerous sites within the area, including the Bristol Waste Company depot.

University of Bristol, Homes England and Bristol City Council have land-holdings close to Temple Meads Railway Station associated with proposed current developments at Temple Island and UoB Enterprise Campus.

10.2.6 Contamination potential

A high-level assessment of contamination potential has been undertaken using the historical land use information. This area includes several zones that are classified as moderate and high potential risk (Categories B/C and D, respectively) 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, there is potential for groundwater flooding on the west of the site and much of the site has moderate hazard potential for unexploded ordnance.

10.2.7 Flood risk

The St Philip's Marsh area is vulnerable to flooding, with large portions within Flood Zones 2 and 3 (see plan overleaf), compounded by the potential impacts of climate change. This is a significant factor for the future development of the area. The strategy to address flooding in St Philip's Marsh will need to include sensitive integration of flood defences into the proposals.

The Bristol Avon Flood Strategy identifies the need for a raised flood defence along the south side of the Feeder Canal in order to provide the standard of protection to enable new development in the St Philip's Marsh area. This would have an impact on Feeder Road and existing frontage properties. Similarly, a proposed raised defence along the north bank of the River Avon would have physical and visual impact on the surrounding environment.

Given the timescales for achieving full flood protection, it is envisaged that an initial level of protection maybe required for existing land uses in the short term.

10.2.8 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 Avon is also a Strategic Nature Area.
- The Feeder Slide (also called Feeder Canal) is a SNCI
- Sparke Evans Park, Cattle Market Road and a portion of the railway land near St Philip's Causeway are wildlife corridors/Bristol Wildlife Network sites
- Sparke Evans Park includes broadleaved woodland, both semi-natural and plantation. Elsewhere there are numerous small areas of scattered trees and amenity grassland.

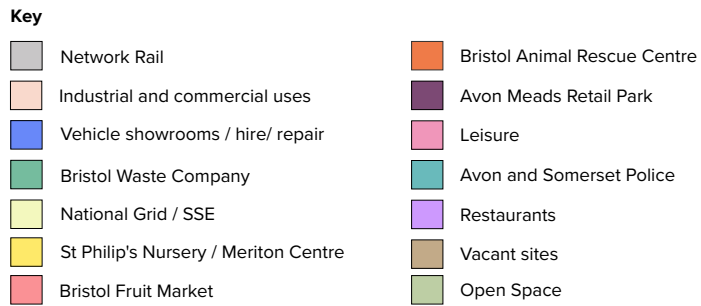
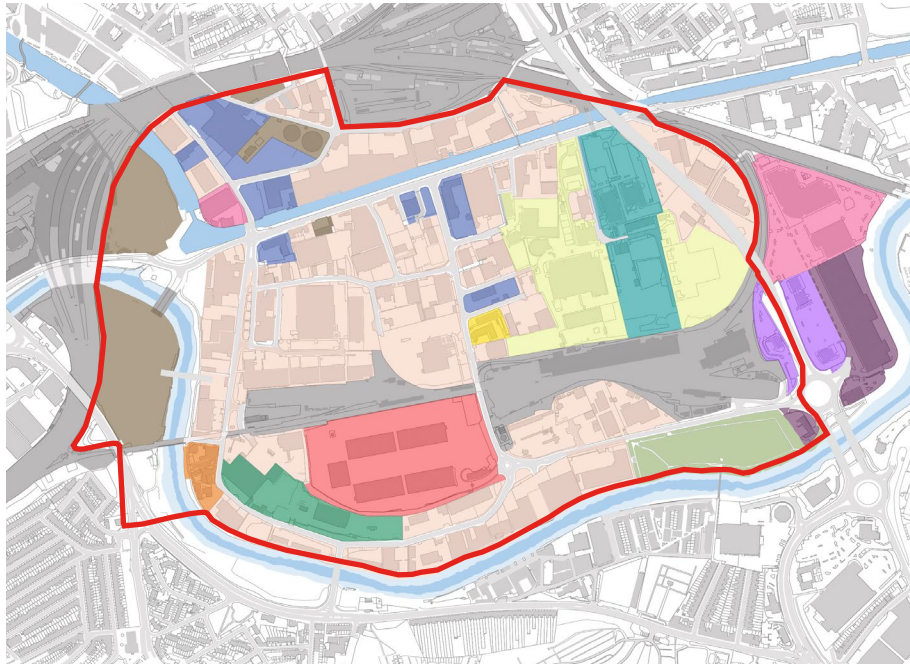


Figure 141 Existing land use plan

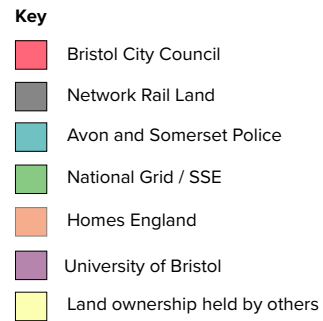
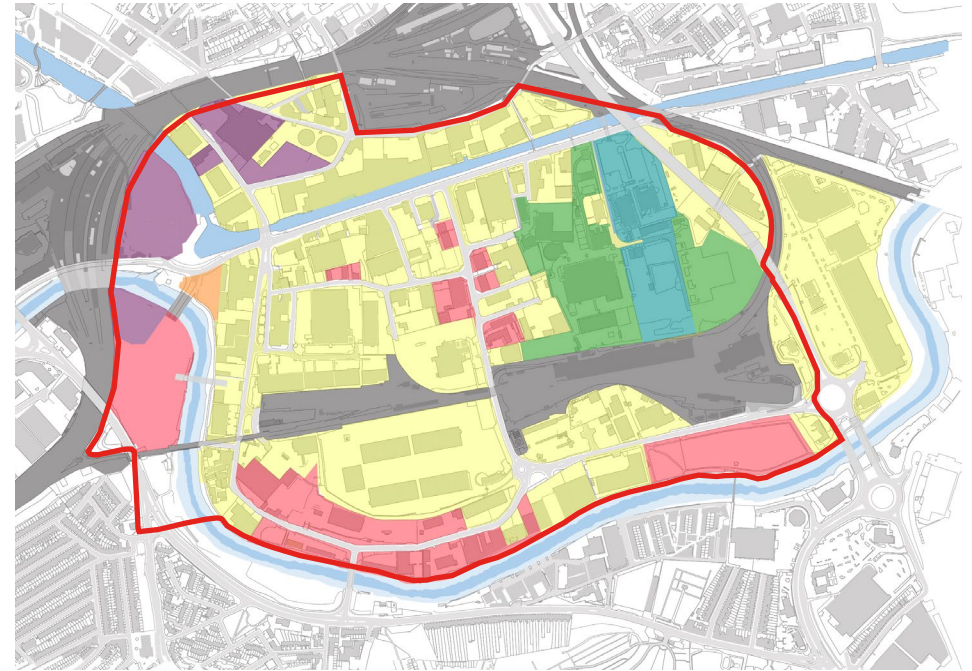
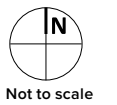


Figure 142 Existing land ownership plan



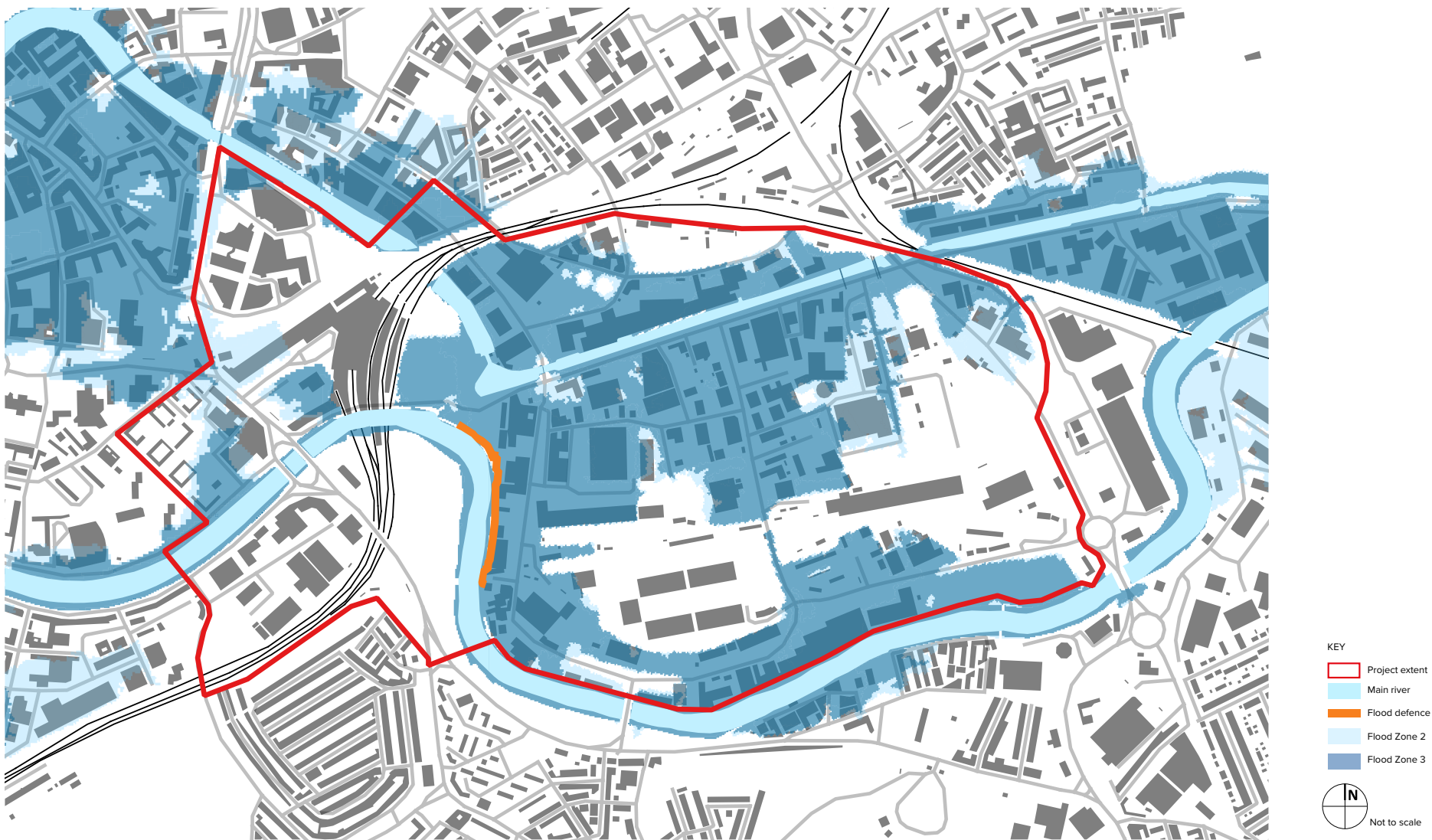


Figure 143 Flood risk context in 2022 © Environment Agency

10.2.9 Access and movement

Access into St Philip's Marsh is limited due to significant barriers including railway lines, the River Avon and Feeder Canal. Access is defined by the location of bridges and tunnels which allow routes through these barriers, and result in there being no significant arterial routes through the area.

Vehicle access and circulation is limited to a number of main roads. St Philip's Causeway provides a primary access point to the area, and passes over much of the area on a flyover. Some vehicle routes into the area have height restrictions resulting from overbridges, including the utilities bridges on Feeder Road.

Pedestrian and cycle access is often by the same vehicular routes, and circulation within the area is limited by the lack of a permeable street network and poor quality street environment. There are four additional footbridges providing access to the area, and a proposed new bridge and pontoon walkway providing connections around the harbourside.

National Cycle Network (NCN) route 3 provides a traffic free cycle routes alongside the River Avon, linking into the wider Bristol cycle network. However, this is dislocated from the wider movement network within the area and is currently of poor quality.

Currently there are no public bus services in this part of the study area. The low bridges around the station limit connectivity for double-decker buses from Central to Eastern Bristol.

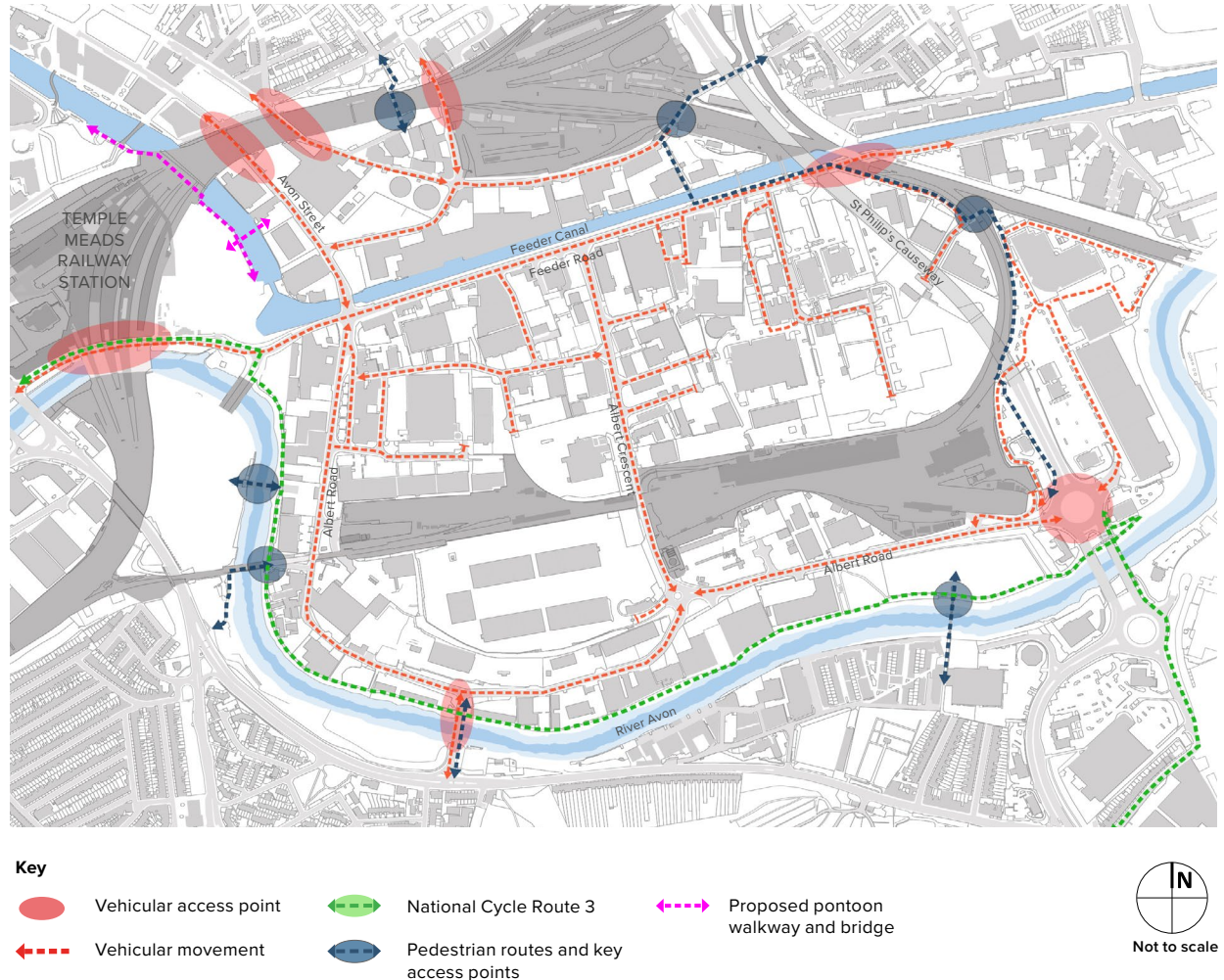


Figure 144 Existing Access and Movement

10.2.10 Green Infrastructure and public realm

The area is defined by three significant pieces Green Infrastructure which form a loose network of connected spaces, and contribute to large-scale networks within the wider city.

1. The Feeder Canal, a channelised waterway with tree lined tow path
2. The River Avon, a tidal waterway with naturalised banks and riparian planting. The banks have significant ecological value for intertidal habitats. The riverside area is heavily enclosed by adjacent industrial development.
3. Sparke Evans Park, a traditional Victorian park enclosed by tall mature trees, which forms a significant part of the character of the area and has links with new development on the southern bank of the River Avon. The park lacks interior planting or facilities of any kind. It is a major asset waiting to be unlocked.

Beyond these features, the area has limited green infrastructure beyond a small number of trees and amenity planting (including four TPO trees on Albert Road) and scrub planting on railway embankments and vacant sites which make some contribution to biodiversity. Overall the area is deficient in green infrastructure.

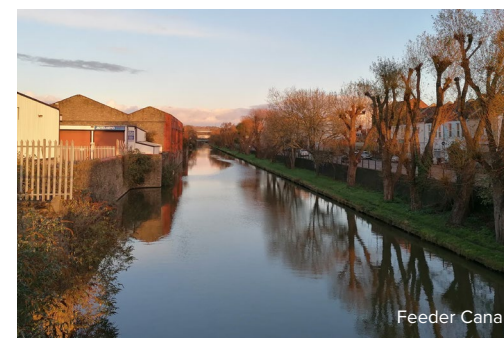


Sparke Evans Park

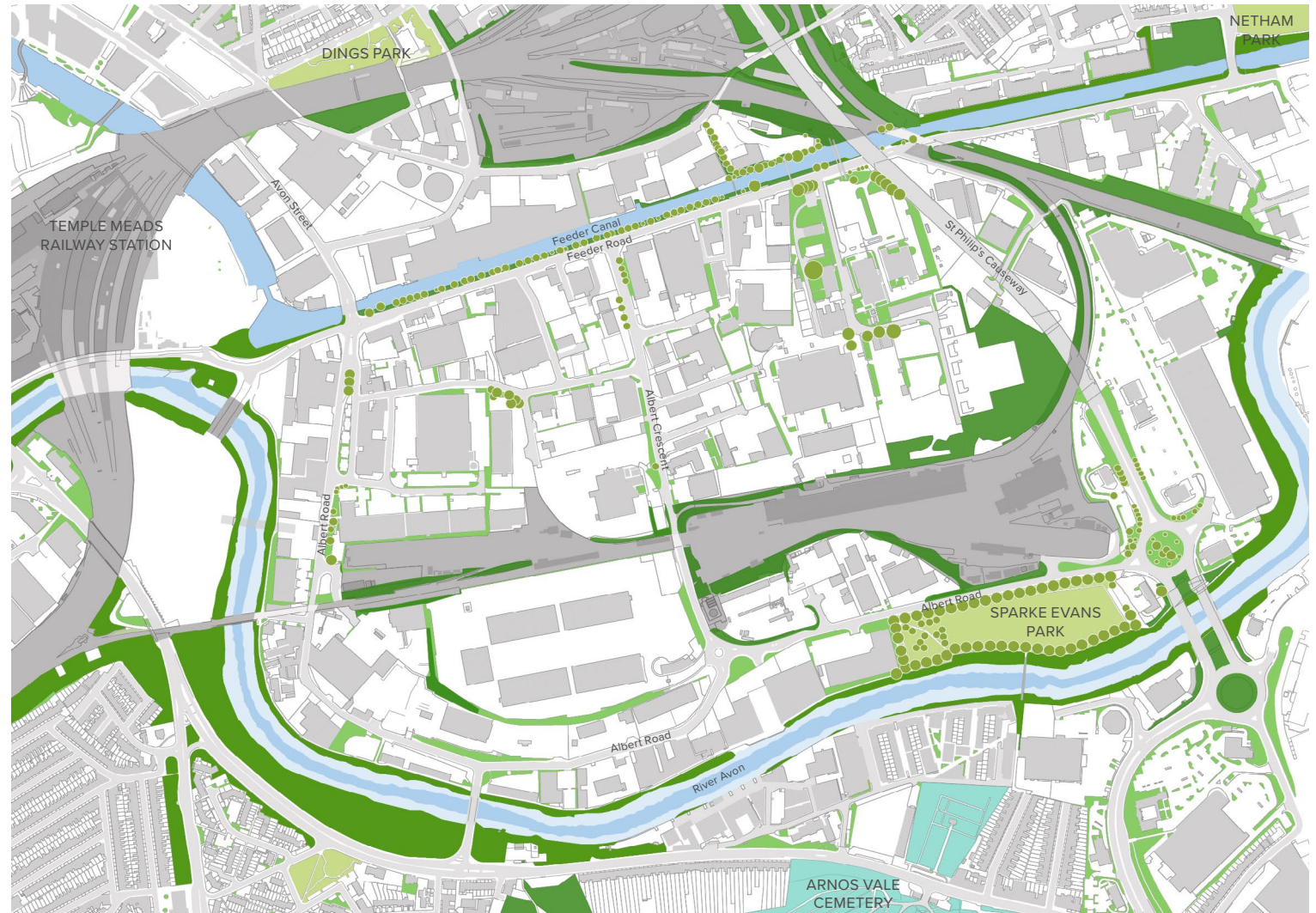
Figure 145 Existing green infrastructure



Totterdown Bridge

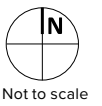


Feeder Canal



- Key**
- Public parks
 - Cemeteries with public access
 - Other significant vegetation and tree planting
 - Areas of amenity planting
 - Existing significant trees

Figure 146 Existing Green Infrastructure

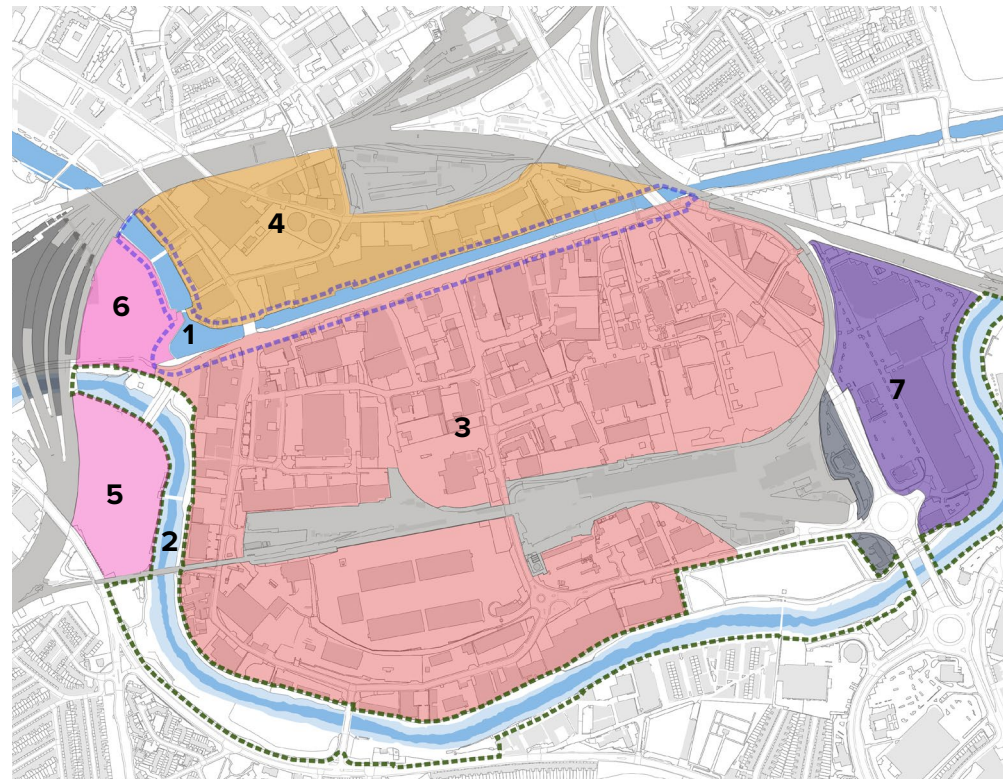


10.2.11 Existing character

An analysis of the study area suggests it can be broken down into the following areas of existing character:

1. Feeder Canal corridor

The northern edge of the canal mostly comprises large scale buildings that form a sheer elevation to the water line and some sites with set back buildings and a canal-side paved or planted edge treatment. The southern boundary comprises a tow path with continuous mature tree planting. The tow path lies at a lower level to the adjacent Feeder Road with its building frontages of varying periods and forms, extent of set back and levels of occupation. The current relationship between the canal-side and adjacent areas to the south is restricted by the lack of active ground floor building uses, narrow footpaths and the presence of the road with its associated traffic.



Key

- Feeder Canal & Floating Harbour corridor
- River Avon corridor
- St Philip's Marsh area
- Silverthorne Island
- Vacant brownfield development sites
- Rail depots and associated land
- St Philip's Causeway fringe area
- Avonmeads Retail Park

Figure 147 Strategic assessment of existing character



Not to scale

2. River Avon Greenway corridor

The River Avon riparian landscape and Avon greenway dual use path are major assets within the corridor. The river bank hosts a range of intertidal biodiversity. The River Avon is designated as a site of Nature Conservation Interest. The tidal reach of the Avon makes for a dynamic environment. The river bank can be largely covered with water and at other times it comprises a muddy bank with tolerant planting. The top of the bank exhibits a mixture of low level planting and self seeded trees forming sporadic green walls and overhanging both the bank and path. The sensitive nature of the ecology means the path is unlit and buildings present featureless façades that provide no overlooking and natural surveillance.

3. St Philip's Marsh

An expansive flat and low lying area (69 hectares approx) with boundaries along the Feeder Canal, River Avon, railway and St Philip's Causeway. The area accommodates a large number of medium and large footprint warehouses, showrooms, sheds, factories and associated external yard spaces and areas of hard standing. Buildings are often set back from the road and linked by high boundary walls. Smaller buildings and groups of buildings, some survivors from the nineteenth century, are found

In places the confusing layout of narrow and dead end streets with limited footpaths is often congested with daytime car parking. Offices, storage warehouses, workshops, open yards and security walls and fencing are of varying quality and appearance. There are

numerous examples of poorer quality buildings and structures albeit this may suggest potential for lower cost adaptation to new uses in the future. The majority of buildings are up to three storeys in height. Whilst there appears to be some underutilisation of sites and open yard space there is little building vacancy or site dereliction. The area is largely devoid of green infrastructure with the exception of scrub landscape to the south east corner and along the railway corridor. Streets are without tree planting and a mixture of utilitarian and patched surface materials reinforce the discordant streetscape appearance.

Although most land uses are focused on employment uses, the area is currently home to an eclectic mix of businesses. The St Philip's rail depot and rail link to the western main line bisect the area and the elevated St Philip's Causeway dual carriageway prominently rises up and over the eastern corner of the area.

4. Silverthorne Island

The area is defined by the harbour and Feeder Canal and elevated western mainline. Unlike other areas it is characterised by numerous historic buildings and site boundary walls constructed of stone. In addition areas of historic street surfacing materials also remain. Large floor plate buildings (warehouses and former factories) open forecourts, yards and areas of hard standing are dominant in the area and often associated with the sale, hire, repair, and parking of vehicles. A notable exception is the Motion Nightclub accommodated in a large waterside stone warehouse. There are more buildings and sites which appear underutilised

and vacant and numerous examples of buildings of poorer quality appearance. The area is an enclave with restricted pedestrian, cycle and vehicular access points. Movement is further impacted by narrow streets with poor footpaths.

5. Temple Island

A cleared flat brownfield site with river frontage and also bounded by the western mainline and A4 Bath Road. A remnant of historic building fabric has been retained at the river edge and helps to articulate the history of this site.

6. Former Post Office Sorting Office site












A cleared brownfield site with harbour and canal frontage that abuts Temple Meads railway station. The Post Office Sorting office, now demolished, was erected on the site of a large enclosed cattle market.

7. Avonmeads retail park and St Philip's Causeway fringe areas

A large modern retail and leisure park consisting of large-footprint, single storey buildings and associated surface car parking. Sites adjacent to the Avon Bridge roundabout, including KFC and the Kärcher showroom, are related in character. Avonmeads falls outside the main study area, but is included here for context.

10.2.12 Urban analysis summary

This Development Framework has been informed by an extensive evidence base of topic based studies. A visual analysis of the area has been undertaken to help develop an understanding of the areas existing physical characteristics and to highlight attributes that could be incorporated within the proposed spatial framework. For example the view from the Fruit Market site to the Church of the Holy Nativity on the Wells Road and Totterdown ridge and the River Avon path.

- Key**
-  Node
 -  Destination
 -  Prominent building
 -  Prominent building back
 -  Barrier to pedestrian and cycle movement
 -  Bridge
 -  Over bridge
 -  Panoramic Views
 -  Elevated site
 -  Avon Greenway combined path
 -  Significant urban tree planting

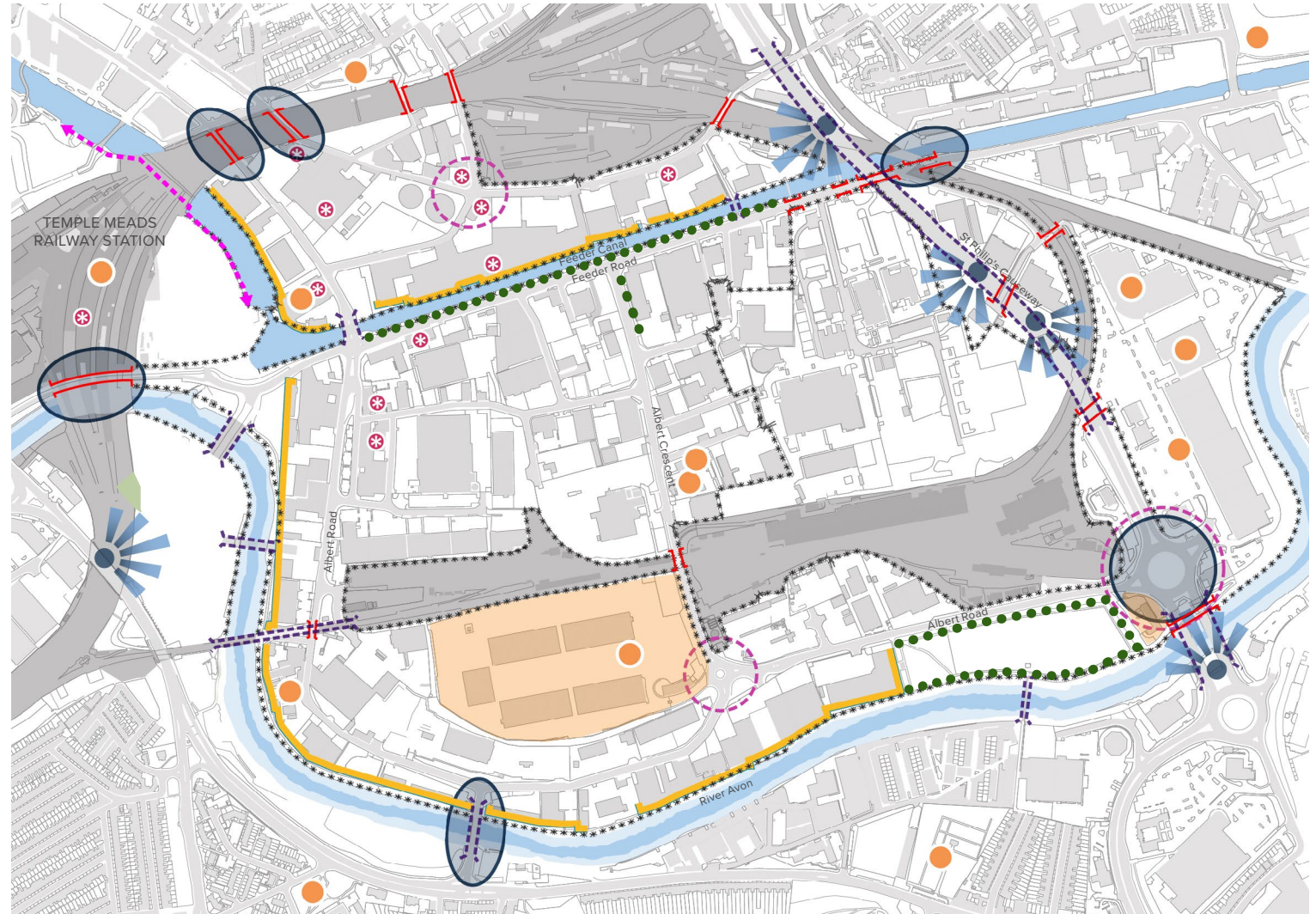
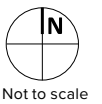


Figure 148 Visual analysis plan



Not to scale

Part 1 - Overview
Part 2 - Masterplan
Part 3 - Development Framework



Figure 149 Existing Context - River Avon, Floating Harbour and Feeder Canal Corridors

River Avon, Floating Harbour and Feeder Canal Corridors

The water courses, bridges and nature of frontage development form a major part of the overall character of the area. Historic relationships between land uses and water borne goods have long been lost. Buildings, including Motion Nightclub, create an impressive if austere frontage with no public access to the north bank of the Feeder Canal. Many buildings and sites back onto the River Avon greenway which is a major ecological asset, walking and cycling route.

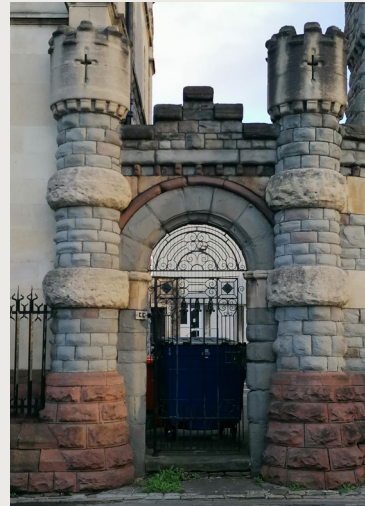


Figure 150 Existing context - Silverthorne Island

Silverthorne Island

A number of surviving nineteenth century warehouse buildings (some of which are Listed Buildings), with yards enclosed by high walls and associated offices are located within the area. These prominent stone and brick built structures create a distinctive character not found in the wider study area. The area also contains smaller scale historic buildings accommodating workshops, garage and storage. Nineteenth and twentieth century warehouse buildings have been adapted for various purposes including automotive sales, repair and parts supply.

Figure 151 Existing context - Former Post Office Sorting Office and Temple Island

Former Post Office Sorting Office and Temple Island Sites

Both sites have been cleared of existing buildings and have few features with the exception of green landscape along significant water frontages. The former post office site backs directly onto Temple Meads station. Temple Island is framed by the River Avon and A4 Bath Road which rises up considerably to the southern corner of the site. The sloping supporting wall is a major structure.



Figure 152 Existing context - St Philip's Marsh

St Philip's Marsh

This area is dominated by larger footprint warehouse style buildings and extensive external yard spaces used for the storage of goods, materials and vehicles. A limited number of smaller historic buildings remain including former houses and workshops. They are a shadow of the Victorian neighbourhood which once was found here. Significant land uses include St Philip's rail depot and sidings, Bristol Fruit Market, Bristol City Council Waste Recycling Centre, and land used by the police and electricity utility companies in north east St Philip's Marsh.

Kenneth Steel House
Police Station

Totterdown Ridge

Feeder Canal

Temple Meads
Railway Station

Spire of St Mary
Redcliffe Church

Silverthorne Lane



Figure 153 Panoramic view from St Philip's Causeway westwards towards Temple Meads Station

North East St Philip's

Totterdown Ridge

Silverthorne Lane

Western main line

Queen Ann Road
Network Rail
Depot

Bristol University
Bristol Royal
Infirmary



Figure 154 Panoramic view from St Philip's Causeway towards the west

Part 1 - Overview

Part 2 - Masterplan

Part 3 - Development Framework

10.2.13 Proposed development context

Approved developments and relevant planning history

Temple Quarter Enterprise Zone has been a focus for economic development since 2012. It has resulted in major new developments with more in the pipeline. This is particularly marked to the east of Temple Meads Station where extensive development is planned over the next five years.

However, east of the railway the main focus of development delivery within the Enterprise Zone has been at the Paintworks on Bath Road. New homes, places to work, flexible event space and a destination bar and restaurant now form a thriving riverside community. Phase four of the project is under construction.

The main planning activity on key sites east of the station has resulted in approval of the University of Bristol Enterprise Campus scheme on Cattle Market Road and student accommodation on Temple Island and a significant riverside residential development on the Bath Road.

The extensive redevelopment of sites along Silverthorne Lane fronting the Feeder Canal was granted consent in April 2022. Additionally, applications for student accommodation on Avon Street and Freestone Road were submitted. Student accommodation on Avon Street has been approved, whilst the application for Freestone Road is still under consideration.

An illustrative masterplan has been developed for Temple Island by Zaha Hadid for Legal and General, but this is yet to be formalised into a planning application for the remaining site. Bristol City Council are promoting a mixed use redevelopment of this vacant site including housing, offices and a hotel and conference centre.

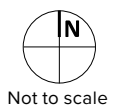
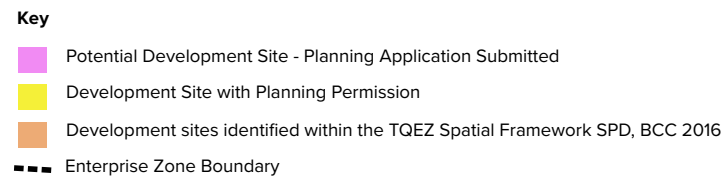
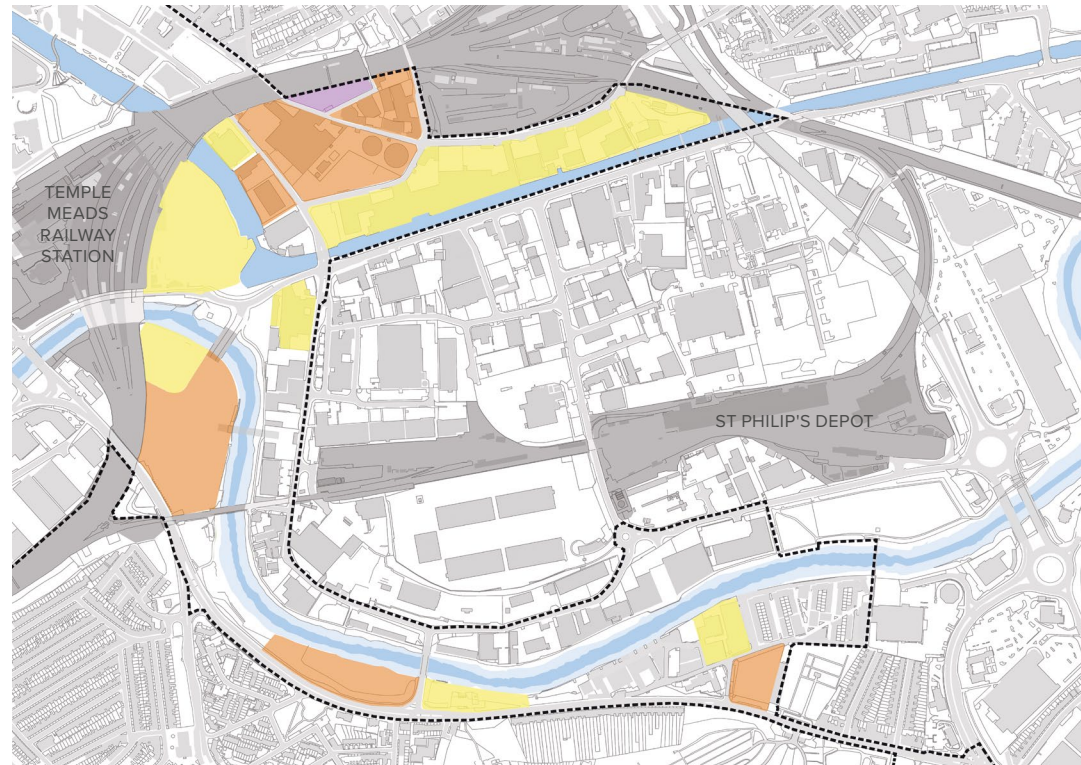


Figure 155 Existing and proposed development sites (as of April 2020)

10.3 Constraints and opportunities summary

10.3.1 Constraints

There are a number of constraints within the area that will significantly impact future redevelopment, including:

1. The study area is located within the flood plain of the River Avon and Feeder Canal and extensive areas are subject to flood risk which is predicted to worsen over time due to the effects of climate change. Proximity of industrial buildings to the river edge creates a poor waterside experience and limits opportunities for an integrated landscape response to flooding and riverside habitats.
2. Railway lines, the River Avon, Feeder Canal and St Philip's Causeway form significant barriers to movement across the area as they bisect St Philip's Marsh, limiting access to and through the area. Access and legibility is impacted by the quality of routes, including via railway arches, low bridges and over narrow footbridges, contributing to a poor environment for walking and cycling.
3. This is compounded by the presence of larger gated sites such as the Bristol Fruit Market, St Philip's Marsh Train Depot, utility companies, and Avon and Somerset Police sites.
4. Ground conditions vary across the area including heavy contamination resulting from industrial uses and soft ground reflecting the low-lying nature of the land.
5. Significant high voltage electricity infrastructure in the north eastern area of St Philip's Marsh may limit potential for development or require significant / high-cost reconfiguration.
6. Poor quality existing built environment and public realm, with limited green open space and tree canopy cover. A small number of distinctive (but unlisted) historic buildings exist in the area.
7. There are currently no bus routes serving the area, although bus services on the Bath Road and close to Bristol Temple Meads are within walking distance.
8. Some uses in the area form part of the distribution network for delivering goods and services within central Bristol and would need to be retained or relocated to appropriate locations.
9. The Albert Road waste depot would have to be relocated to enable the delivery of infrastructure and redevelopment of adjacent sites, with potential implications for phasing.
10. The existing planning policy context does not support redevelopment of the area. Significant consultation, evidence base gathering and public examination is required before policy can be updated.
11. The area is characterised by a patch work of land ownerships and occupiers posing a challenge to land assembly and the coordinated delivery of potential infrastructure and development. Appropriate alternative sites (either within the redeveloped area or within the wider city) would need to be provided to support business continuity.

10.3.2 Opportunities

The Bristol Local Plan Review recognises the potential of St Philip's Marsh as a future area of regeneration and growth, presenting a range of opportunities:

1. Generational opportunity for comprehensive transformation of a significant part of the city, creating an exemplar mixed-use, sustainable, healthy, climate adapted neighbourhoods which are closely integrated with surrounding communities and deliver multiple social value outcomes.
2. Provision for new homes of varying types and tenures including affordable housing
3. Community infrastructure, to support the wellbeing of existing and new communities, meet the future needs of the growing city and reduce pressure on edge-of-city locations.
4. Creation of new employment and business spaces to deliver Bristol City Council's objective to 'ensure that the number of jobs supported by the area is increased and that the diversity of business and economic development is maintained and enhanced'. Provision of high quality working environments which support innovation, creativity and wellbeing.
5. Respond to enhance accessibility created by the proposed eastern entrance to Temple Meads Railway Station. Most of the area is within easy walking distance of the station.
6. Growth and investment in the area resulting from the proposed University of Bristol Enterprise Campus (and other significant catalytic developments) and associated enhanced built environment and footfall.
7. Significant water corridors (River Avon and Feeder Canal) passing through the area contributing to character, ecology, access to natural environments and long distance walking and cycling routes. Significant opportunity to retain and enhance these corridors, and enhance the green infrastructure network within St Philip's Marsh as part of the city-wide green and blue infrastructure provision.
8. Integration of strategic city-wide cycle infrastructure, specifically along Feeder Road.
9. Provision of new bus routes to and through the area connecting to the communities of east Bristol.
10. Incorporating existing innovative and creative businesses into the future entrepreneurial ecosystem, potentially including cultural / music venues and evening uses

GUIDING PRINCIPLES



10.4 Guiding principles

The five strategic principles have been developed to help shape the Development Framework going forward, responding to the particular constraints and opportunities of the area and the engagement and consultation process outlined in Chapter 3. This section explores how these principles could be applied to the St Philip's Marsh areas.



Figure 156 Guiding principles diagram

10.4.1 Integrated and connected

Create strong connections with surrounding neighbourhoods

Create an integrated movement and access network connecting all development plots to surrounding neighbourhoods, Temple Meads Station, key destinations, strategic cycle routes and public transport corridors promoting active travel, public transport use and reducing the need for the private car.

Reconnect communities in east Bristol, such as Barton Hill and Lawrence Hill, which are amongst the most deprived communities in Bristol and currently separated from the surrounding city. Walking and cycle links to adjoining areas would be improved including the provision of a new bridge crossing. Doing so provides access to new facilities, open spaces and land-uses which play a role in the lives of the wider east Bristol community, including a new riverside park.

Support and enable low carbon mobility

Deliver infrastructure throughout the area which promotes active travel and public transport promoting low traffic and low speed streets. The proximity of employment, co working space, and community facilities would reduce the need to travel.

Support a shift in ownership towards car sharing, to serve new residents and businesses, with an emphasis on a move towards electric vehicles. In building, on plot and on street charging facilities and cycle parking would be fully integrated.

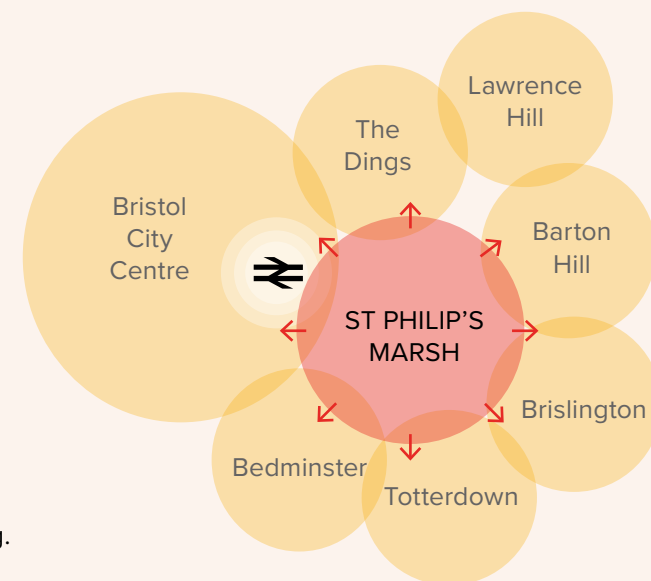
Adopt an integrated design and placemaking approach to flood defence provision

Ensure that flood defence design along the Feeder Canal and River Avon corridors incorporate habitat enhancement, landscaped public realm, public walkways and cycle path facilities, and flood resilient frontage buildings providing overlooking and natural surveillance. Two contrasting approaches are required. Both would transform the relationship between new development, people and canal and tidal river waterscapes. This also provides the opportunity to improve connections across the river to the Paintworks development.

The first approach could take the form of a landscape rich greenway, the second a more formal tree lined promenade. These major interventions could deliver economic, social and environmental benefits. They are also placemaking elements that could help to define the character and identity of the area, becoming leisure and recreation destinations within the city centre and accessible to the local community.

Create a resilient access and movement network

In combination with water edge flood defences, create a primary street network that enables access and evacuation from the area in the event of a major flooding. This street network is to provide access to a range of development sites, community facilities and open spaces. It should connect to street networks in adjoining areas and accommodate vehicular, cycle and pedestrian movement including future public transport. Furthermore it could integrate energy (including a district heating system), water, digital and drainage infrastructure.



10.4.2 Inclusive Economic Growth

Promote a flexible framework of development plots

Establish a spatial structure of new and existing secondary and tertiary access streets providing permeability through the area and defining development plots of varying sizes that could meet future needs for employment, residential and mixed use development. New streets would provide plot connectivity to energy, water, digital and drainage infrastructure systems. Some plots include existing buildings that could be adapted to alternative uses and incorporated within new development schemes.

Establish a leading innovation district

Establish a show case innovation district with high quality pedestrian and cycle access to Temple Meads railway station and the proposed University of Bristol Enterprise Campus. Frontage building development would define the structure of streets and spaces and include active ground floor uses such as bars, restaurants and local convenience retail providing local facilities and an attractive evening economy. A variety of employment space is envisaged including accommodation for start ups, established SMEs and larger scale businesses focused on science and technology, nano engineering, advanced manufacturing, green economy businesses and creative and digital industries.

Transform existing industrial land, increasing density and diversifying land uses

Promote the intensification and diversification of industrial land east of Albert Crescent triggered by the need to implement flood resilient infrastructure and to promote low carbon development. This could include incremental

change, which seeks to enhance and incorporate indigenous light industrial uses which are compatible with mixed-use development, and accommodating new businesses that are drivers of higher value employment and lower carbon growth over time. It is recognised that energy infrastructure of city significance in the ownership of National Grid and an Avon and Somerset Police facility are located within this part of the area and that this could influence the shape and pace of any future change. However, the area is also characterised by businesses related to distribution, car repairs, sales and specialist manufacturing.

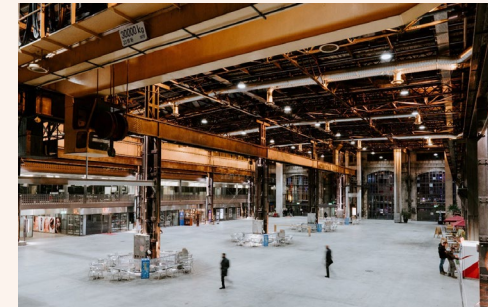


Figure 157 Examples adaptive reuse of former industrial and warehouse buildings

10.4.3 Quality Places

Create a legible layout of street blocks and spaces

Establishing continuous building frontage at the perimeter of street blocks would provide physical street enclosure. It would provide greater opportunities for overlooking and natural surveillance of the public realm; and enhanced block legibility and interaction with the street via the integration of building entrances and active ground floor uses in key locations. Limited building setbacks can support residential amenity or help define pocket green spaces in some locations. Building frontages should address all streets and paths throughout the area.

Integrate community facilities and mixed uses from the early phases of redevelopment

The phasing of development must ensure that adequate community facilities are in place to support new residents, those who work, pass through and visit the area including residents of the Paintworks development and Bath Road. Their provision would also make the area an attractive location for further incomers. Facilities could include the following:

- Primary schools
- Health centre
- Energy centre
- Community hub
- Convenience store
- Restaurants and bars
- Sports courts (e.g. tennis, five-a-side) and pavilion at Sparke Evans Park
- New open spaces

Promote intelligent density

This report identifies three scenarios for the redevelopment of the area. Each exhibits a gradation of residential densities, with varying quantities of houses and apartments, both of which can be suitable for families, supported by community facilities and open space provision. There is a significant mixed use objective across the area including opportunities to integrate residential development with employment, commercial or leisure uses within each street block.

Opportunities for vertical layering of different uses within buildings can have benefits including supporting the evening economy, whilst a land use monoculture reduces vitality outside of working hours. A mix of housing types and tenure models is anticipated on larger sites with affordable housing provision being made across the entire area.

Larger street blocks could incorporate inner court yard spaces for residents or be sub divided to create a number of smaller court yard blocks establishing more building frontage and permeable street connections. The three scenarios indicate that new buildings could range from low- to high-rise buildings. Opportunities may exist for taller buildings in locations that punctuate the structure of street blocks, create landmarks or enhance key views, subject to detailed design.

Design buildings to last

New employment and non residential mixed use buildings should be designed and constructed to very high standards. For example, attaining BREEAM excellent or outstanding standard.

Buildings should aim to be net zero carbon. They should be flexible, adaptable and resilient to climate change so that they can meet the future needs of occupiers without the need for costly and carbon intensive redevelopment. Development should incorporate multi-functional green infrastructure that benefits biodiversity, the wellbeing of occupiers and the climate resilience of local communities.

Apartments and houses should also be designed and constructed to high standards and be capable of adaptation over time. For example, meeting the changing needs of occupiers at different life stages including young families and older people. Residential development should include recycling storage, bike parking and meet new more generous internal space standards reducing the need for occupiers to consider relocation. Apartment buildings could include balconies, rooftop and terrace gardens and access to on site storage.

New development should contribute positively to an area's character and identity, creating or reinforcing Bristol's local distinctiveness.

Listed Buildings should be positively integrated into future development and adapted to new uses.

Opportunities should also be taken to integrate surviving, but non listed, historic fabric such as terraced houses, shops, school and chapel buildings where this is commercially viable and would provide a context responsive development approach. For example, the limited number of remaining of historic buildings

in St Philip's Marsh are a poignant reminder of the community that once existed for a century until post war clearances.

Adapt existing buildings to new uses

There are major opportunities to repurpose existing buildings to new uses, including meanwhile uses, across the Silverthorne Island and St Philip's Marsh areas. This could harness the character and identity of the area, be less environmentally impactful, create dynamic, creative and lower cost spaces that attract forward thinking next generation businesses. The Engine Shed and Temple Studios to the west of Temple Meads railway station are two notable examples of the successful adaptive reuse of buildings. They have provided co working and studio space establishing clusters of new and developing businesses including those within the creative and digital sector.

10.4.4 Quality Spaces

Create a public realm of distinction

A high quality public realm network should facilitate movement within and through the area, support community health and wellbeing and enhance biodiversity. A network of streets and spaces would offer a variety of outdoor spaces of contrasting design treatment, use and scale. Primary components of the public realm network include:

- An enhanced and expanded River Avon Greenway corridor, including pocket spaces, a revitalised Sparke Evans Park, and integrated flood defences.

This could accommodate walking, running and cycling, provide new places to sit and relax, children's play and adult exercise facilities. Sparke Evans Park could be a multi use space offering informal play and formal sports provision as well as quieter spaces.

- An improved Feeder canal tow path promenade integrating flood defences. This ensemble would provide a new setting to the south bank of the canal offering new moorings and opportunities to facilitate water space usage, places to sit and linger, walk and cycle. Existing trees would be complimented by new planting increasing biodiversity and providing shade.
- New green spaces should be provided within the St Philips Marsh area offering a green space setting for new development and an inviting space for local residents, workers and visitors alike. Continuous building frontages, including active ground floor uses, would provide defining enclosure to these spaces and provide natural overlooking.

Integrating Green Infrastructure

Tree planting should be incorporated within all public street designs across the area dramatically increasing urban tree canopy cover. Species should be selected to compliment and define the hierarchy and typology of streets and spaces. A variety of appropriate species would provide contrasting canopy forms, foliage texture and colour, and seasonal characteristics. All street design could incorporate sustainable urban drainage provision and, where appropriate, rain gardens including ground planting. In addition to the primary and secondary access street network, circulation routes within major development plots

would also incorporate significant green infrastructure. Green infrastructure should enhance biodiversity and connect wildlife corridors.

Revitalise Sparke Evans community park

Unlock the full potential of the park as a welcoming and inclusive community space and the largest green infrastructure asset of the Avon Riverside (north and south) communities. To include new planting, children's play, event space and lighting.

Industrial Heritage

Many surviving nineteenth and early twentieth centuries buildings, structures and other traces such as historic road surfaces have historic and evidential significance even if not listed. These could be incorporated into future redevelopment and public realm improvements where this is feasible.

10.4.5 Vibrant and Creative Communities

Create a vibrant new residential neighbourhood

Promote residential development across the entire area from street blocks composed solely of housing units of various types and tenures to residential comprising an important element of employment or commercial leisure led mixed use street blocks. The opportunity exists to create a built and natural environment that supports low carbon lifestyles and community health and wellbeing including via new walking, cycling and public transport networks.

The potential exists to energise the north bank of the River Avon via new residential development further consolidating the river corridor as the location of a growing waterside community. Existing and proposed residential development along the south bank of the river and A4 Bath Road corridor forms a major part of the mixed use transformation of this area. The more significant development plot opportunities on the north bank suggest greater potential to deliver a broader range of housing types and tenures including family and affordable housing, supporting community facilities, local retail, food and drink and open space uses. Major residential developments have the potential to incorporate outdoor community spaces, children's play areas and food growing areas.

The diagram opposite shows a conceptual neighbourhood shaping model that could be adopted.



Figure 158 The climate adapted, walkable, connected neighbourhood concept

10.5 Vision

10.5.1 Introduction

This section sets out an emerging vision for creating a series of distinctive and sustainable new neighbourhoods to the east of Bristol Temple Meads railway station, based on the concept of 'A Place of Many Places' (see Chapter 2), interwoven with and connected to the existing network of neighbourhoods in east and south Bristol. The new neighbourhoods would combine to realise an expansion of Bristol's central core, complementing the city centre with a diverse and high-density range of uses located in a highly accessible, sustainable location within easy walking distance of the enhanced Temple Meads, including a mix of residential accommodation.

The emerging vision is informed by feedback from stakeholder engagement, the proposed 2019 Local Plan review policy, the Bristol City Council city-wide employment land study, and the existing trajectory of significant active development proposals surrounding Temple Meads. This reflects the requirement for the city to identify and deliver sustainable growth for jobs and housing to meet the needs of the future identified in Chapter 2.

The identity of the new neighbourhoods are defined by distinctive physical and land-use characteristics, reflected in the nature of streets and spaces, the design of new development and the integration of existing built and natural environment assets. A coordinated approach to landscape and infrastructure design is required to resolve flood risk affecting much of the area, and to deliver other area-wide benefits.

The new neighbourhoods are as follows:

1. **North West St Philip's Marsh:**
A knowledge based, employment led area focused on the proposed University of Bristol Enterprise Campus, Temple Island, and Silverthorne Lane developments.
2. **South St Philip's Marsh:**
A sustainable, residential led mixed-use neighbourhood focused along a new riverside linear park, potentially integrating a leisure and sporting facility.
3. **North East St Philip's Marsh:**
A mixed residential and employment area providing housing and supporting uses together, including small-scale manufacturing and maker-spaces.



Figure 159 Three contrasting, connected and complimentary neighbourhood areas



Not to scale

1

NORTH WEST ST PHILIP'S MARSH



10.5.2 North West St Philip's Marsh

North West St Philip's Marsh is located on land directly to the east of Bristol Temple Meads railway station. Alongside proposed major investment in the area surrounding Temple Meads, including a proposed new eastern entrance and UoB Enterprise Campus, this has catalysed a several significant mixed-use development proposals in the surrounding areas of Temple Island and Silverthorne Island, identified in Chapter 2.

North West St Philip's Marsh would build on these developments, nurturing a creative and knowledge-based economy of small and medium sized business which thrive on proximity to the university and each other, and which contribute to a distinctive and vibrant place reflecting Bristol's independent character.

The existing urban grain, built heritage and environmental assets help to create a distinct local environment structured around the significant urban waterways of Feeder Canal, the Floating Harbour and the River Avon. New waterfront development exploits this opportunity, whilst provision of new footbridges helps to interlink the area with its surroundings.

The area encompasses four contrasting yet complimentary and connected places:

1. University of Bristol Enterprise Campus
2. Silverthorne Island
3. Temple Island
4. Land south of Feeder Road

Working with all key stakeholders, including existing businesses and landowners, developers, investors and communities the opportunity exists to reinvent a low profile back land area as a dynamic hub that could help drive the city economy forward and

deliver inclusive growth into the long term. Over the short, medium and longer terms the objective is to transform 40 hectares of brownfield land in the heart of the city.

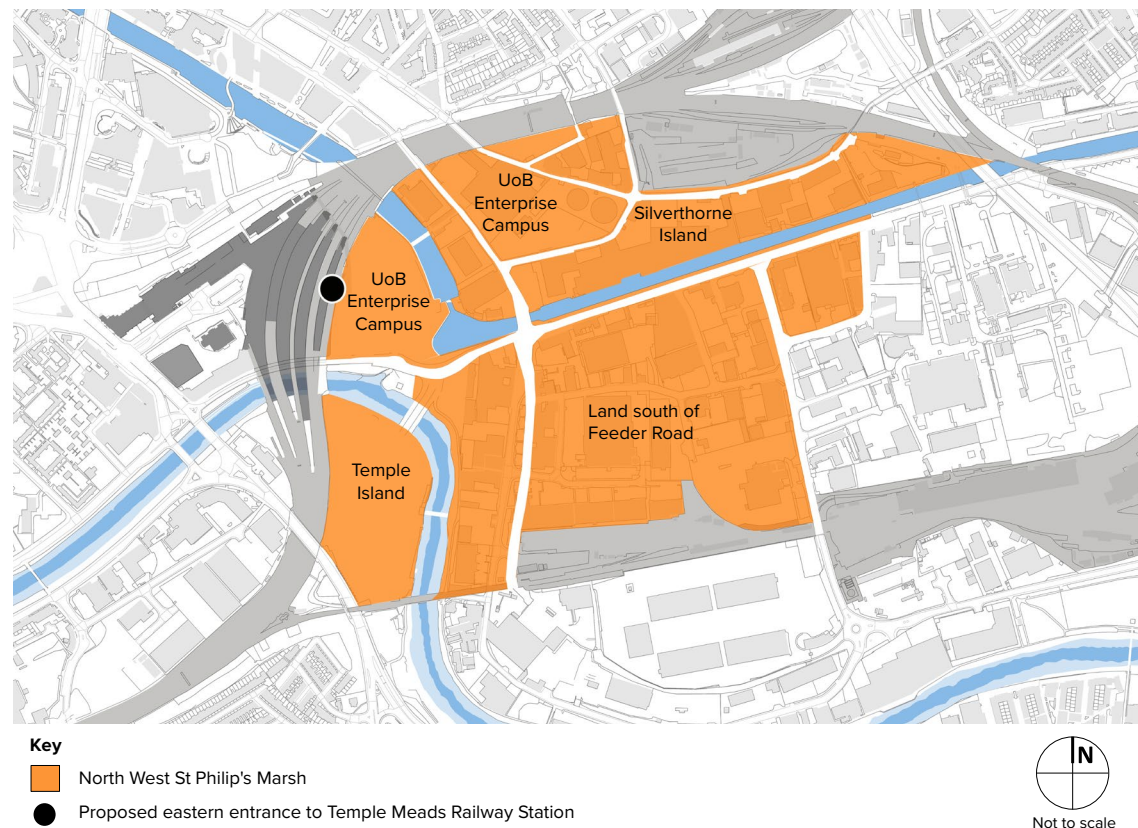


Figure 160 North West St Philip's Marsh - greater than the sum of its parts

10.5.3 Key characteristics of North West St Philip's Marsh

The innovation district concept embraces a range of defining characteristics:

1. A place of that encompasses four distinctive and interconnected waterfront locations with close links to the city centre, Temple Quay and surrounding neighbourhoods
2. Joined by the University of Bristol's Enterprise Campus with a focus on innovation, creativity and the knowledge economy
3. A compact walkable district with good cycle route and public transport connectivity and direct access to Temple Meads Railway Station
4. A distinctive sense of place resulting from a legible structure of streets, outdoor spaces and buildings and the quality of architecture, landscape and public realm design
5. A diverse, vibrant and balanced mix of uses including work space, places to live, including some student accommodation, local independent retail, restaurants and bars, and cultural spaces providing services and destinations which enliven the area throughout the day and evening
6. Creative and adaptive reuse of existing buildings combined with infill and significant new development, with high standards of design which reinforce local character
7. Variety of flexible work spaces supporting incubation, collaboration, research and co-working for start-up and spin-out businesses, alongside more tailored space for scale-up businesses and established businesses relocating to the area
8. Provision of exceptional digital connectivity, including 5G networks, enabling businesses to harness and develop digital products and services
9. A range of job opportunities and learning experiences supporting inclusive and sustainable economic growth, with links to local schools and up-skilling of young people in surrounding deprived neighbourhoods
10. A place management organisation helping to curate, nurture and grow the business ecosystem including business development advice, access to finance, incubation and accelerator programmes, and transitions to move-on space

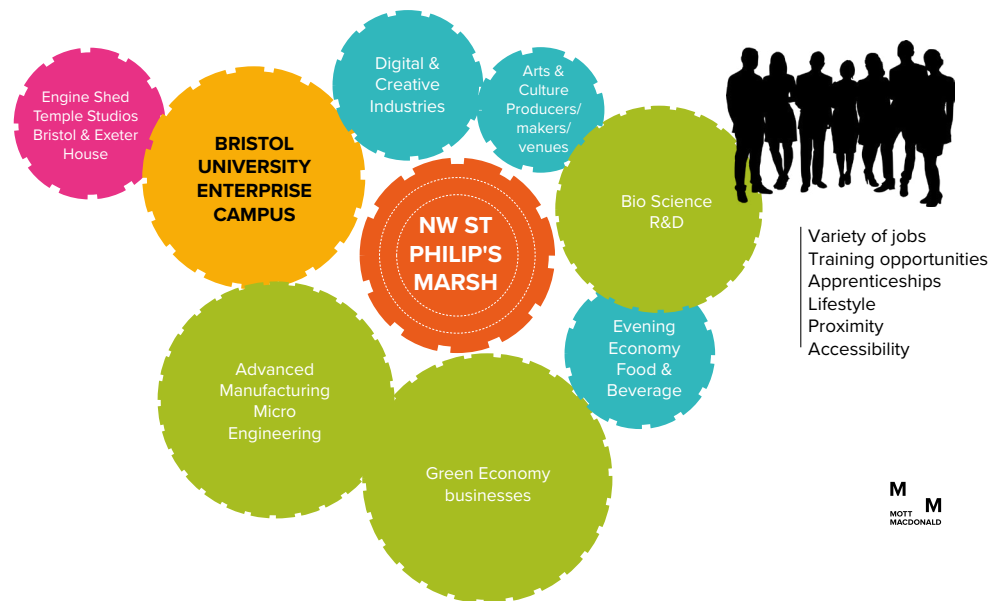


Figure 161 North West St Philip's Marsh innovation district organising concept diagram

'Innovation districts are urban areas with networks of knowledge-producing organisations such as universities, research bodies, cultural institutions, and knowledge intensive businesses. They bring together innovators, entrepreneurs, researchers, creatives, knowledge workers and investors to work together, to collaborate, compare and compete, creating the conditions for business growth.'

UK Innovation District Group, 2019



Figure 162 North West St Philip's Marsh - A creative space in the city

10.5.4 University of Bristol Enterprise Campus

The realisation of the proposed Enterprise Campus on the site of the former Royal Mail Sorting Office is pivotal to the regeneration of areas to the east of the station. The proposed seven-acre campus will provide teaching, research and innovation space for 6,000 students, around 1,600 members of staff and external partners from business and the city's communities when all delivered. The campus will also extend south of the River Avon to the northern part of the Temple Island site, where significant blocks of student accommodation are proposed. The University of Bristol has stated that the Enterprise Campus will focus on digital, business and social innovation.

This is intended to become a key venue for the UK digital economy, enhancing Bristol's reputation as a global destination for innovation and strengthening the city-region's role as an economic powerhouse. In addition, the university plans to provide leisure and cultural activities, including performance, public lectures and networking events extending into evenings and weekends to help make the campus a lively place and a new city destination with activity throughout the day and evening.

The proposed Bristol Temple Meads railway station eastern entrance will be easily accessible from the campus site and will enable passengers arriving at Temple Meads to easily access the campus and areas to the east for the first time in the station's history. This will dramatically alter the passenger experience and the service it provides to those who use it. Internal station wayfinding and Bristol Legible City signing will help people to navigate the station, campus and surrounding street network, assisting visitors with their onward journeys.

The build out of the campus and new Temple Meads eastern entrance will substantially increase footfall within the area, acting as a catalyst for the wider North West St Philip's Marsh area and the longer-term creation of a climate adapted neighbourhood in St Philip's Marsh. This would result in new places to live, work and visit and increase walking, cycling and future bus journeys to the station from the east of the city.

Phase 1 of the Enterprise Campus was granted planning permission in 2019.

Phase 2 of the campus, which includes flexible mixed floorspace and a new pedestrian bridge across the floating harbour, is targeted for planning determination in Spring 2023.



Figure 163 Proposed University of Bristol Enterprise Campus © Fielden Clegg Bradley Studios