

10.5.5 Silverthorne Island

The northern side of Feeder Canal represents extensive opportunities for mixed use redevelopment across numerous sites, providing new employment and residential spaces alongside other uses which benefit from proximity to the Enterprise Campus and help to contribute to the vibrancy and success of North West St Philip's Marsh. This could be complimented by animating ground floor uses such as bars, restaurants and cafés which are active throughout the day and evening, whilst also recognising the contribution of Motion night club on Avon Street to the night-time economy.

New development should respond to and regenerate the sensitive underlying historic urban fabric including significant industrial heritage, including the northern edge of the Feeder Canal and Floating Harbour, listed industrial buildings and distinctive historic site walls. Adaptation of existing buildings could help to support a vibrant mix of activities, uses and businesses.

The proposed mixed-use redevelopment of canal side sites along the entirety of Silverthorne Lane would mark a major step forward in the transformation of this area. The development was granted consent by Minister of State for Housing, Stuart Andrew MP, on behalf of the Secretary of State in April 2022. The proposals include the delivery of a new secondary school, student accommodation, new homes, employment space and a new building for the University of Bristol.

Planning applications for student accommodation have also been submitted for sites on Avon Street (approved) and Freestone Road (pending consideration). These developments could significantly enhance the area, offering natural surveillance, ground floor activity and a general enhancement of legibility as well as an enhancing Silverthorne Lane as a walking and cycling route linking to Barton Hill.



Figure 164 Proposed mixed use redevelopment on Silverthorne Lane © AHMM © Stride Treglown

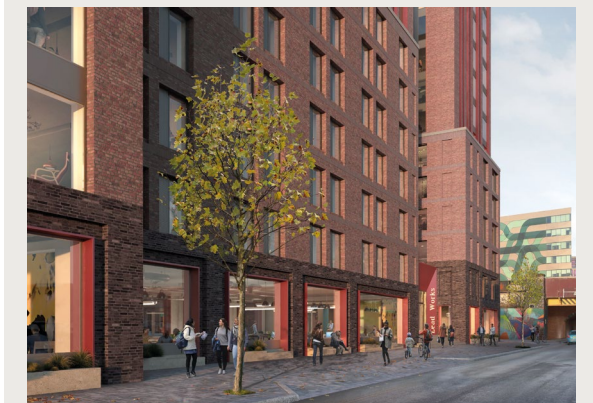


Figure 165 Proposed student accommodation at Avon Street © Chapman Taylor Architects

10.5.6 Temple Island

Current proposals for the site include a mixed-use scheme of up-to 500 new homes, office space, a 350-room hotel and conference facility, as well as bars, cafés and retail contributing to the creation of a vibrant place throughout the day and evening. The scale and density of the proposed development is very significant, including numerous tall towers which would form a notable addition to Bristol's skyline.

New development would have a close relationship with the River Avon, contributing to the creation of a distinctive built character along its length and the creation of linear park with walking and cycling access, supported by the recently constructed St Philip's pedestrian bridge.

Much of the enabling infrastructure is in place, including new bridges providing direct pedestrian, cycle and vehicular connections to surrounding areas. The site is not at risk of flooding, providing the potential for it to be developed in advance of significant new flood defence infrastructure in the wider area, and to provide safe access/ egress from the wider area in flood events. The site is owned by Bristol City Council.

No planning application has yet been submitted but it is anticipated that the developer will commence pre-applications during 2022.

10.5.7 Land south of Feeder Road

This area, not currently subject to major development proposals, represents a substantial opportunity to expand the innovation district beyond the Enterprise Campus and provide space for significant development beyond the active development proposals described above. This could include a more mixed area and fine-grained urban neighbourhood based on the existing pattern of streets.

Vertical mixing of uses within new buildings could support provision of a wide range of different accommodation, supporting the needs of small and growing business across a wide range of sectors, including studios, co-working hubs. This could include small-scale manufacturing and light-industry where this is compatible with new uses, supporting retention of existing business within the area.

Meanwhile and adaptive re-use of buildings would play a role in creating a unique and distinctive post-industrial character to the area and provide affordable spaces for new businesses.

Development within St Philip's Marsh represents a long-term vision, dependent on provision of large-scale strategic infrastructure addressing identified flood risk. Implementation of the defences would trigger a profound restructuring of land within St Philip's Marsh, potentially requiring significant land acquisition and relocation of existing businesses.

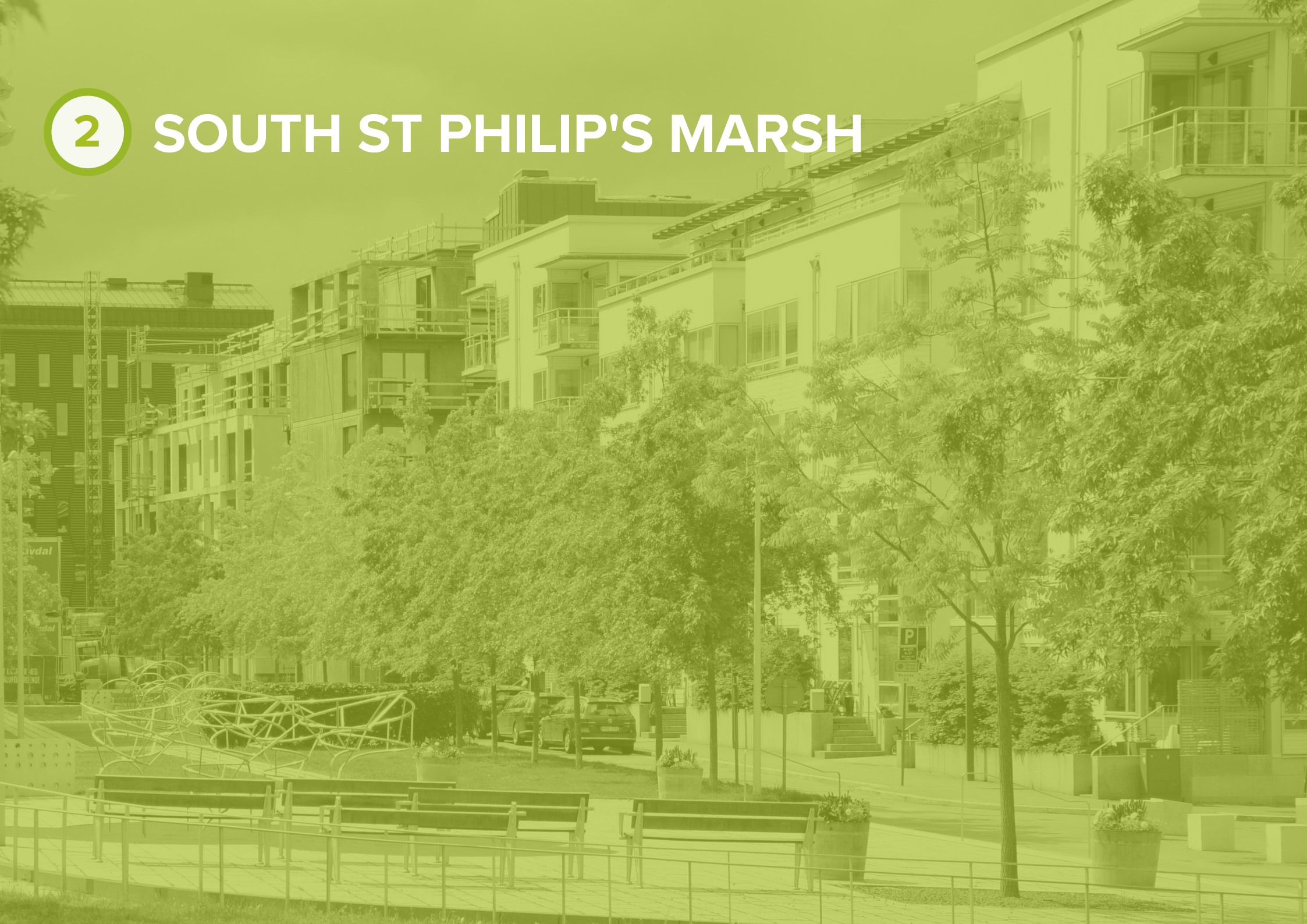
This presents a generational opportunity to deliver strategic flood defence infrastructure that acts as a catalyst and enabler of large scale redevelopment. This could integrate improved mobility and access networks and a major improvement and expansion of the public realm, including enhanced green infrastructure provision.



Figure 166 Examples of mixed use development

2

SOUTH ST PHILIP'S MARSH



10.5.8 South St Philip's Marsh residential neighbourhood

Enabled by flood defences and resilient access provision the land south of the railway extending to the north bank of the River Avon has the potential to become a new, largely residential led neighbourhood area capable of also accommodating a mixed use commercial leisure development in combination with the residential led redevelopment of surrounding sites.

The opportunity exists to provide a range of housing types and tenures including affordable and energy efficient homes supporting low carbon lifestyles. The choice of homes could include adaptable life time homes, houses and apartments subject to further detailed masterplanning.

Redevelopment of river front sites could fully exploit the River Avon waterfront setting helping to create a distinctive neighbourhood area with an animated and enhanced riverside greenway corridor. An integrated flood defences and public realm design approach would result in a greenway that incorporated cycling and walking routes for all potential users from commuter cyclists linking to destinations in the city centre to leisure riders, walkers or runners within the neighbourhood.

New foot bridges could improve connectivity with existing and proposed residential development along the Bath Road and south bank of the River Avon and public transport routes providing access to the city centre and neighbourhoods in the south east of the

city, Park and Ride sites and longer distance bus routes to north east Somerset. The importance of public transport accessibility should be emphasised in any redevelopment scenario that incorporates a commercial leisure mixed use development.

The neighbourhood should integrate a comprehensive pedestrian, cycle and public transport route network to adjoining neighbourhoods and the wider city reducing the need for private car trips, promoting active travel and community health and wellbeing. Enabling and supporting infrastructure, including a grid of green infrastructure, would be designed to provide long term resilience and physical accessibility.

The Avon greenway could be integrated into a new pattern of streets with key walking and cycling route links, enabling residents to easily access the riverside. Sparke Evans Park is a major destination on the greenway corridor. It could be rejuvenated as a focal green open space offering a range of community facilities including children's play areas, mixed use games area, café and areas of enhanced planting and seating. This significantly under-utilised asset could further benefit from the redevelopment of adjoining sites creating overlooking building frontages and promoting greater community use of the space.

The siting of a primary school adjacent to the park would further reinforce this ambition and could extend to an allocation of the derelict park area specifically for school and community use. Additional community facilities would be required to support

the comprehensive redevelopment of the area including the provision of a local centre and active frontages incorporating shops, café, restaurants, health centre etc. The viability of some of these uses would be further supported by the growing residential community on the south bank of the River Avon.

Bristol City Council land ownership is more significant in this area and includes a large waste depot facility located on Albert Road. This facility would need to be relocated in order to implement enabling infrastructure.

Provision of enabling infrastructure is likely to require land assembly and public investment to facilitate development. This may shape whether future development would come forward on a managed plot-by-plot basis or as a coordinated phased development. A detailed masterplan and design code with flexible plot parameters could be valuable tools to attract future investors and guide development quality including housing delivered via new and accelerated methods of modern construction.



3

NORTH EAST ST PHILIP'S MARSH

10.5.9 North East St Philip's Marsh

North east St Philip's Marsh has the potential over the medium to longer term, as flood defence measures are implemented, to integrate higher value and more intensive employment led mixed use development. This could include residential development and supporting land uses such as community facilities and open space. A residential community could bring vibrancy and activity throughout the day and at across the week.

New employment generating uses could help achieve a lower carbon economy and incorporate businesses focused on digitally enabled advanced manufacturing, science and technology and the creative industries complementing the proposed innovation district and wider city centre economy and businesses linked to the green economy including specialist recycling, up-cycling and manufacturing. This area could also accommodate existing light industrial and manufacturing businesses relocated from elsewhere in St Philip's Marsh, where they are compatible with the proposed pattern uses.

The opportunity exists to establish a new built frontage to the Feeder Canal corridor integrating the RAN, the creation of a new pattern of streets improving permeability through the area, linking to the north west St Philip's area and improving connectivity eastwards to the Avon Meads opportunity area.

The street pattern could also reflect much longer term ambitions to improve connectivity southwards in the event that the St Philip's rail depot should ever be considered for redevelopment. Reflecting a hierarchy of movement, a new street pattern could define street blocks or development plots creating the conditions for perimeter development and promoting the benefits of frontage development including street enclosure, over looking and legibility.

The area extends over approximately 19 hectares and is currently home to an eclectic mix of employment related land uses. The area is currently accessed from Feeder Road, Short Street and Albert Crescent which form the northern and western boundaries of the area. The St Philip's rail depot and rail link to the western main line forms the southern and eastern boundaries and the elevated St Philip's Causeway dual carriageway prominently passes over the eastern corner of the site. Two utility bridges span the Feeder Canal and are linked to the supply of electricity via infrastructure in the area. Subject to flood defence implementation the extent of redevelopment, the spatial distribution of land uses and phasing of implementation would be influenced by a range of factors.

The most significant factors are identified below and will require further detailed consideration:

- The ability to assemble sufficient land to realise the vision for the area
- The relocation of existing uses including large sites in Avon and Somerset Police ownership and land in the ownership of National Grid, a major utility company
- The rationalisation, enhancement and realignment of significant electricity distribution infrastructure including utility bridge crossings of the Feeder canal
- The limited number of sites within Bristol City Council ownership which could facilitate redevelopment whilst recognising that the St Philip's Nursery is a valued community facility
- The restricting impact of the elevated St Philip's Causeway dual carriageway on site redevelopment potential
- The potential for intermediate and selective repurposing of existing buildings to accommodate new uses and facilitate the transition of the area over time

THE DEVELOPMENT FRAMEWORK



THE DINGS

BARTON HILL

TEMPLE QUAY

TEMPLE MEADS RAILWAY STATION

AVON ROAD

SILVERTHORNE LANE

FEEDER CANAL

FEEDER ROAD

FOOTBRIDGE

ST PHILLIPS CAUSEWAY

MARSH BRIDGE

CHAPEL STREET

BROCKS BRIDGE

TEMPLE ISLAND

FOOTBRIDGE

ALBERT ROAD

ALBERT ROAD

RAIL DEPOT

AVONMEADS RETAIL PARK

RAILWAY AND FOOTBRIDGE

FRUIT MARKET

ALBERT ROAD

SPARKE EVANS PARK

A4 BATH ROAD

TOTTERDOWN

TOTTERDOWN BRIDGE

RIVER AVON

ALBERT ROAD

PAINTWORKS

ST MARY REDCLIFFE CEMETERY

SPARKE EVANS FOOTBRIDGE

SAINSBURY SUPERSTORE

10.6 Development Framework

An Integrated Approach

A conceptual Development Framework and urban design strategy have been prepared to generate and test scenarios for the comprehensive redevelopment of the St Philip's Marsh area. This has been informed by numerous technical studies that form an interlinked evidence base. In practice, the area could develop in a more incremental manner, but this study was approached comprehensively due to the nature of strategic infrastructure required and to envision transformational place outcomes.

This chapter is primarily focused on the elements of a successful public realm and accompanying infrastructure, where the public sector has greatest influence. Long-term land use changes are explored (including phased relocation of businesses) but through the lens of capacity testing and understanding the place outcomes and physical, social and environmental infrastructure needs.

The strategies set out here represent an integrated approach to redevelopment based on the need for large scale enabling infrastructure (primarily relating to flood defence and resilient access, described in more detail in section 10.6.6), which is highly likely to form a core part of any future development strategy. Associated land acquisition would require a strategy for the consolidation or relocation of existing land uses either to other locations within the city or to new sites within St Philip's Marsh over a 10-30 year timespan.

For the purposes of the study, all scenarios assume that most existing land uses could be relocated, with the exception of St Philip's Depot, St Philip's Marsh Nursery and two substations located in North East St Philip's Marsh.

Thematic Layers

The Development Framework for St Philip's Marsh includes a series of mutually supporting thematic layers:

- Land-use & Density
- Movement & Access
- Community Infrastructure
- Public Realm and Built Environment
- Open Space Green Infrastructure
- Enabling Infrastructure

Land-use and density are presented as three scenarios considering a range of potential outcomes for the amount and type of development.

They are a means to disaggregate and convey the spatial configuration, extent and nature of proposed interventions within each theme. The framework is the product of considerable design iteration, technical feasibility and viability testing. Each of these is explored in turn in the following sub-sections of this chapter.

10.6.1 Land-use & Density Testing Scenarios

In order to test the carrying capacity of the Development Framework, three testing scenarios have been prepared considering a range of outcomes for the amount and type of development:

- 1 Employment led mixed-use
- 2 Residential led mixed use
- 3 High density Residential led

The quantum of development set out for each scenario has been generated to explore contrasting implications for scale, character and community infrastructure requirements, and does not represent detailed capacity testing of proposals. This includes a mix of the uses set out in this section.

The land-uses set out in the framework do not reflect land-use allocations in the current local plan, and should be seen as an exploration of potential future land-uses for the purposes of shaping future planning policy.

Scenarios 2 and 3 show potential development within the Avonmeads for the purposes of testing a potential larger housing capacity. Avonmeads does not form part of the full study.

Housing

The scenarios test a range of density, scale and extents required to achieve different levels of capacity, mixes of houses and apartments, and the resulting demographic mix. All scenarios would result in a substantial new residential community.

Affordable housing should be compliant with 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.

Student accommodation should be guided by the limits set out in the Local Plan Review policy H7 to support a mixed and balanced community.

Employment

Employment is provided within each scenario both as discrete development blocks and through 'vertical mixing' within blocks, including 'live-work' housing. The mix of employment space should support a range of business types including start-ups, creative enterprises and small-scale manufacturing / light industry.

For the purposes of scenario testing, the quantum of employment space is not based on detailed measurements.

Leisure / Mixed Use

Scenario 2 identifies land associated with the Bristol Fruit Market site as an opportunity for a large scale, mixed-use leisure destination, potentially including a new leisure and sporting facility and associated facilities. This could potentially include reconfiguration of the market to create a more visitor focused attraction including fresh food / street food markets, entertainment and education. The large scale nature of these uses would require substantial land acquisition and realignment of Albert Road.

Local Retail and Services

Local retail should be provided in various locations within the area, both in order to provide convenient access for residents and to animate key locations within the street and public realm network.

The amount of retail provision will vary depending on housing density, employment mix and demand from passing trade. However, it should include a range of convenience retail, food and drink outlets, and a mix of units for local retail businesses to support a vibrant daytime and evening economy.

Community Infrastructure

A range of community facilities will be required, including primary schools, based on the projected population and demographic mix. The land-take of primary schools will be subject to detailed design, based on a high-density urban model. This will be supported by locating schools close to proposed and existing open spaces to ensure children have access to high quality outdoor areas.

A new secondary school is proposed in the Silverthorne Island development, and it is not anticipated that an additional secondary school will be required within the Development Framework area.

Open Space

Sufficient open space to meet Bristol City Council's policy of 10sqm per child, plus additional amenity space to serve the residential population, the employment community and visitors to the area. It is assumed that large scale provision for sports will not be provided within the local area. The amount of open space required is explored further later in the document.

Scenario 1 - Employment Led Mixed Use

Residential: 2,250 dwellings

Mix: 30% Residential

Jobs: 8,000 - 10,000

Community mix: Mixed density residential neighbourhood supporting a broad mix of accommodation types. Up to 30% of dwellings area houses, resulting in potential to accommodate families.

Community Infrastructure: Potential requirement for a new primary school.

Open Space: Sparke Evans Park, enhanced River Avon Greenway and local small spaces provide sufficient space for new community.

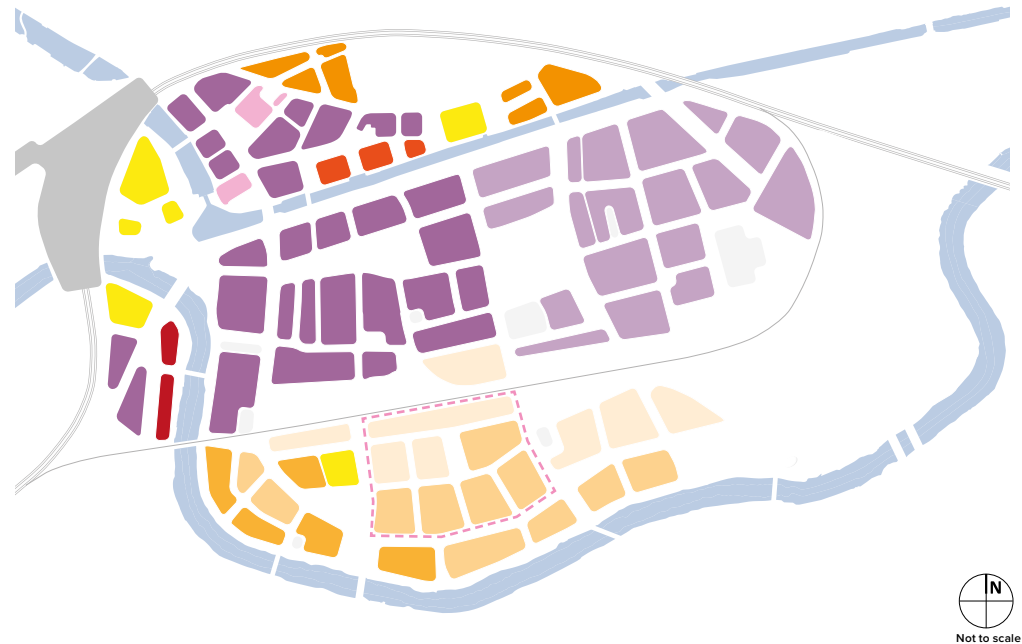
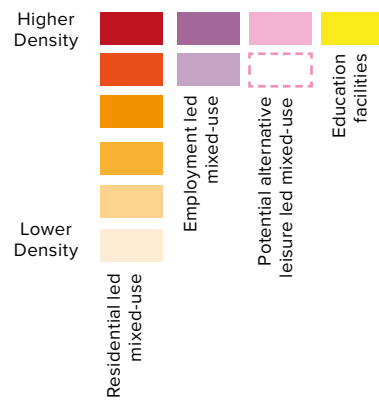


Figure 167 Scenario 1 Illustrative land-use and density distribution

NB. Residential quantum and jobs are estimates generated for purposes of exploring contrasting scenarios, and do not represent detailed capacity testing.

Scenario 2 - Residential led mixed use

Residential: 4,500 dwellings

Mix: 60% Residential

Jobs: 4,000 - 5,000

Community mix: Higher proportion of apartments. Up to 15% houses, supporting some families.

Community Infrastructure: Likely to require at least one primary school and a new healthcare centre.

Open Space: Requires multiple new open spaces to accommodate children's play and general amenity space for residents.

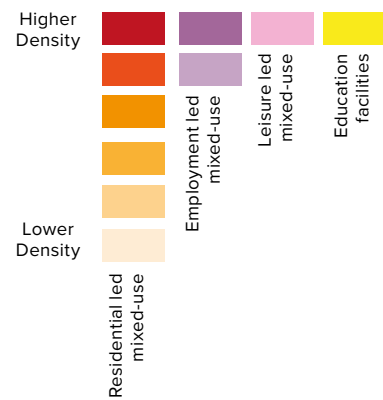


Figure 168 Scenario 2 Illustrative land-use and density distribution

NB. Residential quantum and jobs are estimates generated for purposes of exploring contrasting scenarios, and do not represent detailed capacity testing. Avonmeads Retail Park area shown in scenarios 2 and 3 for illustrative purposes only, this area may come forward for development in the future and is included in potential housing figures.

Scenario 3 - High Density Residential Led

Residential: 7,000 dwellings

Mix: 85% Residential

Jobs: 3,000 - 4,000

Community mix: High density consisting mostly of apartments. Houses limited to 5-10% of mix. Opportunities for range of apartment types which support family living should be explored.

Community Infrastructure: Likely to require at least two new primary schools and larger healthcare centre.

Open Space: Requires multiple new open spaces to accommodate children's play and general amenity space for residents. Potential demand for more open space than shown in framework.

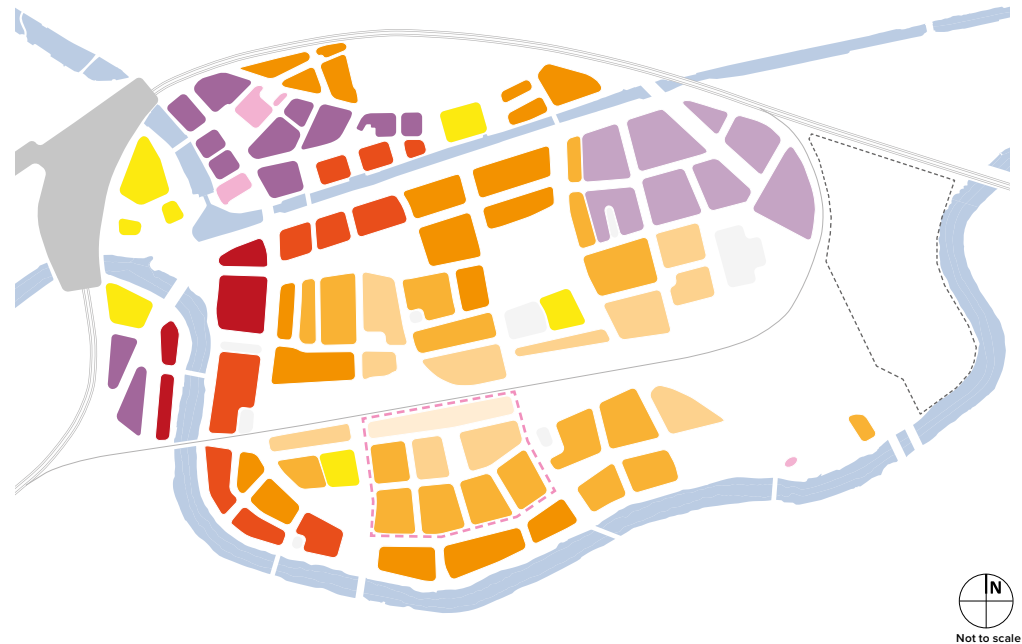
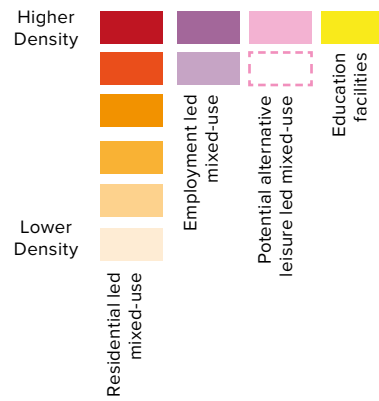


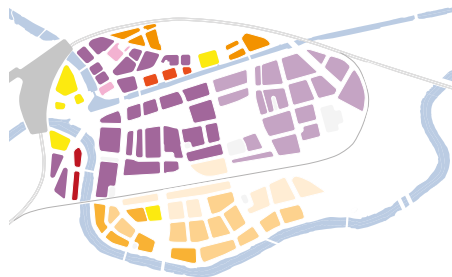
Figure 169 Scenario 3 Illustrative land-use and density distribution

NB. Residential quantum and jobs are estimates generated for purposes of exploring contrasting scenarios, and do not represent detailed capacity testing. Avonmeads Retail Park area shown in scenarios 2 and 3 for illustrative purposes only, this area may come forward for development in the future and is included in potential housing figures.

Opportunities

Challenges

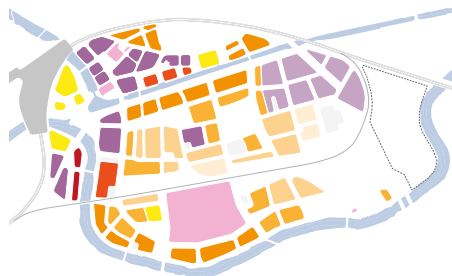
Scenario 1



- More employment and GVA focus, including more space for innovative and creative businesses
- Small scale, mixed residential community including accommodation for families
- More sensitivity to existing character and context with opportunities to retain and adapt buildings
- More opportunity to retain existing small scale light-industrial uses and local business

- Less housing delivered in highly sustainable location
- Less efficient use of land, placing pressure on other sites in the city to deliver housing
- Smaller residential community less likely to support new community facilities
- Lower land-value uplift less likely to support and fund delivery of sensitively designed flood infrastructure

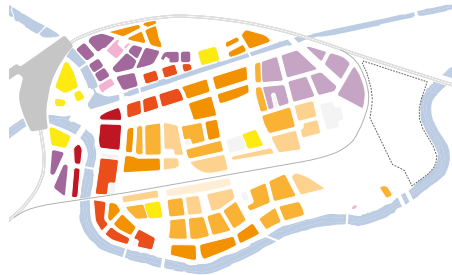
Scenario 2



- Mixed focus including more residential development and opportunity for a leisure and sporting facility in a highly accessible location
- Creates larger, potentially more cohesive residential community with mix of community infrastructure
- Mixed density and scale supports vertical mixing
- Land-value uplift more likely to support delivery of sensitively designed flood infrastructure

- Higher ratio of apartments to houses potentially creates less mixed community demographic
- Vertical mixing required to deliver successful range of uses may be challenging to deliver
- May require more extensive land area, potentially including Avonmeads (shown for illustrative purposes only, not part of full study)
- Less opportunity to retain light industrial uses

Scenario 3



- Creates a dense residential development in a highly accessible location
- Likely to deliver a wider range of community infrastructure
- Land-value uplift supports potential delivery of sensitively designed flood infrastructure

- Very high ratio of apartments potentially creates less mixed community demographic
- More pressure on local infrastructure including open space and access
- High density may impact residential amenity including access to open space, daylight, etc
- Less likely to accommodate potential leisure and sporting facility

Optimising Sustainable Urban Density

The scenarios set out previously aim to create new development within a range of sustainable urban densities. Developing at a higher density in very accessible locations such as St Philip's Marsh supports a range of potential objectives:

- Delivering a significant number and diverse range of new homes and workplaces to meet the needs of the city and its communities
- Ensuring that many people can live and work in locations that can easily be accessed by sustainable and active modes of transport
- Contributing to a vibrant urban environment and supporting viability of active uses, business and community facilities in and around central Bristol
- Helping to maintain activity and animation of the urban environment during the day, evening and at weekends, contributing to public life in neighbourhoods and community safety created by 'eye's on the street'
- Creating an urban scale and character which is responsive to the character of central Bristol
- Making efficient use of land and reducing demand for greenfield urban expansion

Developing at higher densities can create a range of design challenges which need to be addressed, to ensure that developments create sustainable and liveable places which stand the test of time.

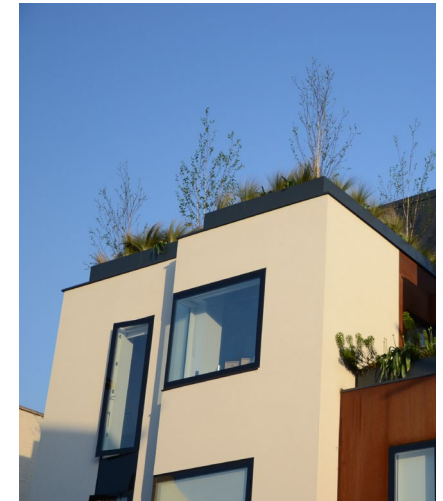


Figure 170 Higher density development in urban areas

Urban Density Parameters

A number of approaches can be taken to the layout of buildings and spaces on any particular street block within the area to achieve a desirable density.

The diagram opposite illustrates a variety of approaches showing the impact of two key parameters:

Plot Coverage, determined by the footprint of and spacing between buildings, size and dimensions of blocks, generosity of street spaces and potential for additional buildings within block interiors. Higher plot coverage can result in a lack of ground-floor open space and limited natural daylighting to lower floor rooms.

Building Height, determined by maximum and minimum building height and the level of variation between the two, including opportunities for some landmark towers. Taller buildings can result in a loss of human scale, impact on sensitive views and overshadowing of streets and public spaces.

Lower height built form, such as town houses or apartment blocks can also be used to 'wrap' a street block which includes an interior podium deck level on which other and often taller buildings and outdoor space for residents is laid out.

Guidance on the planning and design of high density development is provided in 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.

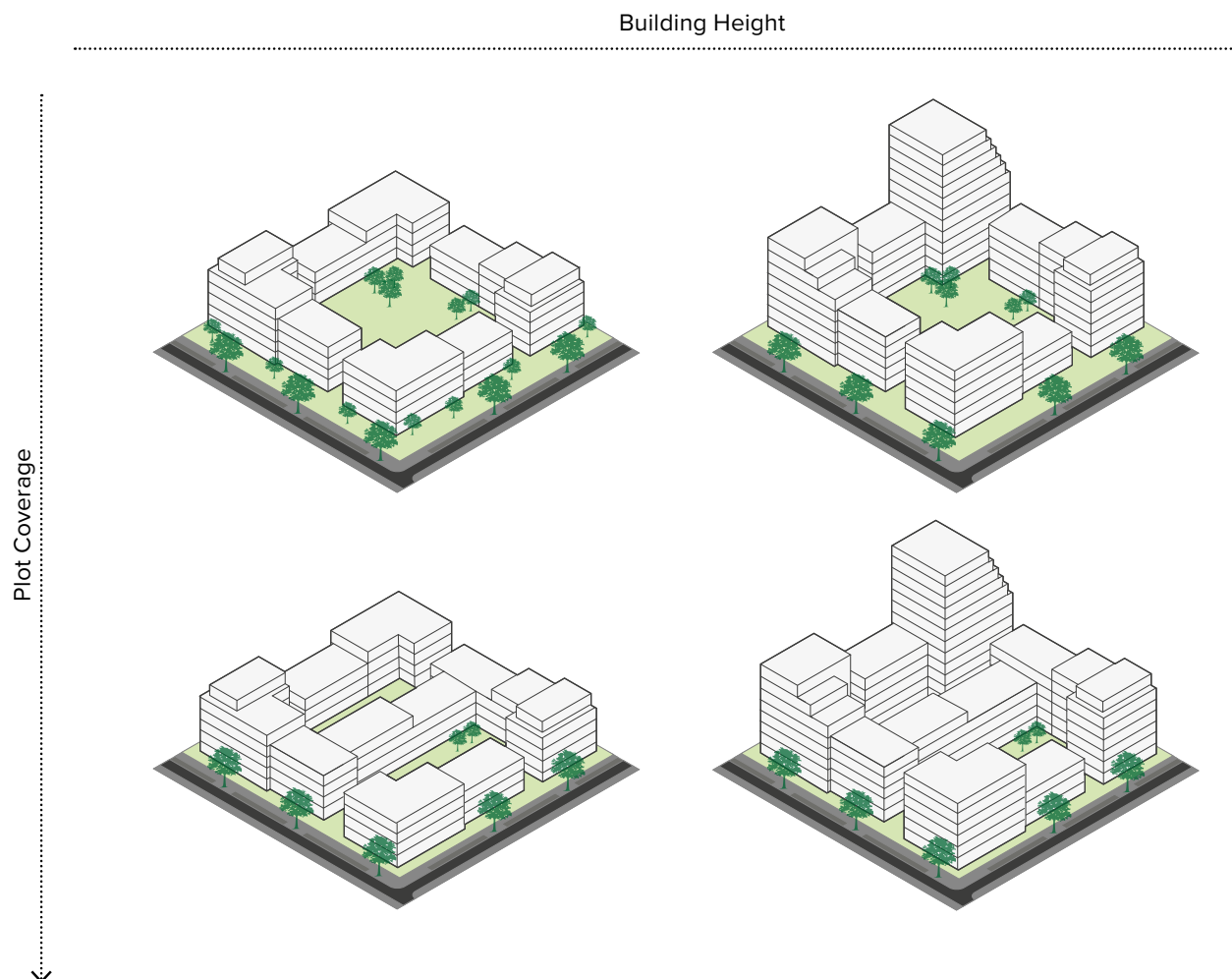
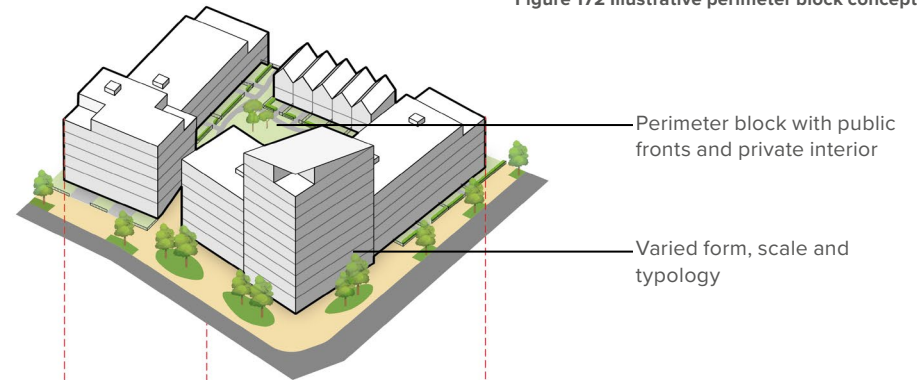


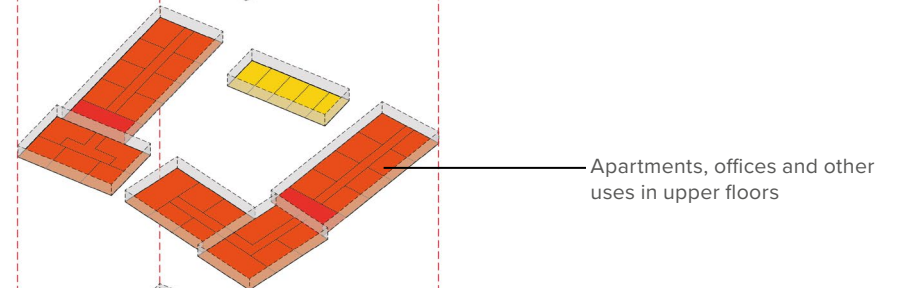
Figure 171 Illustrative development plot layout showing range of density options

Figure 172 Illustrative perimeter block concept

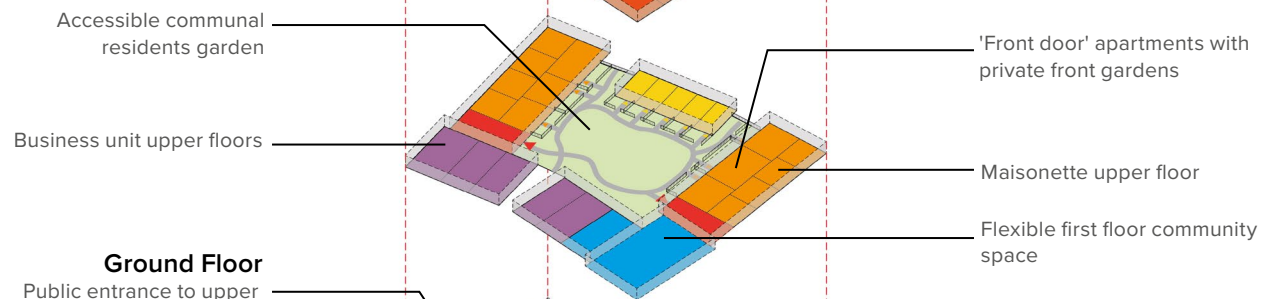
Overview



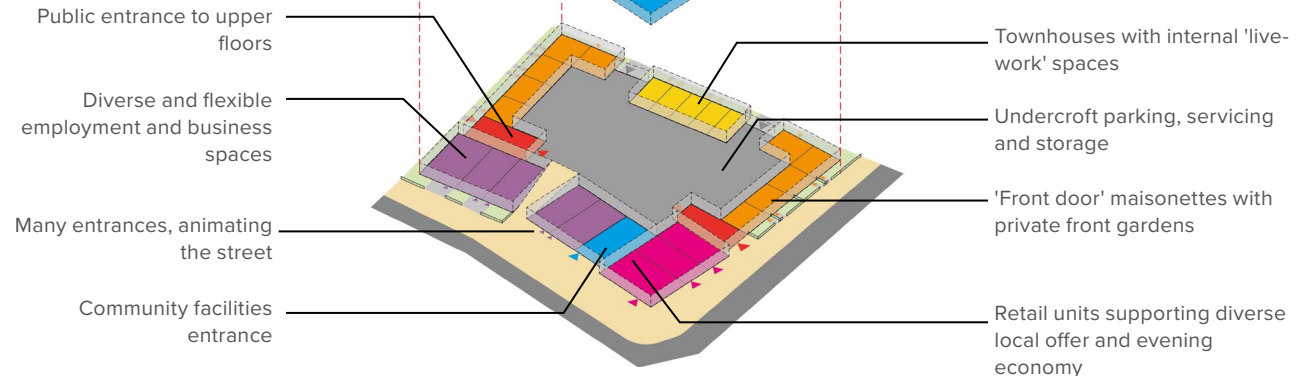
Upper floors



Upper Ground Floor



Ground Floor



Mixed-use Perimeter Blocks - Flexible and Adaptable

The Development Framework for St Philip's Marsh sets out a network of adaptable urban blocks that can be developed in a variety of ways, and facilitate change over time to meet the needs of the community.

The basic perimeter block form provides the opportunity to accommodate a 'fine grain' of uses and typologies, with variety across the block and vertical mixing of uses.

Ground floors can provide a range of accommodation which supports diverse businesses, uses and activities. This can include local retail and businesses such as cafés, bars and cultural venues.

Adaptable business units can meet the needs of a range of users, from small offices to artists workshops, light manufacturing spaces or recording studios, as well as flexible, rentable spaces such as co-working hubs. Provision of an 'upper ground floor' can provide additional affordable business and community spaces, introducing additional flexibility for community activities and the local business community.

Perimeter block form provides private, secure interior spaces which can be accessed by residents as amenity spaces, contributing to green infrastructure within the urban environment. Designing blocks to include townhouses, and 'front door' maisonettes can help to ensure that buildings have many entrances on the street, animated ground floor frontages and natural surveillance.

Accommodating residential variety

Perimeter blocks can incorporate a range of residential typologies offering choice to potential residents and helping to ensure accessibility to a broad demographic. Typologies can include:

- Townhouses, mews houses and live / work units
- Single and dual aspect apartments of varying size and orientation
- Maisonettes with direct street frontage and private front gardens



Figure 173 Modern residential block with front door maisonettes on the lower two floors and internally accessed apartments on the upper floors

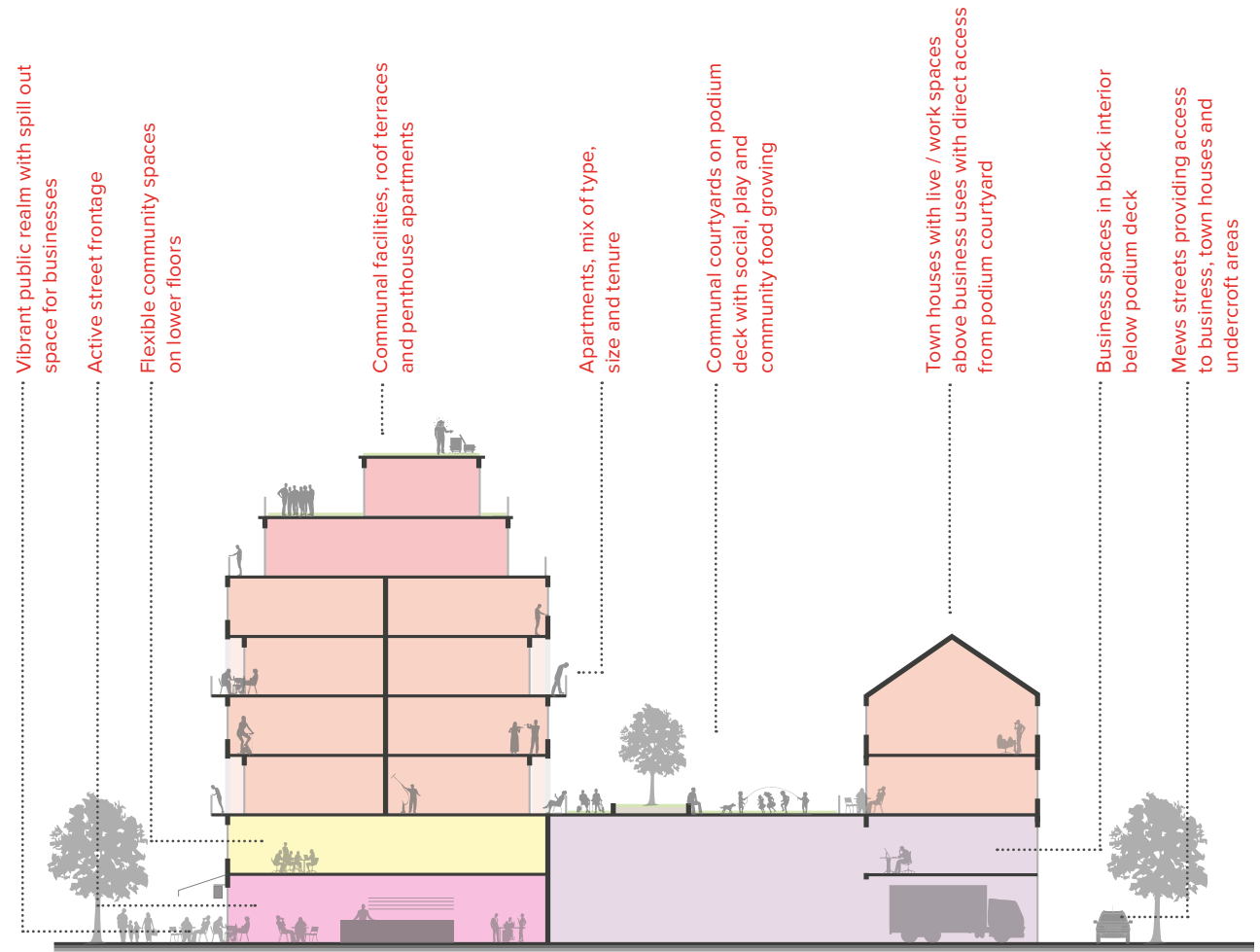


Figure 174 Illustrative cross section showing vertical and horizontal mixing of uses

Urban Animation and Pop-up uses

Streets and spaces should be designed to support activation by surrounding uses, including spaces for people to meet and socialise and space for surrounding businesses to 'spill out'. Solar orientation of space should be considered to help create sunny spaces for outdoor activity.

Opportunities for meanwhile and 'pop-up' uses such as street food vendors should be considered as part of both the design and management of the area.

Larger spaces such as Sparke Evans Park offer opportunities for regular and seasonal markets and other community events.

Adaptive Re-use of Existing Buildings

St Philip's contains a large number of existing buildings ranging from large scale warehouse and factory buildings to Victorian industrial, residential, commercial and community buildings. There are no listed buildings in the area, but a number of buildings contribute to the local character.

Opportunities should be explored to retain and re purpose existing buildings, either with long-term or meanwhile-uses as part of the phased transformation of the area.



Figure 175 Adapting existing buildings and spaces to create a vibrant mix of uses

Evening & Night Time

The mix of uses and design of the built environment should aim to accommodate and support a thriving evening and night-time economy. This should include a range of restaurants and bars, night markets, small-scale arts and cultural venues and spaces for performance and live music, as well as uses which support the cultural ecosystem, such as rehearsal spaces and places to store equipment.

Existing local businesses in the area such as micro-breweries, could be carefully integrated with new development and provided with opportunities for growth.

Consideration will need to be given to compatibility of night time uses with residential accommodation. This can include locating evening uses with employment spaces and other noisy uses such as light manufacturing. Detailed design, including sound proofing can also support compatibility.

Lighting can be used to convey a welcoming and attractive appearance across the area after dark, creating a distinctive setting for evening and night-time activity and contributing to the identity of the area.

An opportunity exists to develop a lighting strategy, identifying how lighting contributes to communicating the hierarchy of streets and spaces across the area. This could include identifying areas where lighting creates a vibrant character, alongside locations where lighting techniques can create a subtle response to more sensitive locations such as the riverside and more residential locations.

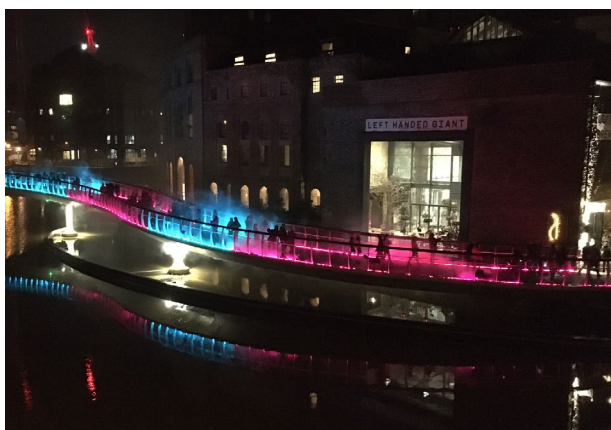


Figure 176 Animating the public realm with events, pop-up uses and markets

10.6.2 Movement and access

The Development Framework promotes sustainable modes of transport such as active travel and public transport as primary modes of travel. This delivers a range of potential community benefits:

- Enables active lifestyles and supports physical and mental wellbeing
- Reduces carbon emissions
- Improves road safety
- Improves air quality
- Creates safer and more attractive streets and public spaces, including more scope for significant green infrastructure within all streetscapes
- Supports local economy and community cohesion

A comprehensive approach is required to the development of a new movement network which supports sustainable modes of travel whilst ensuring safe and functional access for essential vehicle trips, servicing and emergency access.

This could be achieved through a range of measures:

- A legible network of primary streets and spaces which is easy for all users to navigate
- A strategic network of traffic-free walking and cycling routes along the river and canal corridors and along primary streets, connecting with the wider city network
- A permeable grid of quiet streets and spaces which allows a choice of routes for pedestrians and cyclists whilst filtering vehicle access
- A range of traffic calming measures and reduced highway geometry following principles set out in Manual for Streets.
- Urban frontage along all streets providing natural surveillance and animation, and provision of high quality streetscapes and landscapes, contributing to a convivial walking and cycling environment
- Reduce car parking where possible and prioritise disabled users, electric vehicle charging and car clubs
- Cycle parking in all developments and throughout the public realm, including e-bike charging and consideration given to adapted cycles and cargo bikes where necessary
- Subject to commercial considerations, frequent and reliable bus services with high quality and conveniently located bus stops
- Wayfinding infrastructure and signage
- Ensuring that a wide range of uses, facilities and services are available within easy walking distance of residents
- Embedding accessible and inclusive principles and standards into design

Illustrative Legible Movement Network

The layout presents an illustrative hierarchy of streets and spaces which help people to navigate the area and connect with the surroundings, whilst providing a functional network for all modes of travel. The hierarchy includes:

Main Boulevards

Direct and easy to follow routes which define the urban structure for all users, allow travel through, and provide connections with the surrounding street network, as well as providing structural green corridors within the urban area

Secondary Streets

Functional streets which support vehicle movement beyond the Main Boulevard network

Neighbourhood Streets

A permeable network of quiet streets which prioritise pedestrians and cyclists whilst allow vehicle access plots

River Avon Greenway

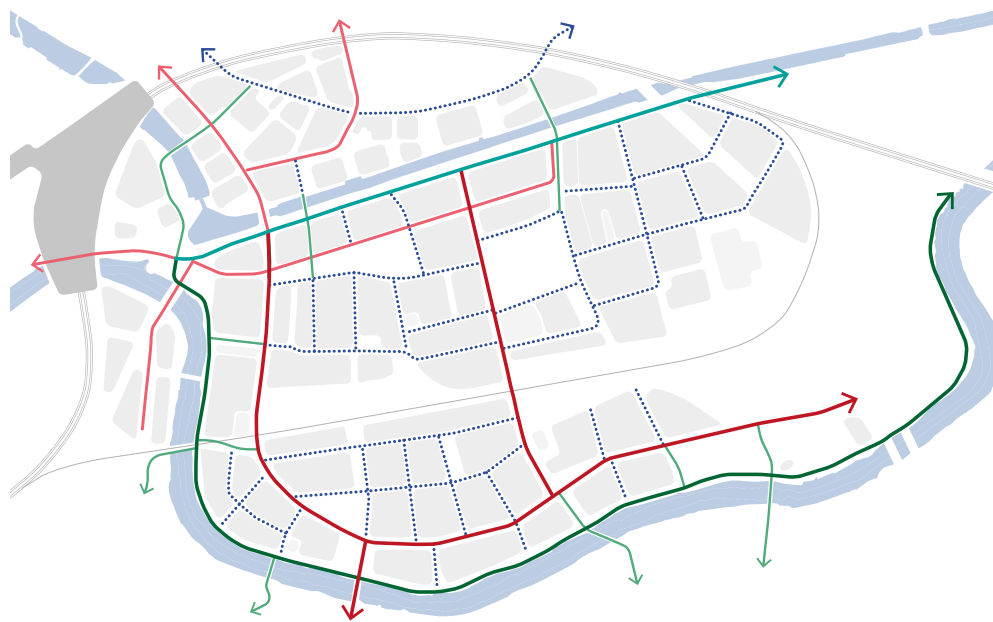
A traffic free, landscape corridor with a continuous walking and cycling route

Feeder Canal Promenade

A variation of the Main Boulevard street type which incorporates a continuous walking and cycling path alongside the canal, separated from traffic, with additional landscape

Resilient Access Network

A network of vehicle routes including main Boulevards and Secondary Streets which are raised to allow access and escape during flood events (see sections / plans on following pages).



Key

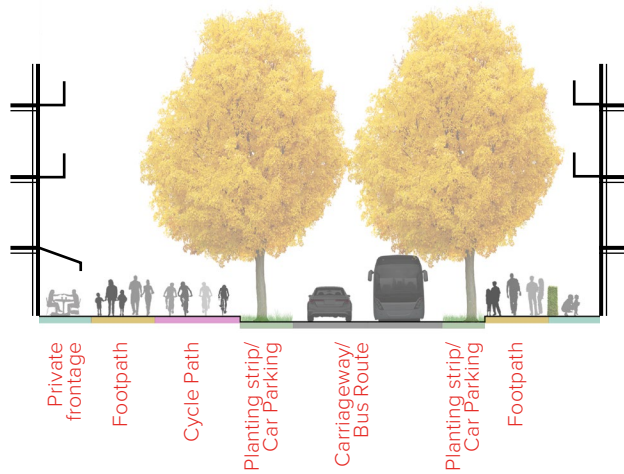
- ← Main Boulevard
- ← Secondary Street
- ⋯⋯⋯ Neighbourhood Street
- ← River Avon Park
- ← Feeder Canal Promenade
- ← Connecting paths



Not to scale

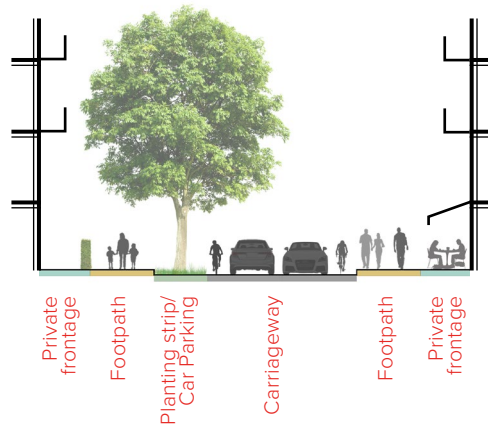
Figure 177 Illustrative street and path hierarchy

NB. additional permeability should be considered through development sites in addition to the public street network.



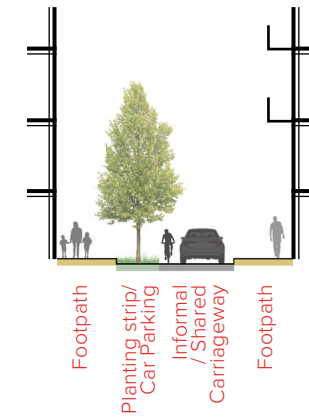
Main Boulevard - 21-25m wide - 20mph

- High level of activity and movement by all modes
- Generously proportioned space with large specimen trees defining character of route
- 7m carriageway providing access for service, emergency and public transport vehicles
- Segregated bi-directional cycle route
- Frequent pedestrian crossings
- On street car parking, prioritising EV charging
- Street furniture including regular cycle parking
- Sustainable Urban Drainage
- Includes parts of 'resilient access network'
- Some sections traffic free of reduced carriageway width



Secondary Streets - 14-18m Wide - 20mph

- Medium level of activity and movement by all modes
- 7m carriageway providing access for service, emergency and public transport vehicles
- Frequent pedestrian crossings
- On street car parking, prioritising EV charging
- Sustainable Urban Drainage
- Includes parts of 'resilient access network'



Neighbourhood Streets - 8-12m wide - <20mph

- Lower level of activity and movement
- Indirect routes with intermittent vistas
- 4-5m wide carriageways with frequent pinch-points, direction changes and vertical calming features
- Low design speed supporting sharing of street space by pedestrians and cyclists
- Street furniture and landscape to support social use of street space
- Cycle parking



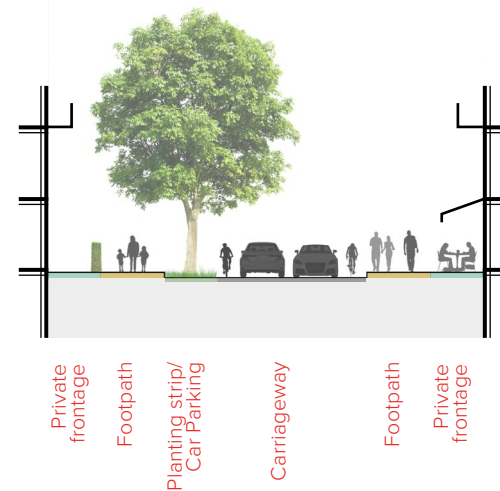
River Avon Greenway - 15-25m wide - Traffic Free

- Riverside greenway integrating flood defence features and biodiversity corridor
- Bi-directional shared walking and a cycling path
- Suitable for recreational and functional walking and cycling
- Substantial tree planting along length
- Incorporates informal children's play areas, seating areas, cycling parking
- Follows alignment of existing NCN route 3
- Servicing to buildings from block rear / interior



Feeder Canal Promenade - 20-25m

- High level of activity and movement by all modes
- Generously proportioned space with large specimen trees defining character of route
- 7m carriageway providing access for service, emergency and public transport vehicles
- Segregated bi-directional footpath/ cycle route
- Frequent pedestrian crossings
- On street car parking, prioritising EV charging
- Street furniture including regular cycle parking
- Sustainable Urban Drainage
- Includes parts of 'resilient access network'
- Some sections of reduced carriageway width



Resilient Access Network (RAN)

- Network of streets which meet design requirements for access and escape during flood events
- Raised by up to 2m above existing ground level. Levels of other streets adjusted where required to tie in with RAN
- Adjacent building levels design to ensure urban frontage along street edge
- Opportunity for elevated position to create views and dynamic relationships with surroundings
- Incorporates primary utilities network including district heating
- Dimensions and design subject to role of RAN street in the legible movement hierarchy

Active Travel Networks

- The Main Boulevards, River Avon Park and Feeder Canal Promenade could provide a network of high-quality traffic-free cycle routes which permeate the area and create a direct connection to the proposed eastern entrance to Temple Meads railway station
- River Avon Greenway could incorporate the existing NCN route 3, with onward routes along the riverside corridor to the east and west
- New or enhanced bridges over the River Avon and Feeder Canal could provide connections with the A4 Bath Road corridor, Paintworks development and Temple Island, including enhancement to Sparke Evans Bridge which forms a key existing link which is currently in poor condition
- Feeder Road and Silverthorne Lane could provide onward access to Barton Hill, Netham Park, and east Bristol. Routes outside the study area require enhancement.

Public Transport

- The Main Boulevard network and Feeder Road could provide opportunities for new bus routes permeating the area (subject to bridge height restrictions and commercial operational factors)
- Bus stops should be located on all main routes, close to potential destinations such as community facilities and retail areas, and close to interchange locations such as Temple Meads and harbour ferry landing stages
- Legible routes to Temple Meads eastern entrance.
- Opportunities to extend river taxi services should be explored

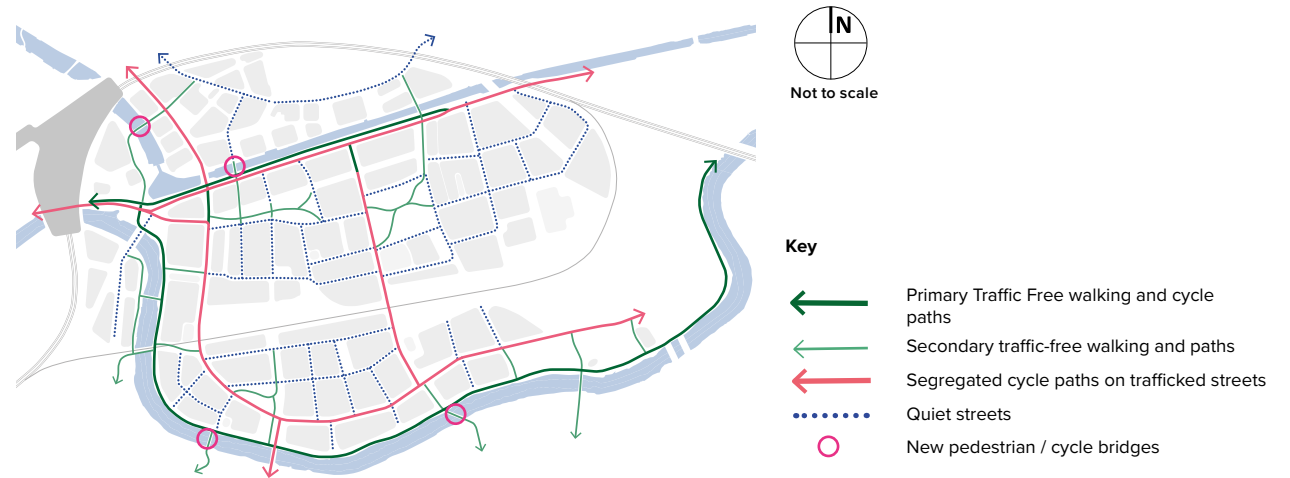


Figure 178 Potential active travel routes

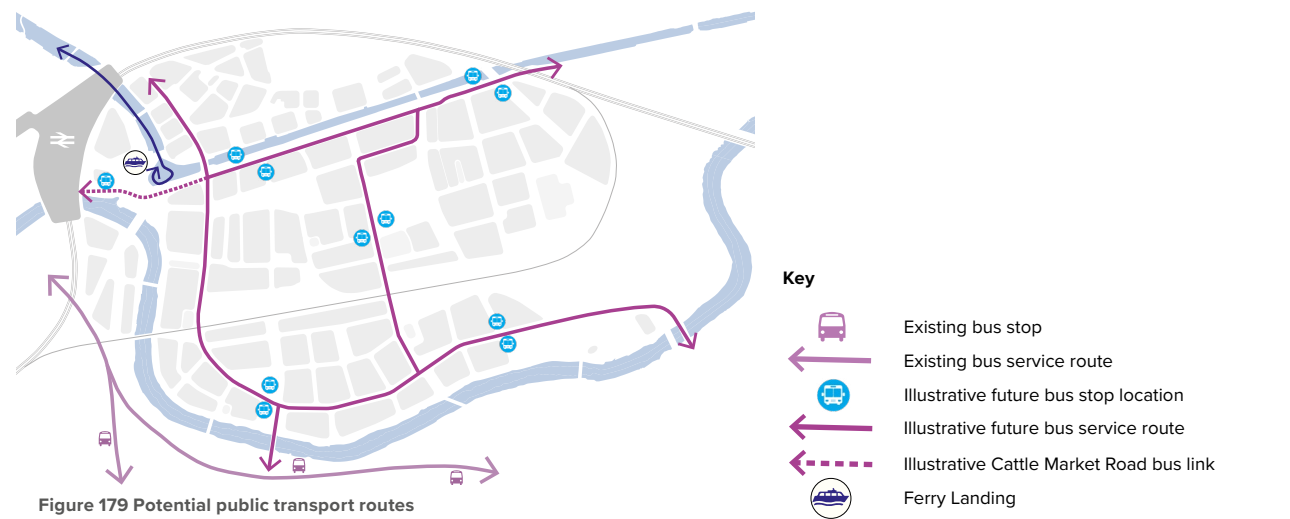


Figure 179 Potential public transport routes

Vehicles

- The primary vehicle movement network ensures that all parts of the site are accessible. This includes access for essential trips, disabled users, servicing and emergency vehicles
- Vehicle speeds should be limited to 20mph throughout
- The layout and design of primary streets should discourage through traffic
- Opportunities to filter access to tertiary streets should be explored
- Upgrades to existing vehicle bridges where required

RAN

- The RAN network ensures that vehicles can continue to access and egress the area
- The RAN includes most, but not all of the primary vehicle network, and includes both Main Boulevard and Secondary Street typologies
- Uplifting of existing vehicle bridges where required to ensure access during flood events

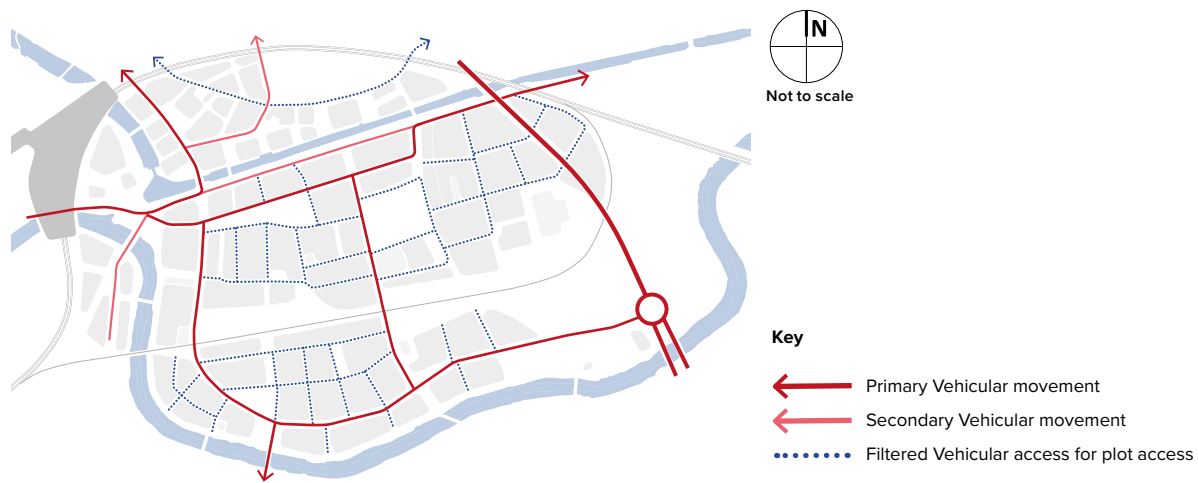


Figure 180 Potential vehicular routes

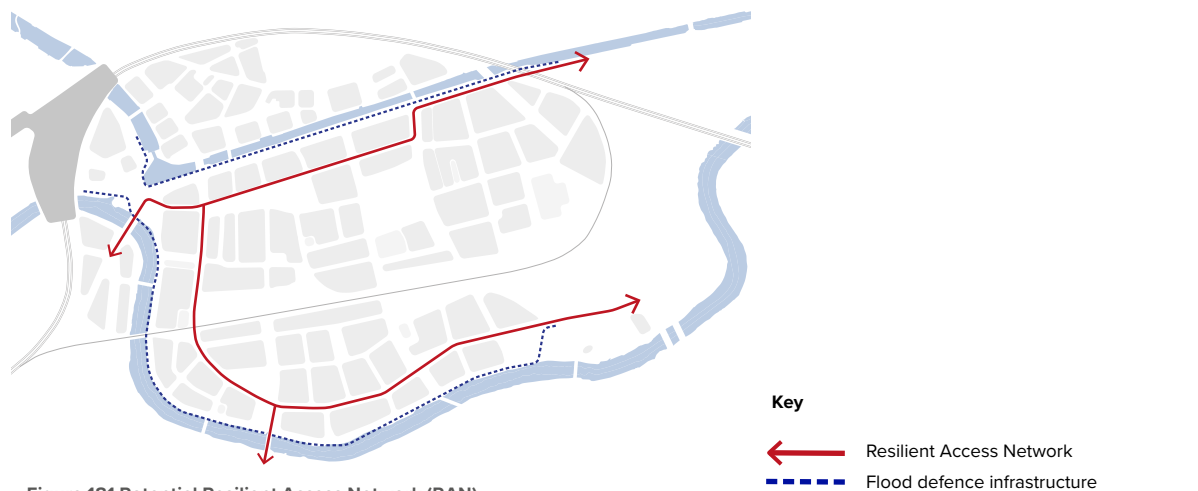


Figure 181 Potential Resilient Access Network (RAN)

Future Mobility: Evolving Travel and Movement Patterns

The way in which people travel, and how the city accommodates demand for travel, is anticipated to evolve radically over the next 20-30 years due to emerging technology, changing habits, and the UK's commitment to a 'net zero' future.

Mobility as a Service (MaaS) | New routes to accessing transport may reduce demand for private ownership of vehicles in favour of services such as car clubs, bike / scooter share schemes and ride hailing, as well as demand-responsive public transport models. This may reduce demand for parking and storage in urban areas, but increase demand for kerb-side space for pick-up and drop-off.

Electric Vehicles (EVs) | A shift from combustion engines to electric vehicles, both for private and public transport vehicles, will result in the need for charging locations, both accessible from private dwellings and in publicly accessible locations. Demand for charging of e-bikes and e-scooters is also likely to increase.

Autonomous Vehicles (AVs) | Emerging AV technology may result in a trend towards driverless cars within the next 10 to 20 years. If such technology becomes mainstream, this will radically alter patterns of travel, demand for road space and demand for parking in urban areas, potentially requiring a radical rethink of regional public transport and public realm design. In the future, people may be less likely to own cars, or need to park a car at their home or workplace, as it will be possible to 'hail' a driverless car to collect them from any location within the city.

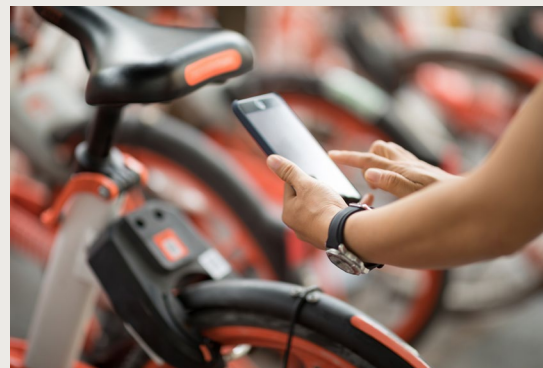


Figure 182 Examples of future mobility

10.6.3 Community Infrastructure

The redevelopment of the area should be supported by a range of community facilities, the extent of which will be determined by the range and density of other uses and the resulting demographic mix of the area.

Community facilities should be co-located with each other, with local retail and with public open space to benefit from synergies of use and management.

Neighbourhood Centres

Demand for local retail is likely to be responsive to the mix and density of other uses. Retail should be combined with a range of other uses and adaptable spaces including rentable community spaces, co-working hubs, crèches and gyms.

Healthcare Facilities

It is anticipated the one new GP surgery would be required. This should be located within one of the neighbourhood centres within easy walking distance of all residents, and could be combined with a dental practice and other facilities.

Primary Schools

It is anticipated that between 1 and 2 primary schools would be required to serve the new population. Due to the dense and urban character of the area, schools should be designed to make efficient use of land, and should be co-located with green public spaces to allow for reduced provision of playing fields and playgrounds. School locations should also be located to support independent walkability.

It is not anticipated that provision will be made for a new secondary school within the St Philip's area. A secondary school is proposed as part of the Silverthorne Lane development.



Figure 183 Vibrant local centres forming the heart of the new neighbourhoods

10.6.4 Public Realm and the Built Environment

The structure and character of the public realm and built environment should be defining elements of St Philip's Marsh. This should be guided by a broad range of placemaking and design principles including:

- Place responsive design
- Variety of scale, treatment and character
- Integration with movement hierarchy
- Enclosure by building street block frontage
- Active ground floor frontage and spill out space within the public realm
- Landmarks in key locations
- Green infrastructure integrated throughout the public realm and built environment, supporting biodiversity, sustainable drainage and access to nature
- Lighting and evening activity
- Space for outside activity including facilitating markets and outdoor performance
- Integration of public art throughout the built environment, based on a co-ordinated public art strategy
- Opportunities for community involvement and co-design of public realm, facilitated by local artists and crafts people

The distribution of public spaces within St Philip's marsh should ensure that each area has a focal public space which is within easy walking distance of residents, and which supports the function of each neighbourhood centre. Key open spaces could include:

Parks & Landscapes

- Avon Greenway: A linear riverside park providing access to nature and integrating with city-wide recreational walking, running and cycling routes. Sensitively incorporating flood defence into a naturalised landscape
- Sparke Evans Park: A regenerated community park with mature trees, informal recreation spaces, high quality destination children's play spaces and a riverside cafe, potentially developed through community involvement and co-design

Pocket Open Spaces

- Neighbourhood Gardens: Small scale urban green spaces with outdoor seating, exercise equipment and neighbourhood scale children's play, co-located with primary schools where appropriate.
- Avon Greenway Connecting Spaces: Small scale green spaces providing access and views to the riverside area and extending naturalistic environments into the neighbourhoods

Urban Public Realm

- Feeder Canal Promenade: A linear urban space providing access to an enhanced canal side, space for street life and opportunities to interact with the water
- Neighbourhood squares: Small scale urban spaces at key nodal points in the street network, with opportunities for street life and local retail spill out
- Main Boulevards and other streets: An integrated network of high quality streets integrating landscaping and tree canopy cover, providing green connections between other spaces

Recreation

- Netham Park: A large, mature park with substantial sports and recreational facilities, within walking distances of St Philip's Marsh. Other open space with a range of facilities can be found within walking distance

10.6.5 Open Space and Green Infrastructure

The principles for open space and green infrastructure have been formed around three key contributors:

1. Biodiversity
2. Water environment
3. People, communities and place

These should be considered in a holistic way which contributes to an overarching objective of environmental sustainability and resilience. The expectation is that new development will contribute to the provision of public open space and green space.

An integrated, system-wide approach to green infrastructure planning and design is essential to deliver successful outcomes for the environment and community wellbeing.

This should include multifunctional green infrastructure combining drainage, amenity and biodiversity enhancement, contributing to the creation of an interconnected green 'mesh' throughout the area and wider city. This should be carefully integrated within all streets, opens spaces, blocks and buildings.

This ensures that the natural environment is easily accessible to all as part of everyday life, offering opportunities for interaction with nature, outdoor exercise and informal play throughout the area.

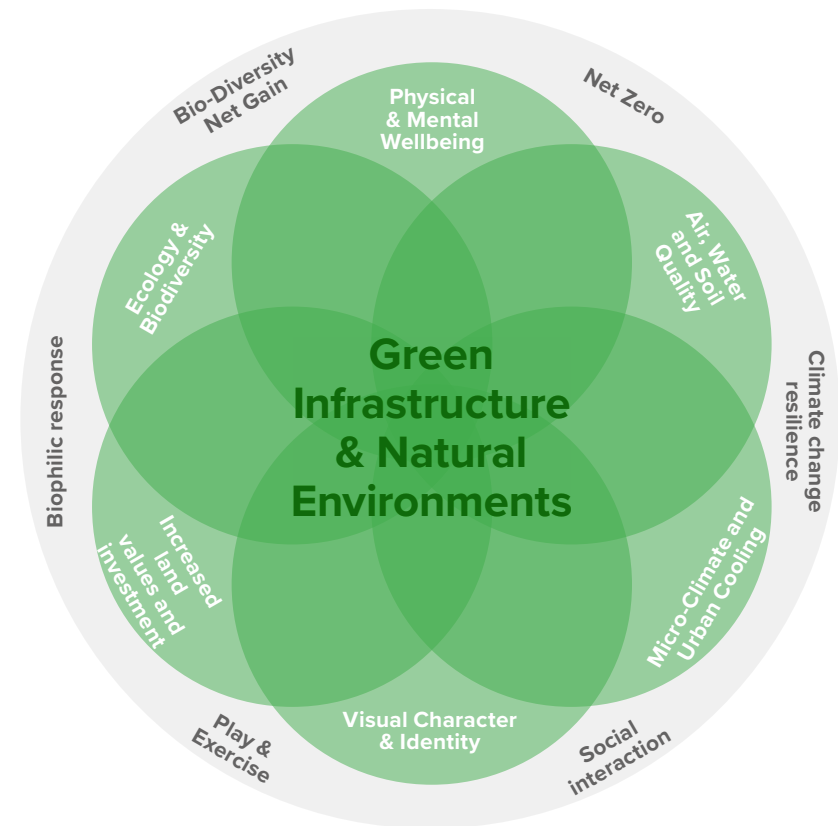


Figure 184 Benefits of green infrastructure investment

Nature & Biodiversity

Nature should be integrated throughout St Philip's Marsh, supporting a very significant net increase in biodiversity, and ensuring that all residents and visitors have access to natural spaces. This would enhance environmental quality, ecological resilience and wellbeing through biophilic response to natural environments.

Design of the River Avon Greenway and Feeder Canal promenade should be sensitive to the existing and potential ecology of these waterside spaces, which are designated as SNICs. A key objective should be to retain and enhance these wildlife corridors.

Railway embankments also make important contributions to wildlife connectivity in the area, and should form part of an emerging network of corridors that permeate the area including new areas of structural planting around the existing substation.

Native ornamental planting including wildflowers and species rich grassland should be incorporated into the streetscape environment, public realm and open spaces throughout the area to help to create an integrated mesh of habitats. Tree canopy cover should be extended throughout the urban area including within streets.

Water Resilience

Water forms a key part of the character of St Philip's Marsh, bounding the area to the north, west and south. The area is currently subject to significant flood risk, which will be addressed through provision of new infrastructure set out in section 10.6.6.

Opportunities should be explored to bring water into the wider framework of streets and open spaces, including widespread integration of sustainable drainage features such as swales, attenuation channels and rain gardens. This can contribute to a more resilient system of water management and reduce the need for hard infrastructure which can be expensive to build and maintain.

Integration of water and sustainable drainage features within the urban environment can help to contribute to biodiversity, supporting a range native species and habitats.

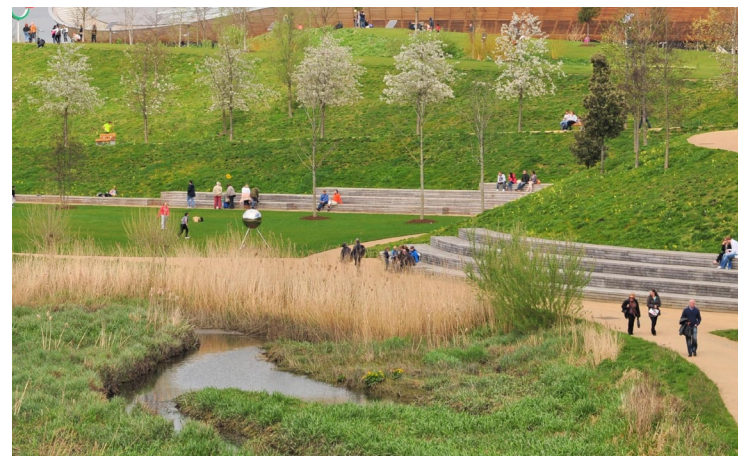


Figure 185 Landscapes designed for biodiversity and water resilience: Grey-to-Green, Sheffield / Queen Elizabeth Park, Stratford

Play

Formal and informal play facilities should be located throughout the area, within 400m walk of most residents. This should include areas of equipped play, play trails and naturalistic play to meet the needs of all ages and abilities. Play should be carefully integrated into the design of public realm and open space landscapes. Total provision should meet or exceed Bristol City Council's policy of 10sqm per child.

Potential for facilities which offer play and social opportunities for adults and children, such as ping-pong tables and pétanque, should be integrated within the public realm.

Access to Sports & Recreational Spaces

Formal recreational provision within the St Philip's Marsh area is unlikely to extend beyond provision of courts and Multi-Use Games Areas (MUGAs), which could be incorporated into green roofs of larger footprint buildings.

Sports facilities at Netham Park, located 800m from St Philip's Marsh are highly accessible, subject to enhanced pedestrian and cycling routes along Feeder Road and improved access into the southern side of the park.

Development within St Philip's Marsh should contribute to the realisation of expanded and enhanced formal sport provision within the wider city in line with planning policy and City Council strategies.

Trim trails (for all ages) and marked running, walking and cycling trails could be integrated into linear open spaces such as the River Avon Greenway.



Figure 186 Imaginative play spaces for children and people of all ages

Revealing the Waterways

Regeneration of St Philip's Marsh offers a unique opportunity to enhance the River Avon and Feeder Canal corridors as significant pieces of open space and green infrastructure. The River Avon Greenway represents a substantial natural watercourse environment, whilst Feeder Canal intersects with a significant element of Bristol's industrial urban built heritage.

These waterway corridors have the potential to become significant attractions for the wider city, as well as forming part of city-wide networks of linear green spaces linking the city centre with surrounding neighbourhoods and the countryside. Incorporating play and exercise trails into the linear landscapes, as well as active travel routes, would contribute to the health and wellbeing of local community and wider city.

Opportunities to improve access to the waterside through enhanced riverside walkways, canal tow-paths and waterside seating terraces should be carefully integrated within the design of these space, alongside opportunities to enliven the water edge with activity such as boat moorings.

Flood defence infrastructure must be carefully designed and integrated with the waterside landscape to ensure that the sense of connection between the city and the water is not lost. The design of new infrastructure can also help to protect and enhance waterside habitats and increase biodiversity.

New development can respond positively to the waterside, maximising views of the water to help unlock land value and creating active uses which help to animate the waterside in key locations.



Figure 187 Examples of waterside public spaces



Figure 188 South St Philip's Marsh - illustrative view of integrated flood defence and River Avon greenway concept, showing potential bridge link to Paintworks

Green Buildings and Blocks

The design of buildings and private / communal spaces within blocks can contribute to sustainability, residents' wellbeing and the quality, character and legibility of the urban environment. In designing buildings and blocks, the opportunities to integrate the following elements should be explored:

Communal gardens in block interiors (including on podiums) providing amenity space, play space, and community food growing spaces

Roof Terraces providing communal spaces for socialising and space for planting and community growing

Balconies providing private external spaces for apartment residents

Front Gardens providing private and personalised space for residents living on lower floors

Green roofs and green walls providing biodiversity, contributing to sustainable drainage, helping to reduce urban heat island effects and improving air quality

Street trees and streetscape planting Contributing to a visibly green environment, biodiversity and sustainable urban drainage, within streetscapes that are not dominated by vehicles

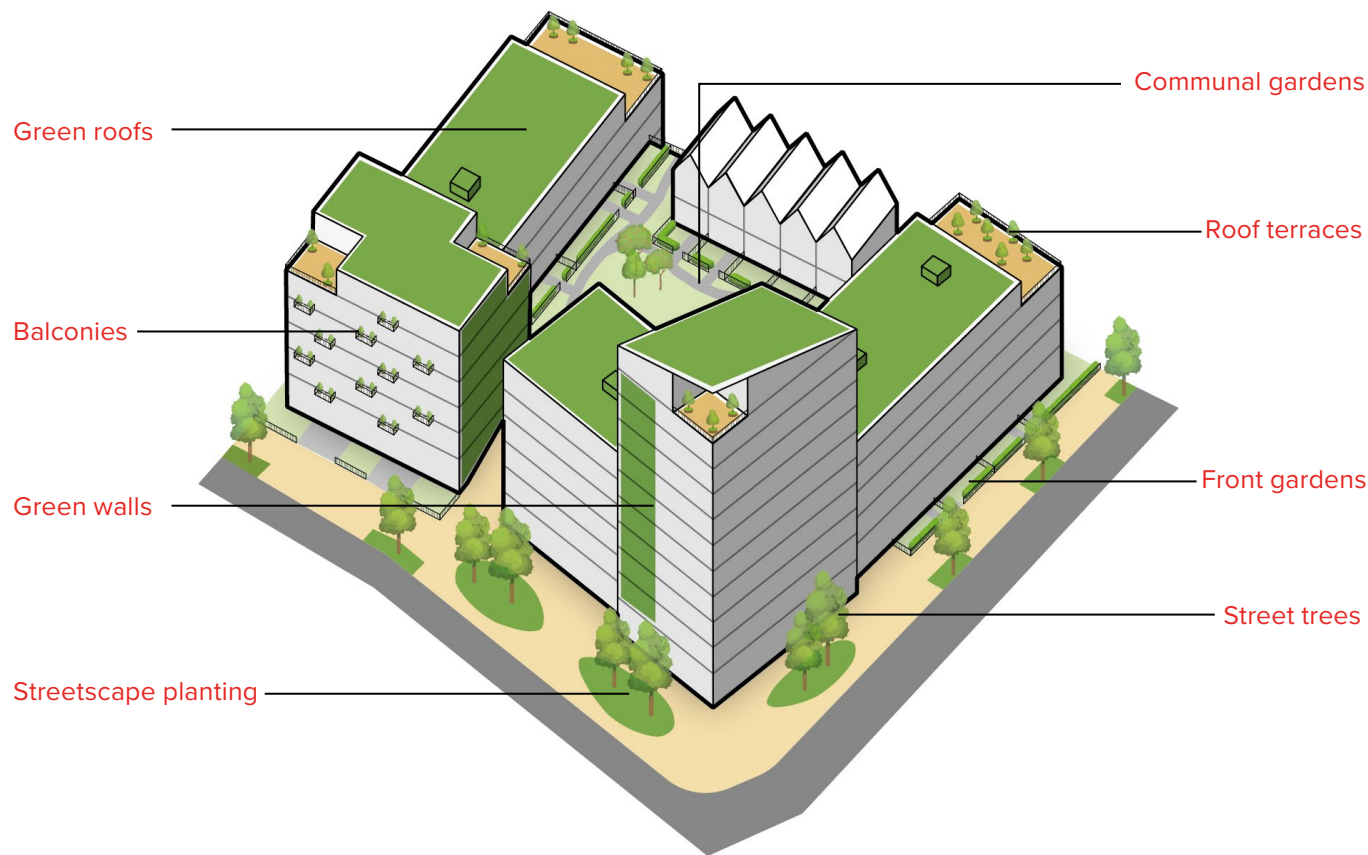


Figure 189 Green infrastructure carefully integrated with public realm and built environment



Figure 190 Visualisation of green infrastructure within pedestrian friendly new streets

10.6.6 Enabling Infrastructure

The transformation of St Philip's Marsh set out in this Development Framework will depend on significant investment in new infrastructure, particularly relating to flood risk and delivering a sustainable and resilient neighbourhood.

Enabling infrastructure will be a key driver for redevelopment in early phases due to the need for significant land acquisition and resulting relocation of existing businesses, releasing sites for new uses and buildings.

Flood defences

Significant infrastructure is required to provide protection against flood risk for existing uses and maximise future development in St Philip's Marsh. Flood modelling undertaken by Bristol City Council has indicated the defences required to provide 1 in 100 year (fluvial) and 1 in 200 year (tidal) protection in line with National Planning Policy Framework. These are described below.

River Avon: Implementation of flood defences could be delivered in two phases, subject to coordination with the Bristol Avon Flood Strategy and the updated Strategic Flood Risk Assessment.

The emerging Bristol Avon Flood Strategy promotes adaptive defences on the land side of the existing cycle/pedestrian path. The Development Framework aspiration to provide multifunction flood defences which could form a landscape solution along the River Avon. Further development and coordination of this as a solution is required

Feeder Canal: Defences on the southern side of the canal could be constructed to the higher level (~1.9m) defence from the outset to enable development. This would require reconfiguration of Feeder Road, creation of a landscape solution as part of the Feeder Canal Promenade in the longer term, and associated land acquisition.

In the short term, a simpler, temporary solution could be created to protect existing buildings and land uses. Any potential flood defence schemes in St Philip's Marsh should reflect the Bristol Avon Flood Strategy.

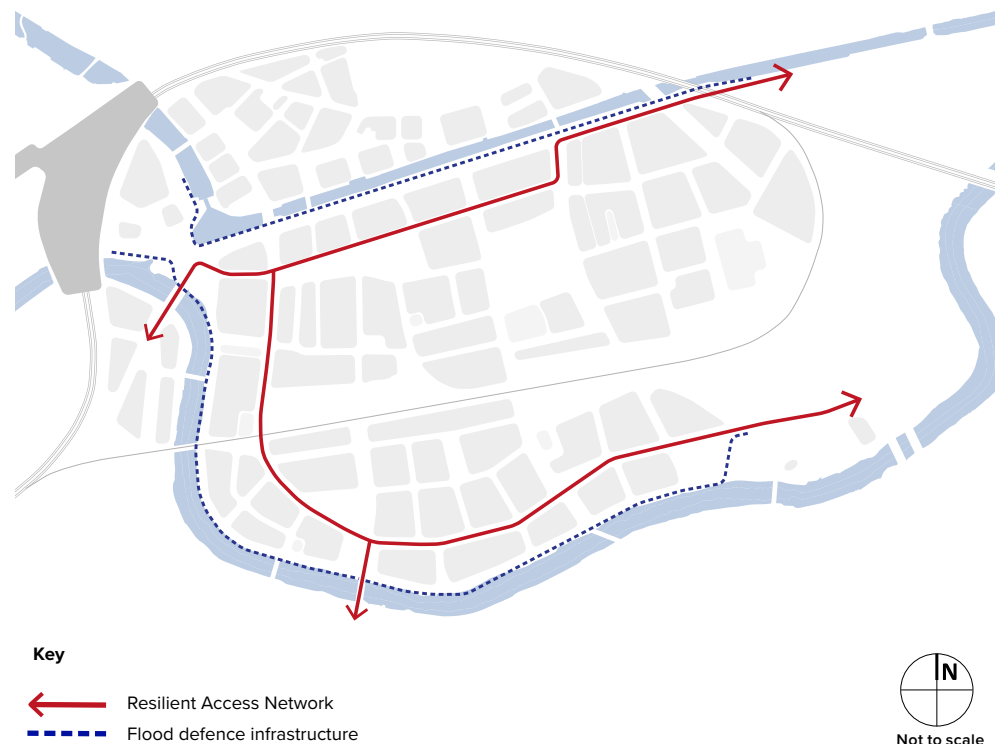


Figure 191 Flood and RAN infrastructure Plan

Resilient Access Network

Creating resilience to future flood events forms a core part of the development concept for St Philip's Marsh. Recent modelling for the effects of climate change indicates that comprehensive infrastructure is required to provide safe access/egress to St Philip's Marsh in the event of an exceeding/residual flood risk event (e.g. 1 in 1000 fluvial event), in the unlikely event of a defence failure, providing connections to roads outside the flood zone.

This could take the form of a 'Resilient Access Network' (RAN) - a network of streets constructed above the exceedance level dictated by the Bristol Avon Flood Strategy with climate change allowance. The RAN forms part of the legible street network with urban block frontage, and would not be identifiable as flood infrastructure other than through level changes. Other options could also be explored.

The RAN represents an opportunity to accommodate new utilities provision in an integrated manner, for example in a combined trench. This can be efficient and more cost effective to build and maintain, with less impact on local communities and businesses.

The RAN will incorporate the following primary utility distribution routes:

- Electricity distribution (HV and LV)
- Data services (cabled copper/fibre networks and backbone connections to 5G mobile base stations)
- District heating
- Water supply
- Foul drainage

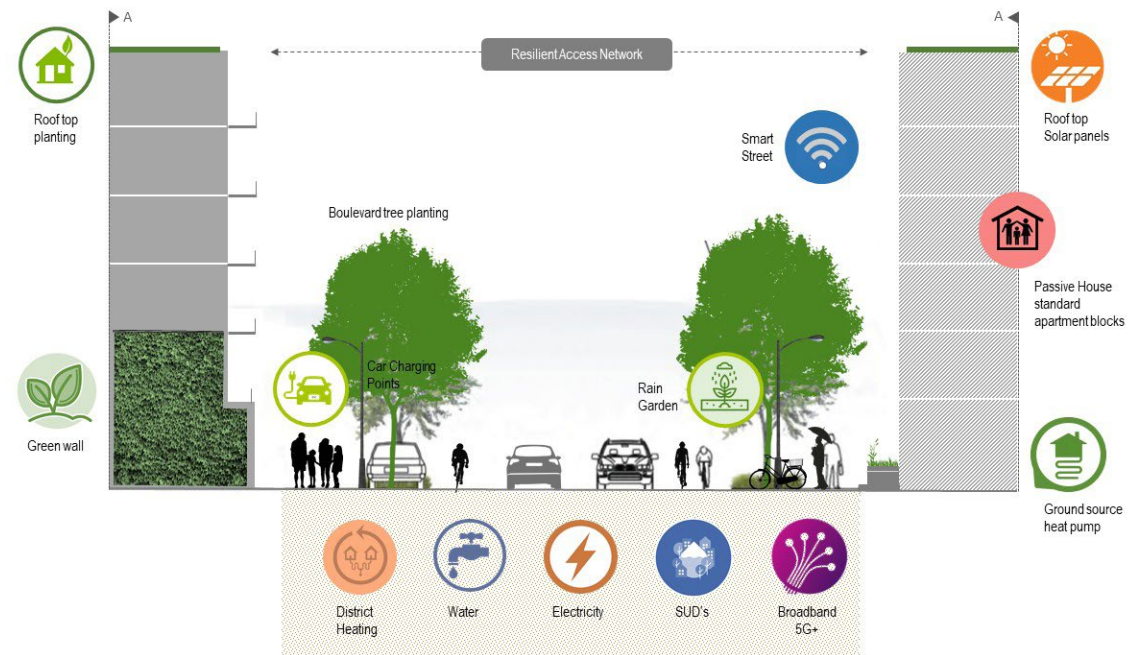


Figure 192 Resilient Access Network integrated street concept

Land remediation

Remediation of contaminated land is likely to be required across most of the area to enable changes of use. This could be undertaken on a plot-by-plot basis or in larger areas as part of an enabling infrastructure programme. This remediation strategy is likely to be dependent on land assembly and should be considered in strategic decision-making for delivery.

District Heating

It is an aspiration to integrate District Heating throughout the area, contributing towards the target to reduce energy consumption and net-carbon. This would form an extension of Bristol City Council's network.

With reference to the One City plans and the Bristol Local Plan Core Strategy, it would be necessary for BTQ to align with the Bristol net zero climate change commitments. This is likely to necessitate changes to available fuel sources as they emerge. Bristol City Council has recognised that for densely populated areas district heating is a suitable net-zero aligned alternative to natural gas fired heating. Therefore, facilitating connection to the expanding Bristol district heat network is an expedient solution to follow for the provision of heat, though in a small number of cases alternative solutions may be relevant.

Pumping stations

Pumping stations would be required to support the drainage network due to the low lying topography of St Philip's Marsh. The number and location of pumping stations would be subject to further design.

Sustainable Drainage

An area-wide strategy should be designed to ensure that surface water drains at a sustainable rate, reducing pressure on existing drainage infrastructure and reducing risk of flooding downstream.

Water attenuation features should be incorporated into buildings and the public realm, including natural solutions which filter water and improve quality.

Utilities

In general terms, the utility infrastructure within the area would require development and reinforcement to deliver connections to the increased mass of buildings and spaces. This would become an additional cost to each development plot. A detailed appraisal would be required for each utility service as development is delivered, appropriate to the amount of development. The table opposite provides a broad summary for each service based on land-use Scenario 1.

Existing substations in the NE area of St Philip's Marsh and associated overhead and below-ground HV power lines and Feeder Canal over-bridges represent a significant constraint to development in this area. In the longer term, opportunities to consolidate and reconfigure this infrastructure should be considered where this helps to unlock development and social value.

Bridges

Several potential new bridges and improvements to existing bridges have been identified to improve access to St Philip's Marsh and provide walking and cycling connectivity with surrounding areas.

Utility Service	Strategy
Foul and surface water drainage	<ul style="list-style-type: none"> • Provide local building connections. • Retain water supply and drainage infrastructure along New Albert Road as far as practical, with some alterations necessary to suit proposed road amendments. • Provide new water supply and drainage infrastructure along RAN to increase overall network capacity for new development plots.
Mains Water	
Low and medium pressure gas services	<ul style="list-style-type: none"> • General strategy to transition away from natural gas as a means of space heating. • Gas network generally retained for existing developments. However, pipework would be removed or not replaced where affected by proposed redevelopment.
High voltage power	<ul style="list-style-type: none"> • An additional 33/11kV substation is proposed to the South of the railway sidings to provide additional capacity in the Southern portion of the development area. • Provide local HV/LV substations within new buildings.
Telecoms network	<ul style="list-style-type: none"> • Provide local building connections. • Some reinforcement of the distribution network may be required. • Network development based upon a “full-fibre” access.
Mobile telephone network	<ul style="list-style-type: none"> • Although the existing mobile telephone network system is not expected to be significantly affected by the development, the network system may need additional masts and associated extensions to support development of the 5G network.
Road network cables	<ul style="list-style-type: none"> • New and adapted traffic signalling, and road network cabling would be implemented to suit the amended road systems.
District Heating	<ul style="list-style-type: none"> • A new main district heating energy centre would be created for the development, potentially benefiting from ground source heating and other renewable sources.

Figure 193 Illustrative utilities provision (based on land-use scenario 1)

10.7 Making it happen

This section focuses on delivery issues related to the St Philip's Marsh area, covering the following issues:

- Active Development Proposals
- Delivering Enabling Infrastructure
- Planning Strategy
- Phasing and dependencies

This addresses the distinction between St Philip's Marsh and the adjacent areas (Temple Island, Enterprise Campus, Eastern Entrance, Harbour Pontoon and Silverthorne Island) which have active development proposals which are being brought forward by others and have progressed through the planning process, as well as other committed developments within the area.

The delivery of these developments is primarily independent of the potential strategy for the wider area but would have implications for the wider delivery strategy. The remaining parts of the chapter focus on the St Philip's Marsh area where there are no large-scale active development proposals, but where future development could potentially be shaped by the strategy set out in this document.

10.7.1 Active Development Proposals

The study area includes five significant development proposals which could be brought forward independently. Further details of these developments are set out in Chapter 2. The likely approach for delivering these proposed developments is set out below.

Bristol University Enterprise Campus: The proposed Enterprise Campus is planned to be delivered by the University of Bristol by 2026, having received planning permission in 2019. The detailed delivery strategy is confidential. It is anticipated that a combination of grants, funding from partner organisations and private donations will contribute to delivery.

Temple Meads Railway Station Eastern Entrance:

The delivery of the proposed Eastern Entrance to Temple Meads Railway Station will be led by the CA and delivered by Network Rail in collaboration with partners. Funding is currently being sought from central government to fund the entrance as part of a wider package of public realm investment. The delivery of the project is linked to the Enterprise Campus, as access to the new entrance would be through the campus site.

Harbour Pontoon Walkway Link: The proposed floating pontoon walkway will be delivered by Bristol City Council ahead of the proposed hotel on Temple Quay 'Plot 3' and the Enterprise Campus.

Silverthorne Island: The most extensive development proposals in this area, consisting of 4.3ha of land on the northern side of the feeder Canal, is led by private developers Square Bay Property. The application was granted consent by Minister of State for Housing, Stuart Andrew MP, on behalf of the Secretary of State in April 2022.

Adjacent development sites within Silverthorne Island are likely to come forward independently subject to delivery of strategic flood and access infrastructure.

Temple Island: Temple Island is currently vacant and is owned by Bristol City Council, and subject to disposal agreements. Legal & General will progress the development of this site. The detailed delivery strategy and associated timescales for this not yet available.

Strategic Delivery Issues

Potential delivery of these developments is constrained by significant flood risk. It is anticipated that flood defence measures are required alongside Feeder Canal and Floating Harbour. Detailed design will be informed by the requirements of the Environment Agency and Bristol City Council's draft Bristol Avon Flood Risk Strategy.

The potential cumulative impacts and benefits resulting from these developments have not been formally assessed or considered in combination with potential proposals for St Philip's Marsh as set out in this document. This could include impacts resulting from increased vehicular traffic or new demand for social infrastructure such as open green space, health care, and other community spaces.

Cumulative development impacts could also affect social infrastructure in adjoining neighbourhoods. These would need to be fully assessed and resolved through further strategic and detailed studies covering this area, potentially including an area masterplan.

10.7.2 Development Strategy

The nature of the potential redevelopment of St Philip's Marsh differs substantially from other areas in this Development Framework due to the very significant investment required. This is needed to acquire land, relocate existing uses, establish enabling infrastructure and facilitating planning policy environment, and achieve flood resilience, without which much of the area is not suitable for mixed use redevelopment. In addition, the very large scale and likely long time-frame of redevelopment would require consideration of how it is coordinated, governed, funded and delivered to create a cohesive new area of the city, provide high quality public realm and built environment, and ensure an appropriate range of community infrastructure. A plot-by-plot, incremental approach would be unlikely to achieve these objectives.

Enabling Infrastructure

A range of enabling works are required within the St Philip's Marsh area as a prerequisite for significant redevelopment and introduction of residential uses, including flood resilience measures and enhanced movement infrastructure, as set out in section 10.6. This is likely to require substantial up-front co-ordination and funding of infrastructure by public sector actors, as it is unlikely that individual site owners or developers would be able to coordinate infrastructure delivery where it has wider benefits beyond their individual land holdings.

A phasing strategy would be required setting out when elements of enabling infrastructure would be delivered, and indicating which areas of land would be released for potential development as a result. This is considered further in section 10.7.4.

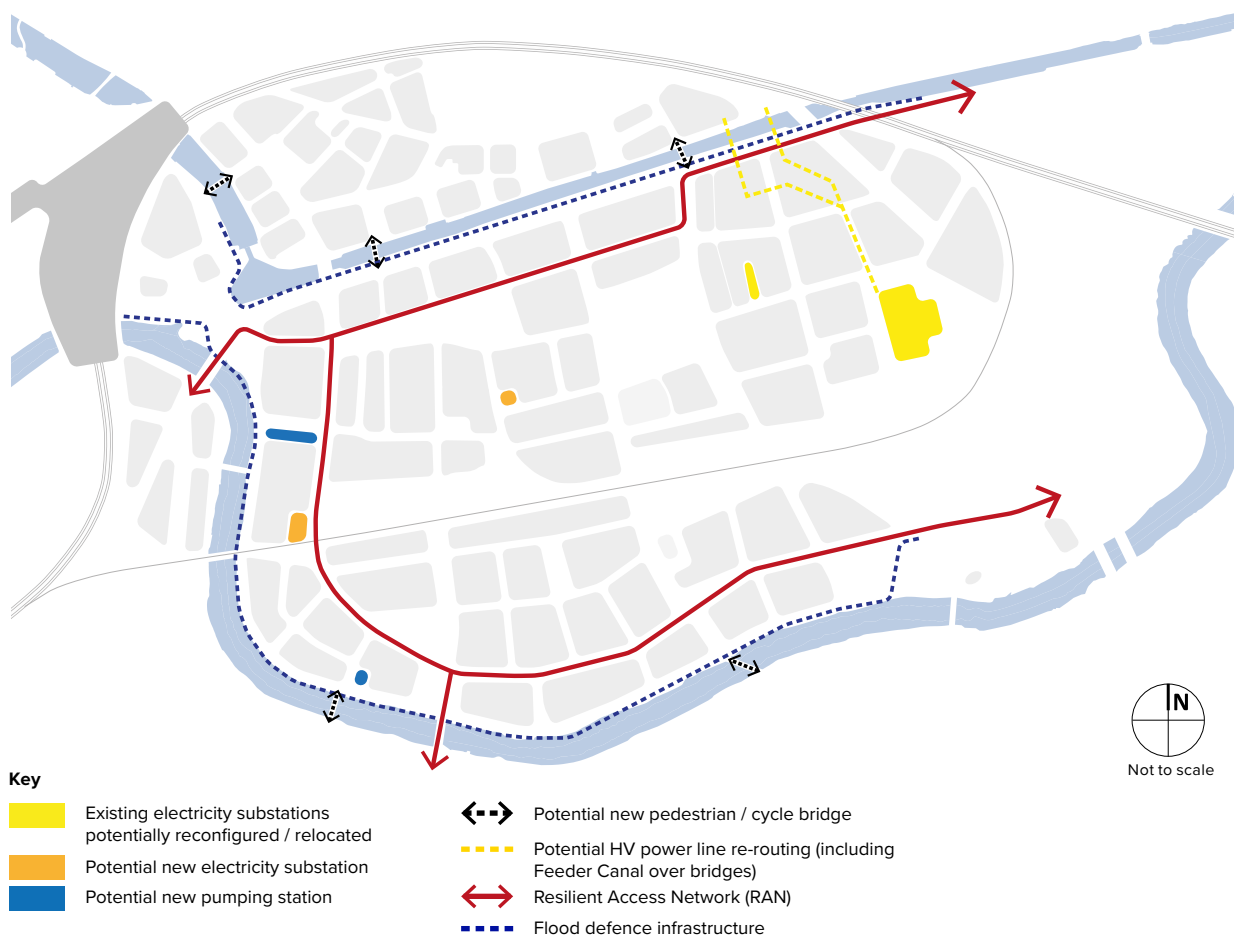


Figure 194 Potential Infrastructure Delivery

Land Acquisition and Assembly

The delivery of area wide infrastructure is likely to require substantial land acquisition and assembly, along with a strategy for relocating, retaining and re-provisioning existing land-uses and activities where required. This includes land in private ownership and land owned by Bristol City Council.

This is likely to require significant intervention and leadership from the public sector, potentially in partnership with private developers. This could include public sector bodies acting as a 'master developer', assembling development plots and selecting preferred development partners to build out the area based on agreed principles.

A separate study into an appropriate land acquisition strategy and associated delivery approach is likely to be needed.

Costs, Funding and Viability

Initial costing and feasibility assessment of enabling infrastructure has been undertaken as part of this project (excluding for the Avonmeads area). However significant additional detailed assessment would need to be undertaken to support future work stages.

Infrastructure costs will be significant and require a range of funding mechanisms, as it is unlikely to be supported by development receipts alone. This gap could be filled via land value capture, public sector grant funding and local taxation options such as business rates retention.

Sale of public land with the benefit of planning consents, and direct public sector involvement in development processes, could also play a role in land value capture and offsetting the ask of external funding sources.

Funding and viability considerations would also need to consider Bristol City Council planning policy requirements to provide affordable housing within new development and funding for social infrastructure. It is also assumed that other infrastructure, including minor roads and utilities connections would also be funded and delivered directly through development of individual sites.

A separate study/plan into enabling infrastructure delivery beyond the information gathered as part of this study is likely to be needed

Future Work Stages

Given the scale of the area and anticipated development time-frame, the delivery approach is expected to be considered separately for each sub-area within the overall St Philip's Marsh development area as the overall Development Framework and infrastructure programme progresses.

A more detailed strategy should continue to be progressed for each area, in order to ensure that Bristol City Council are well placed to respond to market pressure stemming from adjacent developments, especially the proposed Enterprise Campus and Temple Island.

Where development proposals are forthcoming in the short term, Bristol City Council could consider supporting policy compliant proposals through either co-investment or other forms of funding support where required. This type of approach could ensure that the momentum generated by the University and Temple Island is maintained in the short-to-medium term, prior to the longer-term delivery of enabling infrastructure. Shorter term adaptation and reuse of existing buildings for more diverse employment uses could be a useful initial step in the transformation of the area.

Engagement will be key to the successful redevelopment of St Philip's Marsh and the wider Bristol Temple Quarter. This is with a full remit of stakeholders who currently are not fully familiar with the level of ambition and opportunities and constraints. This includes landowners, residents, businesses and users of the area. Part of this engagement would naturally happen as part of the engagement on the Local Plan review and any changes in policies for the area. Furthermore, area specific engagement in advance of this may be advantageous as part of building the momentum for the transformational change envisaged.

10.7.3 Planning conformity and strategy

Local Plan Policy Context

The land-use transformation set out in this chapter does not align with current planning policy.

Bristol City Council has refused applications for residential development in this area as they do not conform to the Bristol Local Plan Review Draft Policy DS3 covering St Philip's Marsh, and are premature in relation to the Local Plan Review and incomplete / unadopted City Centre Flooding Strategy. As a result, they will trigger a sequential flood test assessment.

The comprehensive redevelopment of this area would require new, supportive and enabling planning policy which has been adopted and been subject to successful sequential flooding test(s). This is likely to require an agreed and adopted flood strategy for the city to be in place.

Thus, the comprehensive redevelopment of St Philip's Marsh would require reallocation of the area for mixed-use development through the current Local Plan Review (anticipated to be completed by 2024).

Given the scale of the redevelopment of St Philip's Marsh, it could straddle subsequent Local Plan periods and there will be the need for review and flexibility in planning policy.

When an appropriate enabling policy is adopted, Bristol City Council could prepare a Supplementary Planning Document (SPD) for the area. The SPD requires less time and resources to prepare, but would still require an appropriate degree of consultation and engagement with local residents, business and potential developers. An SPD would be a material consideration in assessing and determining future planning application, however it would not form statutory planning policy and cannot introduce new policies which are not part of the adopted local plan.

10.7.4 Phasing

Phasing of redevelopment in St Philip's Marsh is likely to be shaped by planning policy processes, market demand for development and delivery time-frames for land assembly and enabling infrastructure as outlined in the sections above. Bristol City Council should aim to manage phasing of development based on the considerations set out adjacent.

Enablers 2020-2025

- University of Bristol Enterprise Campus construction
- Funding for City Gateway enabling infrastructure, including the Eastern entrance to Temple Meads Station (see Chapter 6)
- Delivery of the flood defences design and costing, potentially including land acquisition and secure funding.
- Delivery of the phase 1 - Flood defences design and costing, potentially including land acquisition
- Establishment of appropriate adopted enabling planning policy for the area, supported by appropriate flood sequential test assessments
- St Philip's Marsh Quarter Delivery strategy refinement – including: high-level strategic decisions, delivery route, land acquisition and business relocation strategy and establishing need case for funding, making a funding bid or ask of central government, with appropriate strategic, outline and detailed business cases
- Subsequent area specific masterplans and development strategies, including for the South West in respect of any leisure development interest

Illustrative Phasing strategy

An illustrative programme has been produced to demonstrate one scenario of development, including construction and phased realisation of developing key area.

The illustrative phasing programme is based on the following principles:

Phase 1: Development of UoB Enterprise Campus Silverthorne Island, Temple Island and adjacent sites and flood defence infrastructure associated with these developments.

Phase 2: Prioritising creation of Avon River Park flood defences / green infrastructure, Feeder Road flood defences and Albert Road Resilient Access Network to create a cohesive riverside development area with strong links to Temple Meads and residential areas to the south. Potential delivery of a leisure and sporting facility on Bristol Fruit Market site, with potential relocation of the market within the local area.

Phase 3: Creation of public realm and Resilient Access Network to support incremental redevelopment of interior sites. Delivery of neighbourhood centre and facilities potentially including a primary school.

Phase 4: Eastward extension of Feeder Road public realm and Resilient Access Network and enhancement of Albert Crescent public realm. Incremental development of land to east of Albert Crescent subject to relocation of existing large-scale land-uses.

This represents one potential sequencing of redevelopment. There are a potential range of approaches which could be followed to achieve desirable outcomes. Any approach to phasing should be incremental, adaptable and responsive to changing circumstances. This would be dependent upon the delivery of large-scale infrastructure and associated acquisition of land.

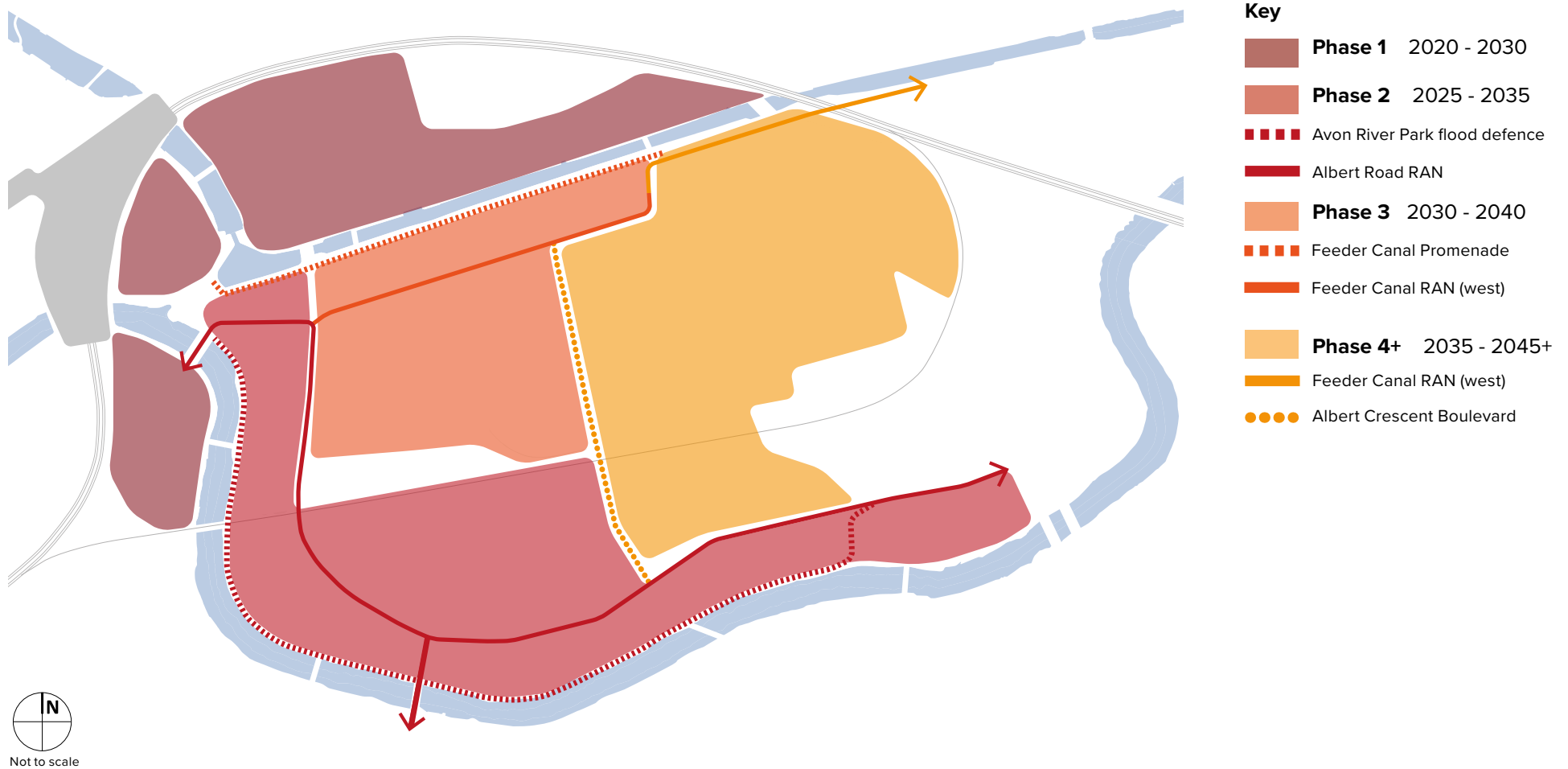


Figure 195 Illustrative development phasing plan

10.8 Summary

The illustrative proposals set out for St Philip's Marsh in Chapter 10 represent an ambitious and forward looking re-imagining of the area as a sustainable mixed-use neighbourhood and innovative employment space, thus potentially creating one of the most significant urban regeneration projects in the UK.

This must be recognised as a long-term vision that would require significant further work to assess the opportunities and challenges, most critically engagement with stakeholders. The potential regeneration of St Philip's Marsh does not accord with current Local Plan allocations, and a key stage in realisation would be through the planning process, including detailed engagement with local communities, stakeholders and the local business community.

Further work would include creation of a more comprehensive masterplan based on a preferred development scenario, and more detailed assessment of infrastructure requirements, costs and feasibility.

The need for large-scale enabling infrastructure, particularly relating to flood resilience, would require a coordinated delivery model led by a defined delivery body, and new resources with associated governance and leadership.

This would enable upfront strategic funding, land acquisition and a strategy for relocation of existing businesses within or outside the area, followed by the delivery of the enabling infrastructure identified. With these in place, the market and developers can contribute fully to the realisation of any final agreed vision for St Philip's Marsh and its surroundings, as part of the Bristol Temple Quarter redevelopment.



Appendix A References

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Appendix B Image credits

Image credits

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- Figure 132 *Guiding principles for Mead Street Development Brief*, © Bristol City Council
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- Figure 135 *Historic map (1888)*, © British Library, Bristol City Council
- Figure 136 *Historic St Philip's Marsh Streetscape*, © Bristol City Council
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- Figure 138 *Aerial photograph of Silverthorne Island, inter-war period - highlighted / numbered buildings identified on Historic Map*, © Bristol City Council
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- Figure 164 *Proposed mixed use redevelopment on Silverthorne Lane*, © AHMM © Stride Treglown
- Figure 165 *Proposed student accommodation at Avon Street*, © Chapman Taylor Architects
- Figure 197 *Employment Land Study (Working Draft Report)*, © JLL (November 2019)
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Appendix C Glossary

Glossary

AAP	Area Action Plan	BTP	British Transport Police	DEMU	Diesel Electric Multiple Unit	HGV	Heavy Goods Vehicle
AECB	Association for Environment Conscious Building	BtR	Build to Rent	DfT	Department for Transport	HiE	Historic England
AOD	Above Ordnance Datum	BTQ	Bristol Temple Quarter	DM	Do Minimum	HIF	Housing Infrastructure Fund
ASLEF	Associated Society of Locomotive Engineers and Firemen	BTQEZ	Bristol Temple Quarter Enterprise Zone	DMU	Diesel Multiple Unit	HMRC	Her Majesty's Revenue and Customs
ATOC	Association of Train Operating Companies	CA	Combined Authority	EA	Environment Agency	HoE	Homes England
BASRE	Bristol Area Signalling Renewal & Enhancement	CABE	Commission for Architecture and the Built Environment	ECS	Empty Coaching Stock	HSE	Health and Safety Executive
BCAP	Bristol Central Area Plan	CBD	Central Business District	EIA	Environmental Impact Assessment	HST	High Speed Train
BCC	Bristol City Council	CCTV	Closed Circuit Television	ELR	Engineer's Line Reference	HV	High Voltage
BCR	Benefit Cost Ratio	CDM	Construction (Design and Management)	ERTMS	European Railway Traffic Management System	IEP	Intercity Express Programme
BIM	Building Information Management	CIBSE	Chartered Institution of Building Services Engineers	EU	European Union	IET	Intercity Express Train
BPA	British Parking Association	CIL	Community Infrastructure Levy	EV	Electric Vehicle	IP	Infrastructure Projects
BRE	Building Research Establishment	CIRIA	Construction Industry Research and Information Association	EZ	Enterprise Zone	ITTS	Indicative Train Service Specification
BREEAM		CIS	Customer Information Screens	FOC	Freight Operating Company	JAQU	Joint Air Quality Unit
BS	British Standard	COP	Code of Practice	GDPO	General Permitted Development Order 1995	JLL	Jones Lang LaSalle
BSI	British Standards Institute	CP	Car Park	GEA	Gross External Area	JLTP	Joint Local Transport Plan
BTA	British Toilet Association	CPNI	Centre for the Protection of National Infrastructure	GIA	Gross Internal Area	JSP	Joint Spatial Plan
BTM	Bristol Temple Meads	CSM	Common Safety Method	GRIP	Guide to Railway Investment Projects	L&G	Legal & General
				GVA	Gross Value Added	LBC	Listed Building Consent
				GWR	Great Western Railway	LOJV	Land-owning Joint Venture
						LoS	(Fruin) Level of Service

LV	Low Voltage	PRS	Private Rented Sector	Interest	Inclusive Living
MHCLG	Ministry of Housing, Communities and Local Government	PTI	Public Transport Interchange	SPD	Supplementary Planning Document
MLN	Main Line (Engineer's Line Reference)	RAN	Resilient Access Network	SuDS	Sustainable Urban Drainage Systems
MML	Mott MacDonald Limited	REA	Risk Evaluation and Assessment	SUMP	Sustainable Urban Mobility Plan
MoU	Memorandum of Understanding	RIBA	Royal Institute of British Architects	TBC	To Be Confirmed
MPV	Multi-purpose Vehicle	RLV	Residual Land Value	TCPA	Town and Country Planning Act 1990
MSCP	Multi-Storey Car Park	RNEP	Rail Network Enhancements Pipeline	TfL	Transport for London
NPPF	National Planning Policy Framework	RNIB	Royal National Institute of Blind People	TOC	Train Operating Company
NR	Network Rail	RSSB	Rail Safety and Standards Board	TPH	Trains per Hour
NW	North West	RTPI	Royal Town Planning Institute	TQEC	Temple Quarter Enterprise Campus
OLE	Overhead Line Equipment	SDS	Spatial Development Strategy	TSI	Technical Specifications for Interoperability
ORR	Office of Rail and Road	SET	Super Express Train	UK	United Kingdom
PD	Permitted Development	SFRA	Strategic Flood Risk Assessment	UoB	University of Bristol
PIWA	Principal Industrial and Warehousing Area	SIDOS	Security in Design of Stations	UWE	University of the West of England
PP	Permissive Passenger	SISS	Station Information and Security System	WebTAG	DfT Transport Appraisal Guidance
PPM	Public Performance Measure	SLU	Standard Length Unit	WECIL	West of England Centre for
PR	Public Relations	SME	Small and Medium-sized Enterprise		
PRM	Persons with Reduced Mobility	SNCI	Site of Nature Conservation		
					WW+P Weston Williamson + Partners



**Appendix D Employment,
retail and heritage
contextual summary**

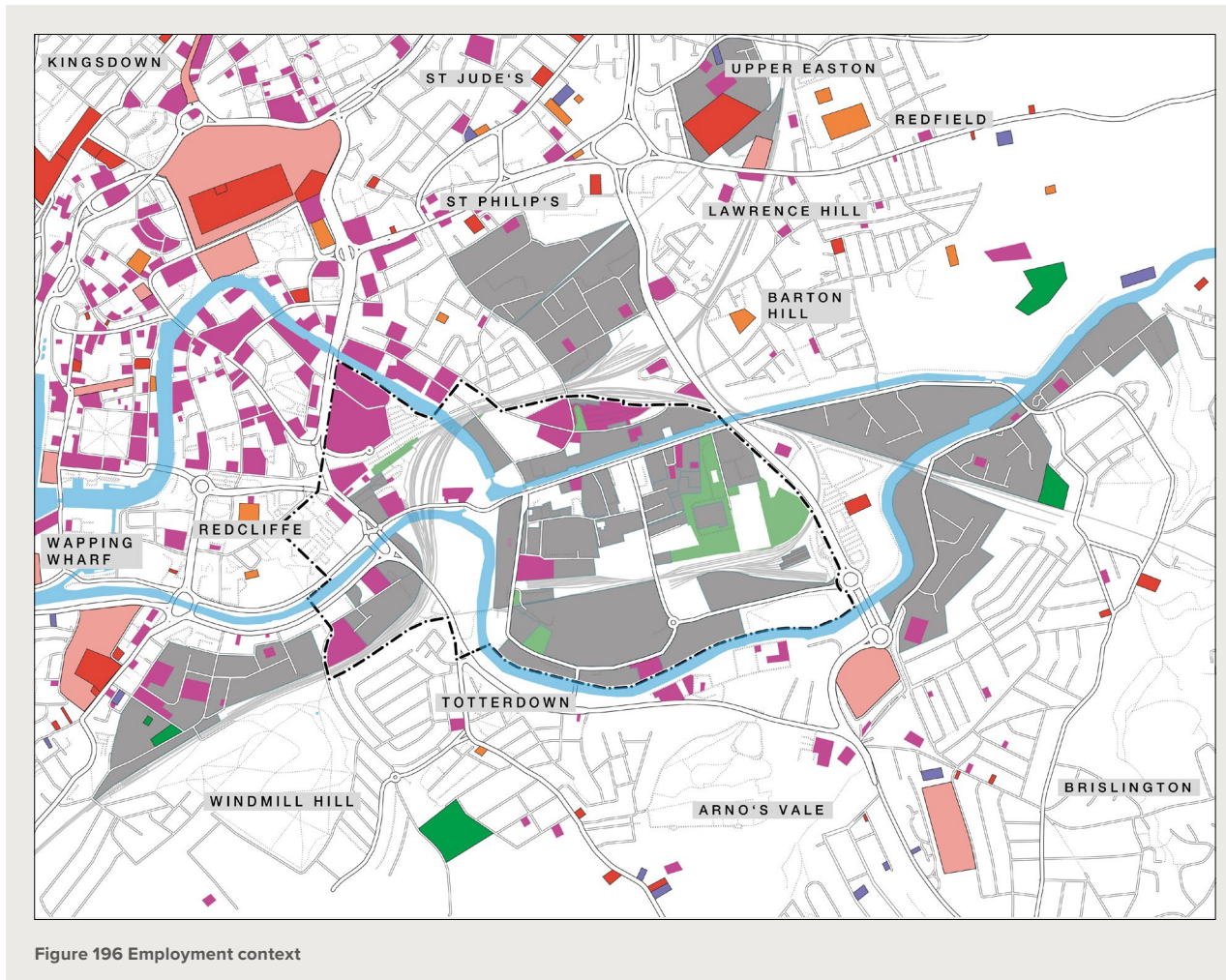
Employment, retail and heritage contextual summary (2019-2020)

This appendix is a supplement to Chapter 2 to provide more context and strategic considerations that have informed the development of this study.

The following topics are summarised below:

- Employment
- Retail
- Heritage

Employment (2019)



Office sector demand

The office sector has recently been dominated by demand for smaller units of less than 1,000m²/10,760ft² in the central areas such as Temple Quay, Queen Square, Castle Park, Redcliffe/Victoria St, and Harbourside (Figure 197). This tendency has been observed in other Big Six Cities outside of London. (Manchester, Birmingham, Leeds, Glasgow, and Edinburgh).

Offices are primarily held under leasehold deals. Occupiers are increasingly seeking space on more flexible terms, as it allows them to better respond to changing business needs and economic circumstances. The focus for office space is increasingly the city centre and the area around BTM due to the accessibility and amenity benefits, which help employers in attracting and retaining staff. Currently, the highest concentration of activity is to the north and west of BTM, largely within a 15-minute walk. Figure 19806 illustrates the shortages of supply of office space in Bristol, inside and outside the city centre.

The declining vacancy rate over recent years, as well as the available square footage of office supply, demonstrate that supply that has been coming onto the market has been outpaced by high demand for office space, especially in the city centre.

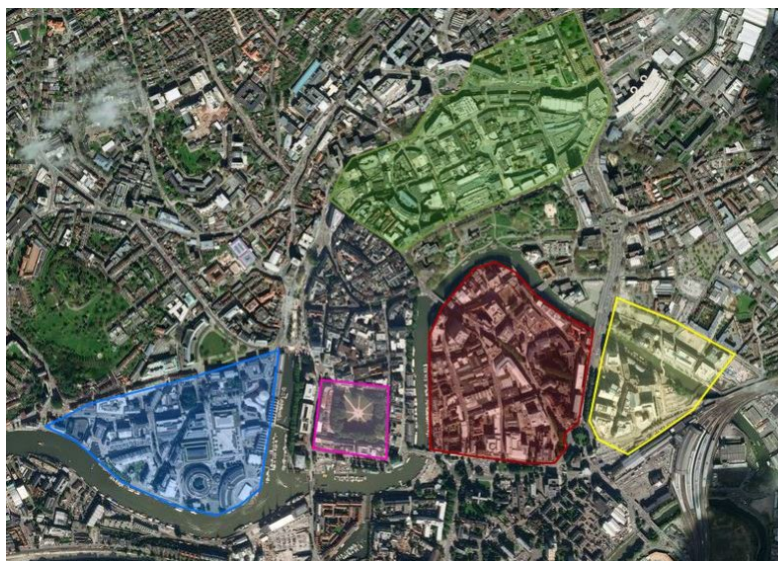


Figure 197 Core city centre office market in Bristol © JLL

- Key**
- Queen Square
 - Temple Quay
 - Castle Park
 - Redcliffe/Victoria Street
 - Harbourside



Figure 198 Supply and vacancy rates for office space in Bristol © JLL