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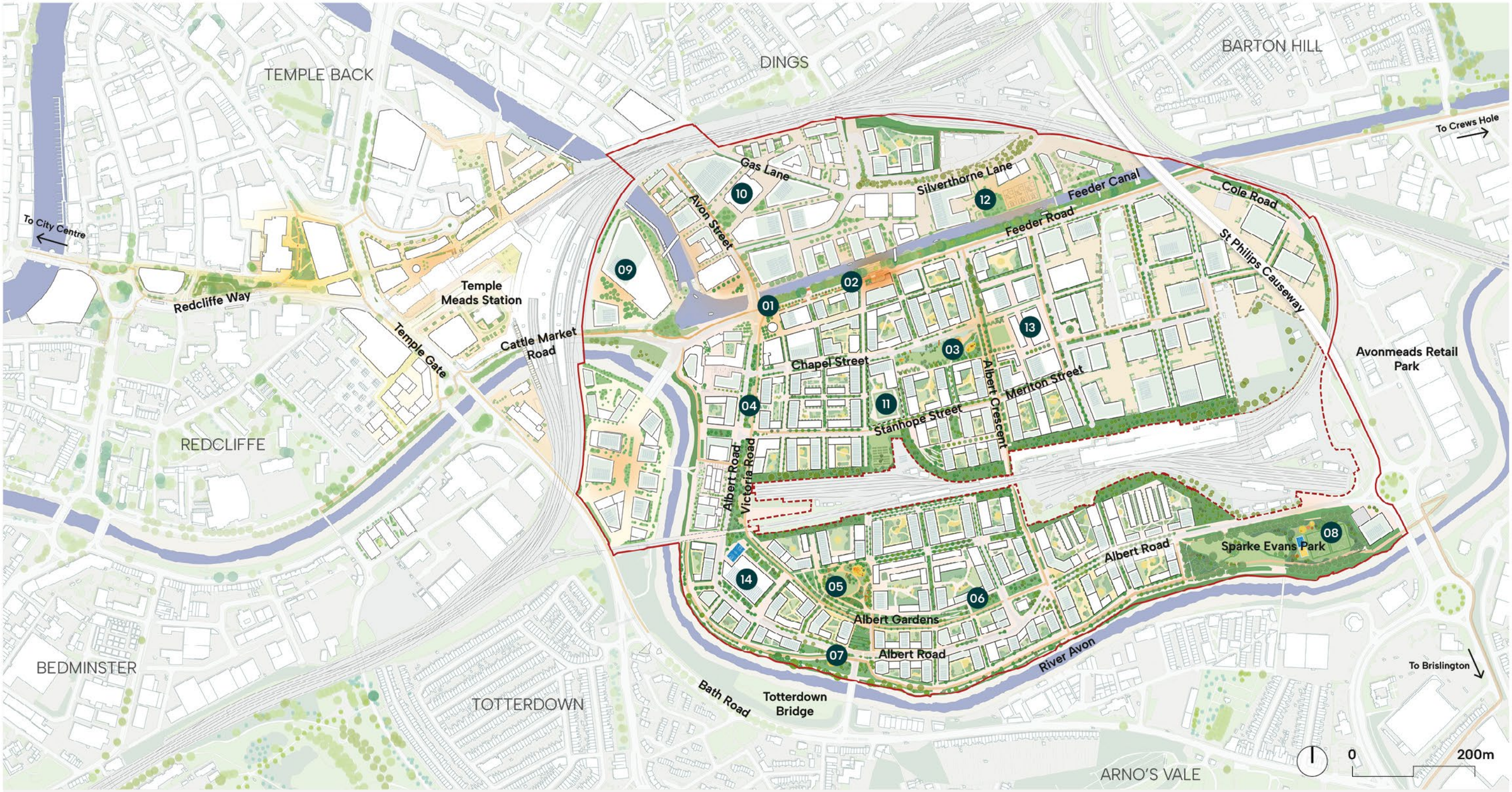
07 Design Guidance

07.01 Illustrative Masterplan

The Illustrative Masterplan sets out a vision for the comprehensive redevelopment of St Philip's Marsh, demonstrating one way in which the essential components of the Masterplan Principles, such as the movement network, Local Centres, open spaces and ecological corridors, can be realised. Development proposals will be expected to demonstrate alignment with the Masterplan, achieving the same quality of outcomes without compromising the delivery of the Masterplan Principles.

- **Neighbourhoods and Character:** The masterplan responds to the distinct character of North West, North East and South St Philip's Marsh, demonstrating how each can accommodate appropriate uses and building typologies while contributing to a cohesive neighbourhood.
- **Connections and Context:** The Illustrative Masterplan also shows how St Philip's Marsh connects with the surrounding area. To the west, it works with the Temple Meads West to establish a new destination around Temple Meads Station, responding to its growing footfall and its role as a gateway to the city.
- **Urban Blocks:** The Illustrative Masterplan sizes urban blocks appropriately, locating tertiary streets and lanes at intervals that enable permeability through the urban fabric and create a finer grain that encourages walking.
- **Residential Building Typologies:** Residential buildings across the masterplan comprise mansion blocks, towers and townhouses. This range of typologies provides a diverse unit mix catering for different household types, from families to smaller households, contributing to an inclusive neighbourhood. The mix also creates a more varied and engaging street experience, with most buildings well proportioned to the streets and public realm they front. Building orientation and form have been designed to maximise daylight and sunlight to homes and to minimise north-facing single-aspect units.
- **Commercial and Industrial Typologies:** A range of commercial and industrial typologies has been introduced across the masterplan. In North East St Philip's Marsh, intensified industrial typologies provide much-needed space for industrial uses close to the city centre while ensuring an efficient use of land. Commercial buildings offer a range of floorplates to cater for different occupier needs, and light industrial uses, where appropriately designed, can be co-located with residential buildings. As with the residential typologies, building orientation and form respond to daylight and sunlight, both to the homes alongside these uses and to the streets and public realm.
- **Heights and Massing:** The Illustrative Masterplan uses height selectively to mark key gateways and junctions for wayfinding, to frame streets, open spaces and views, and to create a varied skyline and roofscape across the area.
- **Streets and Movement:** The street network resolves the existing severance of the site and provides north-south and east-west connectivity for both active travel and vehicles. Streets are designed to be safe and comfortable for walking, wheeling and cycling, with wide footways, segregated cycleways and planted buffers that shift the modal balance away from reliance on private vehicles. An active travel corridor connects the character areas, enhancing connectivity between key destinations and principal open spaces.
- **Public Transport:** The Illustrative Masterplan provides connectivity within the area and beyond through a new bus network serving key centres and neighbourhoods. Bristol Ferry services are extended from the Floating Harbour into the Feeder Canal, providing an alternative mode of transport.
- **Urban Greening:** The plan illustrates a neighbourhood with a close relationship with nature, where residents have easy access to the water's edge and open spaces. New parks, a regenerated Sparke Evans Park, on-plot green space and planted streets with large tree canopies combine to mitigate the heat island effect and create a comfortable outdoor environment, even during the summer months. Green and blue roofs and sustainable drainage systems (SuDS) also provide space for nature while improving the resilience of St Philip's Marsh to flood events. The plan therefore responds to future climate scenarios, helping to ensure a safe and resilient place to live.
- **Parks:** The Illustrative Masterplan provides two new parks alongside an enhanced Sparke Evans Park. Each offers a distinct programme and planting, providing areas for play, sport and informal recreation while supporting biodiversity, managing surface water and contributing to climate resilience. The parks are linked to one another and to the wider neighbourhood by green streets, so that access to open space is woven into everyday journeys across St Philip's Marsh.
- **Flood Defence:** The plan integrates flood defence along the River Avon and Feeder Canal within the landscape and public realm, so that flood resilience is built into the regeneration of St Philip's Marsh and used as an opportunity to create new relationships with the water. Design and integration should be coordinated with the Avon Riversides 2100 project (see Section 07.10).



KEY

- St Philip's Marsh Masterplan boundary
- 01 Feeder Promenade
- 02 Feeder Square
- 03 Chapel Park
- 04 Victoria Road Linear Park
- 05 Fruit Market Park
- 06 Albert Gardens
- 07 Avon Park
- 08 Sparke Evans Park
- 09 University of Bristol TQEC Phase 1
- 10 University of Bristol TQEC Phase 2
- 11 St Philip's Primary School
- 12 Oasis Academy Temple Quarter
- 13 Motion
- 14 Albert Road Corporation Garage

Fig 07.01 Illustrative Masterplan of St Philip's Marsh

07.02
Pedestrian Provision

St Philip's Marsh will create a street network that is safe, comfortable and attractive, and that encourages walking and wheeling.

Key Objectives

Successful proposals will:

- Incorporate safe, direct, legible and attractive pedestrian routes that connect to the existing pedestrian network within Bristol.
- Maximise opportunities for walking.
- Respond to people's diverse needs.
- Promote activity and social interaction. Incorporate green infrastructure within the pedestrian network.

Bristol Local Plan Policies:

T1, T2

St Philip's Marsh currently has poor provision for pedestrians, with narrow and discontinuous footways across the site. Transforming the marsh into a place to live and work will require investment in the public realm to create a safe and attractive environment where people choose to walk or wheel for their daily journeys.

Policy T1 of the Bristol Local Plan sets out the transport development principles, aiming to minimise the need to travel by private car and to support the design of safe, accessible streets that meet the needs of pedestrians.

Illustrative Approach

A comprehensive network of pedestrian routes connects all parts of St Philip's Marsh. The key pedestrian connections follow the Masterplan Principles: the Feeder Promenade, Albert Crescent south of Chapel Street, Victoria Road, Albert Gardens and the River Avon Walk.

The primary pedestrian routes are strategic connections that link the character areas to one another and to the wider Bristol beyond the site. They also pass through the District and Local Centres and key open spaces, reinforcing access to these amenities on foot or by wheeling. In addition to the pedestrian-only routes, all vehicular streets will have wide footways and planted buffers to keep pedestrian movement safe and continuous.

The Feeder Promenade runs along Feeder Road from Albert Road to Albert Crescent. This promenade will be a fully car-free street framed by the canal waterfront and active frontages. Soft landscape defines the water's edge, with mature trees and areas for recreation, providing a full waterside walk that also integrates the required flood defence.

The eastern section of Feeder Road, beyond Albert Crescent, will carry wide footways with planting buffers alongside a vehicular carriageway and segregated cycleway, continuing the comfortable pedestrian experience. The integration of landscape and flood defence continues along this stretch.

Victoria Road Linear Park and Albert Gardens provide an alternative route parallel to Albert Road that is separated from vehicles entirely.

This route is fully dedicated to walking and wheeling, connecting the District Centre at Feeder Road to the Local Centre by Totterdown Bridge.

To complete this active travel route, the Illustrative Masterplan proposes the pedestrianisation of Albert Crescent as a long-term objective. This will create an active travel loop connecting the residential and mixed-use areas within St Philip's Marsh. A dedicated north-south pedestrian route through the heart of the site would improve liveability through increased connectivity. It would also benefit journeys beyond St Philip's Marsh, providing a direct and pleasant route from the southern neighbourhoods to the secondary school on Silverthorne Lane. In the medium term, however, until a dedicated access to the industrial uses in North East St Philip's Marsh can be delivered, Albert Crescent will remain open to vehicles from Stanhope Street to Albert Road. Further details on Albert Crescent are provided later in this chapter.

A dedicated pedestrian route runs the full length of the River Avon within St Philip's Marsh. This riverside route connects the eastern neighbourhoods through St Philip's Marsh into the city centre via the new pontoon walk by Temple Meads Station. It incorporates the flood defence and provides leisure space along the waterfront, integrating the riverside into daily journeys and allowing residents and commuters to enjoy the amenity of the river.

Secondary and tertiary pedestrian routes support the primary routes, creating a comprehensive network so that most journeys can be made on routes that prioritise walking and wheeling. The Illustrative Masterplan also safeguards a secondary north-south route across the St Philip's Marsh Railway Depot, should the depot be redeveloped, providing a more direct connection between the District Centre and the Local Centre. All tertiary streets are proposed as pedestrian-only environments, designed to allow emergency vehicle access where required but otherwise free of vehicular traffic.

Considerations

Continuity and width

The pedestrian network should be continuous and uninterrupted, particularly on vehicular streets, where footways of appropriate width must support safe and comfortable movement and allow people to walk or wheel to their destinations across St Philip's Marsh.

Buffering and planting

Experience along the pedestrian routes and footways will be enhanced through soft landscape, SuDS and tree canopy. On vehicular streets this provides a buffer from the carriageway, mitigating the impact of vehicles, such as noise and dust, and increasing pedestrian safety through separation from traffic.

Junctions and crossings

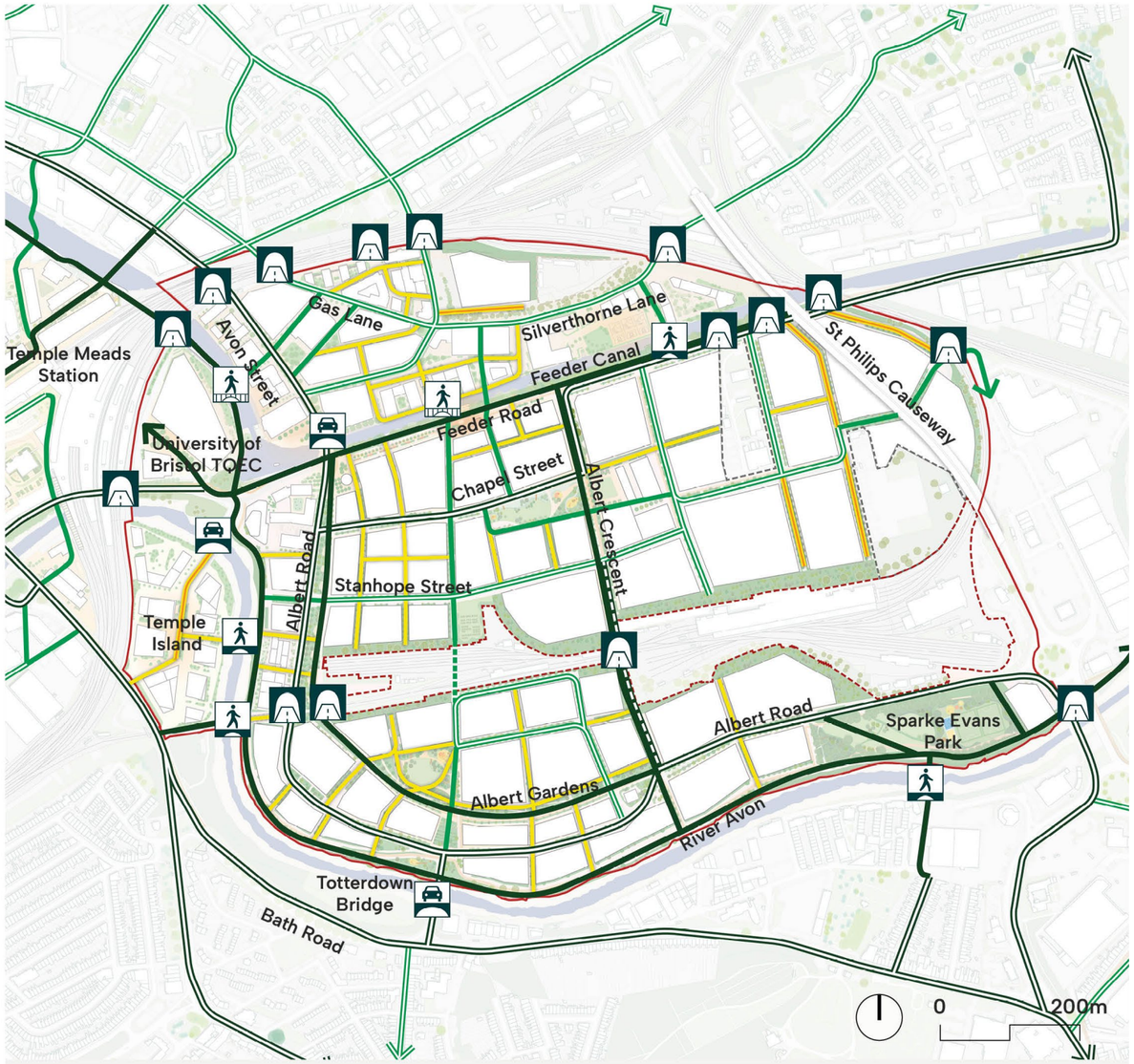
Junctions and crossings should incorporate measures such as raised tables, continuous footways across side streets, and safe crossing points where routes meet higher traffic volumes. Clear sightlines should be maintained between pedestrians, cyclists and vehicles, with consideration for people of all ages and abilities.

Accessible and inclusive design

Appropriate gradients along streets and level access to buildings and public transport must be provided so that pedestrian access is equitable, with street furniture such as lighting columns, bins, benches and spill-out furniture positioned to keep the thoroughfare clear and unobstructed. Early-stage consultation with disabled people and those with lived experience of access barriers is encouraged at the pre-application stage; embedding inclusive design from the outset will deliver better outcomes for all and ensure the public realm is resilient and welcoming.

Demonstrating Alignment

Planning applications will need to demonstrate how the pedestrian network has been designed and located to be safe, attractive and accessible, and to meet the needs of pedestrians.



KEY

- St Philip's Marsh Masterplan boundary
- Primary pedestrian route
- Primary pedestrian route on vehicular street
- Mid-term intervention - primary pedestrian route on vehicular street
- Secondary pedestrian route
- Future safeguarded pedestrian route
- Secondary pedestrian route on vehicular street
- Tertiary pedestrian route
- Tertiary pedestrian route on vehicular street
- Existing vehicular bridge
- Existing car free bridge
- New car free bridge
- Improvements to existing underpasses

Fig 07.02 Illustrative pedestrian route hierarchy in St Philip's Marsh

Fig 07.03 Aspirational pedestrian route designs

07.03 Strategic and Public Transport

St Philip's Marsh will promote sustainable travel and public transport, improving accessibility to the wider city and regional network.

Key Objectives

Successful proposals will:

- Create a neighbourhood with access to alternative transport modes that minimise reliance on the private car.
- Deliver a new public bus network that integrates with the existing public transport network and the proposed public realm.
- Improve connections to existing public transport routes.

Bristol Local Plan Policies:

T1, T2

St Philip's Marsh is currently served by only one bus route. Its transformation into a mixed-use neighbourhood will require improvements to bus connectivity to support accessibility and sustainability, in line with Policy T2 of the Bristol Local Plan, which promotes enhanced transport infrastructure and sustainable travel.

Illustrative Approach

The preferred approach to public transport within St Philip's Marsh is set out in Fig 07.04. Given the site's access constraints, opportunities for an efficient bus network are limited, and provision is met by expanding bus routes through St Philip's Marsh along the alignment of existing streets.

Building on the existing route along Avon Street, the new route would run through Albert Road, extending the network's catchment to the residential neighbourhoods in the south. Bus stops along Albert Road at regular intervals allow the residential neighbourhoods in North West and South St Philip's Marsh to be served effectively. A stop by the Local Centre at Totterdown Bridge consolidates the role of the centre and extends its catchment.

As Feeder Road is pedestrianised, the existing and new routes would be routed through Chapel Street and up Albert Crescent, then along the eastern section of Feeder Road, maintaining an east-west connection. This serves the District Centre, the new primary school and Chapel Park, with a stop on Chapel Street. The stop on Feeder Road supports the District Centre and North East St Philip's Marsh.

An eastbound route through Cattle Market Road, with a bus stop outside the University of Bristol TQEC campus, would serve as an interchange for the new eastern entrance of Temple Meads Station.

Ferry connections provide an alternative transport link, with a proposed stop on the north bank of the Feeder Canal.

Considerations

Service quality and the car-lite ambition

The proposed network establishes connections through and beyond the masterplan area, and should be supported by frequent, high-quality bus services, recognising that the success of the car-lite ambition depends on public transport being a genuinely attractive alternative to the private car.

Strategic interventions, including potential bus gates at Totterdown Bridge and Avon Street, would help buses move efficiently through the network, manage undesirable through traffic and support the low-traffic neighbourhood ambition. Before delivery, comprehensive testing and assessment of the impacts on the wider Bristol road network will be required to ensure traffic is not simply displaced to surrounding areas, and the access needs of blue badge holders and carers should be considered before such measures are implemented.

Bus stops and interchange

Bus stops should be positioned so that all residents and workers can reach a stop within a five-minute walk, located near key destinations such as the District Centre, Local Centres, principal open spaces and community facilities. They should be designed to a high standard, accessible and comfortable for all users, and positioned for easy interchange with other modes, particularly at Temple Meads Station and at locations with cycle parking, car club facilities and other micromobility infrastructure.

Phasing

The early extension of bus services into St Philip's Marsh is encouraged to support the first residents and workers as development comes forward.

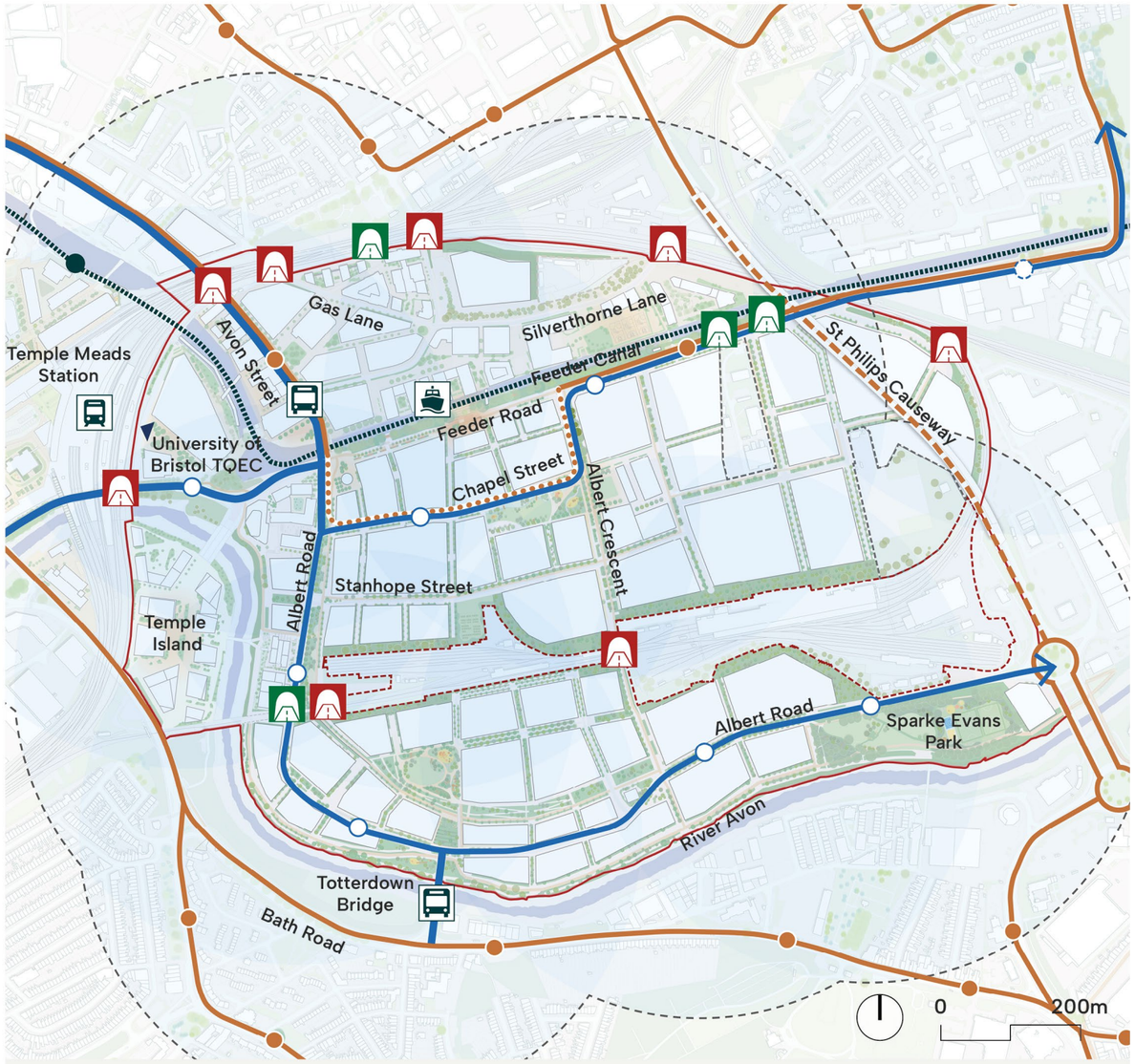
Bristol Ferry

There is potential to extend the Bristol Ferry route to serve St Philip's Marsh, providing an additional sustainable mode of public transport; any new terminal should be carefully integrated with the emerging waterfront development.

Demonstrating Alignment

Planning applications will need to demonstrate how public transport improvements and the new bus network contribute to accessibility, connectivity and safety within St Philip's Marsh, and how they integrate with the existing public transport network in Bristol and with the public realm.

Alternative locations for bus stops would be supported, subject to meeting the design and location requirements and not undermining the comprehensive redevelopment of St Philip's Marsh.



KEY

- St Philip's Marsh Masterplan boundary
- Underbridge height clearance <4.7m
- Underbridge height clearance >4.7m
- Existing bus route and stop
- Existing bus route to be rerouted from Feeder Road
- New bus route and stop
- 5-minute walking radius from bus stop
- Existing bus route on St Philips Causeway
- Bristol Ferry route
- Potential bus gate
- New ferry terminal
- Temple Meads Station

Fig 07.04 Public transport routes through St Philip's Marsh

Fig 07.05 Aspirational bus infrastructure

07.04 Cycling Infrastructure

St Philip's Marsh will enhance access to cycling infrastructure by creating safe, legible and well-connected routes that encourage active travel, and strengthen links to the wider cycling network.

Key Objectives

Successful proposals will:

- Incorporate safe, legible and attractive cycling infrastructure in line with Fig 07.06, and connect to existing cycleways within Bristol.
- Propose all cycling infrastructure to be appropriately designed and have regard to principles set out in Bristol's Transport Development Management Guidance.
- Improve connections to existing strategic cycle routes
- Provide secure, covered cycle parking for both residential and non-residential uses.

Bristol Local Plan Policies:

T1, T6

An accessible, safe and well-connected cycle network will be central to transforming St Philip's Marsh into a neighbourhood where active travel is the natural and convenient choice for everyday journeys, supporting healthier lifestyles, reducing congestion and improving air quality and the street experience.

The area currently lacks dedicated infrastructure for pedestrians and cyclists and can be difficult to navigate safely, so its regeneration is an opportunity to establish a comprehensive network of routes that prioritise walking, cycling and micromobility, in line with Policy T6 of the Bristol Local Plan, Bristol's Transport Development Management Guidance and LTN 1/20, or any subsequent update or replacement.

Illustrative Approach

The approach to cycling infrastructure within St Philip's Marsh is set out in Fig 07.06. The network of segregated cycleways follows the primary pedestrian routes, reinforcing these corridors as active travel routes.

The segregated cycleway along the River Avon Walk replaces the existing shared path, allowing a safer waterside commute for both cyclists and pedestrians. A new segregated cycleway runs along Feeder Road, connecting the site to Bristol city centre and the residential neighbourhoods to the east. Albert Road North, Albert Gardens and Albert Crescent also each provide a segregated cycleway, with further detail on how these streets integrate cycleways included later in this chapter.

A segregated cycleway runs along Stanhope Street to improve east-west connections and increase the catchment of the network. It is located here rather than on Chapel Street, to avoid redundancy due to proximity to Feeder Road. From Stanhope Street, the cycleway extends eastward to Cole Road to serve the employment areas in North East St Philip's Marsh and create further onward connectivity.

The same rationale applies to Albert Road, where proximity to both the River Avon and Albert Gardens cycleways makes a segregated cycleway unnecessary between the St Philip's Marsh Railway Depot and Albert Crescent.

Cycling connections between the River Avon, the Victoria Road Linear Park and Albert Gardens should be provided at strategic points to maintain the continuity and utility of the network.

Shared cycling is provided on all other secondary and primary streets, with the carriageway or shared spaces designed accordingly to complement the segregated network. Detailed cycling specifications are set out in Section 07.06 and Section 07.08.

Considerations

Network and connectivity

Segregated cycle routes should provide a continuous and intuitive route separated from major vehicular traffic, offering access to different parts of the site while connecting to the wider cycling network and allowing convenient connections to public transport to encourage multi-modal journeys.

Overcoming existing barriers such as railway infrastructure and waterways will be critical to integrating the area with the wider city; enhancements to existing underpasses will play an important role, with segregated cycleways provided where feasible and lighting upgraded.

New footbridges within St Philip's Marsh should accommodate cyclists, with segregated cycleways incorporated from the outset where feasible. Where onward connections rely on existing footbridges, these should be assessed and upgraded for shared use, with a preference for segregated provision.

Coordinated delivery

Delivery of this network will require early and ongoing coordination with the Local Planning Authority's Transport Development Management team, and developments should cooperate to enable comprehensive delivery of a coherent and continuous cycle network.

Junctions, crossings and shared space

Junctions and crossings should prioritise pedestrians and cyclists, incorporating measures such as raised tables, continuous cycleways across side streets, and safe crossing points where routes meet higher traffic volumes.

Cycle parking

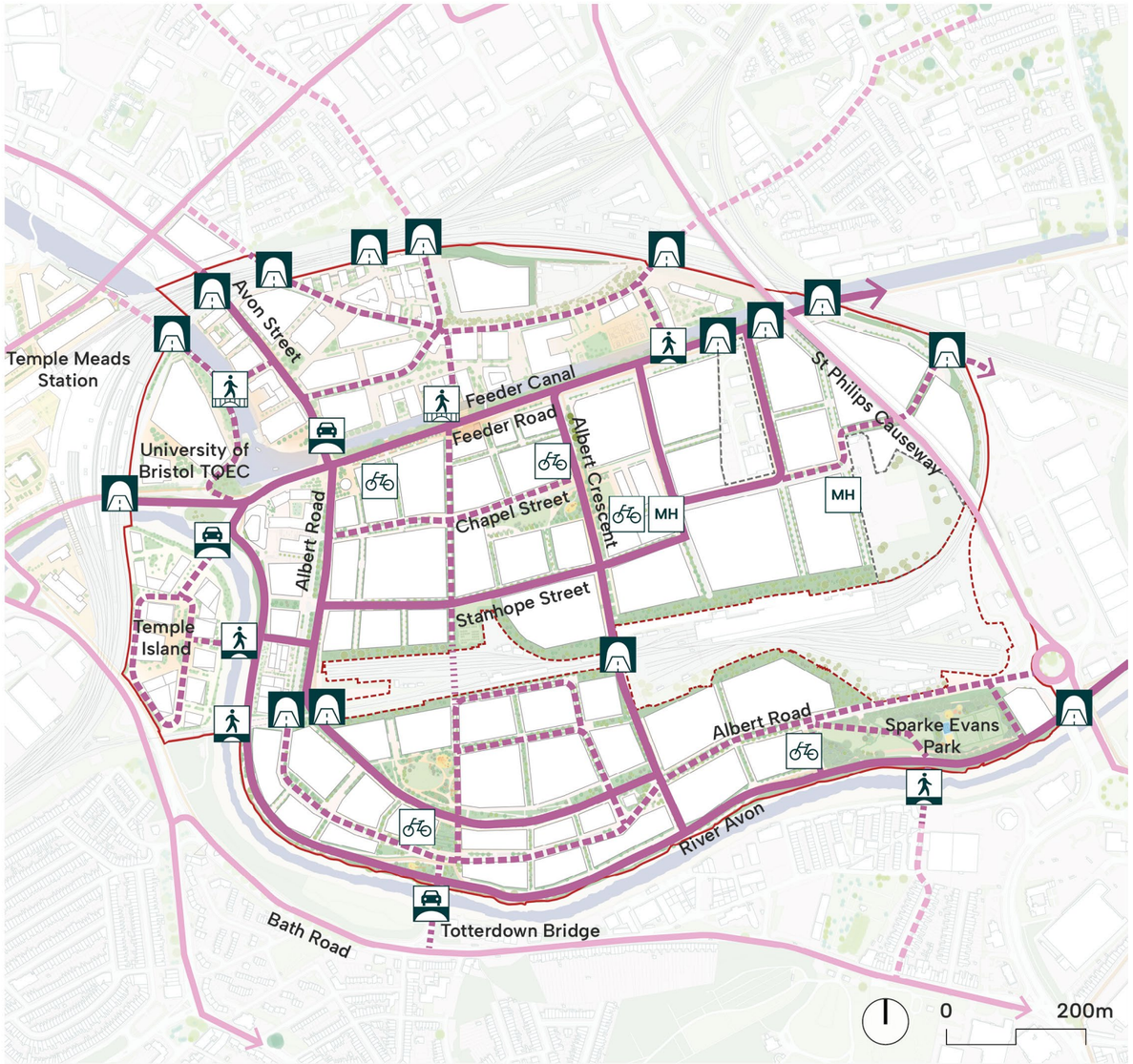
Secure, covered cycle parking should be provided within development plots and throughout the public realm along key routes, particularly within District and Local Centres, close to employment centres, around open spaces and near community infrastructure. Parking should accommodate a range of cycle types, including cargo bikes and adapted cycles, and micromobility hire facilities, including cycle hire docking stations. It should be located in visible, convenient locations, with larger provision in or close to potential mobility hubs.

Quality, inclusion and wayfinding

The active travel network should be designed to a high standard, with durable, smooth surfaces suitable for all users. Green infrastructure should be integrated along routes to provide shade, improve air quality and enhance the experience of active travel, while good lighting, clear sightlines and natural surveillance help routes feel safe, and clear wayfinding strengthens connections to surrounding neighbourhoods and key destinations. Where the network meets pedestrians, careful design is needed to keep both safe and comfortable. Alongside high-footfall pedestrian areas, cycling and pedestrian zones should be clearly delineated through surface treatment, level changes or physical separation, with safe crossing points where pedestrian desire lines intersect the cycleway. On shared surfaces, cycling speeds should be managed through design, and surface materials, signage and layout should make pedestrian priority clear and intuitive.

Demonstrating Alignment

Planning applications involving cycling infrastructure will need to demonstrate compliance with the Transport Development Management Guidance and integration with the public realm, ensuring the safety and security of users. Alternative alignments that deliver north-south and east-west cycle connectivity would be supported, subject to meeting the design and location requirements set out above and not undermining the comprehensive redevelopment of St Philip's Marsh.



KEY

- St Philip's Marsh Masterplan boundary
- Connection with segregated cycleway
- Connection with shared cycling infrastructure
- Future safeguarded cycling connection
- Existing connection with segregated cycleway
- Existing connection with shared cycling infrastructure
- Existing vehicular bridge
- Existing car free bridge
- New car free bridge
- Existing underpass
- MH — Mobility hub
- Cycle parking hubs

Fig 07.06 Key cycling infrastructure through St Philip's Marsh

Fig 07.07 Aspirational cycling infrastructure provision

07.05 Vehicular Routes and Parking

St Philip's Marsh will take a strategic approach to vehicular routing and parking, reflecting its central location in Bristol and its proximity to Temple Meads Station. The approach balances accessibility and operational needs while prioritising active travel and the public realm.

Key Objectives

Successful proposals will:

- Create a clear and legible vehicular street hierarchy that prioritises active travel and public transport.
- Reduce through traffic within residential neighbourhoods by directing strategic vehicular movements onto the primary streets.
- Rationalise HGV routing to minimise conflict with active travel and public realm activity.
- Provide an appropriate level of car parking that makes efficient use of land.
- Enable the transition to electric vehicles.
- Provide mobility hubs to serve the employment and community uses.

Bristol Local Plan Policies:

T1, T2, T3A, T4A

While the St Philip's Marsh Masterplan promotes a movement strategy that rebalances travel away from private vehicles, it recognises that they remain an important mode of transport, and that the street network must continue to accommodate vehicle movement and servicing.

Policy T1 of the Bristol Local Plan seeks to minimise the need to travel and requires safe, accessible streets where traffic and parking are carefully integrated to produce a liveable environment. Policy T4A seeks to enable high-quality places through an appropriate level of parking provision, while making efficient use of land and optimising development densities.

Illustrative Approach

The approach to the vehicular network is set out in Fig 07.08. Primary and secondary streets provide north-south and east-west connections across St Philip's Marsh, arranged so that parallel routes are not duplicated unnecessarily and through traffic is kept to the strategic streets.

The primary vehicular streets are Cattle Market Road, Avon Street, Albert Road, Chapel Street, the segment of Albert Crescent between Chapel Street and Feeder Road, and the eastern segment of Feeder Road. These streets carry strategic, site-wide movement and access to the wider city.

Until a dedicated access to the industrial uses in North East St Philip's Marsh is delivered, the segment of Albert Crescent between Meriton Street and Albert Road will be open to vehicles, enabling local access to the industrial uses from St Philips Causeway.

Stanhope Street, Gas Lane and the servicing loops within Temple Island and North East St Philip's Marsh form the secondary vehicular streets, with slower movements for local access. Tertiary streets are mostly pedestrian environments with movement limited to emergency vehicles, with the exception of the loop that provides servicing and resident access to the Fruit Market site.

The Illustrative Masterplan locates two mobility hubs in North East St Philip's Marsh, as shown in Fig 07.08 These primarily serve the employment area, providing consolidated parking, cycle parking, electric vehicle charging and micromobility hire. One hub is positioned closer to Albert Crescent, allowing it to serve the Local Centre, Chapel Park and potentially the District Centre. Consolidating parking in mobility hubs reduces on-plot and on-street parking, enabling more efficient use of land.

Residential parking elsewhere is provided through on-plot solutions, such as podium typologies integrated within buildings. Accessible parking will be located within the streetscape and distributed across the neighbourhood, ensuring convenient access to homes, workplaces and amenities for disabled people.

A last-mile logistics facility adjacent to St Philips Causeway and Sparke Evans Park consolidates deliveries, enabling transfer to low-emission vehicles or cargo bikes and minimising the impact of servicing vehicles on the public realm.

Considerations

Street design

Vehicular streets should be shaped first by the needs of pedestrians, active travel and public transport, to shift the modal balance away from private vehicles. Carriageway widths should be controlled to encourage slower movement and improve active travel safety, accounting for shared cycling on the carriageway and designing out unsafe overtaking of cyclists.

Planting, drainage and inclusion

Planting on vehicular streets should be intensive, mitigating the impact of vehicles on the public realm, and SuDS are recommended to reduce run-off from the carriageway and enhance the experience. Vehicular streets should be designed with inclusivity in mind, with attention to children and people with reduced mobility at junctions.

Car parking

Low car parking provision is encouraged, justified by the site's proximity to the city centre, enhanced public transport connectivity (see Section 07.03) and direct access to Temple Meads Station via the eastern entrance. The success of this approach and of slower vehicle movement depends on delivery of the public transport and active travel improvements set out in this document.

Provision should prioritise accessibility and family accommodation. Residential parking should be provided primarily through on-plot solutions, while mobility hubs are anticipated to accommodate most employment parking. On-street parking will be reserved for accessible spaces and essential servicing, protecting kerbside space for green infrastructure and active travel. Car clubs will be supported.

Mobility hubs and electric vehicles

Mobility hubs should be carefully integrated, provide active frontages and incorporate micromobility parking. EV charging infrastructure should be integrated across all parking provision and have regard to the future Transport SPD referred to in the Bristol Local Plan. Parking structures and mobility hubs should be designed to allow future conversion to other uses as travel patterns evolve and car ownership declines.

Industrial and commercial servicing

For industrial and intensive commercial uses that require on-plot parking and service yards, the visual impact of these areas should be minimised through landscape screening or by locating them away from the street.

Demonstrating Alignment

Planning applications for vehicular streets will need to demonstrate how they do not fetter the delivery of the primary and secondary vehicular routes and how they prioritise active travel. Applications involving parking will need to demonstrate how it integrates within the proposal and complies with Policy T4A of the Bristol Local Plan and the future Transport SPD.

Alternative alignments of vehicular streets and parking provision would be supported, subject to meeting the design and location requirements set out above and not undermining the comprehensive redevelopment of St Philip's Marsh.

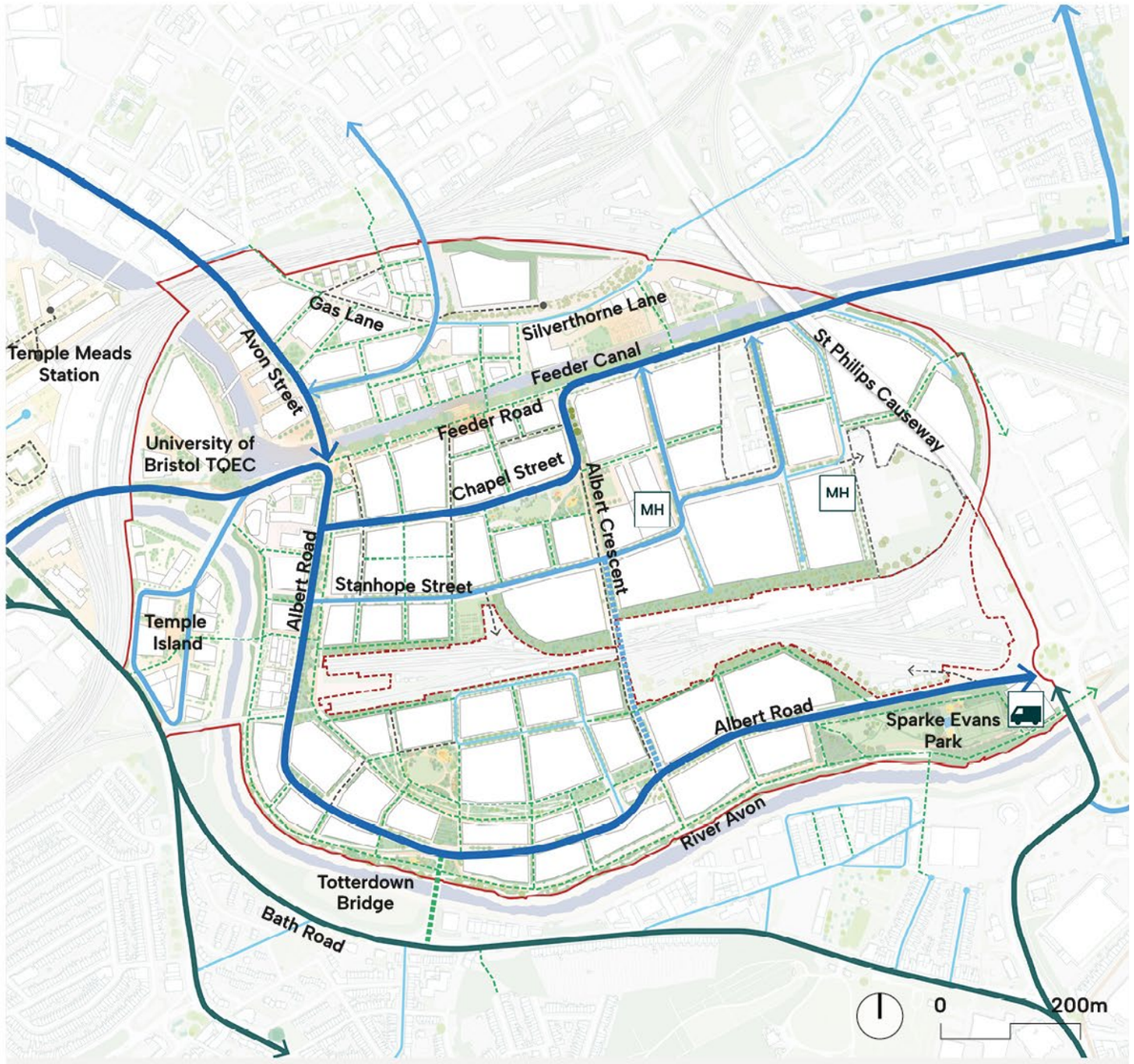


Fig 07.08 Illustrative vehicular route hierarchy and parking provision in St Philip's Marsh

Fig 07.09 Aspirational vehicular streets and parking provision

07.06 Illustrative Street Sections

07.06.01 Feeder Promenade

The Feeder Promenade is both a primary active travel route and a destination in its own right, anchoring the district centre as a vibrant waterside public space along the Feeder Canal. As one of the most significant pieces of public realm in St Philip's Marsh, it is central to establishing the neighbourhood's primary retail, leisure and community offer within the new District Centre. Coordination between landowners will be required to deliver the Feeder Promenade as a coherent, strategic multifunctional corridor.

Key Characteristics:

- **Pedestrian Priority:** A wide pedestrian corridor provides ample space for walking, window shopping and socialising, enabling the promenade to function as the heart of the District Centre.
- **Promenade and Waterside Landscape:** Landscape should be concentrated along the canal frontage, creating a green corridor that enhances biodiversity, provides amenity and celebrates the heritage waterway. Mature trees should be retained where possible, with planting, seating and lighting establishing the canal edge as an attractive, usable space. SuDS and tree planting with large canopies should extend across the inner segments of the promenade, drawing the waterside landscape inland. Lighting design should balance wildlife and habitat protection with safety and security.
- **Integrated Flood Defence:** The promenade integrates flood defence infrastructure within high-quality landscape design, achieving the required defence level whilst maintaining an attractive, accessible waterfront environment. The design for the canal edge and integrated flood defence should be coordinated with the Avon Riversides 2100 project.
- **Urban Square:** The promenade widens to create a public square where retail, food and beverage, and community uses cluster. The square acts as a focal point for gathering and cultural activity and should be sized to accommodate gathering space, soft landscaping, comfortable movement, and good sunlight access.
- **Active Frontages:** Development along the promenade must provide active ground floor uses, entrances and opportunities for spill-out space, creating natural surveillance and animation throughout the day and evening.
- **Cycling Infrastructure:** A 4.0m wide segregated cycleway ensures safe, comfortable cycling, supporting commuter and recreational cycling along this route.
- **Accessibility:** The design of the promenade and public spaces must consider the needs of all ages and abilities. Level surfaces, appropriate gradients, resting places and clear wayfinding should be incorporated to ensure the promenade is inclusive and welcoming for everyone.
- **Moorings and Boat Community:** At the eastern end of the promenade moorings to support the associated facilities to support the boat community will be supported where feasible. This may include access to water, waste disposal and electricity, as well as appropriately designed access points between the towpath and water.
- **Long-Term Management:** The Feeder Promenade will be one of the most intensively used public spaces in St Philip's Marsh. Proposals should demonstrate that long-term management and maintenance arrangements are in place, addressing surface and landscape upkeep, lighting and canal edge safety.

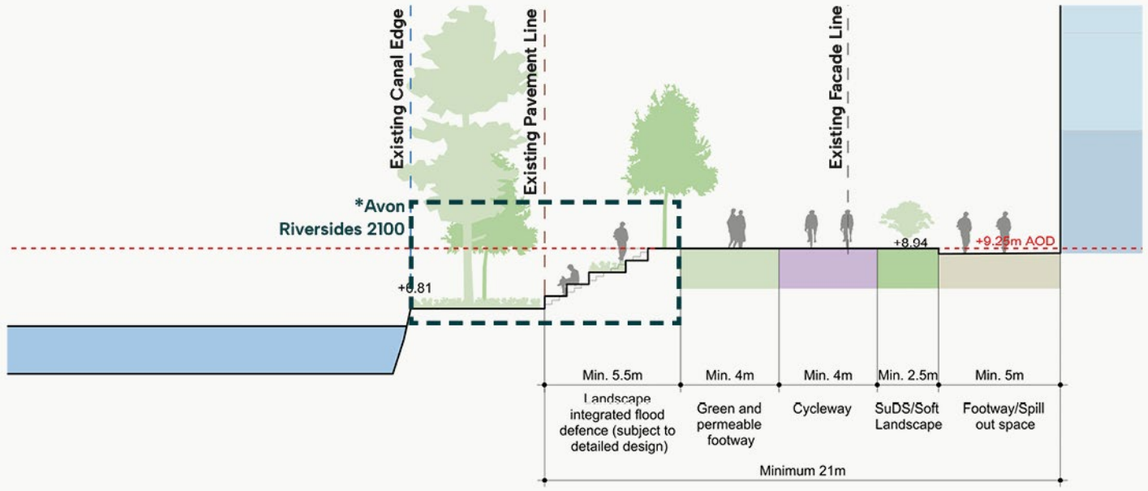


Fig 07.10 Section A: Aspirational cross section of the Feeder Canal Promenade

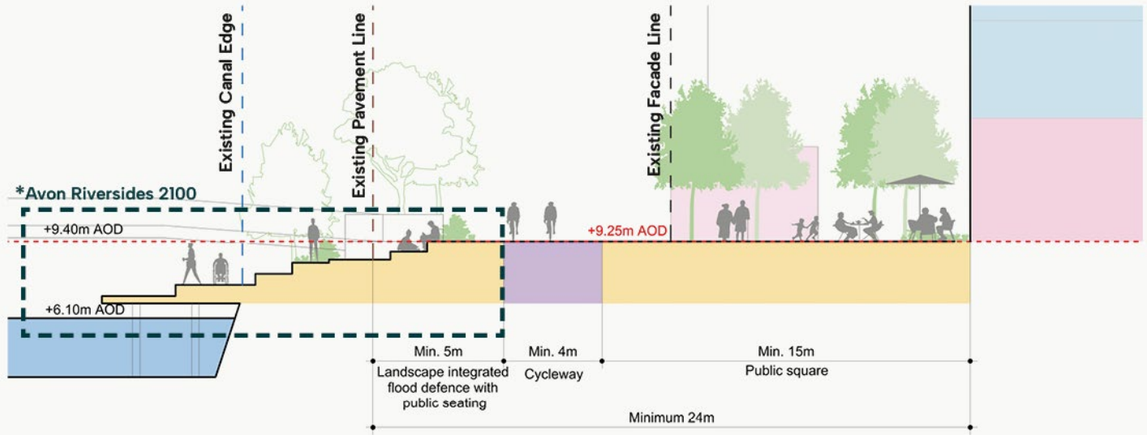
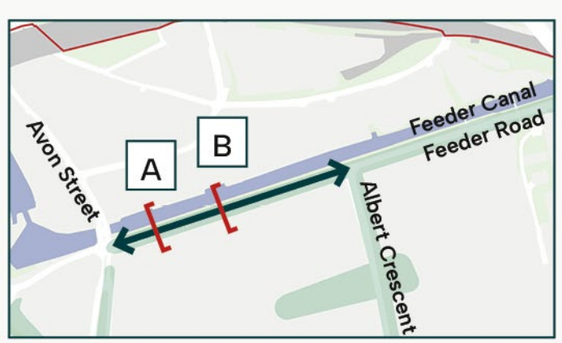


Fig 07.11 Section B: Aspirational cross section of the Feeder Canal Square



*** Avon Riversides 2100 project.**

Design and integration of public realm and flood defence to be coordinated with Avon Riversides 2100 project.

** All street components and arrangements are subject to vehicle movement tracking and volume flows of all transport modes. The location of street components are flexible and illustrative sections describe only one potential design.

07.06.02
Feeder Road

Feeder Road, east of Albert Crescent, serves as a primary movement corridor accommodating vehicular traffic and bus routes, forming an important east-west route through St Philip's Marsh via its connections to Albert Crescent and Chapel Street.

Key Characteristics:

- **Waterside Landscape:** Landscape should be concentrated along the canal frontage, creating a green corridor that enhances biodiversity. Mature trees should be retained where possible with complementary SuDS and planting. A pedestrian footway is to be integrated within the canalside landscaped area to ensure continuity of people walking along the Feeder Canal, enjoying the visual amenity of this heritage asset.
- **Integrated Flood Defence:** The flood defence infrastructure should be integrated as much as possible within the waterside landscape. Given the significant level difference between the street and the flood defence along this stretch of the Feeder Road, innovative design solutions are required to achieve seamless landscape integration. The design for the canal edge and integrated flood defence should be coordinated with the Avon Riversides 2100 project.
- **Pedestrian Footways and Planting Zones:** Feeder Road must maintain a comfortable and attractive pedestrian experience. Footways should be wide enough to accommodate high footfall given the proximity to the District Centre, and the transition from the car-free Feeder Promenade to the vehicular street should be carefully designed. Street tree planting with large canopies and soft landscape zones should be provided along this stretch of Feeder Road, between the carriageway and the footways.
- **Cycling Infrastructure:** A 4.0m wide segregated cycleway continues from Feeder Promenade, offering a continuous east-west active travel corridor and promoting safe, sustainable movement through the area
- **Public Transport Route:** Feeder Road east of Albert Crescent continues to serve as a public transport link. A bus stop should be provided near the Feeder Road-Albert Crescent junction to ensure convenient access to the new District Centre.
- **Industrial Access:** Feeder Road provides access to the consolidated and intensified industrial uses within the North East St Philip's Marsh Character Area. The carriageway has a minimum width of 7.3m to accommodate industrial vehicles. Landscape buffers and planting should be provided to mitigate the impact of heavy vehicle movements on the experience of pedestrians and cyclists, including noise, air quality and visual intrusion.
- **Existing Footbridge Integration:** The existing Feeder Road footbridge connecting to Silverthorne Lane Passage should be fully integrated into the public realm and flood defence solution, maintaining convenient step-free access from street level to ensure continuous connectivity across the canal.
- **Lighting:** Street lighting along Feeder Road should ensure personal safety and comfort for all users throughout the day and evening, supporting the route's function as a public transport corridor and active travel connection. Lighting along the canalside should balance safety requirements with ecological sensitivity.

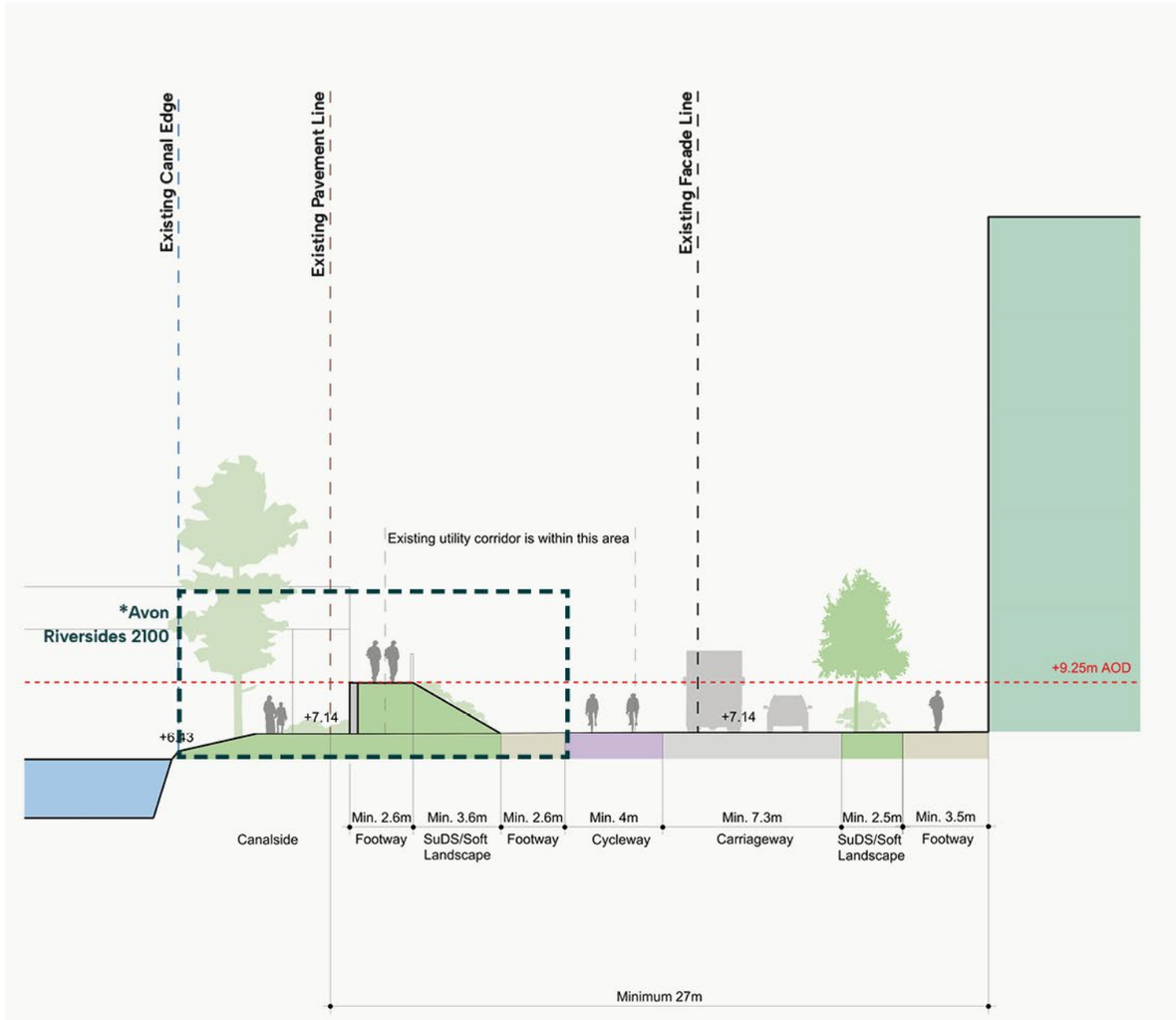
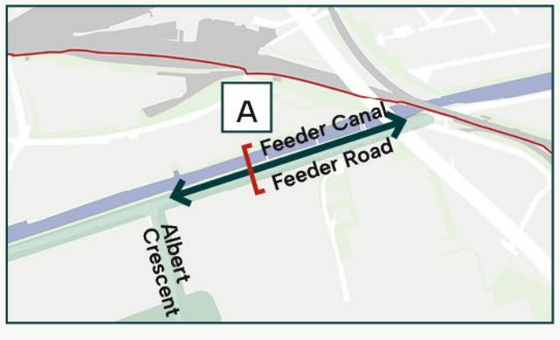


Fig 07.12 Section A: Aspirational cross section of the Feeder Road east of Albert Crescent



*** Avon Riversides 2100 project.**

Design and integration of public realm and flood defence to be coordinated with Avon Riversides 2100 project.

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07.06.03
River Avon Walk

The River Avon Walk is a defining element of St Philip's Marsh, and presents the opportunity to reconnect the neighbourhood with the water that has shaped this place since its origins as marshland. Currently a narrow footpath with blank building façades backing onto it, the corridor will be transformed into an ecological river corridor with space for leisure and active travel route that serves as Bristol's primary east-west green corridor.

Key Characteristics:

- **Wide Pedestrian Corridor:** A wide pedestrian footpath provides comfortable space for walking, running and recreational activity, creating a place to pause, relax and enjoy a riverside experience that brings people closer to nature.
- **Cycling Infrastructure:** A 4.0m wide segregated cycleway provides safe, continuous east-west cycling connectivity, separated from pedestrian flows. This supports both commuter and recreational cycling. Where the cycleway abuts the river edge, it should be widened to 4.5m to accommodate a balustrade. Where possible, a landscape buffer is encouraged to provide separation to the footway.
- **Ecological Enhancement:** Landscape areas should be concentrated along the water edge, creating an ecological corridor that restores riverside habitats, supports biodiversity and enhances river ecology. Native, flood-resilient planting, varied vegetation structure, and SuDS basins reinforce the riverside character while creating habitats, and enhancing ecological value, seasonal interest and visual amenity. Active travel infrastructure should be designed sensitively to minimise impacts on wildlife along the riverside.
- **Integrated Flood Defence:** The required flood defence level should be achieved through a naturalistic design that integrates the flood defence within the ecological corridor.
- **Building Development:** Development parcels along the River Avon should engage with the waterside through active frontages, habitable rooms and entrances facing the corridor. This creates natural surveillance, animation and establishes a strong relationship between buildings and the riverside landscape. Open space within these plots should connect to the River Avon corridor to extend and widen the ecological corridor.
- **Recreational Open Space:** The River Avon Walk should aim for a corridor of at least 20m. This wider corridor provides landscape that can incorporate space for leisure, creating pocket parks and recreational uses along the river. The corridor therefore functions not only as an active travel route but also as part of the open space provision across St Philip's Marsh. Where 20m is not achievable, sections may tighten, though not below 16m; these compressions and expansions give the route a richer, more engaging journey along the river.
- **Accessibility**: The design of the riverside corridor must consider the needs of all users. Level surfaces, appropriate gradients and step-free access between the development parcels and the public realm of the riverside should be provided. Resting places and seating should be provided at regular intervals.
- **Lighting:** Lighting along the riverside corridor should ensure personal safety and comfort for all users during the evening, whilst being sensitive to the ecological corridor. Lighting design should avoid light spill onto the river and adjacent habitats.

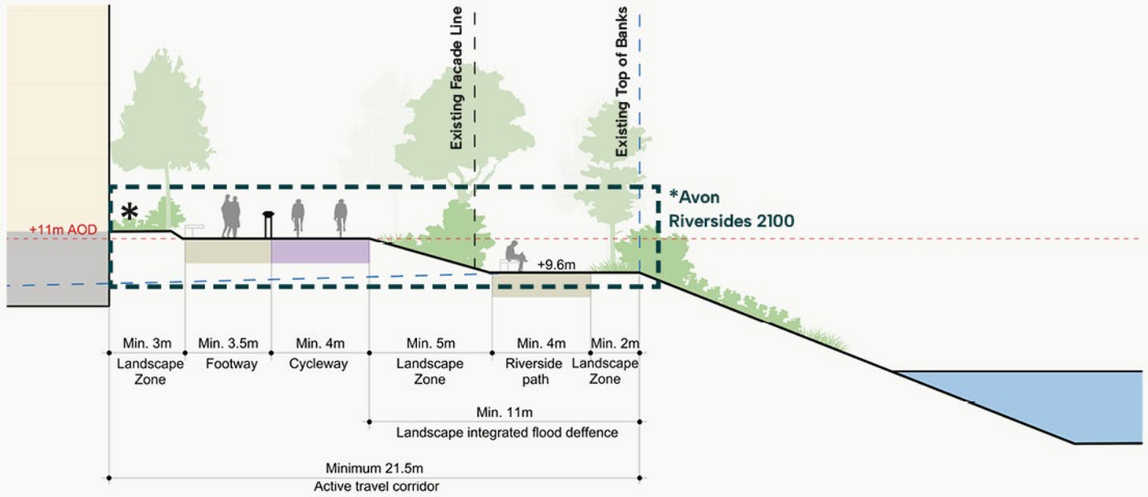


Fig 07.13 Section A: Aspirational cross section of the Riverside - Wider section

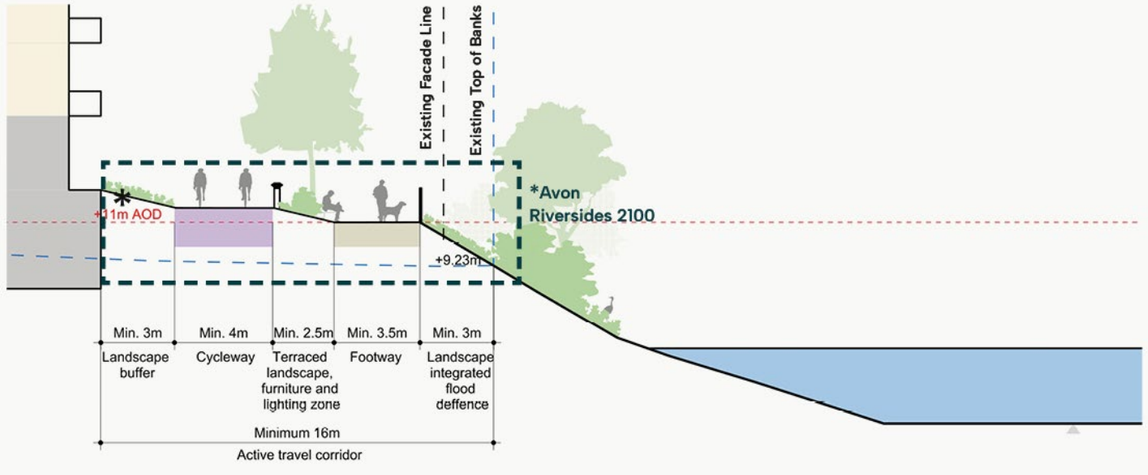
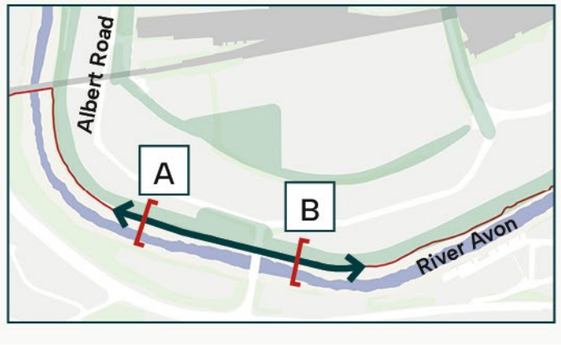


Fig 07.14 Section B: Aspirational cross section of the Riverside - Narrow section



*** Avon Riversides 2100 project.**

Design and integration of public realm and flood defence to be coordinated with Avon Riversides 2100 project.

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07.06.04
Chapel Street

Chapel Street will be enhanced as a primary street and an important east-west connection, accommodating vehicular movement and public transport. The overall width of this street is to be increased in order to accommodate safe vehicular, bus and pedestrian flows.

The alignment of the western segment is defined by the locally listed Jubilee Hall, which should be retained and sensitively integrated into the new development.

The alignment of the eastern segment should be considered in relationship to the new park and the street network east of Albert Crescent to ensure a coherent and well-integrated spatial arrangement. The realignment of Chapel Street to ensure continuity towards the east via Victoria Terrace is encouraged.

Key Characteristics:

- **Jubilee Hall Integration:** To retain the Jubilee Hall and establish Chapel Street as a primary vehicular route, the street should be expanded southwards to accommodate increased carriageway for public transport, and wide footways, spill out spaces and planting zones with street trees for an enjoyable pedestrian experience.
- **Relationship to Feeder Promenade:** Chapel Street runs parallel to Feeder Road, providing access to the plots framing the canal. Given its proximity to Feeder Promenade, which will function as a primary active travel corridor, a segregated cycleway on Chapel Street may not be necessary, provided an alternative segregated east-west cycling route is delivered on Stanhope Street.
- **Public Transport Route:** Chapel Street functions as a public transport route, ensuring convenient access to the new District Centre while maintaining a car-free waterfront environment. Bus stops along Chapel Street should be located close to Chapel Park.
- **Active Ground Floors:** Development along Chapel Street should provide active ground floor uses, entrances and opportunities for spill-out space on both sides of the street, creating natural surveillance and animation throughout the day. Community, commercial or workspace uses at ground level are encouraged to support the street's role as a primary route within the neighbourhood.
- **Relationship to Chapel Park:** Where Chapel Street meets the new Chapel Park, traffic speeds should be reduced and safe, legible pedestrian crossings provided to ensure the park is easily and safely accessible from all directions. The street should form a complementary edge that enhances the park's usability, character and overall setting.
- **Increased Planting Zone:** Chapel Street has the potential to deliver a greener streetscape through an expanded planting zone, capable of accommodating landscaping, including more tree planting, seating, SuDS or if required parking and other operational requirements.
- **Building Heights and Daylight:** The height and massing of development along Chapel Street should ensure adequate daylight and sunlight reach the street and adjacent footways. Given the street's east-west orientation, careful consideration should be given to the height of buildings on the south side to avoid excessive overshadowing of the street, particularly during winter months. Stepped massing and upper floor setbacks are encouraged to maximise daylight penetration and create a comfortable microclimate at street level.

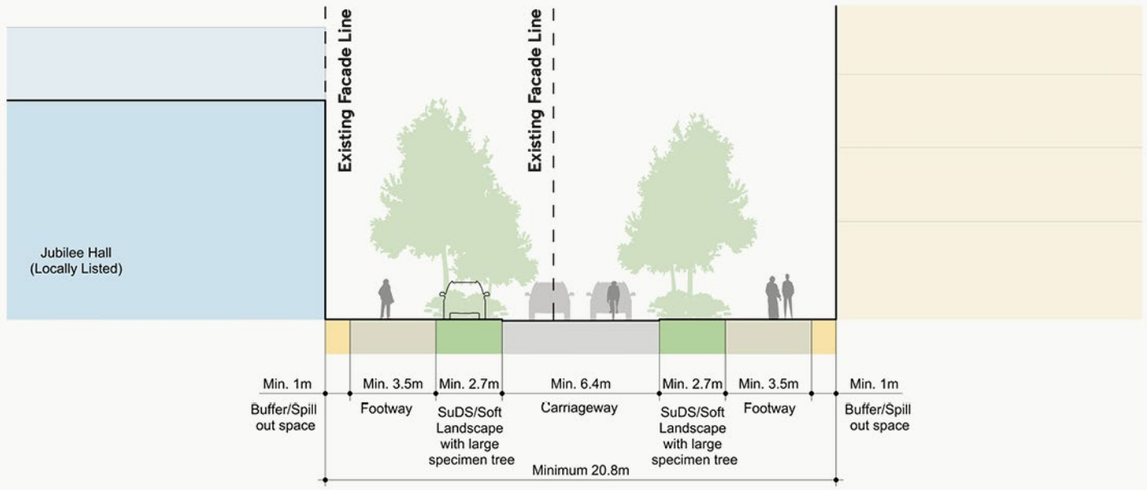


Fig 07.15 Section A: Aspirational cross section of Chapel Street

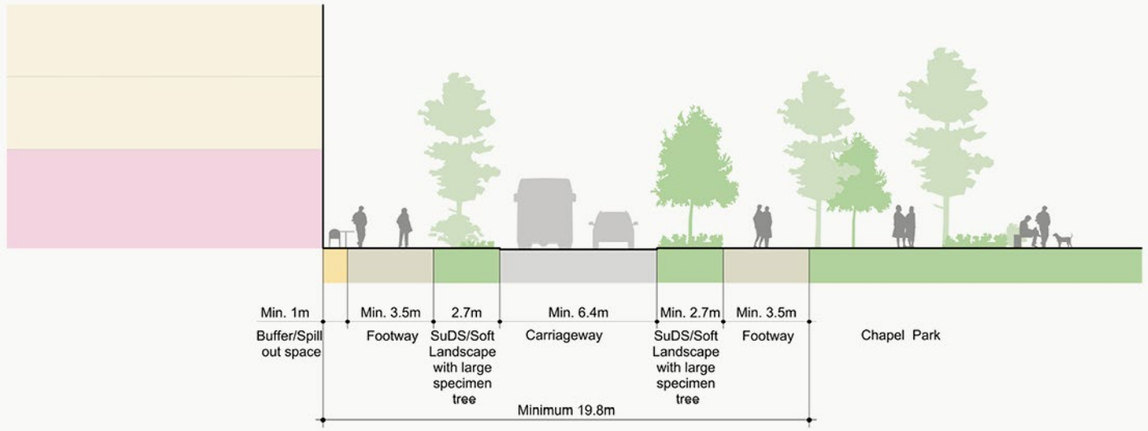
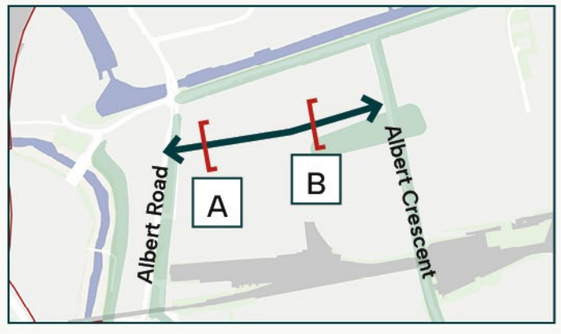


Fig 07.16 Section B: Aspirational cross section of Chapel Street next to the new park



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07.06.05
Albert Road North and Victoria Road Linear Park

Albert Road serves as the primary north-south connector through St Philip's Marsh, linking the North West and South areas and connecting to wider Bristol. With the St Philip's Marsh Railway Depot creating a barrier to permeability, Albert Road plays a crucial role in unifying the neighbourhood and establishing safe active travel connections.

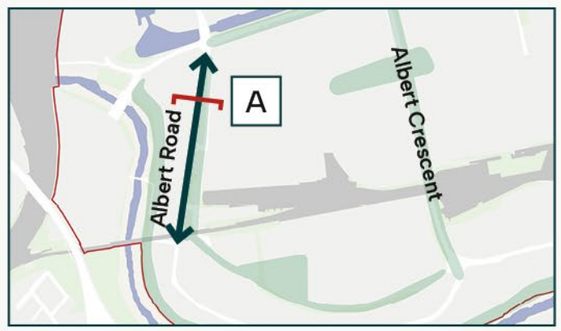
Albert Road runs through two character areas: North West St Philip's Marsh and South St Philip's Marsh. The street is therefore reimagined in two distinct sections, responding to different site conditions and opportunities.

The first, Albert Road North, runs between Feeder Road and the Temple Meads Avoiding Line Avon Bridge. Victoria Road is an existing street running parallel to Albert Road along this section.

Key Characteristics:

- **Albert Road North:** Albert Road North will continue as a vehicular street but will be enhanced with widened footways and a reduced carriageway, prioritising walking while maintaining vehicular access.
- **Public Transport Route:** Albert Road serves as a public transport route along its full length. Bus stops should be incorporated at regular intervals, positioned near key destinations, open spaces and community facilities to ensure convenient access for residents, workers and visitors.
- **Pedestrian Environment and Landscape:** Albert Road North should maintain comfortable footways of sufficient width for pedestrian movement, with spill-out and buffer spaces. Street tree planting with large canopies and soft landscape zones should be provided to create a coherent identity and a pleasant walking environment.
- **Planting Zones and SuDS:** A planting zone should be provided on the western side of Albert Road North to enhance the walking experience and create the qualities of green streets. It can be interrupted occasionally for operational requirements, such as accessible parking, servicing bays or bus stops. The zone is located on the western side because Victoria Road Linear Park sits immediately to the east.
- **Victoria Road Linear Park:** Victoria Road and the adjacent surface car park will be transformed into a linear park that forms a key piece of the masterplan's green infrastructure network. The park should deliver a varied sequence of landscaped spaces, including areas for informal recreation, play, gathering and seating, creating a destination that serves the daily needs of surrounding residents and workers. As the principal open space connecting development on either side, it must feel safe and welcoming at all hours: clear sightlines, natural surveillance from adjacent buildings and active edges along its length will be essential, and lighting should be carefully designed for comfort and security in the evening. Spill-out spaces or residential porches are encouraged to activate this outdoor space.
- **Segregated Cycling:** A 4.0m wide segregated cycleway runs through Victoria Road Linear Park, providing a safe, attractive north-south cycling route.

Fig 07.17 Section A: Aspirational cross section of the Albert Road and Victoria Road Linear Park



Note: For Section A, the final configuration will be subject to detailed design as a linear park, and some components may be further integrated into the wider landscape design of Victoria Park.
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07.06.06
Albert Road South

Albert Road South begins at the Temple Meads Avoiding Line Avon Bridge and continues towards Albert Crescent and further east to Sparke Evans Park. Improvements to the existing underpass beneath this bridge will be critical to ensuring the route functions safely and comfortably for all users, particularly pedestrians and cyclists.

Key Characteristics:

- **Albert Road South:** Albert Road South will continue as a vehicular street but will be enhanced with widened footways and a reduced carriageway, prioritising walking while maintaining vehicular access.
- **Public Transport Route:** As elsewhere along Albert Road, this section serves as a public transport route, with bus stops at regular intervals positioned near key destinations, open spaces and community facilities.
- **Integrated Cycling:** Given the proximity of Albert Gardens and the River Avon cycling corridor, no segregated cycleway is provided. Instead, the carriageway width and traffic speeds are designed to enable safe cycling within the general traffic flow, with cyclists sharing the carriageway.
- **Pedestrian Environment and Landscape:** Albert Road South should maintain comfortable footways. Street tree planting with large canopies and soft landscape zones should be provided to create a coherent identity along Albert Road and a pleasant walking environment connecting the southern neighbourhood to Totterdown Bridge and Sparke Evans Park.
- **Planting Zones and SuDS:** Planting zones should be provided to enhance the walking experience and create the qualities of green streets. They can be interrupted occasionally for operational requirements, such as accessible parking, servicing bays or bus stops.
- **West of Albert Crescent:** The street is too narrow to carry planting zones on both sides while retaining sufficient developable area, given the contours of the Fruit Market and the banks of the River Avon. The planting zone should therefore be located on the northern side: as an east-west street, the south side would be more heavily overshadowed by development, reducing the resilience of planting there.
- **East of Albert Crescent:** Without the constraints of the Fruit Market contours, planting zones are encouraged on both sides, enhancing the green-street character as the route leads to Sparke Evans Park. This is more important here because, in the interim before the pedestrianisation of Albert Crescent, vehicles serving the industrial uses in North East St Philip's Marsh will be routed along this length of Albert Road, and planting helps protect the pedestrian experience.
- **Building Heights, Daylight and Wind:** Adequate daylight and sunlight are essential to the quality of the street. As an east-west street, daylight and comfort are particularly sensitive to the height and massing of buildings on the south side, which should be carefully designed to avoid excessive overshadowing, particularly in winter. Stepped massing, upper-floor setbacks or increased separation between buildings and the corridor are encouraged to maximise daylight penetration, reduce wind tunnels and create a comfortable microclimate.

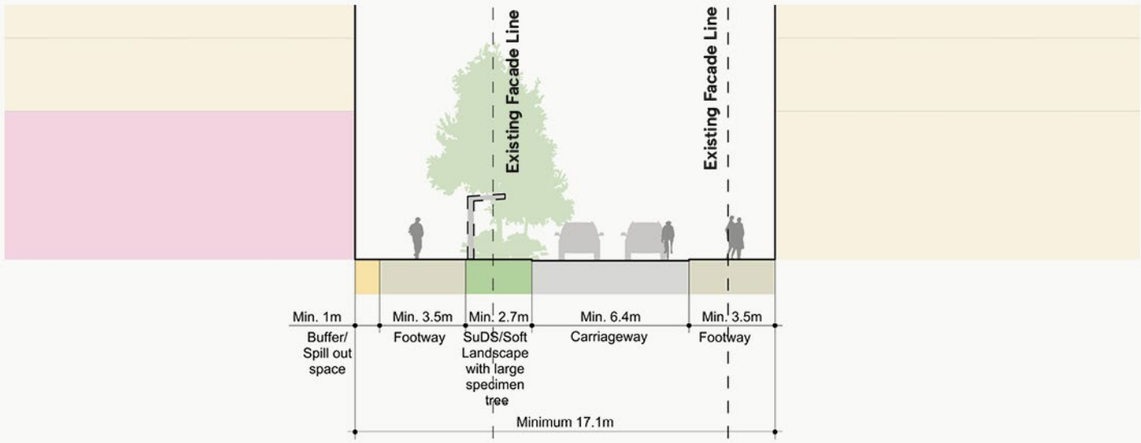


Fig 07.18 Section A: Aspirational cross section of the Albert Road South west of Albert Crescent

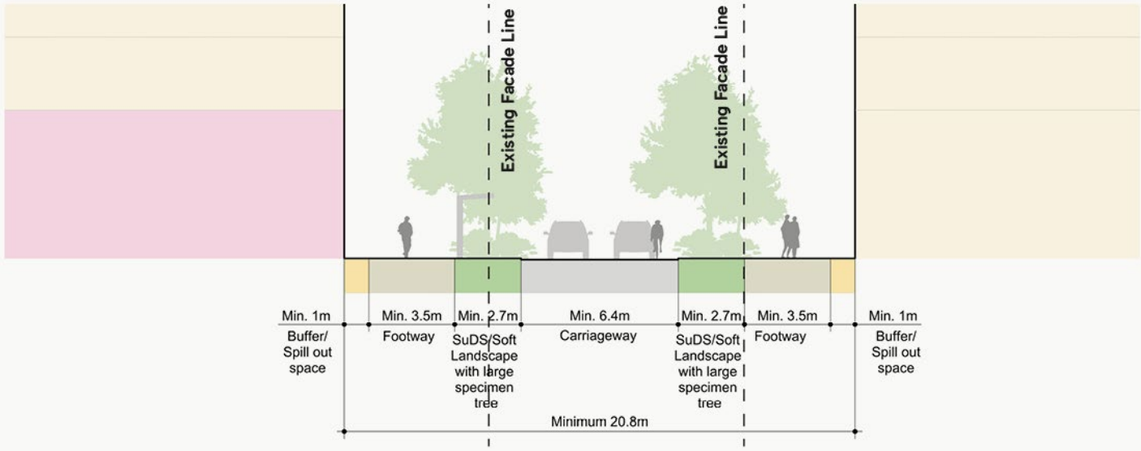
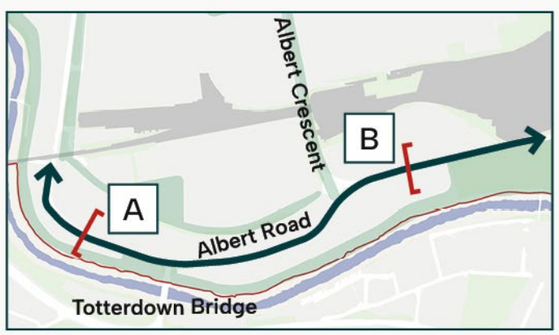


Fig 07.19 Section B: Aspirational cross section of the Albert Road South east of Albert Crescent



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07.06.07
Albert Gardens and Active Travel Corridor

Albert Gardens is a linear park running east-west, parallel to Albert Road, from Victoria Road Linear Park to Albert Crescent. It incorporates an active travel route that maintains a continuous pedestrian and cycling connection between the key destinations within St Philip's Marsh.

Key Characteristics:

- **Pedestrian Environment:** The corridor provides a dedicated pedestrian route within a car-free setting, offering an attractive alternative to Albert Road. A minimum 4.0m wide pedestrian promenade should be provided, ensuring comfortable movement for high pedestrian volumes and creating a continuous walking connection between the Totterdown Gateway and Local Centre, Albert Crescent and Victoria Road Linear Park.
- **Cycling Infrastructure:** Complementing the active travel route along the River Avon, this corridor offers a distinct cycling experience through a more residential environment. A 4.0m wide segregated cycleway should be provided, with landscape areas to both sides.
- **Green Corridor Across Contours:** The level change between the Fruit Market Neighbourhood and the Riverside Community creates an opportunity for a tiered landscape that integrates the Fruit Market site with the active travel corridor and the Riverside Community to the south. Extensive planting, ecological habitat creation and SuDS should be used to knit the levels together and manage surface water run-off. The landscape should be carefully designed so that movement across the levels is equitable and easy for people of all ages and abilities, through accessible gradients and step-free routes.
- **Residential Amenity:** Landscaping along this corridor provides an opportunity to integrate play and recreational spaces. The corridor should be well-lit and designed to ensure personal safety, particularly in the evenings, encouraging year-round use. The route should be fully accessible to all users, including people with mobility impairments, parents with prams and older residents.
- **Residential Open Space**: On-plot open space, such as courtyards, porches, front gardens or planted buffers, should be orientated towards the active travel corridor, enhancing greenery and increasing the perceived width and quality of the route.
- **Building Heights, Daylight and Wind:** As an east-west corridor, the height and massing of buildings to the south should be carefully designed to avoid excessive overshadowing, particularly in winter. Stepped massing, upper-floor setbacks or increased separation between buildings and the corridor are encouraged to maximise daylight penetration, reduce wind tunnels and create a comfortable microclimate.

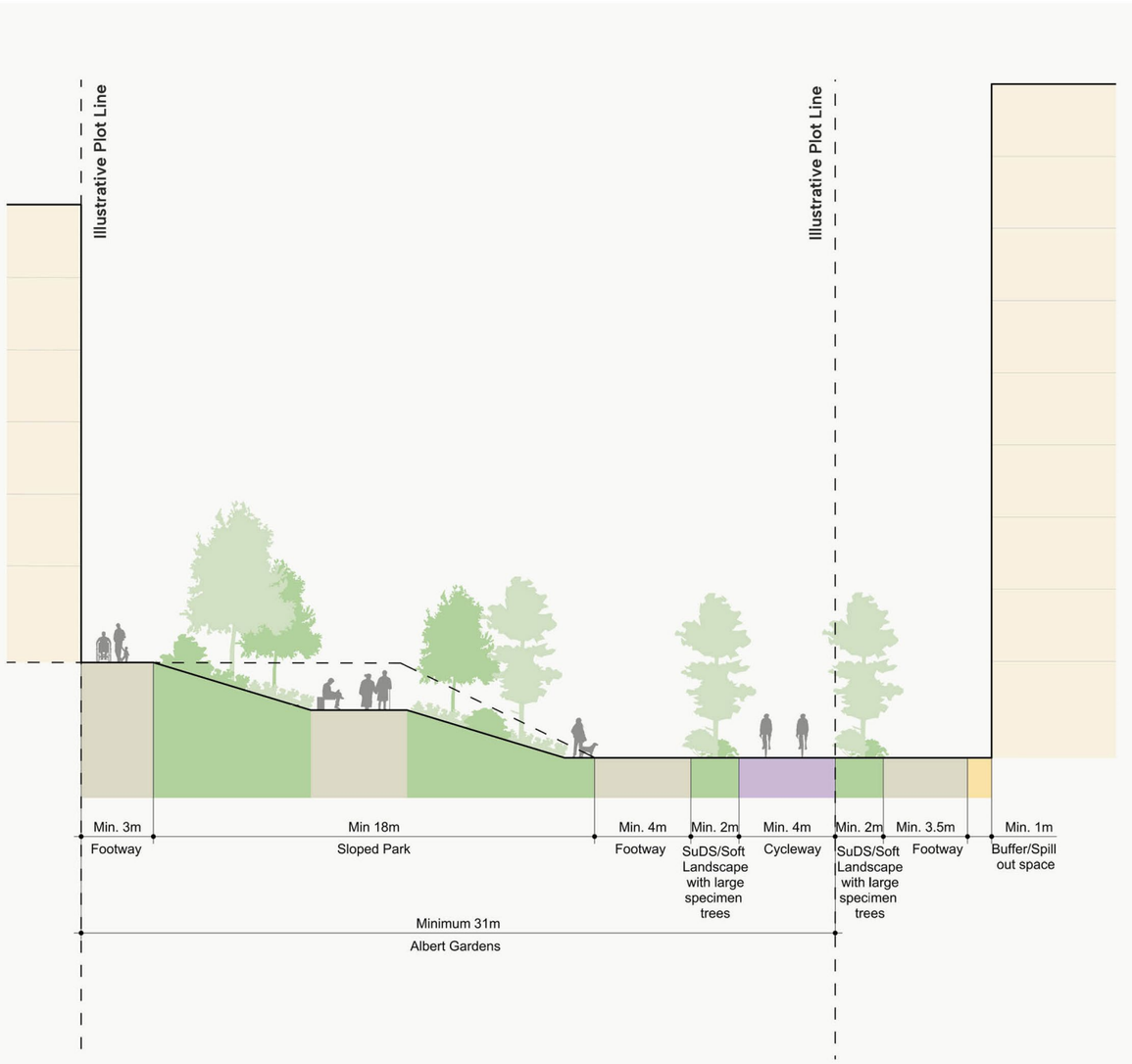
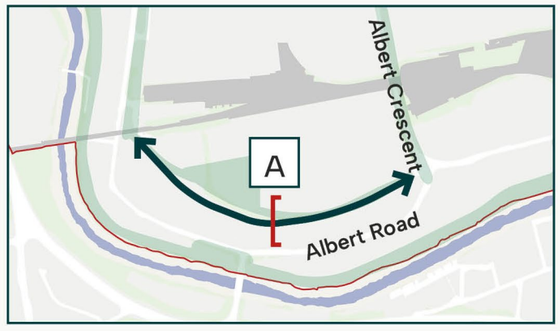


Fig 07.20 Section A: Aspirational cross section of Albert Gardens and active travel corridor



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07.06.08
Albert Crescent North

Albert Crescent serves as a primary north-south connection within St Philip's Marsh. Its central location makes it key for movement throughout the site, connecting the surrounding character areas and integrating uses from industrial to residential.

Two different sections are proposed for Albert Crescent, each responding to its location and functional requirements. Albert Crescent North runs from Feeder Road to Chapel Street, along what is currently Short Street.

Key Characteristics:

- **Vehicular and Public Transport:** Albert Crescent North functions as a primary vehicular street, accommodating general traffic and maintaining continuity of the bus route so that public transport serves the District Centre and wider neighbourhood. A bus stop along Albert Crescent, near Feeder Promenade provides convenient drop-off for the District Centre.
- **Cycling Infrastructure:** A 4.0m wide segregated cycleway provides safe north-south cycling, separated from vehicular traffic and pedestrian flows. A planting zone is recommended between the cycleway and carriageway to separate vehicles from cyclists and improve the safety of the active travel route.
- **Pedestrian Environment and Landscape:** Albert Crescent North should maintain comfortable footways of sufficient width for pedestrian movement, with spill-out and buffer spaces.
- **Planting Zones and SuDS:** Planting zones should be provided on both sides of the street to enhance the walking experience and create the qualities of green streets. Tall, large-canopied native trees are encouraged to create a feeling of enclosure within the wider street corridor, with lush understorey planting to mitigate the impact of vehicles on the footways and the active travel route. The planting zones can be interrupted occasionally for operational requirements, such as accessible parking or bus stops.
- **Tree Retention:** The existing Tree Preservation Order (TPO) trees on this street should be retained, preserving established character and contributing to the street's green infrastructure. The planting zones should incorporate these trees so that planting along the street reads as coherent and continuous.
- **Accessible Connections:** Accessible parking bays for people with reduced mobility should be provided near the Feeder Promenade, ensuring the District Centre remains accessible to all users.
- **Active Ground Floors:** Development at the junctions of Albert Crescent North with the Feeder Promenade and with Chapel Street should provide active ground floor uses, entrances and opportunities for spill-out space on both sides of the street, enhancing the urban setting around the District Centre and Chapel Park.
- **Relationship to Chapel Park:** Where Albert Crescent North meets Chapel Street, the street crosses Chapel Park, which extends to both sides of the route. This crossing marks the transition between Albert Crescent North and Albert Crescent South and should be pedestrianised from the outset, ahead of the wider pedestrianisation of Albert Crescent South, so that the park reads as a single continuous open space.

Fig 07.21 Section A: Aspirational cross section of the vehicular section of Albert Crescent North

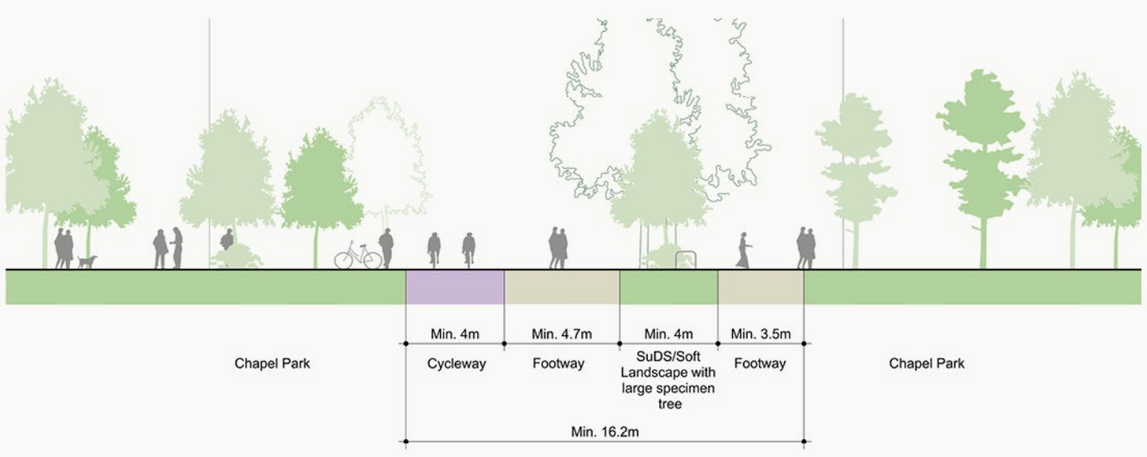
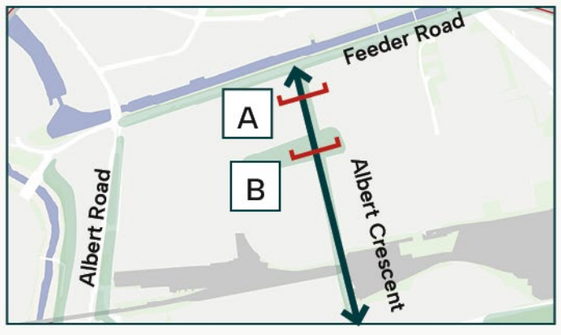


Fig 07.22 Section B: Aspirational cross section of pedestrian section of Albert Crescent North near Chapel Park



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07.06.09
Albert Crescent South Mid-Term Intervention

Albert Crescent South runs from Chapel Street, through the underpass beneath the St Philip's Marsh Railway Depot, to Albert Road.

To ensure reliable access to the industrial uses in North East St Philip's Marsh before a dedicated access can be built, the section between Meriton Street and Albert Road will carry vehicular movement in the mid-term, alongside new cycleways and wide footways that enable active travel along this key north-south corridor.

The existing underpass beneath the railway depot will also need to be enhanced during this interim period to provide a safe and convenient connection for pedestrians and cyclists.

Key Characteristics:

- **Vehicular Street:** In the mid-term, Albert Crescent South functions as a primary vehicular street, accommodating general traffic and vehicles servicing the industrial uses in North East St Philip's Marsh. The carriageway has a minimum width of 7.3m to accommodate industrial vehicles. Landscape buffers and planting should mitigate the impact of heavy vehicle movements on pedestrians and cyclists, including noise, air quality and visual intrusion. The carriageway should be positioned so that minimal disruption to the other street components is required when Albert Crescent South is later transformed into a fully active travel route.
- **Cycling Infrastructure:** A 4.0m wide segregated cycleway provides safe north-south cycling, separated from vehicular traffic and pedestrian flows. A planting zone is recommended between the cycleway and carriageway to separate vehicles from cyclists and improve the safety of the active travel route.
- **Pedestrian Environment and Landscape:** Albert Crescent South should maintain comfortable footways of sufficient width for pedestrian movement, with spill-out and buffer spaces.
- **Planting Zones and SuDS:** Planting zones should be provided on both sides of the street to enhance the walking experience and create the qualities of green streets. Tall, large-canopied native trees are encouraged where possible to create a feeling of enclosure within the wider street corridor, with lush understorey planting to mitigate the impact of vehicles on the footways and the active travel route. Planting in the mid-term should be designed with the long-term arrangement in mind, located where it will not need to be removed when Albert Crescent South is transformed into its final state.
- **Railway Depot Underpass:** To allow pedestrians and cyclists to move safely alongside vehicles within the constraints of the existing underpass, the carriageway through the underpass is reduced to a single lane, with movements controlled by signals at either end. The segregated cycleway narrows to 3.0m here to accommodate a sufficiently wide pedestrian footway. A shared surface for pedestrians and cyclists within the underpass is strongly discouraged, as it would create unsafe conditions for both, particularly for disabled people.

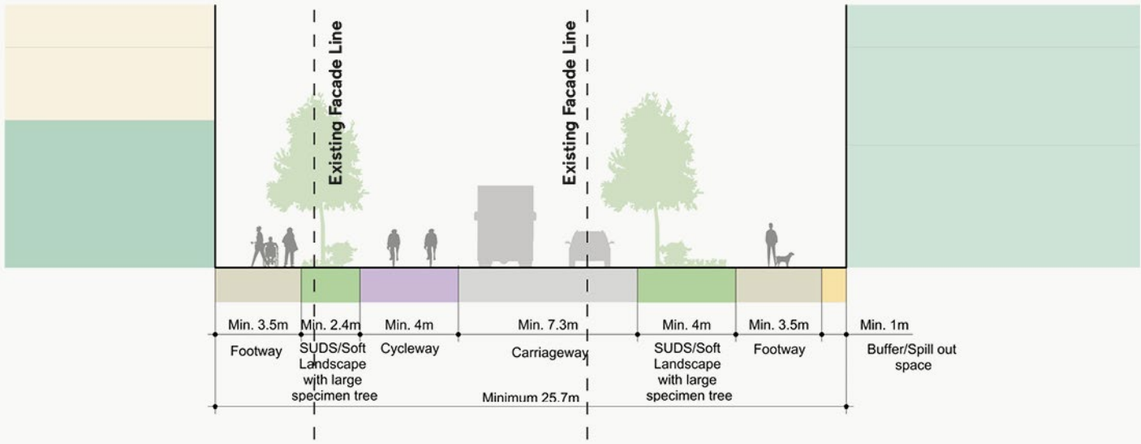


Fig 07.23 Section A: Cross section of the mid-term intervention of Albert Crescent South

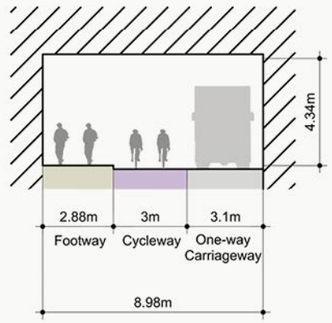
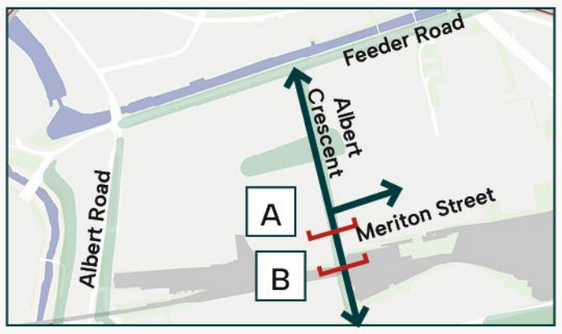


Fig 07.24 Section B: Cross section of the mid-term intervention of Albert Crescent underpass



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07.06.10
Albert Crescent South Long-Term Ambitions

The long-term ambition is to close Albert Crescent South to vehicles, creating a dedicated active travel route that connects the northern and southern sections of the site and completes the green loop around it. Because of the vehicular requirements for its mid-term intervention, the street is more than 20m wide and can function as recreational and leisure open space, further contributing to the open space provision across St Philip's Marsh.

Key Characteristics:

- **Pedestrian Priority:** Albert Crescent South will become a principal pedestrian street, creating a vital connection between the northern and southern clusters. This car-free environment prioritises walking, social interaction and community life. The street should be designed as a destination in its own right, offering space for gathering, outdoor seating and informal activity alongside comfortable pedestrian movement. Active ground floor uses, entrances and spill-out space along both sides are encouraged to create animation and natural surveillance throughout the day and evening. The long-term design should allow for emergency vehicle movement.
- **Cycling Infrastructure:** A 4.0m wide segregated cycleway maintains safe north-south cycling connectivity.
- **Landscape, Planting Zones and SuDS:** The substantial landscape and integrated SuDS established in the mid-term should be retained and, where possible, enhanced or widened to create an attractive, climate-resilient street. Tall, large-canopied native trees should be introduced where they could not be accommodated in the mid-term, creating enclosure and providing shade. Continuous planting along the full length of Albert Crescent benefits ecological systems, connecting the habitats of the River Avon Walk with those of the Feeder Canal to the north and the ecological buffers around the St Philip's Marsh Railway Depot.
- **Play Provision:** Natural play and play-on-the-way features should be included within the planting zones and along the length of the street, reinforcing its new character as an addition to the leisure and recreational open space and providing high-quality doorstep play for nearby residents.
- **Chapel Park:** Chapel Park adjoins a segment of Albert Crescent South. The street and the park should be designed together to ensure a seamless relationship between the two.
- **Railway Depot Underpass:** The segment of Albert Crescent South beneath the railway depot will be transformed into a full active travel corridor, with the full 4.0m cycleway and a wide pedestrian footway, enabling comfortable and safe journeys along this key north-south route.
- **Lighting:** As a car-free pedestrian street, lighting along Albert Crescent South should ensure personal safety and comfort in the evening, encouraging year-round use and supporting the street's role as a key north-south connection. Lighting in the newly pedestrianised underpass will be particularly important.

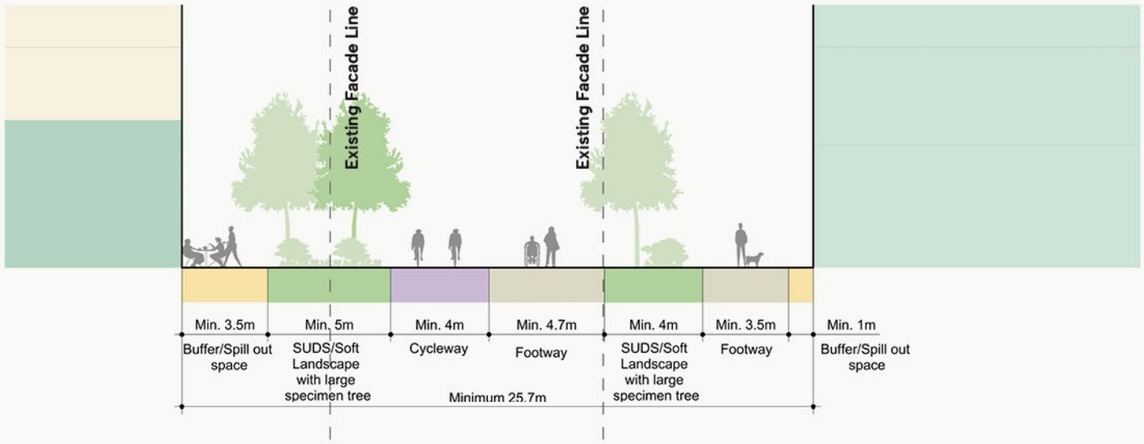


Fig 07.25 Section A: Cross section of the long-term ambition for Albert Crescent South

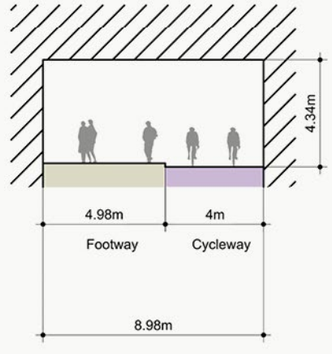
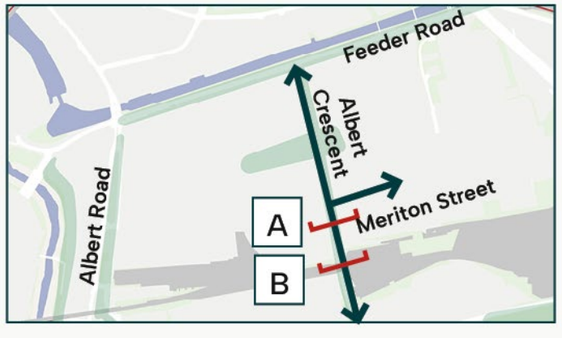


Fig 07.26 Section B: Cross section of the long-term ambition for the Albert Crescent underpass



** All street components and arrangements are subject to vehicle movement tracking and volume flows of all transport modes. The location of street components are flexible and illustrative sections describe only one potential design.

07.07 Unlocking Albert Crescent as an Active Travel Route

The Bristol Local Plan requires the consolidation and intensification of industrial activity within St Philip's Marsh, ensuring this area continues to contribute to the city's employment land supply while accommodating new homes and community uses. The Illustrative Masterplan locates these intensified industrial uses in North East St Philip's Marsh.

Currently, the whole length of Albert Crescent is used by industrial vehicles and general traffic to access North East St Philip's Marsh from St Philips Causeway to the south. However, Albert Crescent is one of only two north-south routes through St Philip's Marsh. With new mixed-use and residential neighbourhoods proposed throughout the marsh, Albert Crescent becomes a critical link in enabling strategic, safe and attractive active travel across the site and improving liveability. Without a dedicated routing strategy, industrial traffic would pass through residential and mixed-use areas, creating environments that discourage active travel, undermine the quality of the public realm and harm the health and wellbeing of residents.

This Masterplan therefore requires a dedicated access route that serves the industrial cluster while minimising its impact on residential areas.

A dedicated industrial access route will:

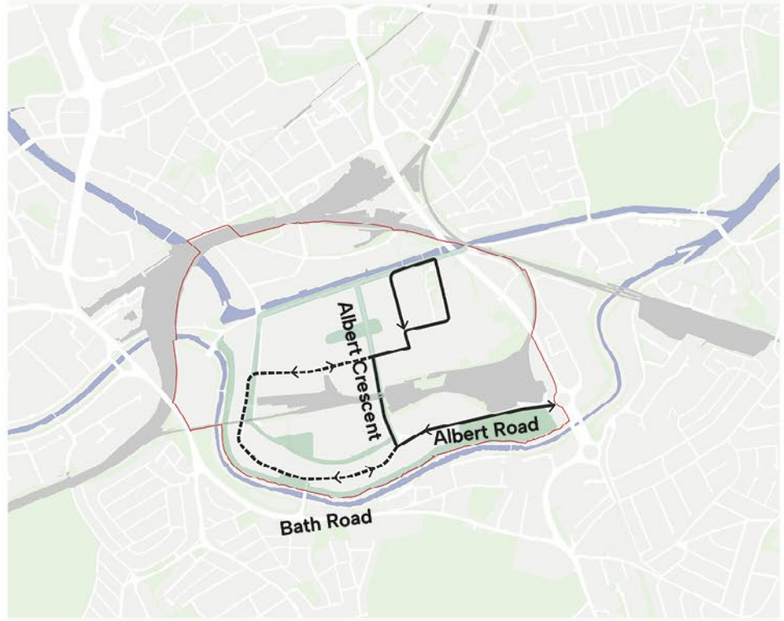
- Establish operationally efficient routes for industrial servicing, diverting industrial traffic away from residential and mixed-use streets.
- Avoid the concentration of traffic within residential clusters.
- Provide efficient and direct access to industrial facilities.
- Enable a pedestrian-priority, slow-movement neighbourhood.
- Support improved air quality, reduced noise and enhanced residential amenity.
- Create a safer, more inviting environment for pedestrians and cyclists within the residential and mixed-use clusters.

To enable the wider transformation of St Philip's Marsh before the dedicated access route is delivered, a mid-term intervention is required that allows industrial vehicles to reach North East St Philip's Marsh while minimising the impact on the new residential and mixed-use neighbourhoods. As described previously in this chapter, the interim arrangement routes industrial vehicles along a segment of Albert Crescent South and then east along Meriton Street, looping within the cluster before returning to Albert Crescent South. Where very large Heavy Goods Vehicles (HGVs) need to access the North East cluster, they will be routed along Albert Road and Stanhope Street under very limited circumstances, owing to the height restriction at the railway depot underpass. This interim route is shown in Fig 07.27.

The delivery of an alternative access solution is required to ensure the residential and mixed-use clusters can deliver safe streets that put active travel first, achieving the aims set out above and in accordance with the wider Masterplan Principles in Section 04.04.

The successful coexistence of industrial and residential uses requires careful management of industrial servicing and vehicle movements. Several options for the final access are outlined in Fig 07.28, Fig 07.29 and Fig 07.30. The final access route will require detailed studies and traffic modelling, and must be agreed with the Local Planning Authority.

Mid-Term Arrangement: Access via Albert Crescent



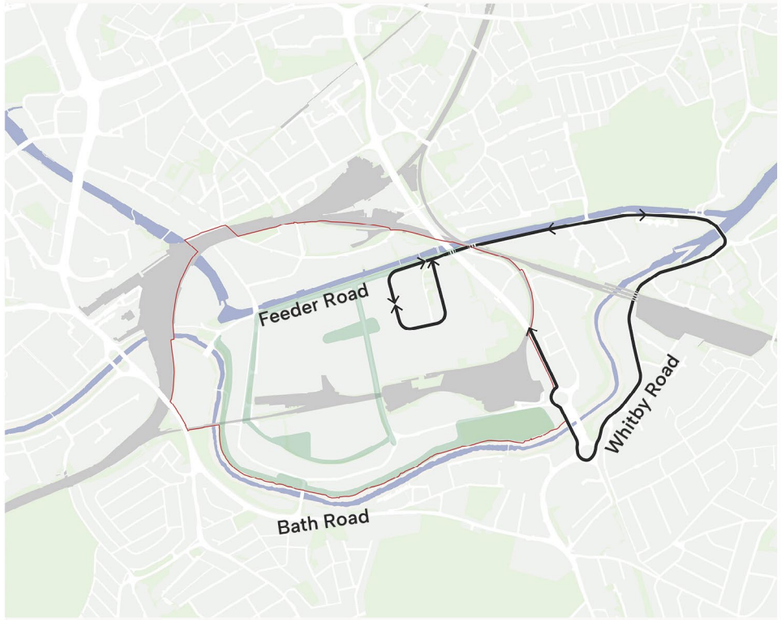
This interim routing uses existing road alignments via Albert Crescent South and Meriton Street. Making use of established infrastructure, it contains industrial traffic within the eastern half of the site and keeps it away from Chapel Park. The full pedestrianisation of Albert Crescent, as identified in the Masterplan Principles, is contingent on the delivery of an alternative access solution.

The existing width and height restriction at the railway depot underpass on Albert Crescent South presents challenges for providing active travel safely alongside vehicular movement, and restricts some larger vehicles from using the route. Active travel infrastructure within the underpass can only be provided by reducing this segment to one-way, signal-controlled traffic, allowing the footway to be widened and a segregated cycleway provided; this will require traffic modelling and technical studies to assess impacts on the wider network.

The height restriction at the underpass means the largest vehicles would be routed via Albert Road and Stanhope Street to serve the North East cluster, affecting the residential and mixed-use clusters.

Fig 07.27 Interim access alignment to North East cluster via Albert Crescent

Potential Access via Whitby Road



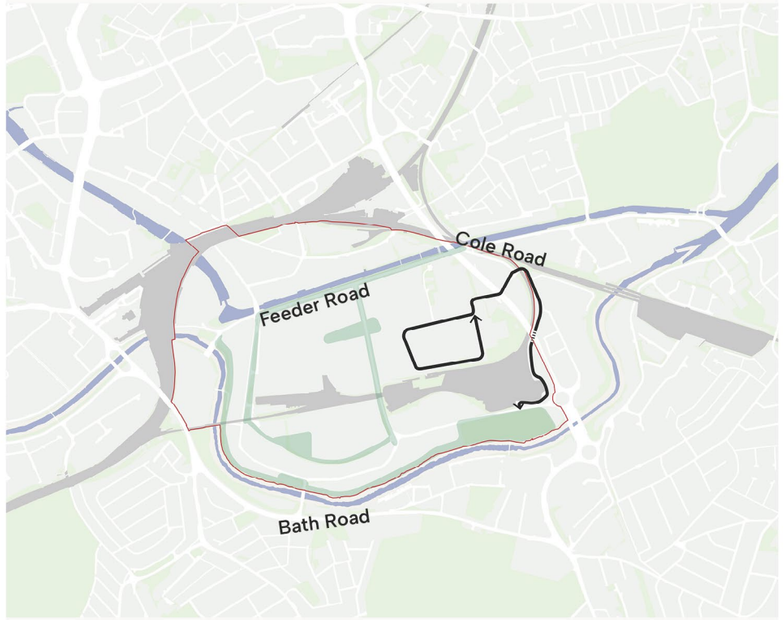
This option uses existing road alignments via Feeder Road and Whitby Road, removing industrial traffic from residential and mixed-use areas within St Philip's Marsh and routing it onto an existing industrial route to the east of the site.

It presents significant constraints. The height restriction at the Whitby Road railway underpass prevents most industrial vehicles from using the route, and accommodating all vehicle types would require substantial works to lower the underpass, together with improvements to the Whitby Road / Feeder Road junction. Engagement with Network Rail would be necessary to deliver these works. The option could align with potential future improvements to Brislington New Bridge, which would have strategic city-wide benefits.

This option would remove industrial traffic from residential areas along Albert Road, enable Albert Crescent and Cole Road to function as active travel corridors in accordance with the Masterplan Principles, and deliver wider benefits beyond the Masterplan boundary to the east.

Fig 07.28 Potential new access route to North East cluster via Whitby Road

Potential Access via Cole Road



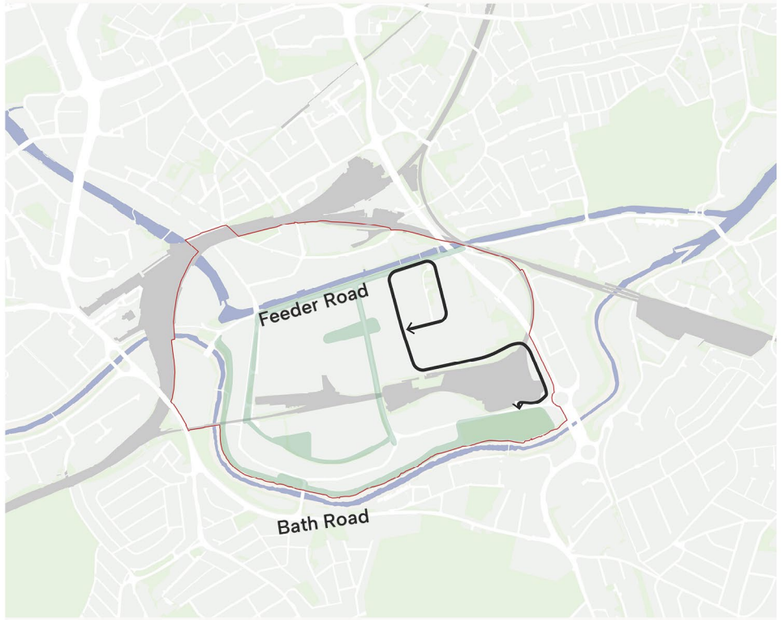
This option routes industrial traffic via Avonmeads Retail Park and the Cole Road underpass, removing industrial servicing from residential and mixed-use areas within St Philip's Marsh.

Two sub-options exist for the underpass infrastructure. The first involves widening and increasing the height of the existing Cole Road underpass, which would preclude a dedicated active travel route at this location. The second involves constructing a new underpass in close proximity to accommodate industrial vehicles, allowing the existing underpass to be retained for walking and cycling. Either sub-option would require engagement with Network Rail and Avonmeads Retail Park.

This option would isolate industrial traffic in the North East cluster and enable Albert Crescent to function as an active travel corridor.

Fig 07.29 Potential new access route to North East cluster via Avonmeads

Potential Access via a New Bridge



This option provides a new bridge connection over the railway depot, accessed from Albert Road to the south-east of the site.

This option also presents some delivery challenges. The bridge structure requires engagement with Network Rail regarding support locations and span requirements. In addition, an ultra-high voltage cable is located in the vicinity of the proposed crossing, which may require diversion or protection measures. However, these challenges are considered manageable within the context of a major regeneration project.

This option would also remove industrial traffic from residential areas along Albert Road and enable Albert Crescent and Cole Road to function as active travel corridors in accordance with the Masterplan Principles.

Fig 07.30 Potential new access route to North East cluster via a new bridge

07.08 Street Hierarchy and Typology

St Philip's Marsh will have a coherent and comprehensive street network that will enable a low-traffic, walkable neighbourhood where vehicular movement is minimised, and pedestrian and cyclists are prioritised.

Key Objectives

Successful proposals will:

- Deliver in a coordinated manner a comprehensive, legible and well-designed street network, which is accessible and encourage movement across multiple modes.
- Improve north-south connectivity via Albert Road and Albert Crescent to support new District and Local Centres.
- Improve east-west connectivity via Feeder Road, Chapel Street, Stanhope Street and Meriton Street, and if feasible, consider Feeder Road to be partly pedestrianised.
- Create a street network which complies with the Transport Development Management Guidance, or latest local guidance.

Bristol Local Plan Policies:

DS2, DS3, T1, T2, T3A, T6

When designing new streets, or enhancing existing streets not covered by the illustrative street sections in Section 07.06, proposals should refer to the street typology matrix in Fig 07.31. The matrix sets out the key components and minimum dimensions for each typology, so that streets across St Philip's Marsh are delivered consistently within the hierarchy established in this chapter.

Street Hierarchy

A hierarchy of streets, expressed through different typologies for key routes and locations, creates legibility, improves wayfinding and gives St Philip's Marsh a distinct sense of place.

Primary routes are strategically important to movement within the site and to the wider city. They should pass through key locations such as the District and Local Centres and connect social and community infrastructure and key open spaces. These include the River Avon Walk, Feeder Road, Chapel Street, Albert Road, Avon Street and Albert Crescent.

Secondary routes support the primary routes and enable more efficient movement at a district level, providing access to specific areas of St Philip's Marsh. These include Gas Lane, Silverthorne Lane, the access to Temple Island and the Fruit Market, Stanhope Street and Meriton Street.

Tertiary routes form the local network of quieter streets. They can be implemented more flexibly and are not shown in the hierarchy plan, but their location will determine the size of urban blocks and should be set out to ensure sufficient permeability across the site.

The primary and secondary routes in Fig 07.31 should be delivered to provide north-south and east-west connections through the Masterplan area. All routes should follow the typologies in Fig 07.33, alongside the illustrative tertiary network shown in Section 07.01, and where a primary or secondary route deviates from the street sections in Section 07.06, the typologies should guide the alternative.

Street Typology Design

Each route in the hierarchy is categorised as active travel or vehicular, reflecting the difference between routes designed for city-wide movement and quieter streets designed for daily life and social interaction.

Streets should be attractive, multifunctional spaces that support healthy lifestyles, encourage active travel and provide settings for community life. They should integrate SuDS, soft landscaping and tree canopy, be mindful of existing utilities and trees, and help mitigate the urban heat island effect.

Streetscape design will follow Bristol City Council's Transport Development Management Guide, with the Street Matrix providing additional guidance on components and minimum dimensions. Dimensions can be adapted to suit site conditions, such as additional spill-out space, privacy buffers or localised width constraints. Individual components may be omitted where properly justified, for example where a route is close to an alternative connection providing the same function, or where site constraints make delivery impracticable; in such cases, applicants must demonstrate that the overall movement network remains comprehensive.

The following design priorities apply to all streets:

- **Modal balance:** New streets should provide good active travel infrastructure to reduce dependence on cars, while recognising their continuing role as a mode of travel.
- **Green infrastructure:** Landscaping with integrated SuDS should contribute to biodiversity and climate resilience. On active travel routes, soft landscaping and planting should be prioritised over micromobility infrastructure. Street design must coordinate with existing and proposed underground utilities so that tree planting and SuDS capacity are deliverable and can be maintained over time.
- **Convenient bus routes:** Bus routes should pass close to the District Centre, Local Centres and key open spaces so that stops serve these amenity areas.
- **Inclusive design:** Streets should be accessible and welcoming for all users, in line with Section 07.17. Early engagement with disabled people and accessibility groups is encouraged to inform the design of streets and the public realm.
- **Lighting and safety:** Street lighting should ensure personal safety and comfort while remaining sensitive to ecological corridors, supporting wayfinding and contributing to a sense of place after dark.
- **Materials and long-term maintenance:** Surface materials should be durable, draw on the area's industrial heritage to create a cohesive identity, and be designed with long-term maintenance and whole-life costs in mind.
- **Operational flexibility:** Street design should accommodate changing needs, such as loading bays, bus stops, on-street parking and drop-off, and should consider micromobility provision within the public realm.
- **Industrial servicing:** Vehicular streets serving industrial uses should maintain a safe and comfortable environment for pedestrians and cyclists, with increased landscaping and SUDS.

Demonstrating Alignment

Planning applications will need to demonstrate how they do not fetter the delivery of the primary and secondary routes, how they prioritise active travel, and how they comply with the Transport Development Management Guidance or latest local guidance. During the phased introduction of new street and road priority arrangements, consideration should be given to the operational needs of existing occupiers.

Alternatives to the illustrative street network would be supported, subject to delivering the street hierarchy and typologies established in this document, ensuring comprehensive connectivity across the site and wider network, giving preference to existing road alignments, responding carefully to surrounding land uses, and not undermining the comprehensive redevelopment of St Philip's Marsh.

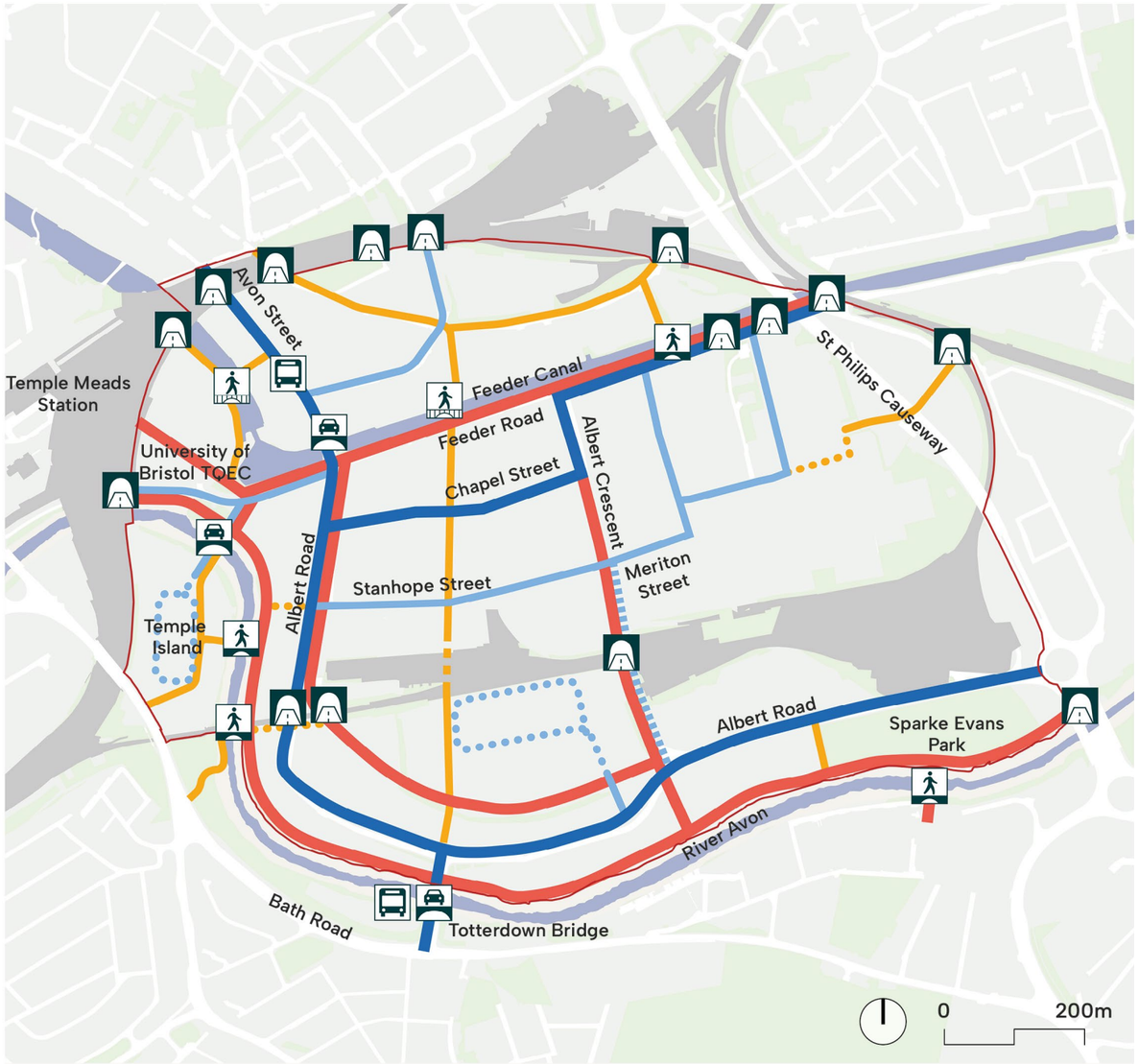
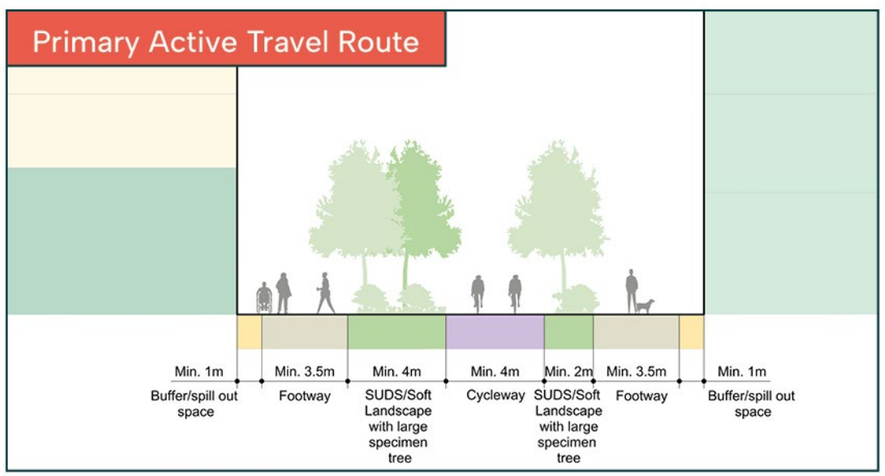


Fig 07.31 Illustrative street network and hierarchy in St Philip's Marsh

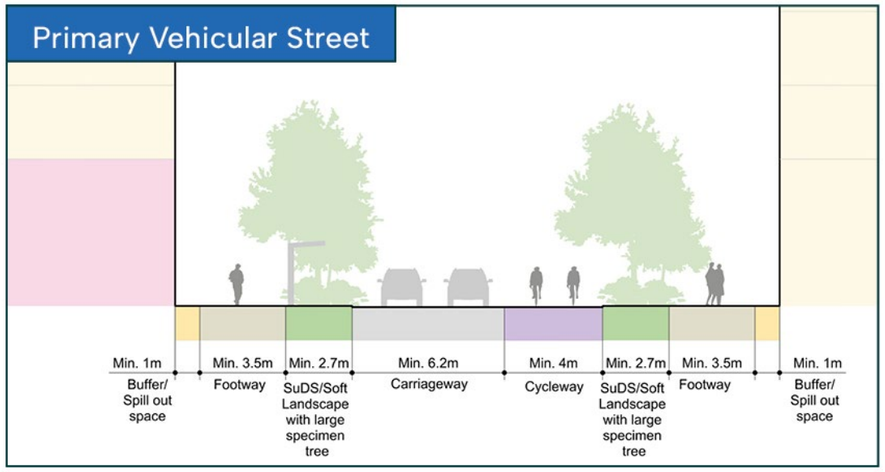
Fig 07.32 Aspirational street network precedents demonstrating good modal balance, green infrastructure provision and pedestrian safety

Primary Streets

Primary streets structure the site and connect St Philip's Marsh to wider Bristol, delivering high site-wide accessibility and contributing to city-wide connectivity. These are the most significant movement corridors within the masterplan, designed to accommodate the greatest intensity of movement and activity. They can act as a focus for retail and other services, and should accommodate space for spill-out and dwelling within the street design. Where vehicular, primary streets are designed to accommodate public transport, including buses and bus stops, and drop-off and pick-up for taxis and private hire vehicles.



- Designed for high pedestrian footfall.
- Footways of minimum 3.5m provided on both sides.
- Segregated cycleway of minimum 4.0m.
- Vehicular access restricted to emergency and servicing vehicles only.
- Continuous soft landscape zones, accommodating trees, SuDS. These zones may be interrupted at specific points to accommodate pedestrian crossings, street furniture, seating or micromobility parking, but such interruptions should be minimised and spaced to maintain the ecological continuity of the corridor.



- Designed to take through traffic and public transport, with a design speed of 20mph.
- Footways of minimum 3.5m must be provided on both sides of the carriageway.
- Segregated cycleways of minimum 4.0m that include segregation measures and cycleway buffers. Where industrial vehicles use the carriageway, segregated cycleways should be separated by wider planted buffers.
- Carriageway widths of minimum 6.2m. Where industrial vehicles use the carriageway, widths should increase to a minimum of 7.3m to allow for two-way HGV movement, with localised widening where swept paths and vehicle tracking require it.
- Soft landscape zones with a minimum width of 2.7m, located between the carriageway and footway, will accommodate street trees, SuDS, seating, and spill-out space for adjacent commercial uses. These zones can be intermittently interrupted to accommodate for operational requirements such as parking, pick-up/drop-off and loading where necessary. Such interruptions should be minimised and spaced to maintain the ecological continuity of the corridor
- Soft landscape zones and tree planting in streets with industrial movement should be enhanced to mitigate the impact of large vehicles on the carriageway.

* Streetscape components may be omitted or redistributed where justified.

** Outside the adopted envelope, a soft landscape buffer should be provided where residential ground floors are located.

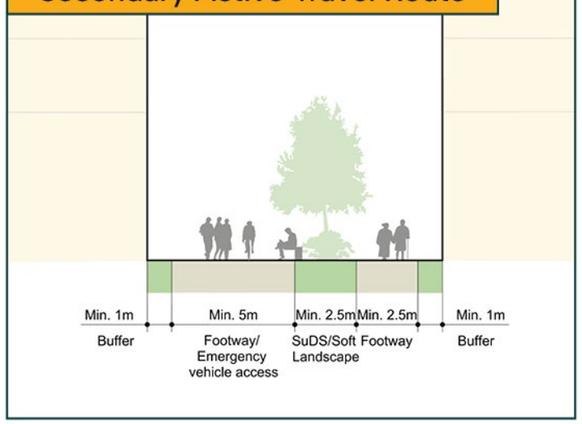
*** All street components and arrangements are subject to vehicle movement tracking and transport modelling.

Fig 07.33 St Philip's Marsh model street typologies

Secondary Streets

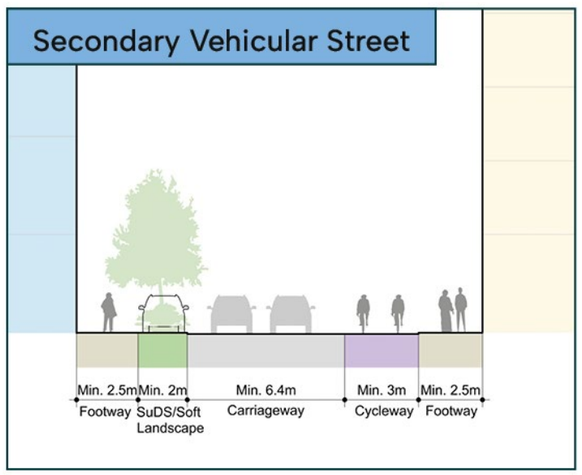
Secondary streets support local connections within St Philip's Marsh, linking primary streets to key open spaces, community infrastructure, and providing access into residential and mixed-use neighbourhoods. These streets carry moderate levels of movement and provide the framework for local journeys. Where vehicular, secondary streets are designed to accommodate public transport, buses and bus stops, and drop-off/pick up for taxis and private hire vehicles.

Secondary Active Travel Route



- Designed to prioritise walking and cycling, with vehicular access restricted to emergency and servicing vehicles only.
- Minimum 2.5m footways provided; shared surface width of 5.0m where emergency vehicle access is required.
- Cycling accommodated on the shared surface, and surface to be designed to ensure safety and accessibility for all users.
- Continuous soft landscape zones, accommodating trees, SuDS. These zones may be interrupted at specific points to accommodate pedestrian crossings, street furniture, seating or micromobility parking, but such interruptions should be minimised and spaced to maintain the ecological continuity of the corridor.

Secondary Vehicular Street



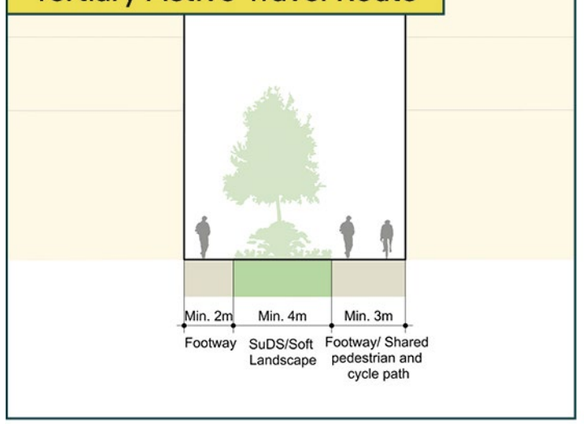
- Designed to provide local distribution, with a design speed of 20mph.
- Footways of minimum 2.5m are required on both sides of the carriageway.
- Segregated cycleway of minimum 3.0m with segregation measures and cycleway buffers as defined in LTN 1/20.
- Carriageway widths minimum of 5.0m (no public transport) or 6.4m (bus routes). Carriageway widths of minimum 6.4m where no segregated cycleway is provided to accommodate cyclists safely. Where industrial vehicles use the carriageway, width should be a minimum of 4.0m to allow one-way HGV movement, with localised widening where swept paths require it.
- Soft landscape zones of minimum 2.0m can accommodate trees, SuDS and seating. These zones can be intermittently interrupted to accommodate for operational requirements such as parking or loading if required. The soft landscape zone should be increased to a minimum of 2.7m if loading is required to be accommodated within it.

* Streetscape components may be omitted or redistributed where justified.
** Outside the adopted envelope, a soft landscape buffer should be provided where residential ground floors are located.

Tertiary Streets

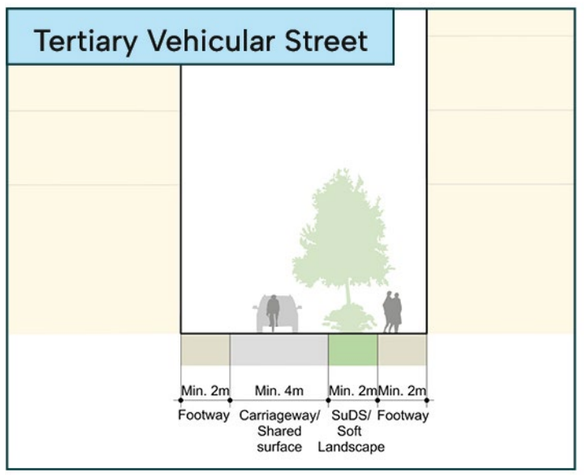
Tertiary streets are quieter routes that enable a permeable, walkable neighbourhood. These streets prioritise place over movement, creating intimate, human-scale environments that support social interaction, health and wellbeing. They provide access to individual homes and plots and accommodate drop-off/pick up for taxis and private hire vehicles.

Tertiary Active Travel Route



- Designed for walking and cycling only, with no vehicular access except for emergency services where necessary.
- Footways of minimum 2.0m.
- Shared pedestrian and cycle provision of minimum 3.0m with pedestrian priority, to ensure safety and accessibility for all users.
- Continuous soft landscape zones, accommodating trees, SuDS. These zones may be interrupted at specific points to accommodate pedestrian crossings, street furniture, seating or micromobility parking, but such interruptions should be minimised and spaced to maintain the ecological continuity of the corridor.

Tertiary Vehicular Street



- Designed to provide access to plots, with a design speed of 20mph. If a shared surface, speed must be limited to 5mph.
- Footways of minimum 2.0m required on both sides.
- Cycling provision to be shared on carriageway.
- One-way carriageway widths of minimum 4.0m with localised narrowing where appropriate. Where industrial vehicles use the carriageway, the street cannot be a shared surface and localised narrowing will not be recommended.
- Soft landscape zone of a minimum of 2.0m to accommodate trees, seating and SuDS. The soft landscape zone should be increased to a minimum of 2.7m if loading is required to be accommodated within it.

* Streetscape components may be omitted or redistributed where justified.
** Outside the adopted envelope, a soft landscape buffer should be provided where residential ground floors are located.

07.09 Green and Blue Infrastructure Strategy

St Philip's Marsh will provide an interconnected network of multifunctional, inclusive and accessible open space for all ages, enhancing ecology and biodiversity.

Key Objectives

Successful proposals will:

- Propose new green infrastructure and open space, and provide details on the long-term management and maintenance.
- Retain and enhance Sparke Evans Park.
- Provide high-quality landscaping features, which support and improve biodiversity, and integrate SuDS.
- Contribute to public realm improvements, including improvements to the setting of River Avon and Feeder Canal.
- Provide an increase in tree canopy cover.
- Take opportunities to restore and improve the water environment for ecological, biodiversity, leisure, and visual amenity purposes.
- Delivery biodiversity net gain to meet minimum statutory requirements.

Bristol Local Plan Policies:

BG1, BG2, BG3, BG4, BG5, GIA

The successful and comprehensive redevelopment of St Philip's Marsh requires the enhancement of the existing blue and green infrastructure network within the Masterplan area. All proposals should create an interconnected network of multifunctional, inclusive and accessible open spaces for all, enhancing ecology and biodiversity and establishing the provision needed to serve the growing population.

St Philip's Marsh should deliver a connected green and blue infrastructure network in which parks, natural open space, streets, waterways and public squares work together as an integrated system. The River Avon and Feeder Canal form the core of this network, providing distinctive character and ecological corridors that connect the neighbourhood to the wider city.

Policies BG1 to BG5 of the Bristol Local Plan seek to ensure that green and blue infrastructure is incorporated into new development, that habitats and trees are protected and enhanced, that biodiversity net gain is secured in line with the Environment Act, and that Bristol's waterways contribute to character, distinctiveness and quality of life. The West of England Local Nature Recovery Strategy (2024) and One City Ecological Emergency Strategy (2020), or future versions, should be referenced when considering green and blue infrastructure provision.

Illustrative Approach

The Illustrative Masterplan shows the location and configuration of key open spaces in Fig 07.34. These form a hierarchy from larger destination parks to neighbourhood pocket parks, connected by a network of green corridors and heavily landscaped active travel streets, so that all residents and workers are within easy reach of quality green space.

The key spaces are described below; they are all to be designed to high quality standards, taking into consideration the community needs and their surrounding built environment and existing conditions.

The principal destination spaces are:

- Feeder Promenade and Square (01), the main waterfront destination south of the Feeder Canal, with an inclusive public realm that anchors the District Centre and reconnects the area to the heritage waterway. A non-vehicular bridge links it to the square and garden on Silverthorne Lane.
- The River Avon Walk, a revitalised riverside route at least 16m wide and 20m where possible, functioning as both recreational space and active travel corridor, with pocket parks along its length that further expand the riverside landscape and link to inland streets.
- Chapel Park (02), a new park in the Creative Quarter of North West St Philip's Marsh, bringing green open space to an area that would otherwise have poor access, framed by active residential and community frontages.
- Fruit Market Park (03), in South St Philip's Marsh, bridging the level change between the Fruit Market Neighbourhood and the Riverside Community and acting as a focal point for the Local Centre by Totterdown Bridge.
- The enhanced Sparke Evans Park (04), a destination along the River Avon corridor, integrating flood defence, active travel routes and restored habitats.

For the purpose of this document, parks are publicly accessible outdoor spaces, predominantly green in character, designed and managed to provide recreational, social and ecological benefits; they may include amenity greenspace, formal parks and gardens, and natural and semi-natural greenspace, and should provide for all ages, with play areas, footpaths and seating. Together with the regenerated Sparke Evans Park, the new parks in the north and south clusters will provide the principal amenity spaces for the area.

These key open spaces are complemented by a network of smaller and linear spaces, including:

- A welcome square at the new eastern entrance of Temple Meads Station, between the University of Bristol TQEC buildings.
- A central square and riverside gardens on Temple Island, creating a sense of arrival and connecting the community to the water.
- A series of squares off Avon Street on Silverthorne Island, with gardens and SuDS along Gas Lane and Silverthorne Lane.
- A linear park along Victoria Road, transforming existing surface parking into a green active travel route.
- A community garden by the St Philip's Marsh Railway Depot, and a lushly planted ecological buffer along the railway line and around the depot.

The Illustrative Masterplan provides 10.5ha of recreational open space, each more than 20m wide in one direction, comprising the new parklands, community gardens and public squares together with the regenerated Sparke Evans Park. A further 11.9ha is provided through the green corridors of promenades, fully pedestrianised streets, ecological buffers and the new riverside landscape, bringing the total open space across the Masterplan to 22.4ha.

These heavily landscaped active travel streets, green corridors and promenades are included in the open space provision because the West of England Mayoral Combined Authority's Joint Green Infrastructure Strategy (JGIS) supports the connectivity of open spaces and the creation of a green infrastructure network. The JGIS also describes the benefits of connected landscapes to community health and cohesion and to the robustness of habitats and ecosystems.

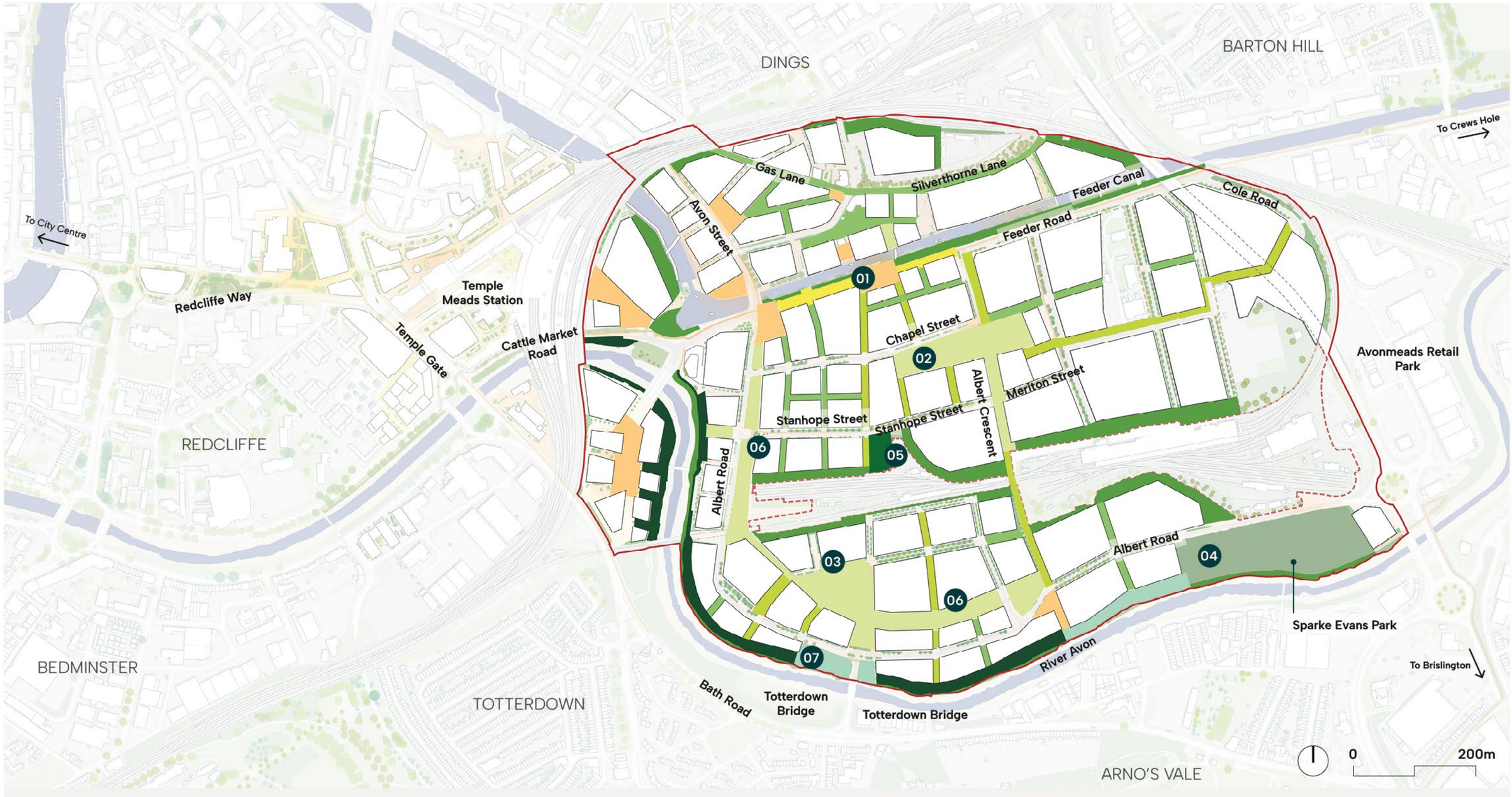


Fig 07.34 Illustrative provision of green and blue infrastructure and open space in St Philip's Marsh

Considerations

Year-round comfort and microclimate

All open spaces, public and private, should offer year-round comfort, with landscapes that provide shade and respite during heatwaves and access to sun in winter. Canopy cover, soft landscaping and water-sensitive design are essential to moderating the microclimate.

Squares and parks

Public squares should provide sufficient space for gathering and soft landscaping, comfortable movement and adequate daylight.

Parks should deliver flexible landscapes, play areas and recreational spaces in line with the Bristol City Council Parks and Green Spaces Strategy and the Food Growing and Allotments Strategy. Parks must also connect to one another and to the wider street network, waterways and public spaces through clear active travel routes and green corridors, so that residents can move easily between spaces and experience nature throughout their daily journeys.

Shared gardens and community allotments are encouraged on-plot or in relation to community-focused spaces, supporting maintenance, natural surveillance and community bonding.

Nature-based solutions and ecology

Nature-based solutions such as trees, rain gardens and SuDS will enhance resilience across the network, and sufficient space for them to thrive should be accounted for when designing open spaces, streets and waterways.

Careful consideration should be given to the sizing and depth of tree trenches and planting beds, and to other factors affecting the long-term resilience of these natural elements. Street planting must take account of existing sewers and underground utilities. Landscapes designed to manage water are encouraged, reflecting the area's historic marsh character.

Lighting, safety and wildlife

All parks, streets and open spaces should feel safe throughout the day and evening through passive surveillance from adjacent land uses, good lighting and clear sightlines, so that spaces are well used and welcoming to all.

Along the River Avon and Feeder Canal, dark corridors should be maintained to protect nocturnal wildlife, with lighting carefully managed to balance safety with the protection of ecological habitats.

Biodiversity net gain

Biodiversity net gain should be delivered primarily through on-site provision, prioritising habitat creation within parks, green corridors and along the waterways. Ecological management plans should be submitted alongside proposals to demonstrate how habitats will be established, maintained and monitored over time.

Phasing and long-term management

Delivery of this network requires careful coordination as development progresses: early phases must provide adequate green space rather than relying on infrastructure delivered later, and key outdoor spaces, including play spaces in line with the Urban Living SPD, should be delivered as the community grows. Long-term management and stewardship should be considered from the outset, with proposals demonstrating how parks, green corridors, SuDS, ecological habitats and waterside landscapes will be maintained and funded over time. Bristol's Parks and Green Spaces Strategy, or future versions, provides further guidance. Surface water run-off should be managed in accordance with the Defra National Standards for Sustainable Drainage Systems 2025, or any future version.

Demonstrating Alignment

Planning applications will need to demonstrate how they do not fetter the delivery of the primary and secondary green corridors, how multifunctional green infrastructure and provision for nature have been incorporated, and how they meet minimum statutory requirements for biodiversity net gain. New development will also be expected to submit an Urban Greening Factor in line with Policy BG1 of the Bristol Local Plan.

Alternative locations for blue and green infrastructure and open space will be supported within the areas of search indicated in Fig 07.35, subject to meeting the design and location requirements and not undermining the comprehensive redevelopment of St Philip's Marsh. This flexibility applies to the location of open space; it does not reduce the quantum or quality of provision the Masterplan expects.

Further detail on the expected character and design of green corridors, parks and public squares is set out on the following pages. The existing blue infrastructure, the Feeder Canal and River Avon, is also critical to the natural infrastructure network of St Philip's Marsh; design expectations and guidance are set out in 07.06.01 Feeder Promenade, 07.06.02 Feeder Road and 07.06.03 River Avon Walk.

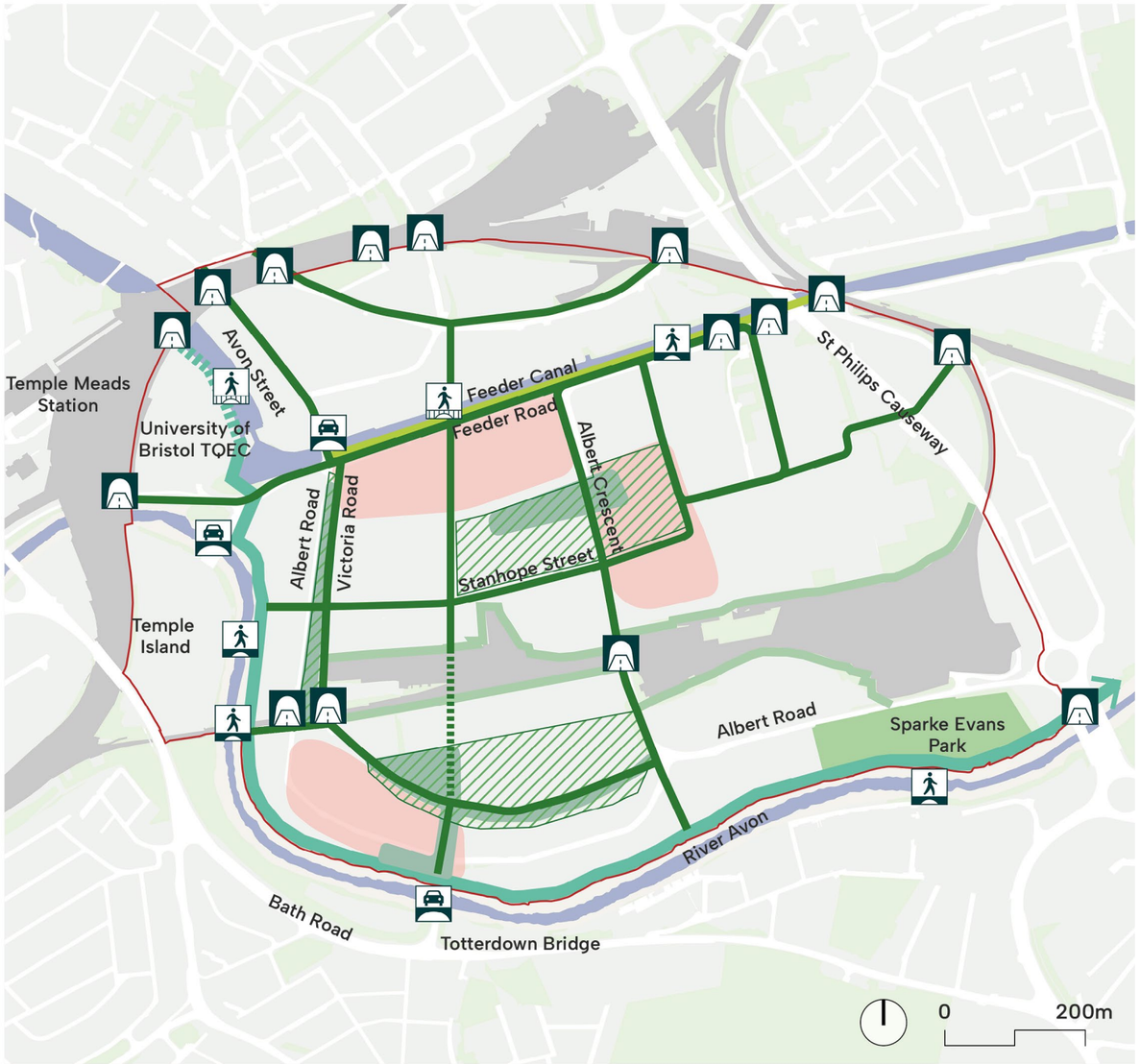


Fig 07.35 Area of search for new public realm and public realm improvements within St Philip's Marsh

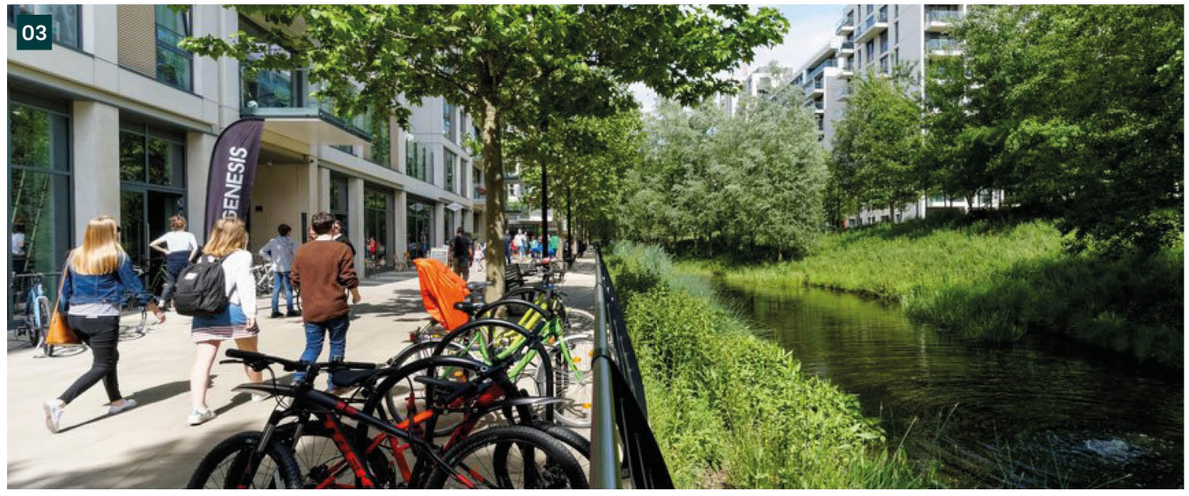


Fig 07.36 Precedents of aspirational green and blue infrastructure provisions in cities

DRAFT

Fig 07.37 Eye-level view sketch of Chapel Park

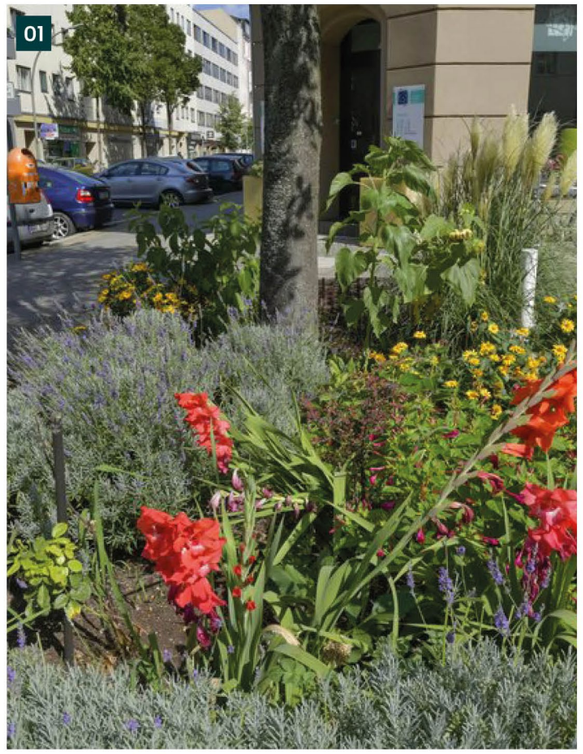
07.09.01
Green Corridors

While all streets in St Philip's Marsh will feature increased tree canopy and planting, some key routes within the active travel network will function as green corridors, connecting directly to the new parks and creating a network of lusher green streets across the area.

These green corridors will provide multiple benefits, including enhancing biodiversity through continuous habitat connectivity, improving air quality, supporting active travel and recreation, offering shade and cooling, and contributing to the overall resilience of the urban environment.

Key features of green corridors may include:

- Pedestrian and cycle routes integrated within the corridor, physically separated from vehicular traffic to ensure safety and comfort.
- Continuous tree canopy with native species, complemented by lower-level shrubs, wildflowers and grasses to support pollinators and enhance overall biodiversity.
- SuDS to manage stormwater and improve environmental resilience.
- Soft landscaping areas that provide space for informal recreation, relaxation and social interaction.
- Clear wayfinding and signage to connect the corridor with parks, public spaces and other local destinations.



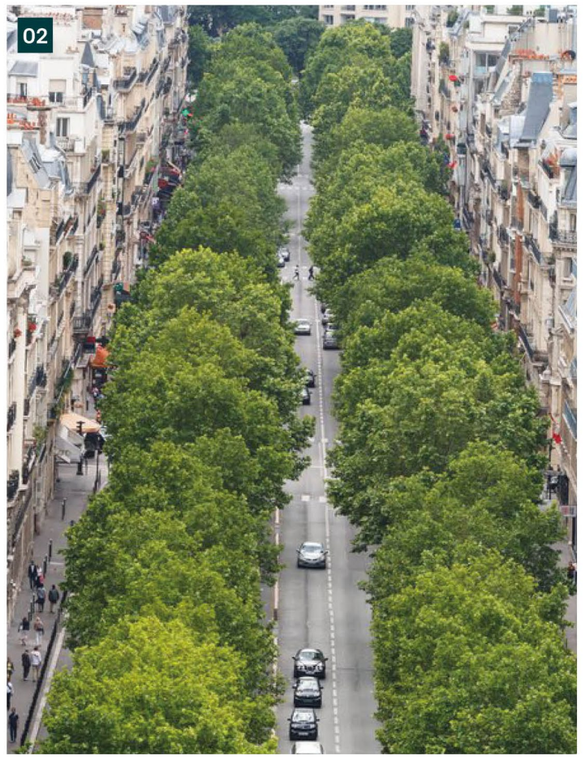


Fig 07.38 Precedent images for green corridors

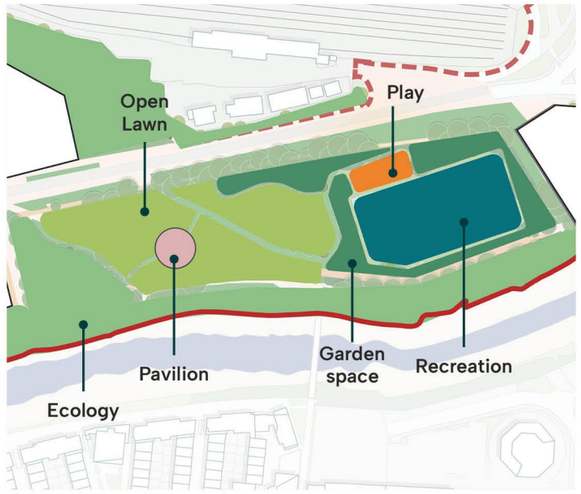
07.09.02
Sparke Evans Park

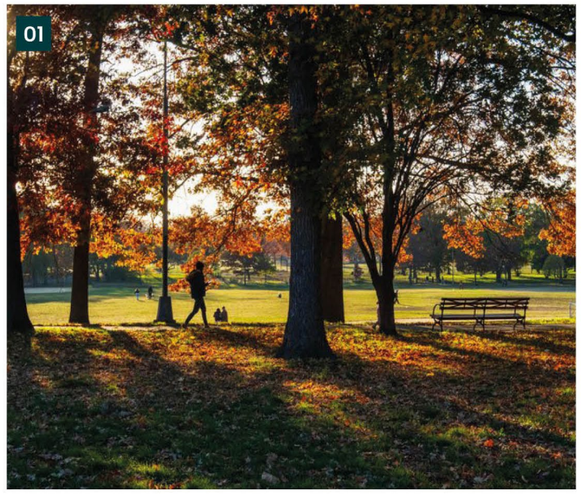
The regeneration of Sparke Evans Park offers an opportunity to celebrate the site's history whilst significantly enhancing its ecological value.

The approach should draw inspiration from historic design elements and components, reinterpreting them for contemporary use.

Key features may include:

- Restoration or reinterpretation of key historic elements, informed by research into the park's original character and community history.
- Significant enhancement of ecological and biodiversity value through native planting, habitat creation and sustainable management.
- Rain gardens and SuDS basins to improve flood resilience.
- Improvements to accessibility, ensuring the park serves both new and existing communities.
- Retention of mature trees where possible, complemented by new planting that supports wildlife and is climate-resilient.
- The interface between the park and Albert Road should be carefully designed, with clear access points, good visibility and active edges that connect the park to the wider neighbourhood.
- Balance between historic interpretation, ecological enhancement and community recreation.





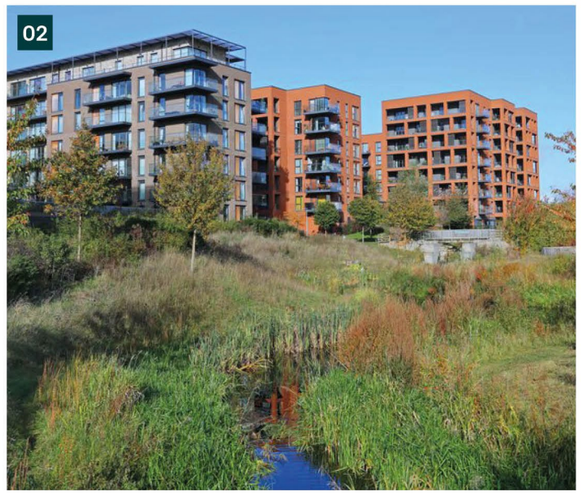


Fig 07.39 Precedent images for Sparke Evans Park improvements

07.09.03
Feeder Promenade and Square

Public squares serve as a civic spaces and are key elements of the District and Local Centres.

Key features should include:

- Good aspect with the layout designed for appropriate sunlight provision.
- Shade provision through tree planting and integrated structures, and provide shelter from wind to ensure year-round comfort.
- Flexible gathering spaces that can accommodate community events, weekend markets and other programmed activities.
- Public seating, including informal seating integrated into the landscape
- Active frontages and community facilities overlooking the square for vibrancy and natural surveillance
- Segregated cycle paths alongside safe pedestrian access.
- Signage and wayfinding to support easy navigation from the square to surrounding destinations on site.
- Lighting should be designed to support evening and night-time use
- Public art for a sense of place and reinforce the square's unique identity
- Integration with surrounding streets and the wider public realm
- Accessible and inclusive, with level surfaces, step-free access and seating designed to accommodate people of all ages and abilities.

The Feeder Promenade is a pedestrian-priority street that anchors the district centre, creating a vibrant waterside destination along the Feeder Canal. The promenade expands at a strategic location to form a public square with a strong relationship to the water.

- **Waterfront Edge:** The existing waterfront edge will be enhanced with landscape that integrates flood defence infrastructure, designed so that people can experience the water along the full length of the promenade. Existing trees are to be retained where possible, to contribute to the green character of the space and provide shade and visual amenity.
- **The Feeder Square:** The square extends towards the water to provide additional access to the canal edge. This creates activation at water level that encourages water-based activities such as kayaking and paddle boarding, and provides a platform for arrival and gathering. The square extension has been designed to maximise sunlight hours, creating a comfortable and inviting space throughout the day and year.
- **Public Realm:** Public furniture is provided outside of spill-out areas to ensure equitable access to the waterfront, allowing everyone to sit, rest and enjoy the space regardless of whether they are using adjacent businesses. Areas of informal play with water fountains add animation and delight for children and families.
- **Planting:** The planting on Feeder Promenade and Feeder Square should provide a continuous canopy to enhance the shade provided by the trees and accent the linear nature of the promenade. Clustering of trees within Feeder Square creates a more intimate setting within the square.. Deciduous trees are recommended around Feeder Square to allow for winter sun to warm the gathering spaces of the square. SuDS and low-level planting reduce surface water run-off from this urban area into the canal and improve resilience from surface water flooding.
- **Activation:** Active ground floor uses with spill-out areas will face the promenade and square, contributing to natural surveillance and creating a lively atmosphere throughout the day and into the evening.
- **Sunlight, Comfort and Microclimate:** The design of the square should consider microclimate, with trees providing shade in summer whilst allowing sunlight to reach seating areas in cooler months. Wind mitigation through planting and built form will ensure comfort for users. Seating should be distributed throughout the square and promenade, including in sunny and shaded locations, to offer choice and encourage longer dwell times.
- **Access:** A new car-free bridge connects the square to the opposite side of the Feeder Canal, in close proximity to the ferry stop, improving connectivity and creating a focal point for activity.
- **Movement and Accessibility:** A segregated cycleway provides safe and convenient movement for cyclists along the promenade, separated from pedestrian flows. Accessibility has been considered throughout the design, ensuring the waterfront is welcoming and usable for all ages and physical abilities. Level surfaces, appropriate gradients and resting places enable everyone to enjoy the water's edge.
- **Lighting:** Lighting design is focused towards the ground plane where people inhabit, providing a safe environment for evening use whilst minimising impact on wildlife and habitats along the canal corridor.

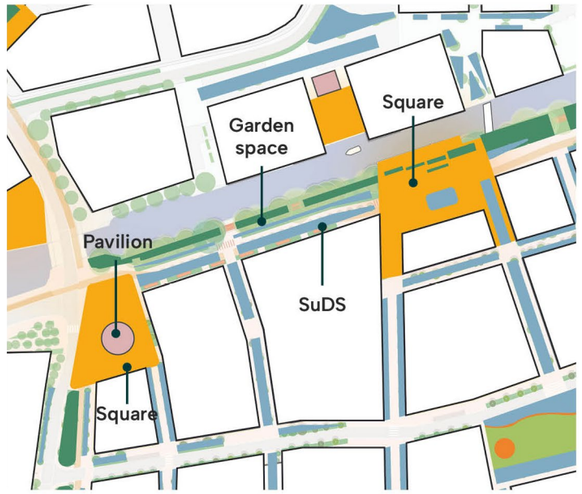


Fig 07.40 Precedent images for public squares

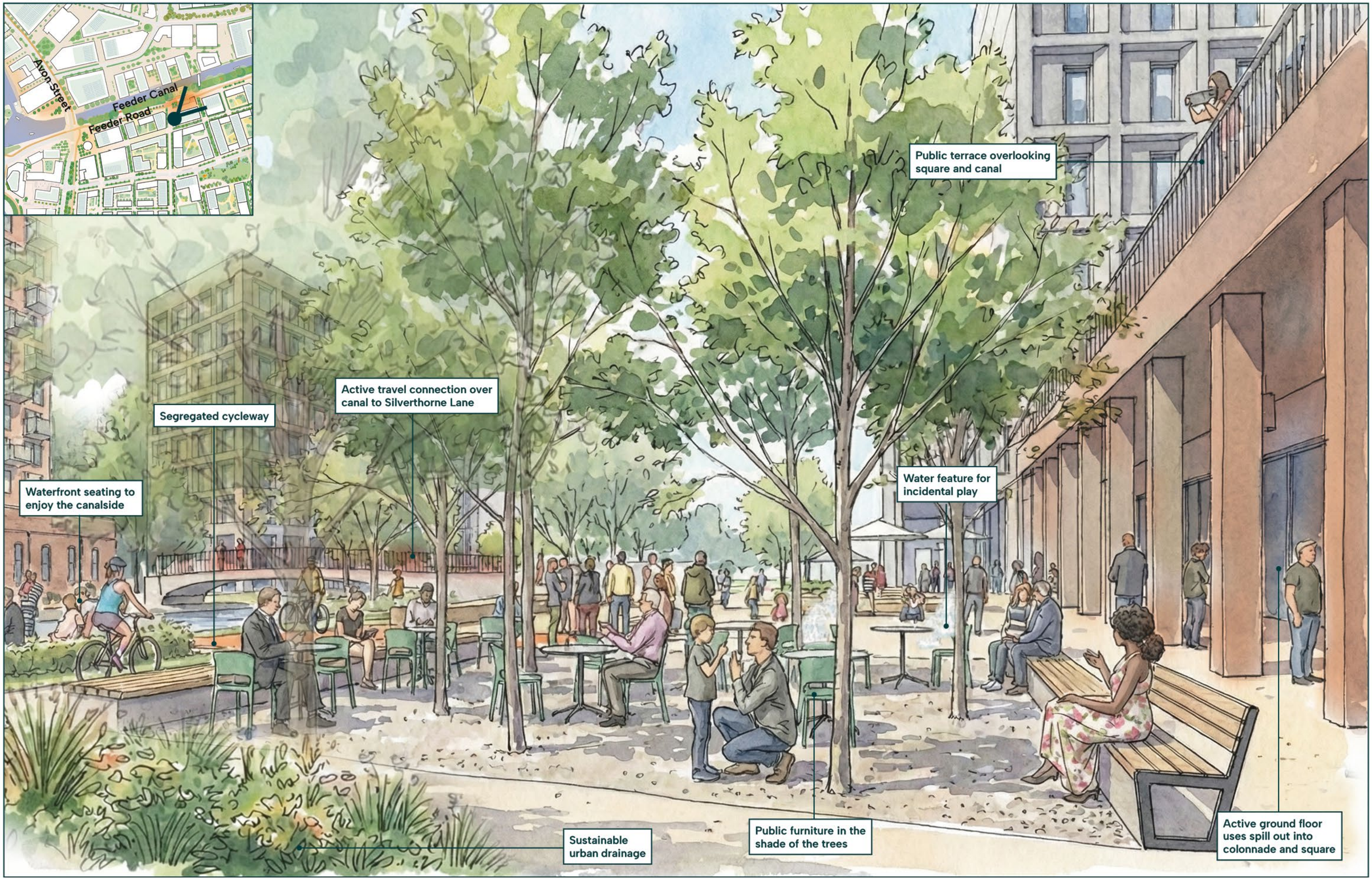


Fig 07.41 Feeder Square and Promenade on a weekend morning

07.09.04
Chapel Park

A new recreational park should be located in the north cluster, in close proximity to the District Centre, acting as a focal point for community life.

The park will be well-activated, bringing together a range of services and mixed uses at its edges.

Key features should include:

- A minimum dimension of 50m in one direction.
- Good aspect with the layout designed for appropriate sunlight provision.
- Play facilities for different age groups.
- Soft landscape areas for informal recreation.
- Water-sensitive planting and SuDS basins to improve planting and flood resilience, reflecting the marsh character of the area.
- Flexible spaces that accommodate community events and gatherings.
- Active frontages, community facilities, workplace and ground floor uses overlooking the park.
- Strong connections to existing communities north of the site, enhancing green space provision for these established neighbourhoods.
- Integration with surrounding streets and the public realm.
- Appropriate lighting after sunset and clear sightlines throughout the space.

Chapel Park is a community park located within the Creative Quarter, adjacent to the district centre. The park brings together residential, workplace and community uses, providing a recreational open space for residents and workers in St Philip's Marsh, as well as an outdoor space adjacent to the school.

- **Design and Character:** The park includes areas for play, flexible open spaces such as lawns that can accommodate a variety of activities, and sustainable urban drainage systems integrated within the landscape design. These elements combine to create a multifunctional green space that supports recreation, relaxation and community gathering.
- **Ecology:** Planting should be biodiverse and nature-rich, incorporating native species, pollinator-friendly plants and varied habitats to support wildlife. Rain gardens and swales will manage surface water whilst contributing to the green character of the park. Consideration should be given to seasonal changes, with planting that provides colour and texture throughout the year.
- **Activation and Edges:** Activation is encouraged through active ground floors around the park, including community uses, light industrial or commercial spaces with complementary services such as cafés. These uses will animate the park edges, provide natural surveillance and create a vibrant atmosphere throughout the day.
- **Play and Recreation:** Play provision should be inclusive and cater to a range of ages and abilities. Natural play elements using timber, boulders and landform are encouraged, integrating play within the landscape rather than as separate fenced areas. Flexible spaces for informal play, gathering and sports should also be provided.
- **Configuration:** Chapel Park is located adjacent to Chapel Street. Chapel Street will need to be realigned to connect to Victoria Terrace and provide a more rationalised street edge to the park. The park expands to both sides of Albert Crescent, bringing open space into close proximity to North East St Philip's Marsh and ensuring residents and workers in the North East cluster also benefit from convenient access to green space.
- **Connectivity:** The park is well connected to other areas of the masterplan via the pedestrianised section of Albert Crescent, Chapel Street, which provides bus access, and secondary or tertiary streets that connect with the Feeder Promenade. This network of routes ensures the park is easily accessible from all surrounding clusters.
- **Sunlight, Comfort and Microclimate:** The design of the park should consider microclimate, with trees providing shade in summer whilst allowing sunlight to reach seating areas and lawns in cooler months. Wind mitigation through planting and built form will ensure comfort for users. Seating should be distributed throughout the park, including in sunny and shaded locations, to offer choice and encourage longer dwell times.
- **Lighting and Safety:** Lighting design is focused towards the ground plane and sensitively designed to provide a safe environment for evening use whilst minimising impact on wildlife.

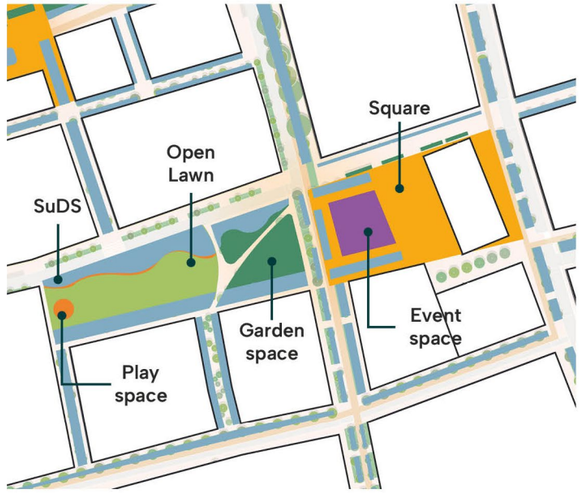


Fig 07.42 Precedent images for the Recreational Park

Fig 07.43 An afternoon in Chapel Park

07.09.05
Fruit Market Park

A new park should be located in the south of St Philip's Marsh, addressing existing topographical barriers through a considered landscape approach.

Key features should include:

- A minimum dimension of 50m in one direction.
- Good aspect with the layout designed for appropriate sunlight provision.
- Community-focused facilities including play areas for children and urban food growing.
- Native wildlife planting that enhances biodiversity and creates habitat corridors.
- Flexible lawns for informal recreation, sports and community events.
- Landscape terracing or other design interventions that navigate site topography and create accessible connections.
- Water-sensitive planting and SuDS basins to manage surface water and improve flood resilience, reflecting the park's proximity to the River Avon.
- Strong links to the River Avon corridor, enhancing the blue-green network.
- Connections to existing communities to the south, improving access to quality open space for these areas.
- Appropriate lighting after sunset with passive surveillance from adjacent development and clear sightlines throughout.

Fruit Market Park is located at the edge of the Fruit Market Neighbourhood, providing a key open space for the southern neighbourhoods of St Philip's Marsh. The design improves connectivity from the Fruit Market Neighbourhood to the rest of the development, transforming what is currently an isolated elevated site into an integrated part of the area.

- **Design and Character:** The park includes areas for play, flexible open spaces for community events, informal sports and gatherings, and a series of planted gardens that navigate the level change through terraced landscape design. These elements combine to create a multifunctional green space that addresses the topographical challenge whilst providing recreational opportunities.
- **Ecological Gardens:** Planting should be biodiverse and nature-rich, incorporating native species, pollinator-friendly plants and varied habitats to support wildlife. Rain gardens and swales will contribute to the green character of the park and address surface water and run-off from the elevated site.
- **Totterdown Gateway:** The park is aligned with Totterdown Bridge, ensuring strong connections from the existing communities to the south. A new elevated car-free connection provides continuity from Totterdown Bridge to the Fruit Market site. Together with the ecological corridor along the River Avon, the park creates a green gateway into St Philip's Marsh from the south, welcoming residents and visitors into the neighbourhood.
- **Connectivity:** Accessible routes through the park will ensure everyone can navigate the level change safely and comfortably.
- **Play and Recreation:** Play provision should be inclusive and cater to a range of ages and abilities. Natural play elements using timber, boulders and landform are encouraged, integrating play within the landscape and taking advantage of the topography to create unique play experiences. Flexible spaces for informal sports, fitness and outdoor events should also be provided.
- **Sunlight, Comfort and Microclimate:** The park benefits from excellent orientation, ensuring good sunlight access throughout the day for gathering, relaxation and play. The design of the park should consider microclimate, with trees providing shade in summer while allowing sunlight to reach seating areas and lawns in cooler months. Wind mitigation through planting and built form will ensure comfort for users. Seating should be distributed throughout the park, including in sunny and shaded locations.
- **Activation and Edges:** Activation is encouraged through active ground floors around the park, including community uses and other complementary uses. These uses will animate the edges of the park, provide natural surveillance and create a vibrant atmosphere. The park edges should be designed to encourage interaction between buildings and the open space.
- **Lighting and Safety:** Lighting design is focused towards the ground plane and sensitively designed to provide a safe environment for evening use while minimising impact on wildlife.

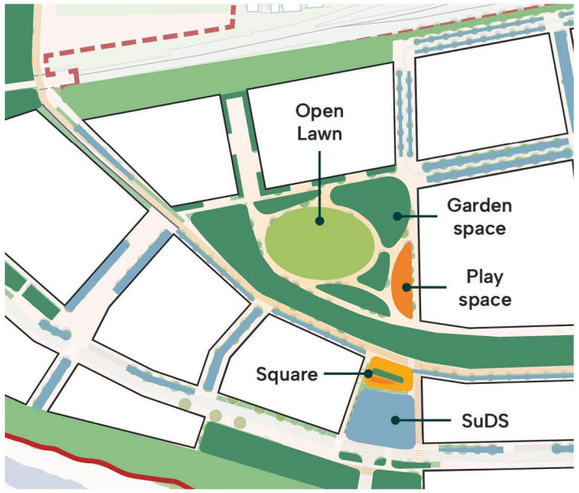


Fig 07.44 Precedent images for the Community Park

Fig 07.45 Bird-eye view of Fruit Market Park

07.10 Access to Water Edge and Interaction with Avon Riversides 2100

(formerly Bristol Avon Flood Strategy)

St Philip's Marsh will support the Avon Riversides 2100 vision, building climate resilience and incorporating adequate mitigation to protect the new neighbourhood. Alongside these flood measures, it will strengthen access to the water's edge, creating a connected, accessible riverside.

Key Objectives

Successful proposals will:

- Demonstrate its compatibility with the Avon Riversides 2100.
- Integrate with the flood defences and incorporate mitigation measures into their design, where appropriate.
- Contribute towards a network of accessible and inclusive public access to the water's edge.
- For development located adjacent to the River Avon and Feeder Canal, provide continuous access to the water's edge from key transport routes.
- Demonstrate how the proposed development is consistent with the ambition for public access to the water's edge.

Bristol Local Plan Policies:

FR2, BG5

The River Avon and Feeder Canal are significant heritage assets within St Philip's Marsh. These waterways are an opportunity to create a distinctive sense of place that draws on their history and reconnects people with the water.

However, much of St Philip's Marsh is also vulnerable to flooding from the River Avon. With this risk increasing through climate change, Bristol City Council, the West of England Combined Authority and the Environment Agency have established Avon Riversides 2100, a long-term plan to better protect homes and businesses, which is critical to unlocking the full potential of St Philip's Marsh.

Policy BG5 of the Bristol Local Plan requires development adjacent to, or containing, waterways to maintain and enhance the valuable roles they play, providing suitable, high-quality, multifunctional green infrastructure, including provision for walking and cycling. Policy FR2 requires flood risk from the River Avon to be addressed strategically and consistently with Avon Riversides 2100, with development that benefits from a future reduction in flood risk incorporating adequate mitigation, responding to residual risk and facilitating the delivery of future flood defences.

To avoid fettering the implementation of Avon Riversides 2100, areas of impact have been identified in Fig 07.46 in relation to the River Avon (a 30m buffer) and the Feeder Canal (a 25m buffer). Any future planning application within an area of impact should demonstrate that it does not compromise the delivery of Avon Riversides 2100 and complies with Policy FR2.

Illustrative Approach

The Illustrative Masterplan locates key public realm assets close to the Feeder Canal and River Avon to celebrate their role in the character of St Philip's Marsh. At the Feeder Canal (Fig 07.10 and Fig 07.11), an active travel promenade on Feeder Road is integrated with the upper level of the flood defence, with the existing towpath landscape maintained and enhanced to retain mature trees, provide amenity and offer safe access to the water.

By the River Avon (Fig 07.13 and Fig 07.14), the River Avon Walk expands and contracts to create a series of spaces along its length, with the flood defence integrated through tiered and stepped landscapes. Direct water access is not provided here, given the tidal nature of the River Avon, but amenity spaces for dwelling are provided by the waterside where possible.

Considerations

Access to the water's edge

Development must balance flood defence with a coherent, continuous path along the water's edge that supports active travel and connects St Philip's Marsh to the wider city. Access should be genuinely inclusive, with seating, resting places and opportunities to interact with and enjoy the water. Safety measures should be sensitively integrated, avoiding heavy-handed interventions that undermine the quality of the waterside experience, and active or residential frontages overlooking the water will improve safety through natural surveillance.

Access should also consider the existing and future boat community; the Feeder Canal has the potential to support water-based recreation such as kayaking, canoeing and paddleboarding. Where access involves riverbank or canal edge environments, the design should balance public access with the protection and enhancement of ecological habitats.

Character of each waterway

Flood defence infrastructure should be conceived as a placemaking opportunity, with both waterways becoming defining public spaces where flood protection is integrated with landscape design. Each will have its own character. On the River Avon, the riverside edge should take a naturalistic approach, incorporating planting terraces and biodiverse habitat creation that enhance the river experience while achieving the required defence level. The Feeder Canal should develop a more urban character, with hard landscaping, street furniture and architectural detailing appropriate to an active waterfront, creating a lively, heritage-rich destination that celebrates Bristol's industrial past. Detailed guidance for each waterway is set out in 07.06.01 Feeder Promenade, 07.06.02 Feeder Road and 07.06.03 River Avon Walk.

Building interface and coordinated delivery
The interface between flood defence levels and building ground floors requires careful design to maintain accessibility, active frontages and a positive relationship between buildings and the public realm; level changes at thresholds should be resolved through considered landscape design rather than abrupt steps or ramps. The flood defences must be delivered as a continuous, coherent system: where the waterfront is in multiple ownerships, adjacent landowners and developers must coordinate to ensure a consistent defence line, aligned levels and seamless integration of the public realm across plot boundaries. The design must also accommodate the Environment Agency's operational requirements, including access for waterway maintenance and flood defence inspection, and should incorporate appropriate climate change allowances so defences remain effective over their design life.

Reliance on Avon Riversides 2100

The Masterplan relies on the implementation of Avon Riversides 2100 for ground floor uses to be acceptable. It will be delivered in phases over the lifetime of the Avon Riversides 2100 programme, meaning certain uses in certain locations, particularly at ground floor, will become acceptable in flood-risk terms once the flood defences are in place.

Demonstrating Alignment

Development within or adjacent to an area of impact will be expected to engage with the Environment Agency and the Local Planning Authority during design development, demonstrating that it is resilient to flooding and integrates well with Avon Riversides 2100.

Planning applications must also demonstrate that a safe means of escape from flooding is integrated within the design, regardless of the timing of flood defence delivery. Where development comes forward in advance of the full defences being in place, applications will be expected to show how flood risk will be managed in the interim.

Fig 07.46 Area of impact to enable Avon Riversides 2100 along the River Avon and Feeder Canal and areas where continuous access to water's edge is required

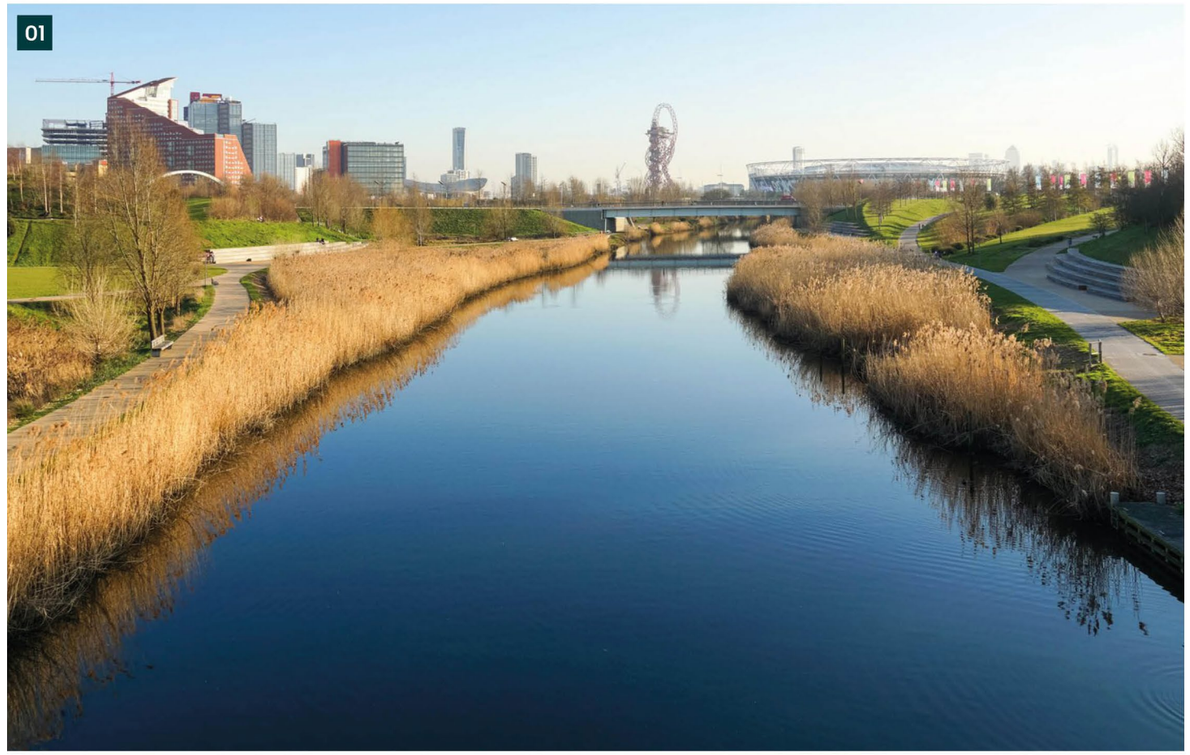


Fig 07.47 Examples of public realm and landscape integrated with flood defences or flood resilience

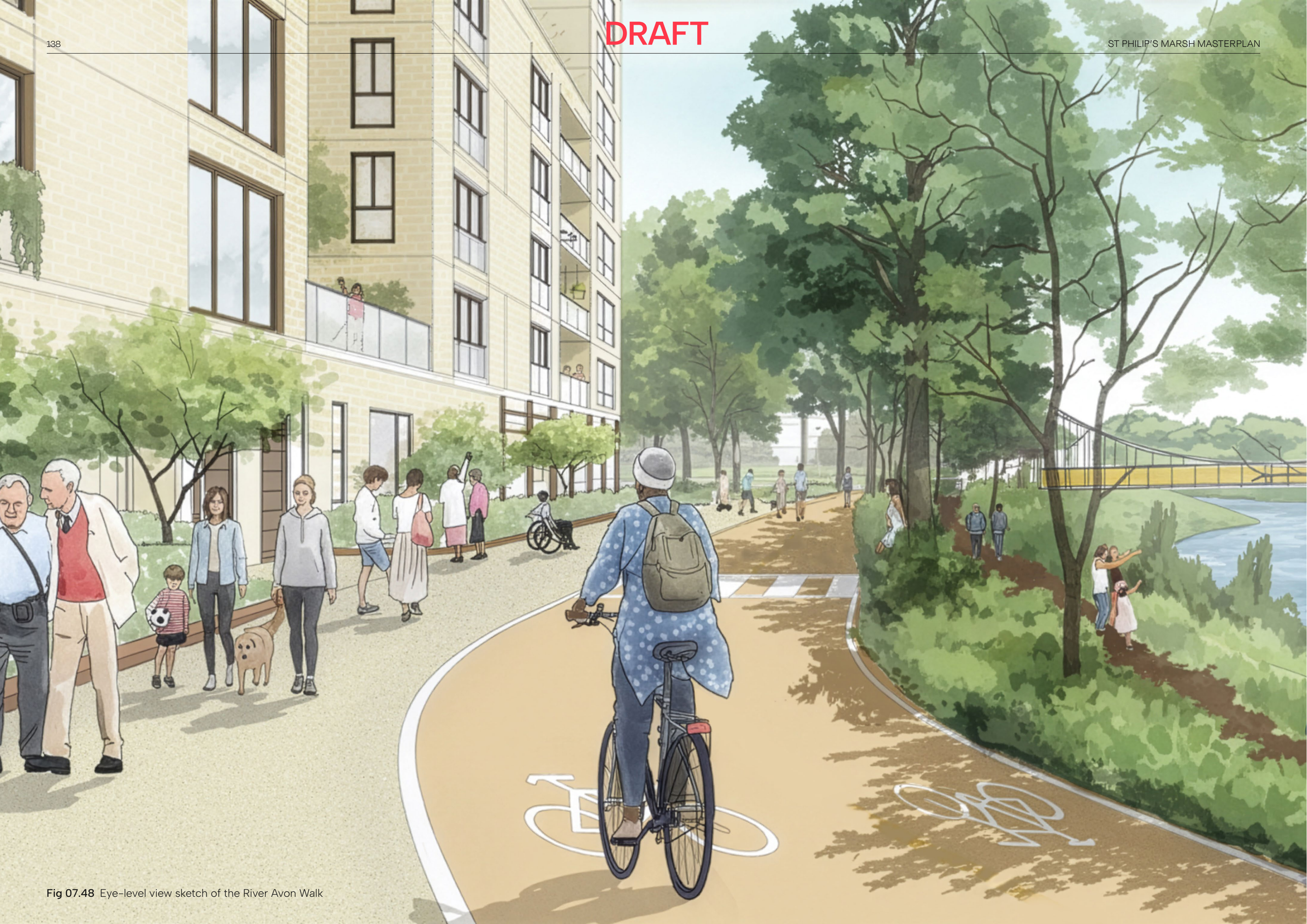


Fig 07.48 Eye-level view sketch of the River Avon Walk

07.11 Heritage

Development in St Philip's Marsh will sensitively respond to the heritage context, preserving and enhancing its historic character whilst integrating new development to create a cohesive identity.

Key Objectives

Successful proposals will:

– Consider the existing heritage assets within and in proximity to St Philip's Marsh, including those identified in Fig 07.49.

Bristol Local Plan Policies:

CHE1, DPM1

The regeneration of St Philip's Marsh presents an opportunity to equalise access to the area's heritage assets. The Feeder Canal, once an industrial working waterway, will become a public destination at the heart of the neighbourhood, accessible to all through the creation of the Feeder Promenade and square.

The Masterplan encourages the sensitive repurposing, refurbishment and reuse of listed buildings and other undesignated buildings of architectural interest. These structures embody the site's industrial heritage and provide distinctive settings for the future neighbourhood.

Considerations

Carbon assessments of existing structures are encouraged to inform decisions on retention.

Development must respond sensitively to retained structures, local character, the wider cityscape and key views, ensuring a seamless transition between old and new, in line with Policy CHE1 of the Bristol Local Plan. The policy places emphasis on the conservation of designated heritage assets. Non-designated heritage assets should also be conserved with regard to their significance and value to the community. Development within or adjacent to the Silverthorne Lane Conservation Area should demonstrate a particularly careful response to the historic environment. Existing heritage assets and key vantage points are also identified in Fig 02.09 in Chapter 02 of this document.

Where development may disturb below-ground remains, archaeological assessment should be undertaken to ensure that the area's industrial and pre-industrial history is properly understood and recorded.

New development should draw on the site's industrial heritage, reinterpreting its architectural language, materials and detailing to create a cohesive identity rooted in place.

The history of the communities that lived and worked in the area should be considered and showcased where possible. New development requires a thoughtful response that acknowledges the past while delivering buildings and spaces fit for the future.

Fig 07.49 Plan showing heritage assets within St Philip's Marsh

07.12 Heights, Massing and Key Views

St Philip's Marsh will comprise some tall buildings, contributing towards helping Bristol accommodate new development, making efficient use of land to deliver the new neighbourhood, and communicate ambition.

Key Objectives

Successful proposals will:

- Contribute towards a varied and dynamic skyline in line with the relevant character area.
- Steer tall buildings towards locations identified in Fig 07.54.
- Include strategic placement of landmark buildings at key nodes, such as gateways, main street junctions and adjacent to principle open spaces, to provide essential wayfinding.
- Be proportionate in scale to the width of streets and public spaces, and consider impacts on residential amenity.
- Consider their context and impact on the significant of nearby heritage assets and their setting, key views and retained buildings in St Philip's Marsh.

Bristol Local Plan Policies:

DS1, DS2, DS3, DC2

Development in St Philip's Marsh should prioritise the pedestrian street experience, using taller buildings selectively as wayfinding landmarks and to frame open spaces. Policy DC2 of the Bristol Local Plan states that, in locations for the most intensive forms of development in Bristol, including St Philip's Marsh, tall buildings may be appropriate where they contribute positively to character and function. Tall buildings are defined as those of 30 metres or more (equivalent to around 10 storeys).

Illustrative Approach

The Illustrative Masterplan demonstrates how at least 7,000 new homes can be delivered across St Philip's Marsh while prioritising a welcoming street experience. It establishes a fine-grained massing with a varied roofscape, with heights varied both across the site and within individual plots, combining low, medium and tall buildings to create visual interest and positioned according to its context.

Townhouses and lower buildings are concentrated in the internal areas of the masterplan, on quieter streets where a more domestic scale is appropriate. Mansion blocks with greater height face the main streets, framing the wider corridors while ensuring height does not adversely affect surrounding development or the public realm. Tall buildings are located at landmark positions: along the Feeder Canal, at key junctions on Albert Road and Albert Crescent, and facing large open spaces.

The Illustrative Masterplan locates no significant height within the Silverthorne Lane Conservation Area, to avoid overshadowing the heritage buildings and disrupting the tight grain and framing of the heritage streets that the setbacks required for tall buildings would cause.

The identified vantage points in Fig 02.09 are framed primarily with mid-rise development, which provides a sense of enclosure to the wider corridors and defines their edges while remaining comfortable at street level.

The two junctions at the north and south ends of Albert Crescent (01) are identified as key junctions, since Albert Crescent is a key north-south connector; height is located here to signal the prominence of this route within the street hierarchy.

Tall buildings are minimised on the Fruit Market site (02), which sits on higher ground: the elevated level already increases the apparent height of moderate buildings, so concentrating tall buildings there would make them appear taller still. Buildings along Albert Road step down towards the south to avoid overshadowing the public realm (see Fig 07.58), creating a layering that the Fruit Market's elevation enhances. A similar effect is achieved using the level change at Kingsland Depot, north of Silverthorne Lane (03).

The massing has been tested against best practice for sunlight access to open spaces, streets and courtyards, and the combination of heights also helps minimise wind impact at street level, ensuring comfortable conditions for pedestrians.

DRAFT

Fig 07.50 Illustrative massing of St Philip's Marsh

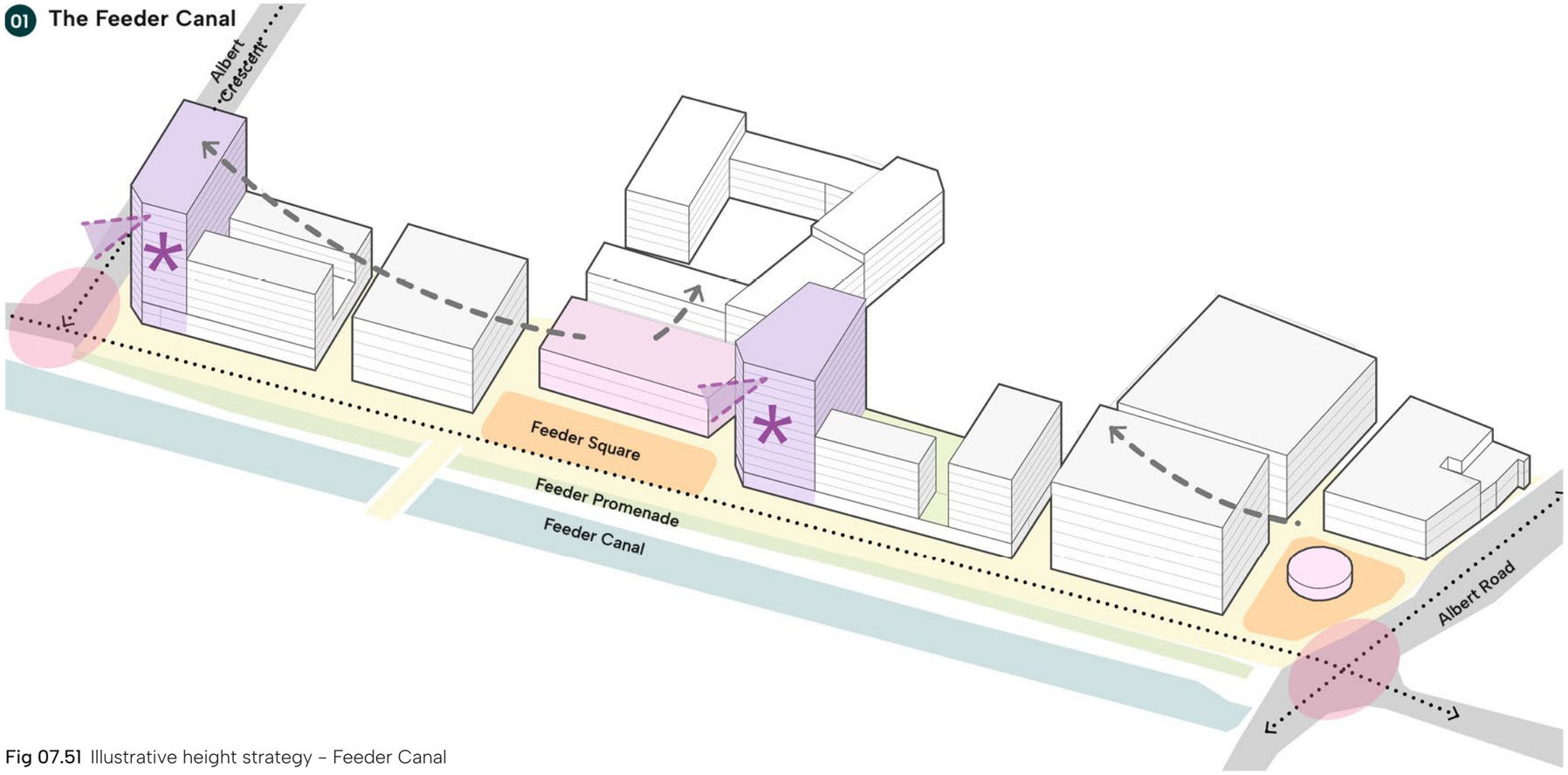


Fig 07.51 Illustrative height strategy – Feeder Canal

Tall buildings are located along the Feeder Canal, adjacent to the Feeder Square and at the junction between Albert Crescent and the Feeder Promenade. These serve as wayfinding markers for people arriving from the station, providing orientation and signalling the heart of the neighbourhood. The canal is framed by continuous façades through a combination of long building frontages and the use of podiums, creating a sense of enclosure along the waterfront. A variety of heights face the canal, reflecting the combination of land uses and typologies along this edge. Lower heights are introduced at specific locations, including the Gateway Square and the Feeder Square, breaking away from the mid-rise datum and providing variety in the massing while creating spaces that feel welcoming and contained.

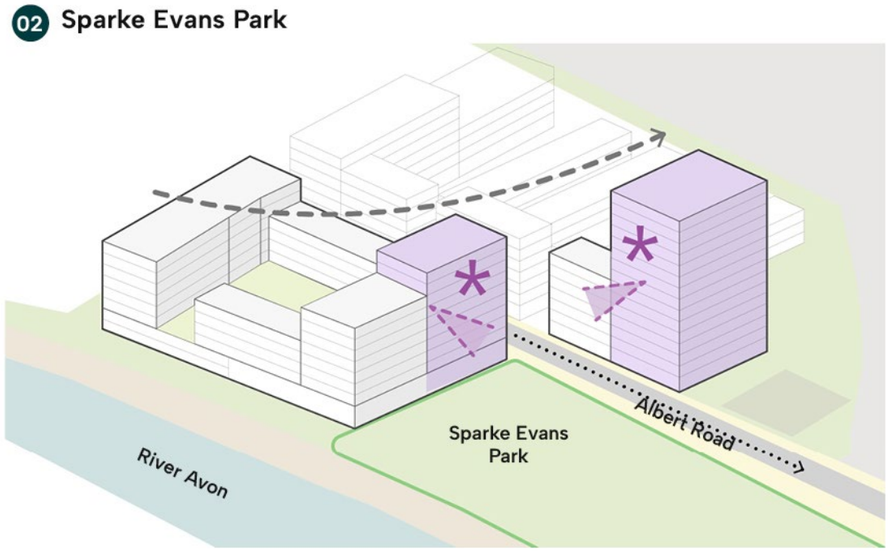
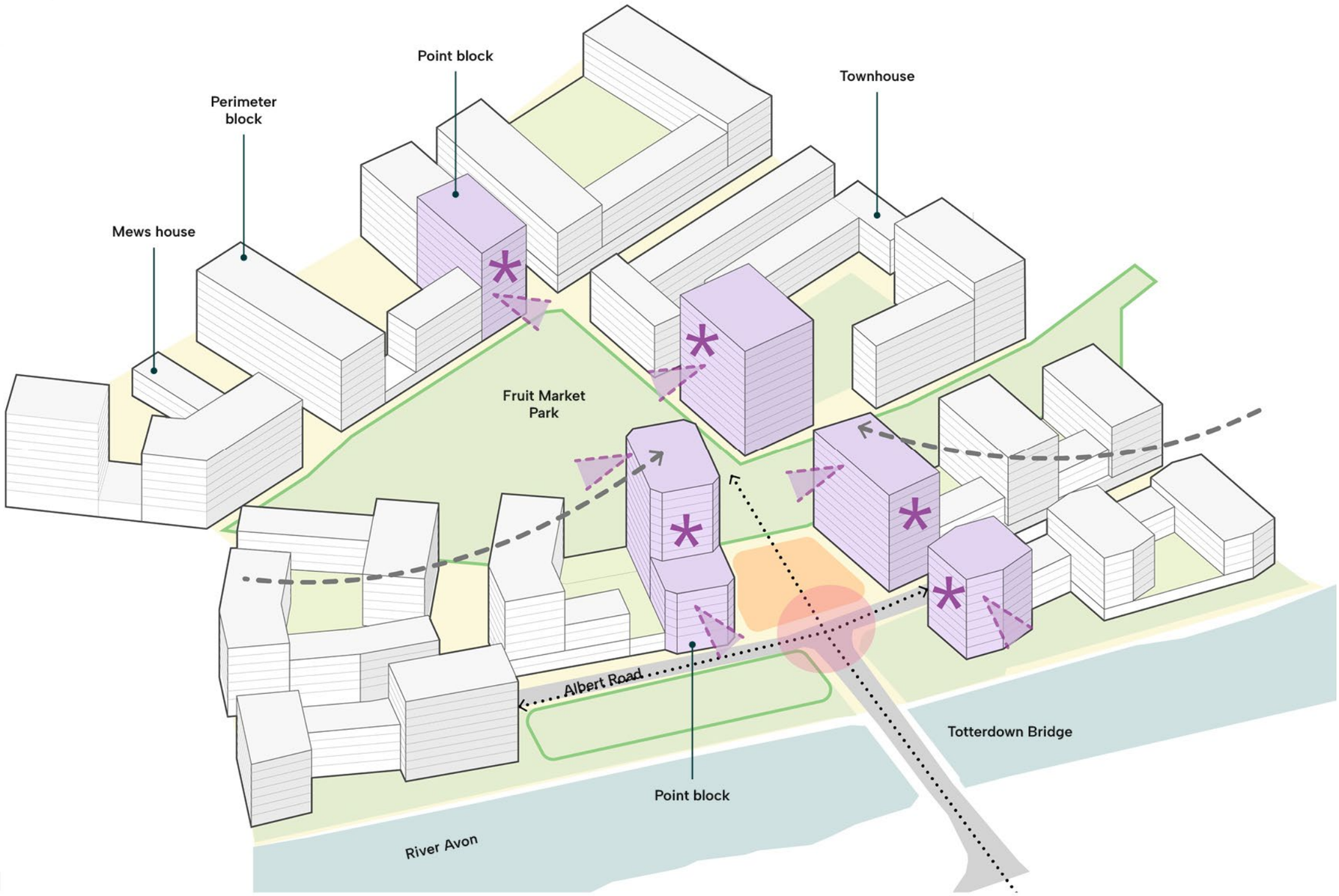


Fig 07.52 Illustrative height strategy – Sparke Evans Park

Taller buildings are located along Albert Road facing Sparke Evans Park, marking this important open space and providing orientation within the neighbourhood. Surrounding development steps up in height towards these taller elements. The River Avon and Albert Road are framed by mid-rise development that provides an appropriate sense of enclosure along these wide corridors, ensuring the streets feel well-defined whilst allowing sunlight to reach the public realm.

03 Totterdown Gateway and Fruit Market Park



Height is consolidated at the main gateway, creating a landmark for those arriving from the south and along Albert Road. These tall buildings mark the entrance to St Philip's Marsh and the arrival into the Fruit Market Park. Additional tall buildings are located facing the park, providing wayfinding for those approaching via the new active travel route and from Totterdown. The massing of surrounding buildings steps up towards these tall buildings, whilst also stepping up from the river to maximise solar access from the south. Townhouses are delivered on the quieter residential streets that lead to the park rather than facing it directly, maintaining a more domestic scale on these routes.

The vantage point by Totterdown Bridge looking south towards the hills of Totterdown and the Church of the Holy Nativity on Wells Road is also framed when viewed from Fruit Market Park. The buildings are arranged to splay outwards towards Totterdown Bridge, expanding that view corridor such that it can also be enjoyed from the park itself.

Fig 07.53 Illustrative height strategy – Totterdown Gateway and Fruit Market Park

Considerations

Building heights and the street

All development will be expected to comply with the Urban Living SPD, which sets out the appropriate locations and site sizes for tall buildings and how they should contribute to long-range, medium-range and immediate views, and addresses daylight, sunlight and wind in line with Building Research Establishment (BRE) guidance, or any future version. Further technical guidance on daylight, sunlight and microclimate is set out in Section 07.14. Moderate building heights are encouraged, as they create pedestrian-friendly streetscapes, allow daylight to reach the street and reduce the wind effects that high-rise development could create in this exposed riverside location. Development should offer a varied roofline that creates an engaging skyline for St Philip's Marsh.

Tall building quality and placement

Sensitively placed height allows the delivery of the homes Bristol needs while bringing sufficient critical mass to support retail and community infrastructure. Tall buildings should be strategically placed to provide landmarks at key nodes, such as gateways, main street junctions and locations adjacent to principal open spaces like Sparke Evans Park and the public square. Massing articulation is encouraged to maintain a continuous street frontage while reducing the perceived impact of height at pedestrian level, with particular attention to the base of the building, ensuring it addresses the street through active frontages, well-considered entrances and good public realm. Stepped massing is encouraged to respect the streetscene and create smoother transitions between heights.

Given their prominence in long-range views across Bristol, tall buildings should demonstrate design excellence in form, materiality and detailing, from the overall silhouette to the treatment of top, middle and base; façades should create visual interest and avoid repetitive, monotonous elevations, and durable materials that age well are essential, as tall buildings will define the character of St Philip's Marsh for decades.

Key views and heritage

The key views identified in Fig 07.54 are significant vantage points. New development should respond sensitively to them, with building scale, massing and design framing the views and enhancing their experience, curating development in a visually cohesive way that respects the heritage and identity of St Philip's Marsh. Particular care should be given to height in the north and west of the site, given the proximity to the Grade I listed Temple Meads Station. The view corridors and heritage assets referred to here are based on the Bristol Temple Quarter Heritage Strategy (Alan Baxter, 2020); further information is in Fig 02.09 in Chapter 02. Within or adjacent to the Silverthorne Lane Conservation Area, new development should demonstrate a careful and respectful relationship with the historic environment through its scale, massing, materials and detailing. On the Fruit Market site, building heights require careful consideration so that development does not appear disproportionately tall, with appropriate height transitions and setbacks integrating it into the wider context while taking advantage of the elevated vantage points.

Residential amenity

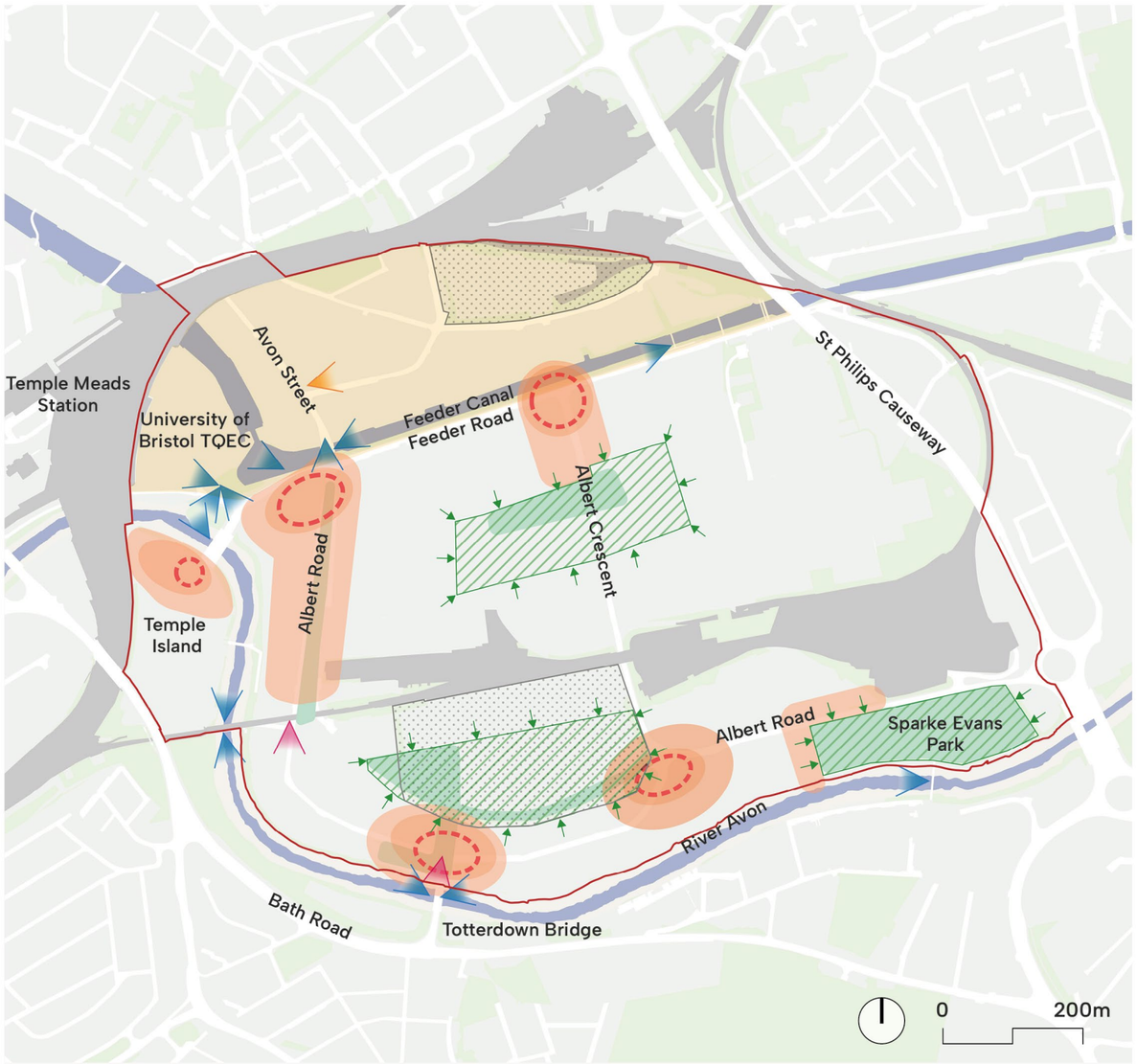
Tall building proposals should demonstrate that they do not cause unacceptable harm to the residential amenity of existing and future occupiers, including through overlooking, loss of privacy or an overbearing sense of enclosure.

The relationship between tall buildings and adjacent lower-rise development should be managed through appropriate separation distances and sensitive orientation of habitable rooms. Tall buildings along the river corridor would be acceptable where they frame and contain the corridor and Albert Road without inappropriately overshadowing the public realm, and where they form a coherent public realm around them that connects to both the road and river corridors.

Demonstrating Alignment

Planning applications will be expected to demonstrate that building heights, scale and massing have been informed by a design-led approach responding to local context, townscape character and environmental conditions, and to show how scale and massing have been modelled to manage impacts on daylight, sunlight, overshadowing, wind, privacy, microclimate and visual amenity.

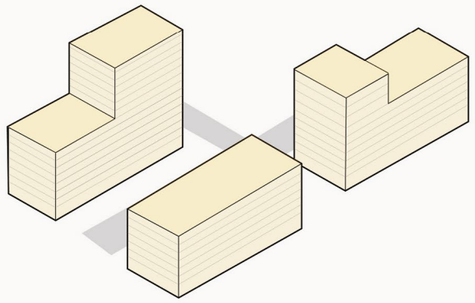
Heritage, Townscape and Visual Impact Assessments should be undertaken to assess the impacts of tall buildings, including cumulative impacts on the skyline and longer views, and applicants should submit verified views showing their proposal in the context of consented and emerging development.



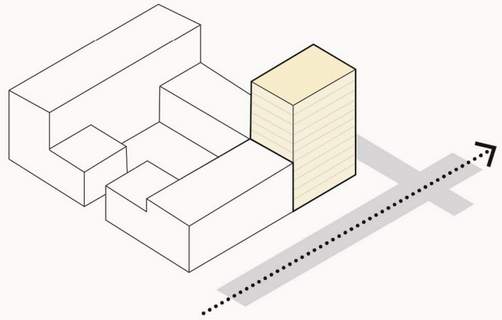
KEY

- St Philip's Marsh Masterplan boundary
- Potential for tall buildings
- Gateways and key junctions
- Potential for tall buildings adjacent to green open space
- Green open space
- Watercourses and open spaces vantage points
- Rail and road corridor vantage point
- Other vantage points
- Area of sensitivity for height – Silverthorne Lane Conservation Area
- Area of sensitivity for height – elevated topography

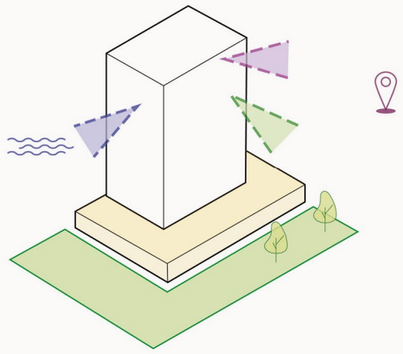
Fig 07.54 Areas showing potential for tall building in relation to key gateways, junctions, open spaces and views



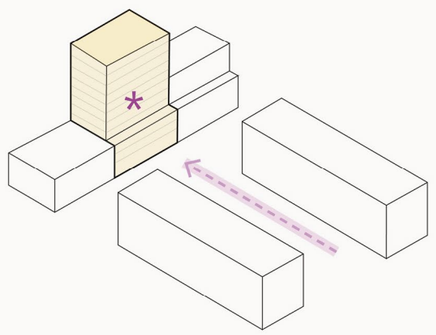
01. Height should be stepped and have a relationship with the surrounding streetscape



02. Height could be used to mark key junctions and gateways



03. Height can be employed around open spaces and key green and blue infrastructure to take advantage of aspect and views



04. Height can be used to terminate views and streets to help with wayfinding

Fig 07.55 Examples of strategic application of height

07.13 Density

St Philip's Marsh will take a balanced approach to density, supporting efficient use of land while creating a liveable, compact and connected neighbourhood that contributes positively to wellbeing and placemaking.

Key Objectives

Successful proposals will:

- Deliver residential development in line with the minimum requirement of 200 dwellings per hectare, unless demonstrated that lower density development is necessary to safeguard assets and character of the area.

Bristol Local Plan Policies:

UL2

St Philip's Marsh will develop as a characterful, inclusive neighbourhood known for the variety of its housing types and urban character. Policy UL1 of the Bristol Local Plan sets a minimum density target of 200 dwellings per hectare for Bristol City Centre, where St Philip's Marsh is located.

Illustrative Approach

The illustrative massing shown in Fig 07.50 uses a range of typologies to deliver approximately 7,000 homes across St Philip's Marsh, including townhouses and mews houses, perimeter blocks, point blocks, and a mix of these within a single urban block. This allows the masterplan to deliver a range of housing types, unit sizes and tenures, supporting a diverse community.

The typologies are arranged with point blocks at key street junctions and open spaces, such as Totterdown Bridge, Albert Crescent, Feeder Square and Sparke Evans Park; perimeter blocks framing streets and open spaces; and mews houses and townhouses towards the interior of neighbourhoods, creating a more intimate residential character. Mixing these typologies within a plot is encouraged, as it provides housing at density while adding variety and interest to the streetscape.

Considerations

Responding to context

Density across St Philip's Marsh must respond to location, accessibility and relationship to key open spaces; the character area guidance in Chapter 05 provides further direction on the expected intensity of development across the site. All development will be expected to comply with the Urban Living SPD, which defines optimal density as one that balances efficient use of land with a positive response to context, successful placemaking and liveability. Schemes proposing densities significantly above those indicated in this document will require early engagement and a more collaborative approach with the Local Planning Authority (LPA), to ensure all urban living principles are addressed and the proposal responds positively to its context.

Density proposals should also demonstrate that supporting infrastructure, including transport, open space and social infrastructure, can accommodate the population generated. Low-density development, such as townhouses, will be considered on its merits, with applications demonstrating that it is necessary in line with Policy UL2 of the Bristol Local Plan.

A diverse, walkable neighbourhood

Density should contribute to an inclusive neighbourhood that attracts a wide range of households, with a rich mix of building typologies creating varied streetscapes and housing types for different needs. Development should respond to street character and hierarchy, with heights, frontages and massing creating well-defined street edges that support social interaction at ground level. The Urban Living SPD should be referenced for expectations on integration with the public realm, comfortable microclimates, private open space, residential amenity and contributions to neighbourhood character.

Building typologies

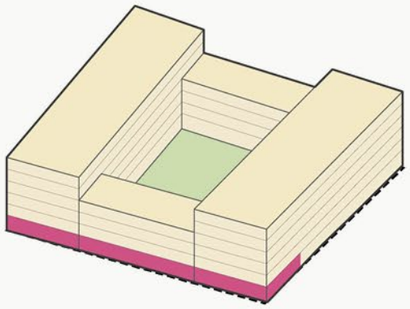
The same density can be achieved through diverse building forms, each offering different qualities and housing types. Building typologies may include:

- **Perimeter blocks:** courtyard arrangements that provide strong street definition while maximising dual-aspect flats and communal outdoor space, creating semi-private courtyards. North-facing single-aspect units should be avoided; for blocks with a north-south orientation, dual-aspect units are strongly encouraged, and single-aspect units may be acceptable where they face east or west and meet daylight and space standards.
- **Point blocks:** taller, slender buildings that minimise ground coverage while achieving density through height, offering long-distance views and creating landmarks. They must be carefully articulated in massing and façade treatment, with particular attention to the base addressing the street positively.
- **Townhouses and mews houses:** lower-rise family homes with direct street access, providing ground-level living and outdoor space suitable for families.
- **Mixed typologies**: combinations within a single plot, such as perimeter blocks with corner towers, townhouses alongside mid-rise apartments, or mews houses backing onto courtyard blocks, delivering both houses and flats within one development and supporting diverse communities and efficient use of land.

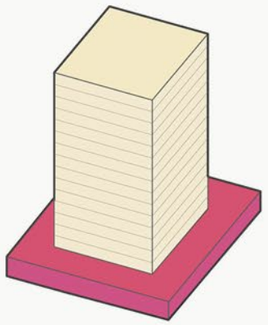
The combination of typologies within plots is encouraged to promote visual interest, accommodate diverse household sizes and create land-efficient development that supports short walking distances between homes and amenities.

Demonstrating Alignment

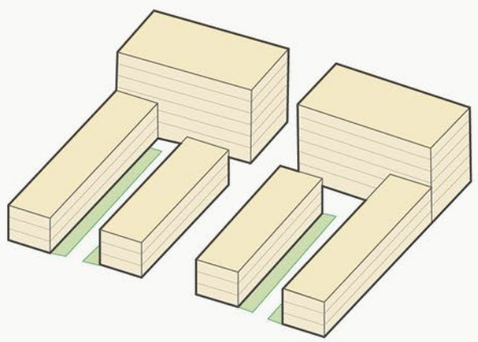
Planning applications will be expected to demonstrate how the proposed densities respond to site context, accessibility and the relevant character area objectives, clearly evidencing the proposed density through a design-led approach.



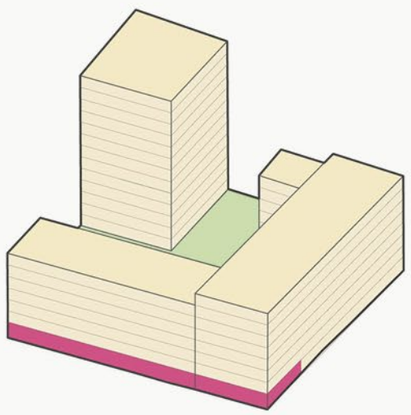
01. Perimeter Block Typologies – with or without podiums



02. Point Block Configurations



03. Townhouses and Mews Houses



04. Mixed Typology Approaches

Fig 07.56 Axonometric diagrams showing how different typologies can be delivered

Fig 07.57 Precedents for density strategy

07.14 Daylight, Sunlight and Microclimate

All development in St Philip's Marsh should ensure that streets, public spaces, and buildings benefit from adequate daylight and sunlight whilst managing wind exposure to create comfortable, usable environments throughout the year.

Key Objectives

Successful proposals will:

- Maximise dual aspect homes and provide appropriate and sufficient daylight and sunlight levels.
- Ensure sufficient daylight access for key open space and public realm.
- Minimise harmful effects from tall buildings with regards to wind deflection, overshadowing public realm or other microclimate impacts.

Bristol Local Plan Policies:

DPM1, DC2

All development in St Philip's Marsh should optimise daylight and sunlight access while managing microclimate to create a comfortable, resilient environment that enhances quality of life and year-round amenity.

Policy DPM1 of the Bristol Local Plan sets out ten characteristics of well-designed places, including liveable buildings with adequate natural light, privacy and outlook. Policy DC2 requires tall buildings to avoid harmful overshadowing and wind deflection.

Illustrative Approach

Fig 07.58 illustrates how massing can be arranged to ensure adequate sunlight to the public realm and open spaces and adequate daylight to internal spaces.

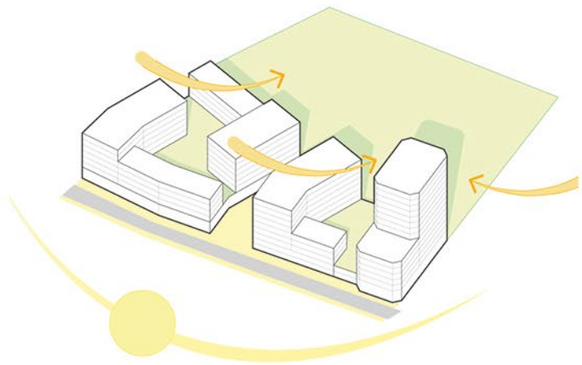
Considerations

Adequate sunlight to key public open spaces, such as parks and squares, and to streets and shared outdoor spaces such as courtyards, is essential to encourage year-round use and social activity. Within buildings, optimum daylight levels create healthy, comfortable homes and workspaces, reducing reliance on artificial lighting and supporting wellbeing and energy efficiency; residential development should provide daylight and sunlight levels appropriate to its context, in line with Building Research Establishment (BRE) guidance and the Urban Living SPD (2018).

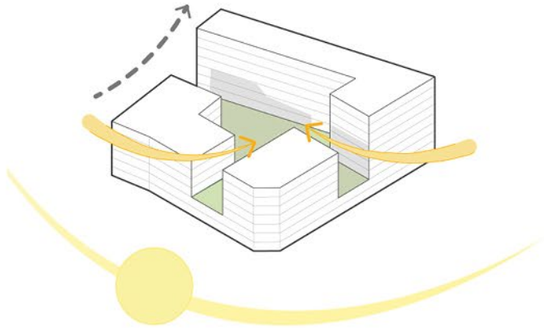
Building massing and orientation must also address prevailing winds to avoid wind tunnels that would make streets and public spaces uncomfortable or unusable, particularly in winter.

Demonstrating Alignment

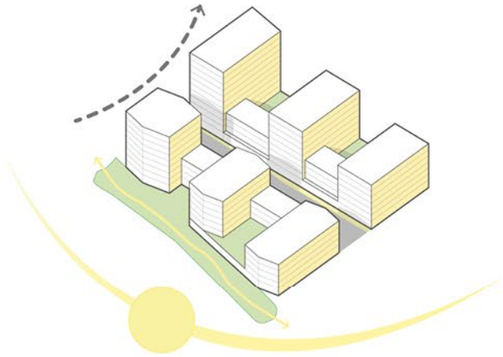
Planning applications will be expected to demonstrate compliance with best-practice guidance on daylight, sunlight and wind comfort, showing how the positioning and stepping of building heights and the spacing between blocks balances density with environmental quality. Alternative massing arrangements would be supported, subject to meeting the design requirements set out above and not undermining the comprehensive redevelopment of St Philip's Marsh.



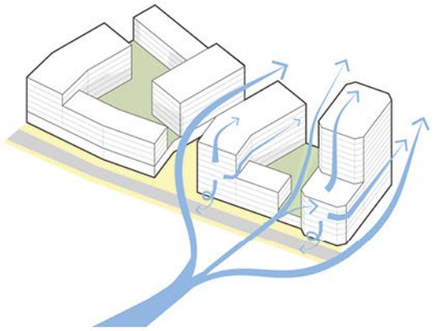
01. Orientating taller massing on the north-south axis to allow for adequate sunlight access onto public open spaces



02. Breaking up perimeter blocks to allow adequate daylight into residential courtyards or podium gardens



03. Stepping up of building heights from south to north with adequate spacing allows for sufficient sunlight onto open spaces and streets while maximising east-west facing façades for residential uses



04. Setting back taller elements with varying building heights along streets to prevent wind tunnels. Align streets off prevailing wind directions

Fig 07.58 Examples of articulating massing in response to sunlight and wind

07.15
Roof Treatment

St Philip's Marsh will comprise a variety of roof type to add visual interest along with providing opportunity to enhance biodiversity, manage surface water and contribute to the area's net zero carbon ambitions.

Key Objectives

Successful proposals will:

- Provide a variety of roof types and finishes.

Bristol Local Plan Policies:

DPM1

The roofscape within St Philip's Marsh should be considered strategically, creating coherent street corridors with a variety of heights and shapes. Development that maximises opportunities for multifunctional roofs will be supported.

Given the site's riverside location and flood constraints, blue roofs play a crucial role in attenuating stormwater run-off, reducing peak flows to drainage infrastructure and helping to manage flood risk across the wider catchment.

Green and biodiverse roofs provide habitat for pollinators and wildlife, create green corridors that connect to the River Avon and Feeder Canal ecology, improve air quality and reduce the urban heat island effect and cooling energy demand. Photovoltaic panels generate renewable energy on-site, reducing reliance on grid electricity and lowering carbon emissions.

Together, blue-green infrastructure and solar generation make roofs active contributors to the neighbourhood's environmental performance, biodiversity and climate resilience, supporting Bristol's ambition to become a carbon-neutral city by 2030.

The use of roof space as amenity space for residential and employment uses is also encouraged, particularly by the Feeder Canal and River Avon, integrating these key waterways into the everyday experience of the area.

Demonstrating Alignment
Planning applications will be expected to demonstrate that roof forms and rooftop design have been considered as an integral part of the overall architectural and townscape strategy, responding to the scale and function of the building and to the relevant character area context.

Fig 07.59 Precedents of different rooftop uses

07.16 Sustainability

St Philip's Marsh will be a resilient, low-carbon, climate-adaptive neighbourhood to support Bristol City Council's ambition of being carbon neutral by 2030.

Key Objectives

Successful proposals will:

- Contribute to both mitigating and adapting to climate change.
- Meet local and national climate objectives.
- Deliver sustainability and energy efficiency measures.

Bristol Local Plan Policies:

NZC1, NZC2, NZC3, NZC4

All development in St Philip's Marsh should demonstrate how environmental, social and economic sustainability have been addressed, ensuring that buildings, streets and public spaces contribute to a healthy, inclusive and resilient urban environment. Development which support the city's ambition to be carbon-neutral and climate-adapted by 2030, in line with the Bristol One City Climate Strategy, will be supported.

Planning applications will be expected to demonstrate how sustainability principles have been embedded from the earliest stages of design in line with Policies NZC1 to NZC4 of the Bristol Local Plan. Development that exceeds sustainability and energy efficiency measures set out in the Bristol Local Plan will be positively received and encouraged.

Environmental Sustainability

Construction should prioritise low-embodied carbon materials, reuse resources where feasible and allow for future adaptability.

Whole-life carbon assessments are encouraged to ensure that the environmental impact of development is considered across the full building lifespan, from construction through operation to end of life. The reuse of existing materials from demolition and the design of new buildings for future disassembly are encouraged to support a circular economy approach and minimise construction waste.

The environmental impact of the construction process itself must be carefully managed. Given the proximity to the River Avon and Feeder Canal, Construction Environmental Management Plans should be submitted with all major applications, addressing construction dust, noise, run-off into waterways and impacts on wildlife during the build-out period.

Buildings should maximise daylight and natural ventilation, combining high-performance insulation, energy-efficient systems and smart technologies to optimise energy use. The risk of overheating must be addressed through passive design measures, including appropriate building orientation, cross-ventilation, solar shading and avoidance of excessive glazing on south and west façades.

With the expansion of the District Heat Network across Bristol, new developments are encouraged to connect to the network to benefit from local heat generation and contribute towards Bristol's net-zero targets.

Green and blue infrastructure, such as rain gardens, green roofs, permeable surfaces, SuDS and other nature-based solutions should be integrated across the site to manage stormwater, reduce flood risk and mitigate the effects of extreme weather. Water efficiency measures, including rainwater harvesting and greywater recycling, are encouraged within buildings to reduce potable water consumption.

Further guidance on biodiversity net gain and the green and blue infrastructure network is set out in Section 07.09.

Development must prioritise active travel and public transport, supported by infrastructure for electric vehicles. Reskilling and upskilling local trades can be used as a strategy to increase environmental impact awareness and help grow green industries, further contributing to the Combined Authority's Climate and Ecological Strategy.

Climate Adaptation

St Philip's Marsh must be designed to be resilient to a range of climate scenarios beyond flood risk alone. Development should consider the increasing frequency and severity of heatwaves, drought and extreme weather events over the lifetime of the buildings and public spaces being delivered. Drought-resilient planting, permeable surfaces and robust landscape design that can withstand a changing climate should be incorporated across the site. The microclimate guidance set out in Section 07.14 should be referenced alongside this section.

Social Sustainability

High-quality public realm is key not only to delivering climate resilience but also to fostering social life. It can enable informal play, gathering and socialising, strengthening the sense of community. The social sustainability principles, including inclusive and accessible design, meaningful consultation and year-round comfort in external spaces, are set out in detail in Section 07.14 and Section 07.17.

Community food-growing can contribute to healthier living. Shared gardens and allotments are encouraged on-plot or in spaces adjacent to community uses to encourage community bonding.

The history of the communities that lived and worked in St Philip's Marsh should be considered and showcased where possible, highlighting the resilience and strength of close-knit communities.

Economic Sustainability

Consolidated industrial uses in the North East St Philip's Marsh Character Area will create jobs and stimulate local economic growth. Commercial activity in the District Centre will further strengthen the local economy. New industrial clusters should include green spaces for rest and social interaction, supporting worker wellbeing.

Long-Term Performance and Management

Proposals should include long-term performance and management strategies that demonstrate how environmental performance, social inclusion and economic vitality are balanced. Strategies such as job monitoring can help evaluate economic success as St Philip's Marsh transforms into a mixed-use neighbourhood. Strategies for the ongoing maintenance and monitoring of green infrastructure, public spaces and building performance will ensure that the regeneration delivers lasting benefits for current and future communities.

07.17 Accessibility

St Philip's Marsh will be a neighbourhood that is welcoming to all.

Key Objectives

Successful proposals will:

- Be accessible, inclusive and usable by all individuals, regardless of age, disability or mobility needs.
- Deliver all new homes as accessible and adaptable (compliant with Building Regulations M4(2) Category 2, unless superseded by future standards).
- Deliver at least 10% of new homes within developments of 10 dwellings or more designed to be wheelchair accessible (compliant with Building Regulations M4(3) Category 3, unless superseded by future standards).
- Provide an appropriate level of accessible parking.

Bristol Local Plan Policies:

DPM1, H9, T4A

To ensure St Philip's Marsh becomes a truly welcoming and inclusive place, universal design principles must underpin all future development. Inclusion should consider diversity in its broadest sense and must be fundamental across buildings, the public realm and public transport infrastructure.

Policy DPM1 of the Bristol Local Plan requires development to be inclusive, providing for equality of access and opportunity in its layout and design. Meaningful consultation with disabled people and those with lived experience is encouraged at the earliest stages of the design process, to help shape better outcomes and reduce reliance on retrofitting.

During the transformation of St Philip's Marsh, interim arrangements throughout the construction process must remain fully accessible. Temporary routes, signage, crossings and transport connections should be designed to the same inclusive standards as permanent infrastructure, ensuring no one is excluded while regeneration is underway. Long-term maintenance, including vegetation management, surface repairs and effective drainage, should be considered to prevent deterioration of the public realm and maintain good accessibility. The use of innovative materials and construction methods could help deliver a more durable and resilient public realm.

The public realm should be easy and intuitive to navigate, using colour, distinctive landmarks, clearly defined routes and well-designed crossings to help people move with confidence. The needs of people with visual and hearing impairments should be considered, including through the use of tactile paving, contrasting materials, audio wayfinding and hearing loops in key public spaces. Lighting design should give particular consideration to the needs of people with visual impairments. Consistent light levels, avoidance of deep shadows and sudden contrasts, reduction of glare from reflective surfaces and careful positioning of light sources will contribute to a public realm that is navigable and comfortable for visually impaired users.

Streets with shared surfaces require especially careful design so they feel safe, are legible and comfortable for everyone, with clear visual and tactile cues that emphasise pedestrian priority. Schemes are encouraged to contribute to an overall site wayfinding strategy and cooperate to ensure wayfinding across the site is coherent and consistent. Frequent, well-distributed seating should be provided throughout public spaces, particularly along primary active travel routes and green corridors, supporting rest and social interaction for people of all ages and abilities.

Play areas and recreational spaces across St Philip's Marsh should be designed to be fully inclusive, providing equipment and layouts that are accessible and engaging for disabled children and young people.

Accessible parking should be provided in line with Policy T4A of the Bristol Local Plan and be conveniently located close to key destinations and designed to inclusive standards, with safe, step-free routes connecting directly to building entrances and surrounding public spaces.

As the Feeder Canal and new pedestrian promenade are expected to attract high footfall, access to the water should incorporate safety measures that ensure accessibility while sensitively managing flood risk.

Social infrastructure must be demonstrably accessible by public transport and located within short, comfortable walking and wheeling distances. Where potential bus gates are proposed, early consideration should be given to exemptions for blue badge holders and care providers.

Given the flood risk context of the site, emergency evacuation routes and procedures must be accessible to all residents, workers and visitors including disabled people. Tall buildings should incorporate refuge points designed to current standards. Emergency signage and wayfinding should be clear, visible and accessible to people with sensory impairments.

Buildings including housing (see Policy H9 of the Bristol Local Plan, purpose-built student accommodation and workspace should include accessible provisions that reflect the scale of need within the local population.

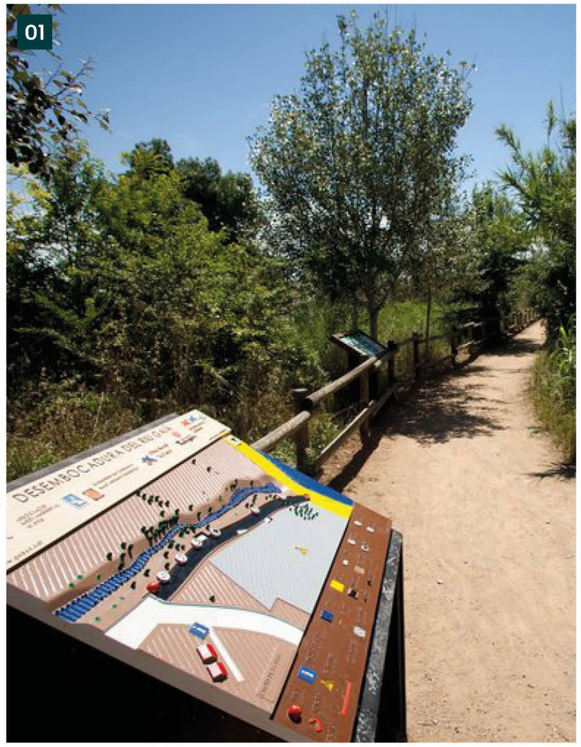


Fig 07.60 Precedent images for accessible public realm