

05 Character

05.01 Character Areas

St Philip's Marsh is defined by six distinct character areas that respond to the site's context, heritage and environmental setting, creating a varied and legible neighbourhood with a clear sense of identity and place.

Key Objectives

Successful proposals will:

- Respect and positively respond to its relevant character area specific context and guidance set out in Section 05.02, Section 05.03, Section 05.04 and Section 05.05, alongside the relevant summary from the Bristol Local Plan.

The definition of six distinct character areas within St Philip's Marsh is fundamental to creating a varied and legible neighbourhood. The six character areas draw from the four existing Character Areas identified in Chapter 02, articulating them further to reflect the proposed mix of uses, scales of activity and relationships to landscape that will define each part of the regenerated neighbourhood.

Each character area responds to its specific context, defined by natural and built elements that structure the site. While each carries its own identity and predominant uses, the six together form a coordinated approach to development. Safe and convenient walking and cycling routes should link the character areas to one another, to surrounding neighbourhoods and to wider Bristol.

Silverthorne Island and Temple Meads Area sit adjacent to Temple Meads Station, with a character rooted in the site's industrial past and the new University of Bristol Temple Quarter Enterprise Campus.

Temple Island and North West St Philip's Marsh lie immediately south of these two areas. Their proximity to the northern access points and eastern entrance of Temple Meads Station supports a mixed-use cluster, combining residential, commercial, cultural and knowledge-based uses.

North East St Philip's Marsh is where employment uses will be consolidated and intensified, building upon the area's economic contribution to Bristol. Residential and community uses may be incorporated at the edges to integrate the area with surrounding character areas.

South St Philip's Marsh is defined by the River Avon to the south and the St Philip's Marsh Railway Depot to the north. This residential-led area capitalises on the river as an ecological asset and builds upon the established communities in Totterdown, integrating new and existing populations.

St Philip's Marsh has an industrial heritage that has shaped its built form and identity over generations. Across all character areas, development should draw on this legacy,

reinterpreting its architectural language to create a cohesive identity rooted in a sense of place. The retention and repurposing of heritage assets and listed structures is encouraged throughout, and care should be taken to enhance and preserve the assets and setting of the Silverthorne Lane Conservation Area. The naming of new streets and open spaces should reference the site's history, including the communities that lived and worked here.

The Feeder Canal and River Avon are defining elements of St Philip's Marsh. These waterways structure the site, providing opportunities for waterfront development, ecological corridors, continuous walking and cycling routes, and the integration of flood defences. Development must respond to flood risk and align with Avon Riversides 2100 (formerly Bristol Avon Flood Strategy). Across all character areas, development should positively address the water, establishing clear relationships between buildings, the public realm and the waterfronts.

As an area that was once marshland, the integration of water-sensitive landscape and planting throughout the public realm will be a defining characteristic of St Philip's Marsh, reinforcing both its ecological ambition and its connection to the landscape that shaped it. Access to nature will define each character area differently, whether through the enhancement or introduction of ecological landscapes or the creation of new recreational green spaces. Streets with soft landscaping and SUDS will connect the character areas, forming a continuous green network.

The regeneration presents an opportunity to demonstrate new approaches to placemaking that prioritise the environment and quality of life. Development should align with Bristol's net-zero ambitions, employing sustainable construction methods, energy-efficient design and innovative typologies.

Bristol Local Plan Policies:

DS2, DS3



KEY

- St Philip's Marsh Masterplan boundary
- Silverthorne Island
- North West St Philip's Marsh
- Temple Meads Area
- North East St Philip's Marsh
- Temple Island
- South St Philip's Marsh

Fig 05.01 Character areas plan

05.02 Temple Meads Area, Silverthorne Island and Temple Island

Policy DS2 Summary

Temple Meads Area

The Grade I listed Bristol Temple Meads Station will be transformed into a modern transport interchange and welcoming arrival point to the city through imaginative enhancement of the heritage asset. There will be enhanced connections through the site and to all surrounding locations.

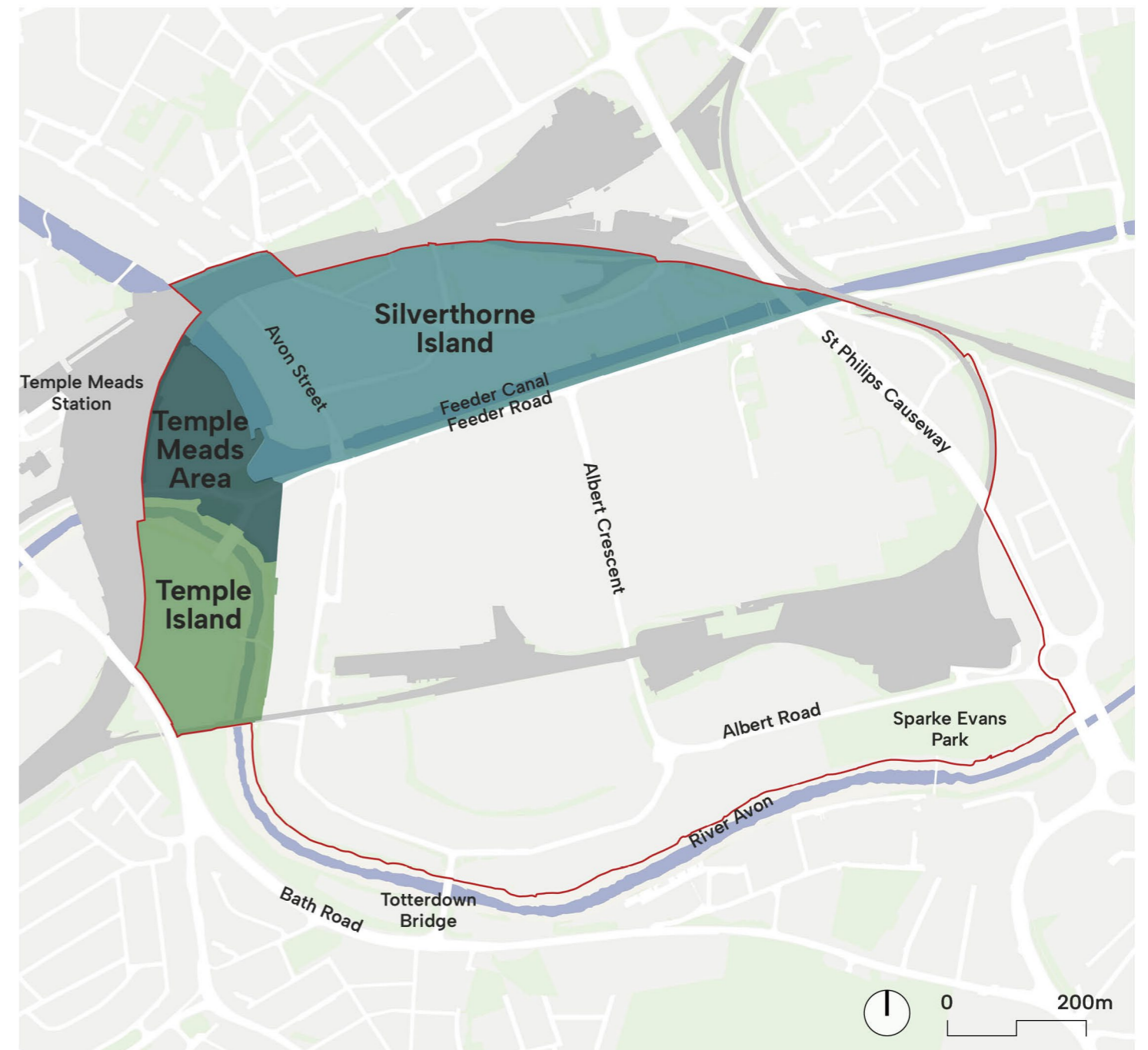
The development of sites adjoining the station to the north will be expected to accommodate this interchange function including an enhanced northern entrance. A new entrance to the east will also be created to facilitate access as part of the development of a new University of Bristol Enterprise Campus.

Silverthorne Island

The emphasis for the Silverthorne Lane area will be on the creation of a mixed-use area incorporating workspace; homes; student accommodation; leisure including evening economy uses; and education facilities. Enhanced connections to surrounding areas will be established.

Temple Island

Temple Island will be developed for a mix of uses including new workspace, conference/hotel facilities, new homes and student accommodation associated with the proposed Temple Quarter Enterprise Campus.



KEY

- St Philip's Marsh Masterplan boundary
- Silverthorne Island
- Temple Meads Area
- Temple Island

Fig 05.02 Temple Meads Area, Silverthorne Island and Temple Island sub-character areas plan

05.02.01 Temple Meads Area and Silverthorne Island

Silverthorne Island consists of the conservation area north of the Feeder Canal. Temple Meads Area lies immediately east of Temple Meads Station and accommodates the University of Bristol Temple Quarter Enterprise Campus.

The two are considered together here because they share a common character rooted in proximity to the station, the Silverthorne Lane Conservation Area and the new university campus.

The key characteristics defining this area are:

- **Knowledge-based uses:** The University of Bristol Temple Quarter Enterprise Campus defines the function of this area. Land uses relating to research, education and innovation are encouraged to complement the university and benefit from proximity to Temple Meads Station. Purpose-built student accommodation is also supported in this location.
- **Relationship to Temple Meads Station:** The close proximity to Temple Meads Station, a Grade I listed building, requires development in this area to respond sensitively to the heritage asset and its setting. The new eastern entrance to the station should be clearly identified through wayfinding. Public open space should be located close to the eastern entrance to create a sense of arrival into St Philip's Marsh. An interchange to other modes of transport, such as buses and micromobility, should be located close to the station to enhance its connectivity to the wider area.

- **Heritage identity:** The character of this area is rooted in its industrial past. Development should retain architectural elements, materials and components that reference the historic architectural language of the area. The sensitive retention, refurbishment and repurposing of heritage assets and listed structures is encouraged. Where these are repurposed, education, cultural and social uses are preferred so that heritage assets become accessible to the wider public.
- **Public realm and arrival:** As the principal arrival point into St Philip's Marsh from Temple Meads Station, development should deliver legible spaces that guide visitors into the wider area, with clear wayfinding and a welcoming experience that establishes the identity of the area from the outset. More formal landscape design, planting and SUDS will reinforce the presence of the university. Public squares are encouraged to provide spaces for students, academics and the wider public to gather and interact. Squares should be well framed and work with heritage assets to enhance their value to the public.
- **Active ground floors:** Given the footfall generated by the university and the station, active ground floor uses are encouraged towards the Feeder Canal and the eastern entrance to Temple Meads Station to animate streets and create welcoming spaces. New models of institutional buildings that allow public access to the ground floor are encouraged. This approach would integrate the university into the wider area.
- **The Feeder Canal and Totterdown Basin:** The canal and basin are a defining element of this area. Development should deliver architecture and public realm along the canal length, ensuring that buildings positively address the water, frame the corridor in a manner that references its heritage, and establish clear relationships between development, the public realm and the water.



Fig 05.03 Silverthorne Island and Temple Meads Area character

05.02.02 Temple Island

Temple Island is the land bound by the River Avon to the east and the railway tracks to the west.

The key characteristics defining this area are:

- **Mixed-use character:** The proximity to Temple Meads Station and to the knowledge-based uses in Temple Meads Area and Silverthorne Island makes Temple Island a strategic location for mixed-use development. The mix between residential and commercial uses should be balanced to ensure activity throughout the day and to support safety on the island site. Purpose-built student accommodation is also supported in this location.
- **Building scale and landmarks:** The area occupies a highly visible location, seen from Bath Road, the railway and Cattle Market Road. Given its strategic visibility, the area is suitable for taller buildings that can act as landmarks and aid wayfinding. As a gateway into St Philip's Marsh, the architectural quality of tall buildings in this location will be a statement of the neighbourhood's ambition and identity. Refined materiality and careful articulation of form are essential to ensure these buildings make a positive contribution to Bristol's skyline. Building heights should respond to the prominent location while respecting the setting of nearby heritage assets, in particular Temple Meads Station, and ensuring appropriate relationships with neighbouring development.

- **Relationship with the River Avon:** The River Avon defines the eastern edge of this area. Development proposals should enhance the river edge, supporting active travel along the waterfront and maximising the ecological potential of this blue asset. Buildings should open up towards the river, maximising views and activity along this edge. Development must also respond to flood risk and align with Avon Riversides 2100.
- **Public spaces and streets:** Open space should be provided on the site, creating a focal point of appropriate scale with a direct relationship to the riverside. The public realm plays a critical role in fostering community bonds between people living and working in Temple Island. Development should deliver inviting outdoor spaces with soft landscaping that support gathering, play and everyday social interaction. Public spaces should be proportioned to the scale of surrounding buildings, ensuring they feel welcoming and well enclosed. The design of streets and spaces should prioritise outdoor comfort and the quality of the pedestrian environment, creating an area where people choose to spend time.
- **Connectivity:** Due to the island nature of the site, connections across the River Avon are critical to ensure that Temple Island is integrated into the rest of St Philip's Marsh. These connections should link clearly into the wider movement network of St Philip's Marsh, supporting easy access and clear wayfinding. They should also be well lit and welcoming, especially after sunset.



Fig 05.04 Temple Island proposed character

05.03 North West St Philip's Marsh

Policy DS3 Summary

North West St Philip's Marsh

This location close to Bristol Temple Quarter will be developed as a knowledge based, employment led innovation area. It is suitable for higher intensity workspace, offices, research and other more intensive forms of use appropriate to a location adjacent to the city centre. Residential and other uses may be suitable where they would not be detrimental to achieving the employment-led vision for this location and would accord with all the other relevant policies in this plan.

Development will include and facilitate enhanced connections to Bristol Temple Quarter and the city centre as a whole.

Redevelopment and regeneration along the River Avon frontage will be expected to contribute towards the creation of an enhanced multi-purpose greenway and accommodate any flood protection infrastructure required as part of the development of the area.

Development along Feeder Road will address and enhance its canal-side environment.

North West St Philip's Marsh occupies a strategic position at the threshold between the city centre and the wider regeneration area. As the primary gateway into St Philip's Marsh from Temple Meads Station and Temple Meads Area, this character area will play a defining role in establishing the identity of the neighbourhood.

The Feeder Canal is the central structuring element of this area, a heritage asset central to its industrial history. The regeneration offers an opportunity to restore its prominence as a focal point for activity, movement and public life. The canal will also contribute to the presence of nature in the urban environment through the mature trees along the existing towpath.

The proximity to Temple Meads Station and the University of Bristol Temple Quarter Enterprise Campus positions this area as an extension of the city centre and the existing commercial cluster of Temple Back East. A combination of knowledge-based workspace, residential, cultural and community uses will create a mixed-use quarter that acts as the main destination within St Philip's Marsh.

North West St Philip's Marsh is envisaged as a mixed-use cluster. Residential development is supported where it contributes to a balanced urban community. Purpose-built student accommodation is supported in areas identified in Section 06.04. The combination of uses, rooted in the setting of the Feeder Canal, will create a sense of place specific to St Philip's Marsh.

Chapel Street, Albert Crescent and Albert Road provide further structure to this area, establishing the principal routes and dividing it into sub-character areas.

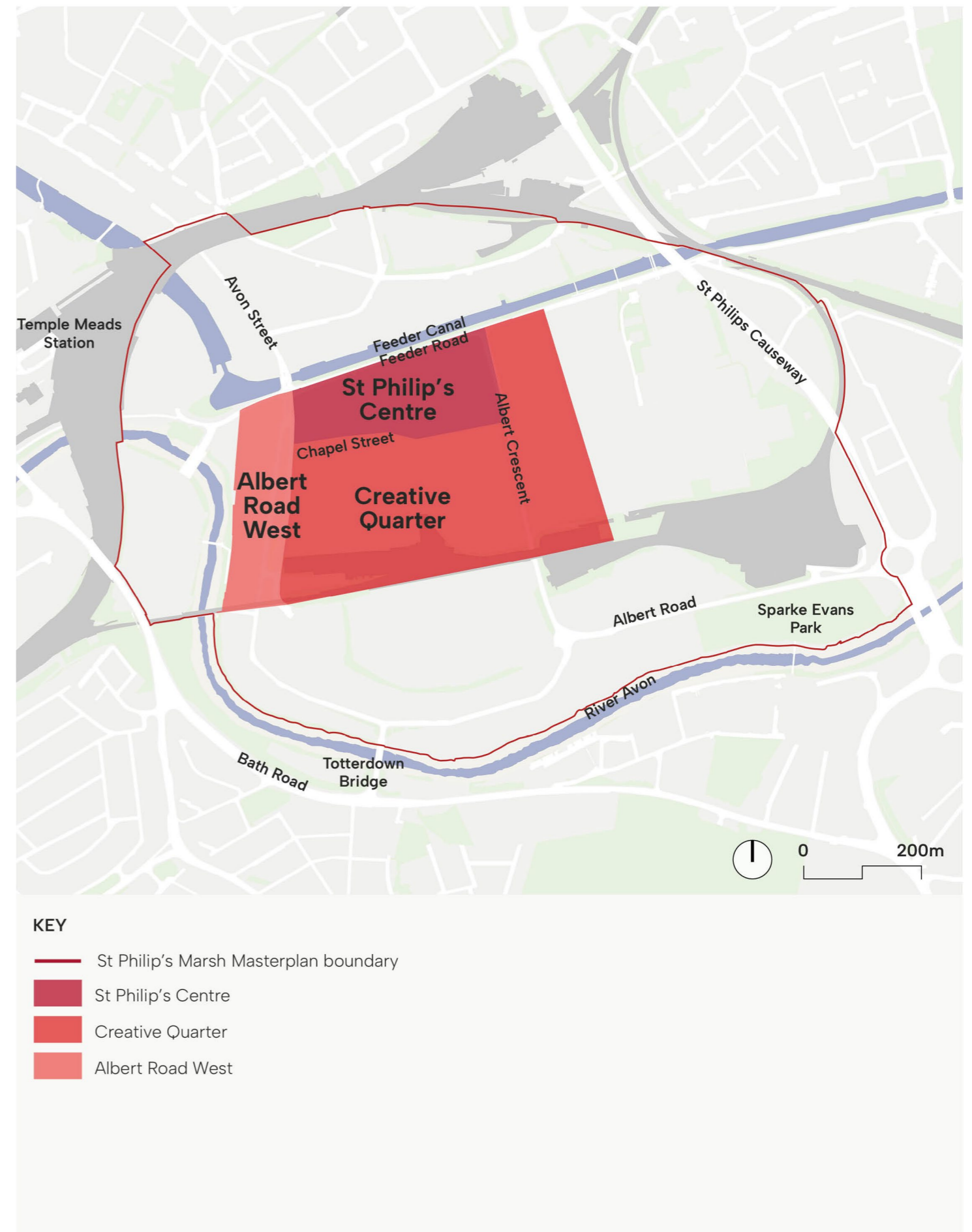


Fig 05.05 North West St Philip's Marsh sub-character areas plan

05.03.01 St Philip's Centre

St Philip's Centre is the district centre of St Philip's Marsh, serving residents and workers within the Marsh as well as surrounding communities.

The district centre is bound by the Feeder Canal to the north, Chapel Street to the south, Albert Road to the west and Albert Crescent to the east. The location provides direct connections to wider Bristol and will be accessible by public transport, with Temple Meads Station and bus routes serving the area. Walking and cycling connections will further improve accessibility.

The key characteristics defining this area are:

- **Feeder Canal:** The Feeder Canal is a heritage asset central to the identity of this area. The regeneration of the waterfront presents an opportunity to restore it as a focal point for activity and public life. Development should prioritise the waterfront, with buildings opening up towards and addressing the water with active ground floors. Feeder Road in this area is to be pedestrianised, providing a welcoming public realm with a direct relationship to the canal. Soft landscaping will ensure that flood defence infrastructure is integrated within the landscape design. Planting should emphasise the linear nature of the corridor and respond to the heritage character of the canal.

- **Mixed-use character:** As the principal destination within St Philip's Marsh, this area should provide a mixed-use frontage along the waterfront, integrating land uses to support activation throughout the day and year. Services, retail and community uses will be concentrated at ground floor level. Core community uses such as a healthcare centre should be located in this area, ensuring accessibility for residents and surrounding communities through public transport connections.
- **Evening economy:** Restaurants, bars and cultural uses are encouraged within St Philip's Centre to support an evening economy, creating a destination that is animated through the day and into the evening.
- **Relationship to adjacent clusters and beyond:** St Philip's Centre is the heart of St Philip's Marsh and must function as a hub serving the surrounding sub-character areas. Walking and cycling connections, including a new non-vehicular bridge aligned with the new square, will link this area to all other clusters to support easy access from across the neighbourhood. The location of the district centre close to Temple Meads Station also allows it to serve the wider city, extending the city centre of Bristol.
- **Public spaces and gathering:** St Philip's Centre should incorporate a public square that can accommodate events, markets and community activities. The main square will provide a focal point for social interaction and reinforce the role of the district centre as the heart of St Philip's Marsh. The public square will be enclosed by primary building frontages and will have a direct relationship to the canal, integrating the historic waterway into the heart of St Philip's Marsh. Public realm design must consider accessibility and the requirements of people with disabilities and additional needs.

- **Building heights and landmark potential:** St Philip's Centre is suitable for taller buildings at key nodes, marking corners and gateways while creating a varied roofline. Tall buildings should not form a continuous run along the Feeder Canal; the canal frontage should read as a coherent composition with variation in height and massing across its length. Buildings facing the square and the pedestrianised Feeder Road should be articulated to provide a well-proportioned frontage and a massing that supports the experience of the street and avoids adverse microclimatic impacts on the public outdoor space.
- **Reinterpretation of industrial character:** St Philip's Centre is in close proximity to the Silverthorne Lane Conservation Area. Development must be sympathetic to the heritage in the conservation area and build upon the identity of the site as an industrial place bound by water. The reinterpretation of industrial architectural language, materials and detailing is encouraged. The use of timber and other low-carbon construction methods is also encouraged, showcasing innovative approaches to sustainable architecture. The reuse, refurbishment and repurposing of the locally listed Jubilee Hall on Chapel Street is supported.
- **Streets:** Block dimensions should contribute to a walkable urban area with a fine grain and permeable street grid, referencing the historic street pattern of the marsh. Streets and spaces must be appropriately framed, with continuous façade lines that define the public realm. The relationship between building heights and street widths should provide a range of spatial experiences. Feeder Road, between Avon St and Albert Crescent, should be pedestrianised, and accommodate for a segregated cycleway to deliver a safe, welcoming environment for social interaction at the District Centre. Tertiary streets should be designed not only for movement and servicing but also for gathering.



Fig 05.06 Existing character of Feeder Canal

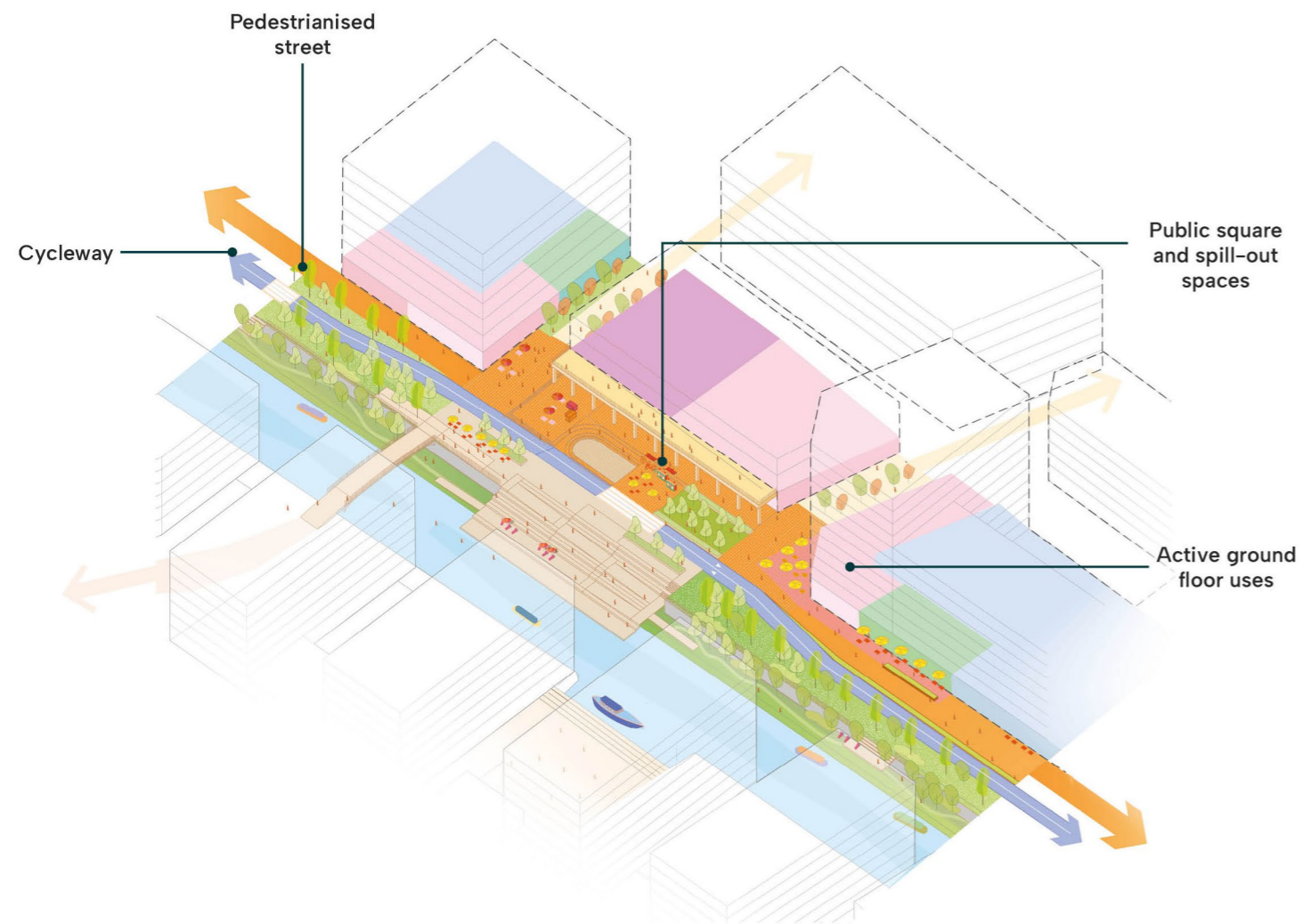


Fig 05.07 Public realm elements of a district centre

Fig 05.08 St Philip's Centre proposed character

05.03.02 Creative Quarter

The Creative Quarter bridges St Philip's Centre with the quieter residential areas of St Philip's Marsh. The area is bounded by Chapel Street to the north, Albert Road to the west and the St Philip's Marsh Railway Depot to the south. These routes ensure the area is connected by public transport, cycling, walking and vehicle.

The key characteristics defining this area are:

- **Mixed-use character:** This mixed-use area supports, complements and builds upon the active uses concentrated in St Philip's Centre. The area will provide the residential critical mass needed to support the activation of the wider North West cluster throughout the day and year-round. Ground floor uses such as light industrial activities that can be co-located with residential, commercial spaces and community infrastructure are encouraged. Facilities that respond to the needs of residents and workers, such as schools and nurseries, will be located in this area. A Skills Centre within the Creative Quarter or North East St Philip's Marsh is supported.
- **Recreational park:** This area will deliver a Recreational Park for recreation, gathering and play. The open space will become a key destination for residents, workers and visitors. Locating community infrastructure around this park is encouraged, alongside ground floor uses that include affordable workspaces, cultural and recreational uses.

- **Active ground floors:** Active ground floor uses are supported along the edges of the Recreational Park and key routes such as Chapel Street. These uses contribute to natural surveillance, animate the public realm and create welcoming streets, reinforcing the role of the wider North West area as the primary hub of St Philip's Marsh.
- **Building form and streetscape:** Development should be shaped by the quality of the street experience. Taller buildings should be concentrated along Albert Road and Albert Crescent, and adjacent to large open spaces. Variety in commercial and residential typologies is encouraged, including houses in strategic locations within the quieter, central parts of the area. Block dimensions should contribute to a walkable neighbourhood with a fine grain and permeable street grid. Streets and spaces must be appropriately framed, with continuous façade lines that define the public realm. The relationship between building heights and street widths should provide a range of spatial experiences. Tertiary streets should be designed not only for movement but also for gathering and informal play.
- **Green streets:** Soft landscaping and SUDS are encouraged within the outdoor spaces and streets of this area, particularly those connecting the Recreational Park to other key outdoor spaces. Integration of water-sensitive landscape design will reference the historic marsh character of the area.

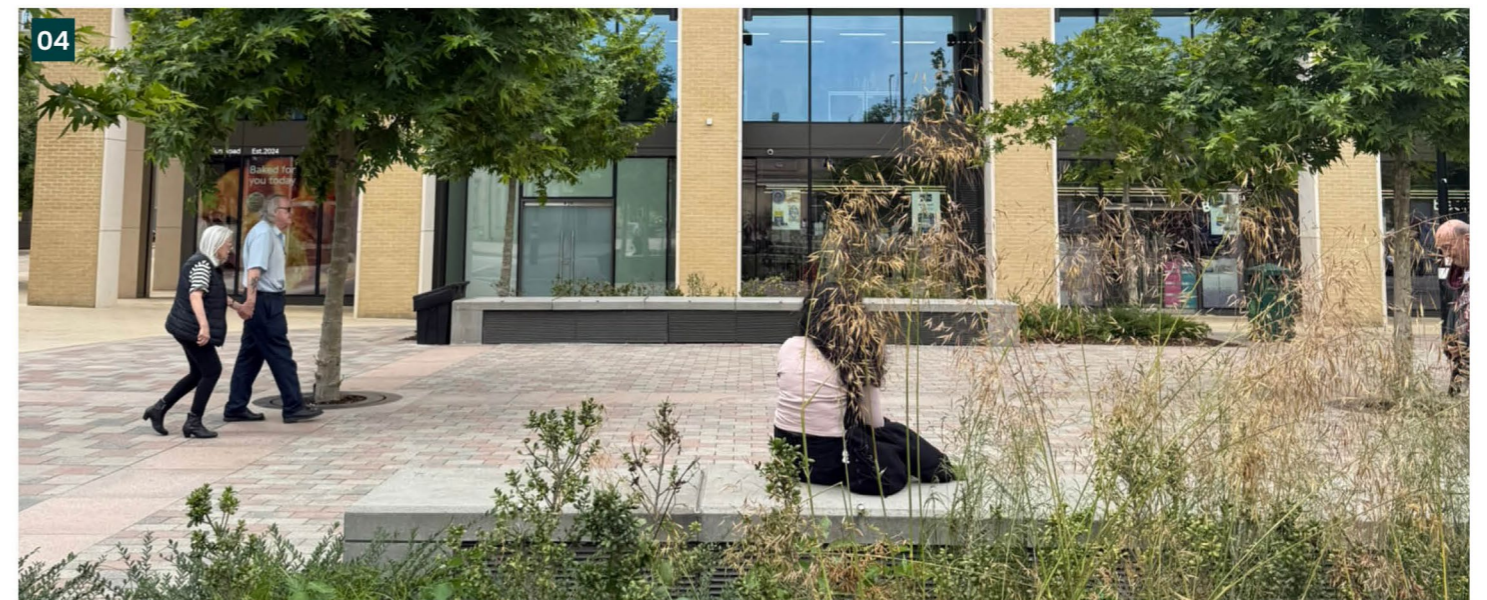


Fig 05.09 Creative Quarter proposed character

05.03.03 Albert Road West

The Albert Road West area is located west of Albert Road, bounded by the St Philip's Marsh Railway Depot to the south, Cattle Market Road to the north, the River Avon and Temple Island to the west, and Albert Road to the east.

The key characteristics defining this area are:

- **Relationship with the River Avon:** The River Avon defines the western edge of this area. Development should enhance the river edge, supporting a continuous active travel corridor along the waterfront and maximising the river's ecological potential. Buildings should open up towards the river, maximising views and activity along this edge. Massing should create a varied façade line along the river, with on-plot landscape opening up towards the water where possible, allowing the ecological corridor to expand and contract and creating spaces to dwell within the wider movement corridor of the river. Development must also respond to flood risk and align with Avon Riversides 2100.
- **Mixed-use character:** The proximity to the knowledge-based uses in Silverthorne Island and Temple Meads Area and to the district centre will shape the character of this area. Mixed-use development that supports the university, commercial and knowledge-based uses, and the wider neighbourhood, is encouraged. Purpose-built student accommodation is supported in this location.

- **Strategic visibility and arrival:** This area sits along Cattle Market Road, a principal access route into the site. Development should be welcoming and inclusive, with public realm that invites visitors to walk and cycle. Consideration should be given to outdoor comfort and the quality of the pedestrian environment.
- **Building scale and landmarks:** Given its strategic visibility, this area is suitable for taller buildings that can act as landmarks and aid wayfinding. Building heights should ensure appropriate relationships with neighbouring heritage assets and development. Tall buildings must frame streets and public spaces well, provide continuous frontages and contribute positively to the pedestrian experience. The architectural quality of tall buildings in this location will be a statement of the neighbourhood's ambition and identity. Refined materiality and careful articulation of form are essential to ensure these buildings make a positive contribution to St Philip's Marsh.
- **Albert Road and Victoria Street:** Albert Road will be enhanced to support safe movement for all transport modes. The existing parallel route, Victoria Street, is to be transformed into a linear park, permeated by a north-to-south active travel corridor. This linear park will provide a connection to the district centre from the wider St Philip's Marsh area and create public open space amenity for residents in the area.

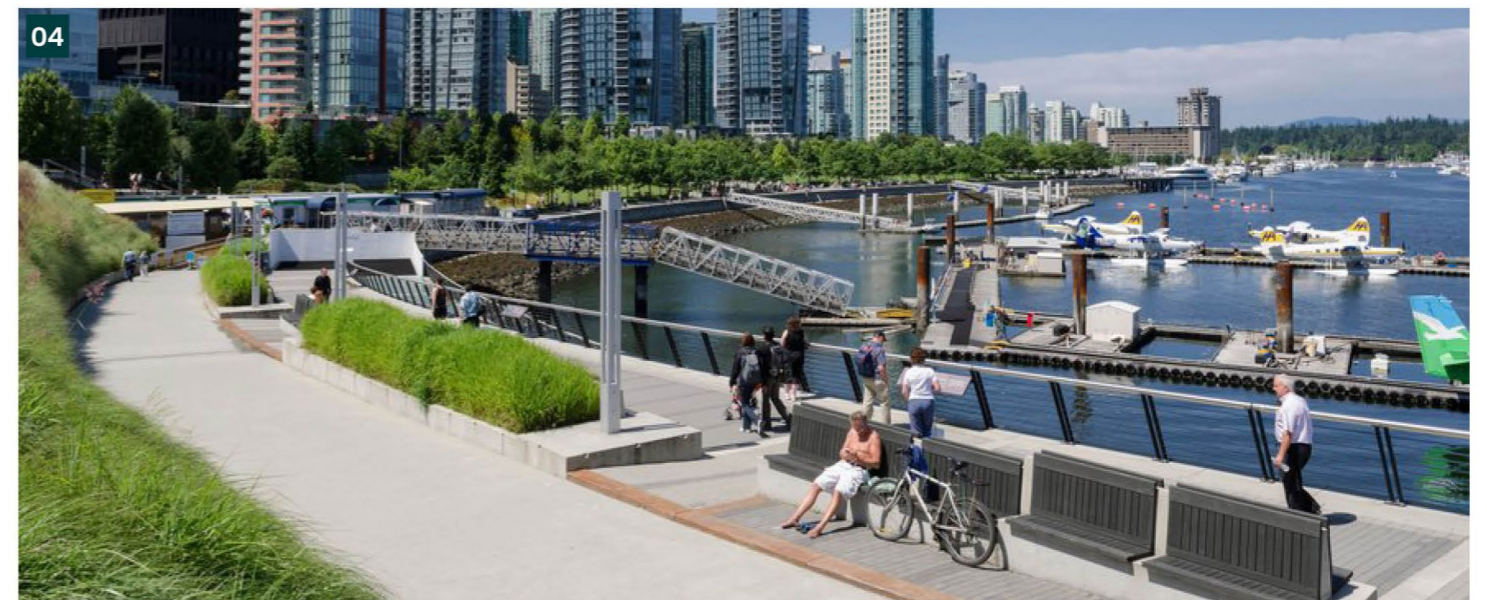
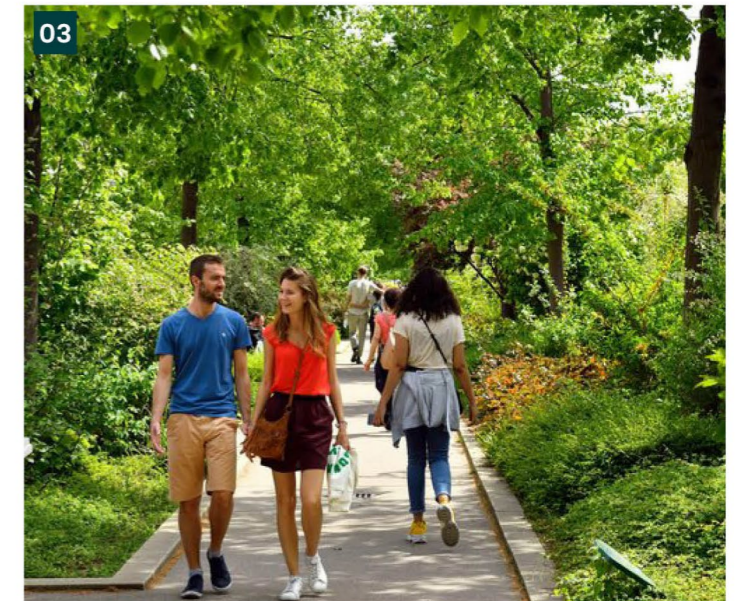
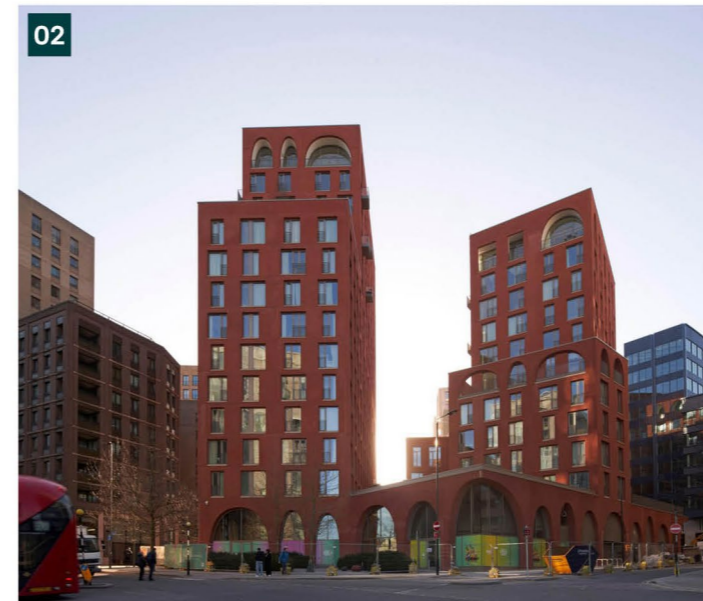


Fig 05.10 Albert Road proposed character

05.04 South St Philip's Marsh

Policy DS3 Summary

South St Philip's Marsh

This location will be developed as a sustainable, residential led mixed-use neighbourhood focused along a new riverside linear park. Development may also include leisure or sport uses. Other uses may also be acceptable where they would not be detrimental to achieving the residential led mixed-use vision for this location and would accord with all the other relevant policies in this plan.

The redevelopment of this location will address and enhance its river front setting.

Redevelopment and regeneration along the River Avon frontage will facilitate the creation of an enhanced multi-purpose greenway and accommodate any flood protection infrastructure required as part of the development of the area.

Sparke Evans Park will be enhanced to serve the wider area and provide space for recreation.

South St Philip's Marsh is the area south of the St Philip's Marsh Railway Depot and north of the River Avon. The area is the main gateway from the southern communities via Totterdown Bridge and St Philips Causeway.

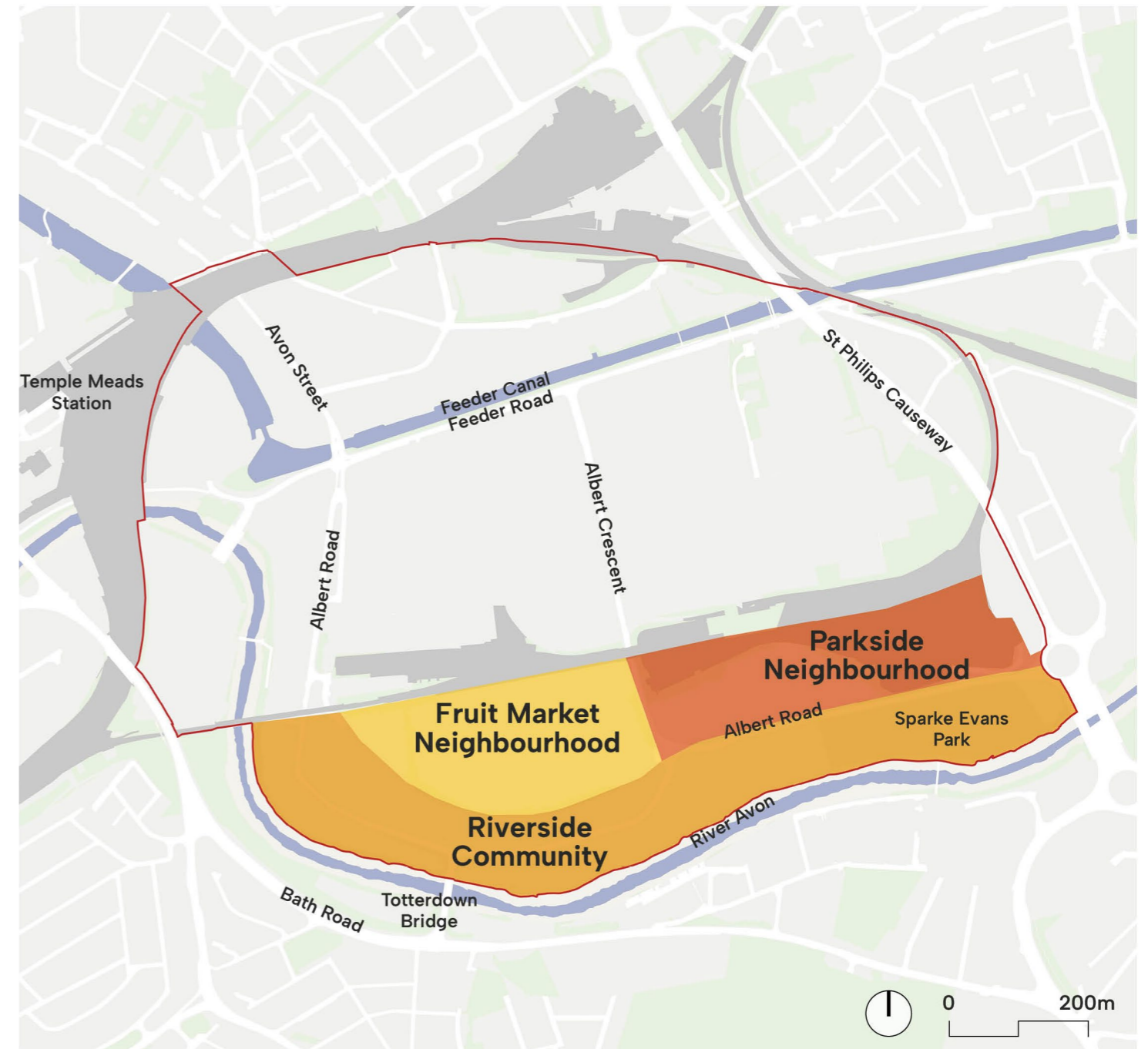
This area presents the opportunity to extend the residential character of the existing communities south of the site into St Philip's Marsh, supporting the delivery of a residential community with the critical mass needed to unlock community infrastructure. A local centre is supported to serve the new residential neighbourhood and the existing communities around St Philip's Marsh.

The River Avon creates a clear edge to this area and provides a key connection into wider Bristol. The river played an important role in the site's history as an industrial area. Development within this area should reintegrate the river into the fabric of St Philip's Marsh, reinstating it as a key active travel route into and out of the site and maximising its ecological potential.

Development must also respond to flood risk and ensure that flood defence infrastructure is integrated within the landscape design of the river corridor.

Sparke Evans Park is a defining element of this area and will be restored and enhanced. Development should ensure that the wider area is connected to the park through green streets, open spaces and landscaping.

Albert Crescent, Albert Road and a new active travel corridor parallel to Albert Road further articulate this area, subdividing it into sub-character areas.



KEY

- St Philip's Marsh Masterplan boundary
- Parkside Neighbourhood
- Fruit Market Neighbourhood
- Riverside Community

Fig 05.11 South St Philip's Marsh character areas plan

05.04.01 Riverside Community

The Riverside Community is located immediately north of the River Avon and is bounded by Albert Road to the north.

The key characteristics defining this area are:

- **Relationship with the River Avon:** Development should enhance the river edge, supporting a continuous active travel corridor along the waterfront and maximising the river's ecological potential. Buildings should open up towards the river, maximising views, activation and the benefits of natural amenity along this edge. Massing should create a varied façade line along the river, with on-plot landscape opening up to the water where possible, allowing the ecological corridor to expand and contract and creating spaces to dwell. Development must also respond to flood risk and align with Avon Riversides 2100.
- **Totterdown Bridge:** Totterdown Bridge is a key gateway to the site from the southern neighbourhoods. Massing, open space and active uses should respond to the gateway location, creating a legible and inviting threshold into the neighbourhood.
- **Albert Road:** Albert Road will become a traditional street, with enhanced footways and a carriageway reduced from its existing industrial width. New frontage should frame Albert Road with a continuous façade that provides a sense of enclosure to the street.

- **Active travel corridor:** An active travel corridor with landscaped areas is to be delivered along the boundary between this area and the Fruit Market Neighbourhood.
- **Active ground floors:** This residential-led development will be supported by active ground floors that animate key streets and open spaces. Services, retail and community infrastructure should cluster around key open spaces and gateways into the site, offering residents convenient access to everyday needs. Clustering active uses creates a variety of intensity within the neighbourhood and establishes a hierarchy of activation.
- **Massing and form:** Innovative typologies should be explored to deliver housing for a variety of household types. Due to the location and principal orientation of this area, massing must be carefully considered to ensure outdoor comfort, avoid wind tunnels, support best-practice sunlight access to surrounding streets, outdoor spaces and courtyards, and adequate daylight levels within all residential units.
- **Albert Road Corporation Garage:** The Albert Road Corporation Garage is a locally listed structure within this area. Repurposing and refurbishment of the garage for community purposes is encouraged, alongside the creation of public realm around it.
- **Sparke Evans Park:** Sparke Evans Park is to be regenerated, with the design bringing back key components of the original layout, particularly those with a community purpose such as the bandstand and football fields, and enhancing its ecological and biodiversity performance. Residents will benefit from improved access to this open space via the River Avon Walk and Albert Road. Locating community infrastructure adjacent to the park, such as a nursery or community space, is encouraged.

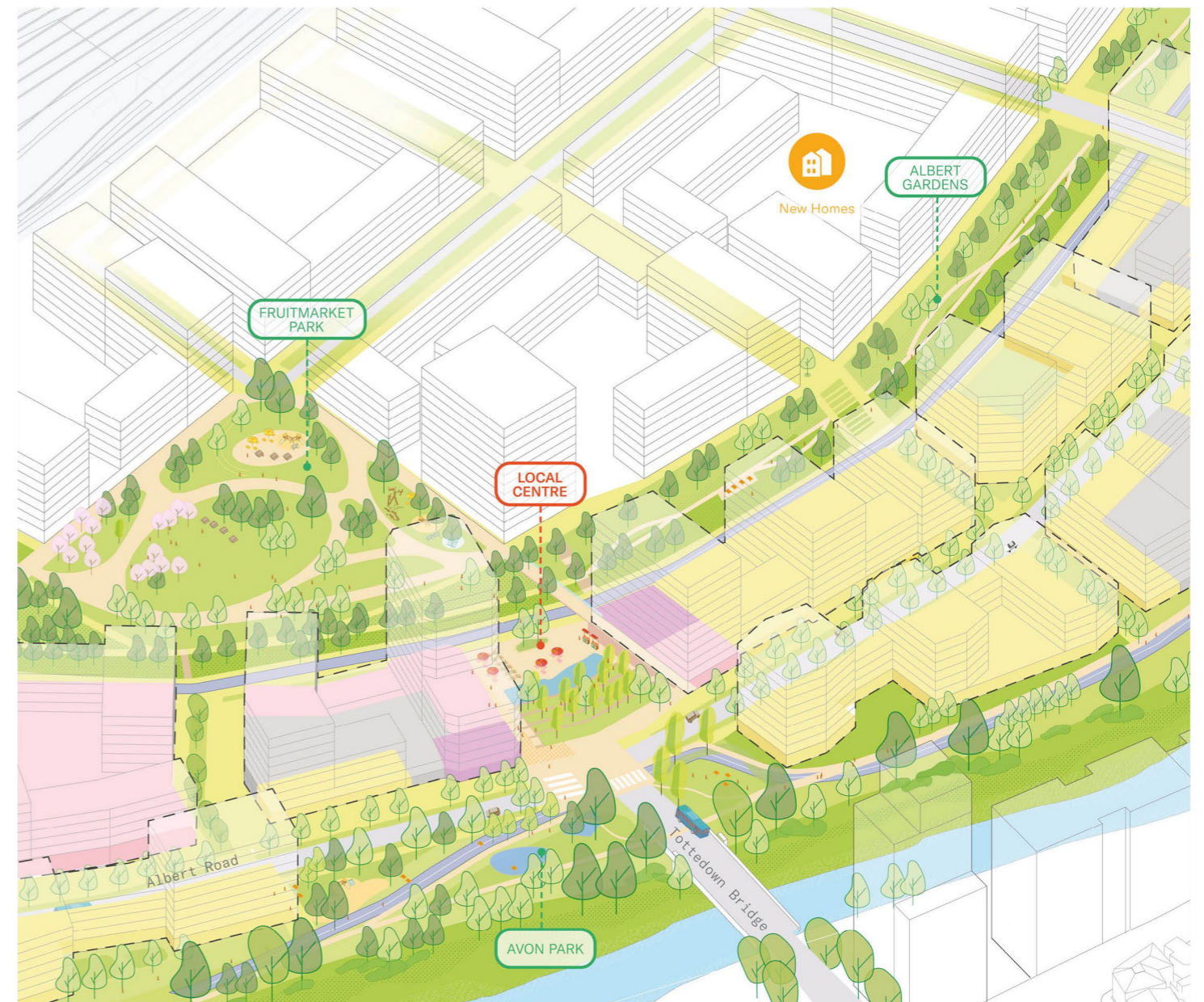


Fig 05.12 Illustrative elements of the Riverside Community character area



Fig 05.13 Riverside Community proposed character

05.04.02 Fruit Market Neighbourhood

The Fruit Market Neighbourhood sits north of the Riverside Community, bounded by the St Philip's Marsh Railway Depot to the north, Albert Crescent to the east and the new active travel route to the south.

The key characteristics defining this area are:

- **Topography:** A large portion of this area is elevated, which is both an opportunity and a challenge. The area is one of the few parts of the masterplan outside the higher flood risk zones, but the level change creates connectivity issues and limits permeability to adjacent areas. Development should redesign the level change to provide softer gradients through landscape areas and improve visual and physical connectivity to neighbouring areas, in particular the Riverside Community.
- **Connectivity:** Due to the elevated nature of the site, care should be taken to ensure that there are sufficient connections to integrate the neighbourhood into the wider area. Active travel and pedestrian connections are critical and should be designed to be inclusive and accessible to all physical abilities when navigating the level changes around the edges of this neighbourhood.
- **Relationship to the St Philip's Marsh Railway Depot:** The northern edge of this area is adjacent to the St Philip's Marsh Railway Depot. Development should provide ecological buffers along this

boundary, offering screening and acoustic mitigation while maximising opportunities for biodiversity and habitat creation.

- **Streets and movement:** This area will have minimal vehicular traffic, with access limited to servicing and residential access. Streets should be designed with a pedestrian and active travel focus, creating safe and welcoming environments that invite informal play and social interaction. The low-traffic character of this area reinforces its residential nature. Provision for deliveries and servicing should be located within plots, away from pedestrian movement, preferably facing the St Philip's Marsh Railway Depot.
- **Green streets and sustainable drainage:** Soft landscaping and SUDS are encouraged throughout this area. Given the topography and level changes, these landscapes within streets and open spaces will help manage surface water run-off while contributing to the green character of the neighbourhood and referencing the historic marsh landscape of the area.
- **Community park:** A Community Park is to be delivered in this area, located close to the level change. The park will help navigate the topography while providing areas for play, flexible outdoor spaces for gathering and sports, and landscaped areas for ecology and biodiversity. The park will help integrate this area with the Riverside Community and contribute to the health and wellbeing of residents.
- **Massing and form:** Diverse typologies and a varied roofscape are encouraged, given the elevated position of this area. As this area has a higher proportion of land outside the higher flood risk zones, the delivery of townhouses and mews streets is supported. This will create a family-oriented area and provide housing typologies that complement the wider mix.

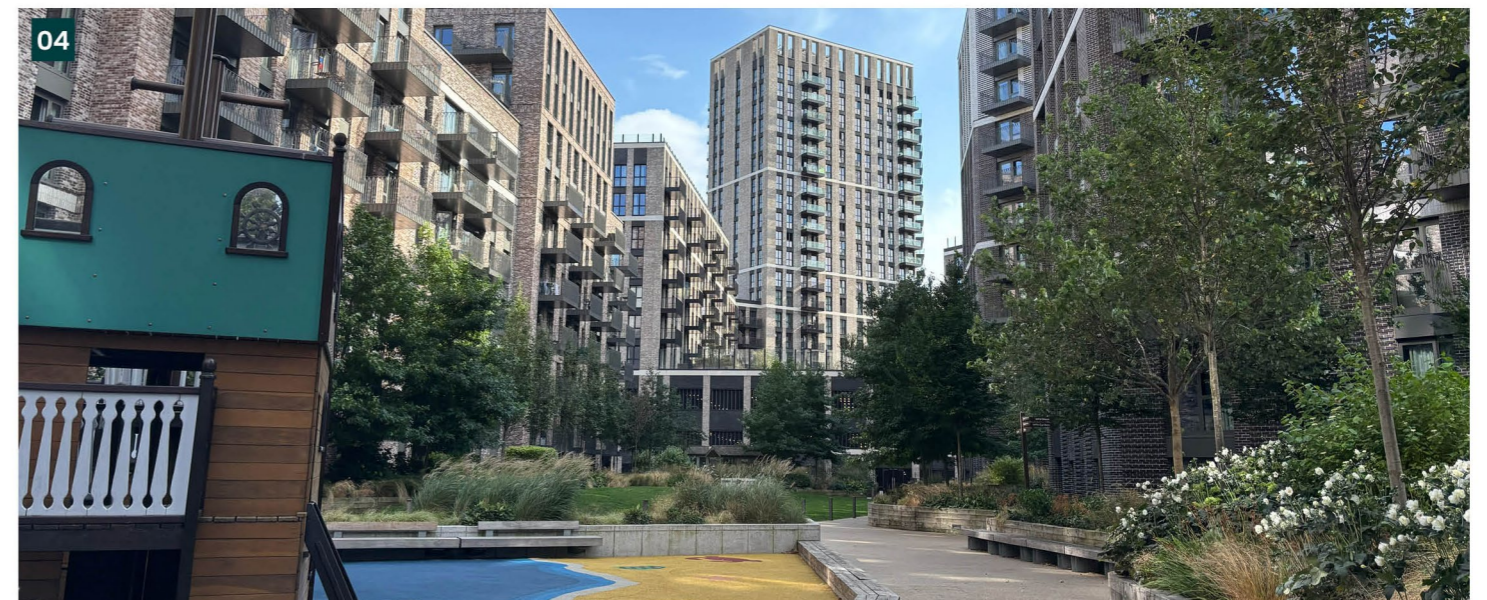
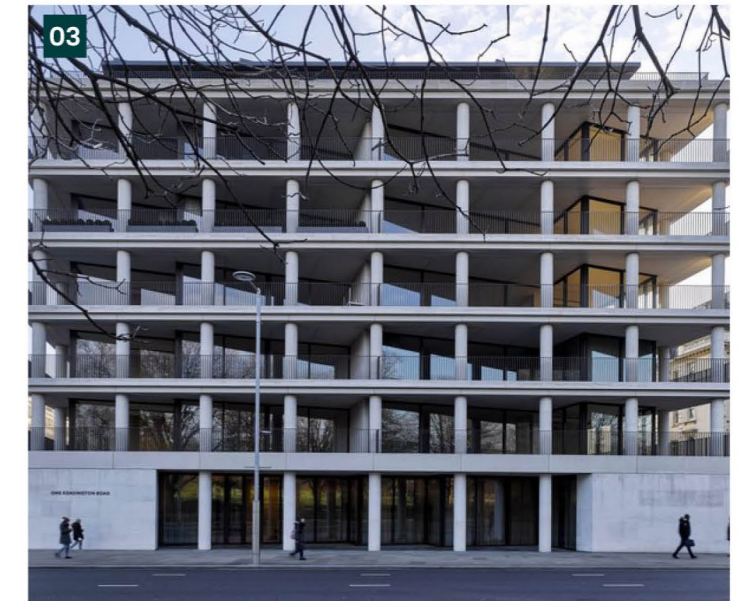


Fig 05.14 Fruit Market Neighbourhood proposed character

05.04.03 Parkside Neighbourhood

The Parkside Neighbourhood sits east of the Fruit Market Neighbourhood, bounded by the St Philip's Marsh Railway Depot to the north, Albert Road to the south, Albert Crescent to the west and St Philips Causeway to the east. Sparke Evans Park sits within this area.

The key characteristics defining this area are:

- **Albert Road and Albert Crescent:** Albert Road and Albert Crescent are key routes connecting St Philip's Marsh with wider Bristol. Development should frame these streets with a continuous façade line that defines the street and provides a sense of enclosure.
- **Massing and form:** This area will combine a mix of housing typologies. Taller buildings should be located along Sparke Evans Park and at key junctions to capitalise on the aspect provided by the open space, while mid- to low-rise typologies will frame streets with appropriate width-to-height ratios. The delivery of family homes is encouraged in this area, with potential for townhouses or similar typologies towards the centre.
- **Relationship with Sparke Evans Park:** Development should positively address Sparke Evans Park, with active frontages and main entrances providing natural surveillance to create a safe edge and a direct relationship with the park.

- **Relationship to the St Philip's Marsh Railway Depot:** The northern edge of this area is adjacent to the St Philip's Marsh Railway Depot. Development should provide green ecological buffers along this boundary, offering screening and acoustic mitigation while maximising opportunities for biodiversity and habitat creation.
- **Streets:** Block dimensions should contribute to a residential neighbourhood with a fine grain and permeable street grid. Block dimensions should also anticipate a future in which the St Philip's Marsh Railway Depot is redeveloped or relocated, providing the flexibility required to deliver a coherent place over time. Streets and spaces must be appropriately framed, with continuous façade lines that define the public realm and front doors facing the streets. The relationship between building heights and street widths should provide a range of spatial experiences. Tertiary streets should be designed not only for movement but also for gathering and informal play.
- **Street landscaping and sustainable drainage:** Soft landscaping and SUDS are encouraged within the streets and on-plot landscape throughout this area. Flood-resilient and water-sensitive planting will improve planting resilience and reference the marsh character of the area. Green streets will connect Sparke Evans Park with other green spaces, creating a network of soft landscape and tree canopy corridors that support ecology and habitat restoration across the site.

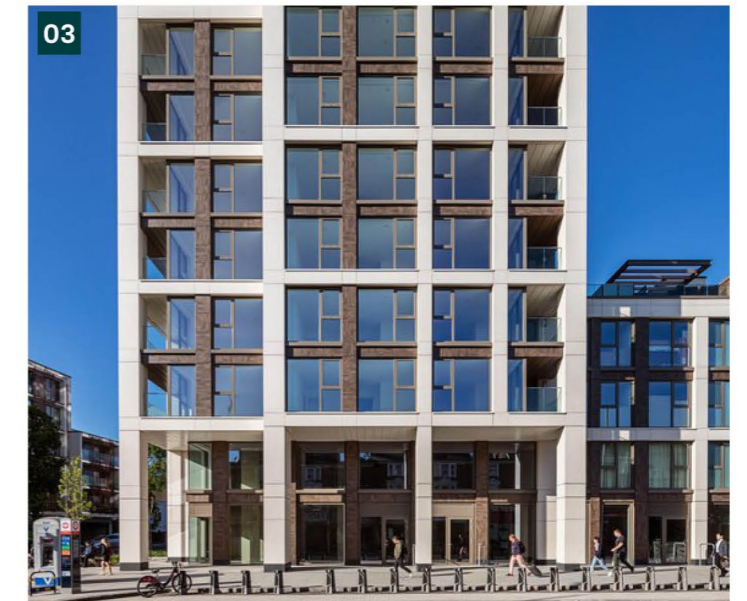


Fig 05.15 Parkside Neighbourhood proposed character

05.05 North East St Philip's Marsh

Policy DS3 Summary

North East St Philip's Marsh

This location will be developed for mixed residential and workspace uses, including small-scale manufacturing and maker-spaces. Other uses may also be acceptable where they would not be detrimental to achieving the main residential and workspace focus for this location and would accord with all the other relevant policies in this plan.

North East St Philip's Marsh is located south of the Feeder Canal and immediately west of St Philips Causeway. This area bridges the new mixed-use development in North West St Philip's Marsh with the existing Avonmeads Retail Park and adjacent industrial uses to the east, beyond the masterplan boundary. The area is key to the site's continued contribution to Bristol's economy.

The presence of larger infrastructure within and adjacent to the area, including the St Philip's Marsh Railway Depot to the south, National Grid installations and St Philips Causeway, makes this an appropriate location for the consolidation of industrial uses.

Development in North East St Philip's Marsh will support the consolidation and intensification of industrial land uses, and where appropriate the co-location of industrial uses with commercial, residential or community uses. Innovative typologies that retain industrial uses on more efficient footprints are encouraged. Where residential and community uses are delivered, these should be located closer to Feeder Road and North West St Philip's Marsh to create a transition of uses that integrates North East St Philip's Marsh into the surrounding character areas.

A Local Centre on Albert Crescent will serve the working population of this area, complementing the residential Local Centre on Albert Road.

Development in North East St Philip's Marsh will aspire to provide a campus-style employment cluster in which cycling and walking are safe and convenient, supported by soft landscape and public realm on plot and within the streetscape. Access to the area and the servicing of industrial buildings should be managed without impacting other character areas. Proposals should prioritise active travel modes and public transport for employees, with parking consolidated in mobility hubs that serve multiple businesses.



KEY

- St Philip's Marsh Masterplan boundary
- North East St Philip's Marsh

Fig 05.16 North East St Philip's Marsh character areas plan

The key characteristics defining North East St Philip's Marsh are:

- **Feeder Canal:** Development along the Feeder Canal will enable the delivery of a green area along the canal, flood defence infrastructure and improved walking and cycling connections.
- **Streets:** Development should frame streets to support natural surveillance and activation of the streetscape. Where setbacks are required, landscape should provide privacy and security in preference to fences or tall walls. Streets should be well lit to support safety in the evenings and during short winter days. Integration of soft landscape areas and SUDS within streets is encouraged to mitigate the impact of industrial vehicles on the walking and cycling experience.
- **Outdoor spaces:** On-plot outdoor spaces should incorporate soft landscaping and SUDS. Outdoor spaces should be designed to reduce the heat island effect through landscape and planting while meeting the operational requirements of businesses. Surface car parks and service yards should be screened from or located away from the street, minimising their visual impact.
- **Building typologies:** Development should explore innovative building typologies that consolidate and intensify industrial uses. Industrial land uses should be stacked across multiple floors or co-located with residential, community or commercial uses where operationally feasible.
- **Frontages:** Active frontages with front doors and retail uses should front onto the primary streets in the area, such as Feeder Road. Servicing access should be on secondary and tertiary streets, subject to operational requirements. This reinforces the hierarchy of streets and supports a coherent structure to the street network.
- **Integration with adjacent character areas:** Integrating this area with adjacent character areas is essential to ensure that development across the masterplan comes

forward in a coordinated manner. Denser buildings are encouraged towards the west, adjacent to the Creative Quarter, to support activity and movement around the Local Centre on Albert Crescent. Residential and community uses, where brought forward, should sit towards the western and northern edges of the area, close to similar uses in adjacent character areas.

- **Sustainable design:** Development should showcase innovative, sustainable construction technologies, employing low-carbon construction methods and energy-efficient building design. This will demonstrate new approaches to employment development and align with Bristol's net-zero ambitions.
- **Skills and training:** A Skills Centre is supported within the Creative Quarter or North East St Philip's Marsh. Development in North East St Philip's Marsh should support local employment and training opportunities that enable residents to benefit from the economic activity in the area.
- **Ecological buffers:** Development should provide ecological buffers along the boundary with the St Philip's Marsh Railway Depot, maximising opportunities for biodiversity and habitat creation.



Fig 05.17 North East St Philip's Marsh proposed character