St Philip's Marsh

Masterplan

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01 Introduction

01.01 Purpose of the Masterplan

The West of England Combined Authority's Regional Growth Strategy identified Bristol Temple Quarter (including St Philip's Marsh) as a major regeneration programme to help deliver housing and economic growth.

St Philip's Marsh presents an opportunity to transform a low-density industrial area into a mixed-use neighbourhood for Bristol.

The St Philip's Marsh Masterplan supports the delivery of the policies and aspirations set out in the emerging Bristol Local Plan (2026), herein referred to as the 'Bristol Local Plan', and helps guide responses to development applications within the Masterplan boundary.

Development at St Philip's Marsh will come forward over the coming decades. Coordinating that process is critical, so that development and supporting infrastructure are delivered together. This document sets a long-term spatial vision for St Philip's Marsh and provides guidance for cohesive development over the next 20 years, beyond the Local Plan period. Separate Design Code documents may be prepared at a later stage, alongside phases of development, for each character area.

The Masterplan was originally drafted and consulted on as a Supplementary Planning Document. Following changes to national planning legislation in 2026, it is now being progressed as a Masterplan. As a Masterplan endorsed by Bristol City Council, it will be a material consideration for applicants, consultees and Bristol City Council in the assessment of planning applications.

The Masterplan is not a standalone document and should be read in conjunction with other national and local planning policy, including the West of England Joint Waste Core Strategy (unless superseded). The emerging Spatial Development Strategy by the Mayoral Combined Authority should also be considered as it progresses. Where appropriate, references to local policies and guidance are provided.

This document provides applicants with further guidance on interpreting the Bristol Local Plan and on the parameters of supported, policy-compliant growth at St Philip's Marsh. Applicants should use the Masterplan as the starting framework for shaping development proposals, although it is not intended to be applied prescriptively. Alternative approaches that deviate from the Illustrative Masterplan will be supported where applicants demonstrate that the development complies with the Bristol Local Plan, does not undermine the comprehensive redevelopment of St Philip's Marsh, and achieves the Masterplan Principles set out in Chapter 04.

Structure of the Document
The Masterplan is structured as follows:

- **Chapter 02: Context** sets out the regional and local context of the site.
- **Chapter 03: Consultation and Engagement** sets out the engagement undertaken in relation to the Masterplan.
- **Chapter 04: Vision and Masterplan Principles** outlines the place-based vision for St Philip's Marsh.
- **Chapter 05: Character** provides guidance specific to the character areas identified in the Bristol Local Plan.
- **Chapter 06: Land Uses** identifies the acceptable land uses within the Masterplan boundary.
- **Chapter 07: Design Guidance** details the supplementary design guidance.
- **Chapter 08: Delivery and Infrastructure** details the delivery and infrastructure strategy supporting comprehensive regeneration.

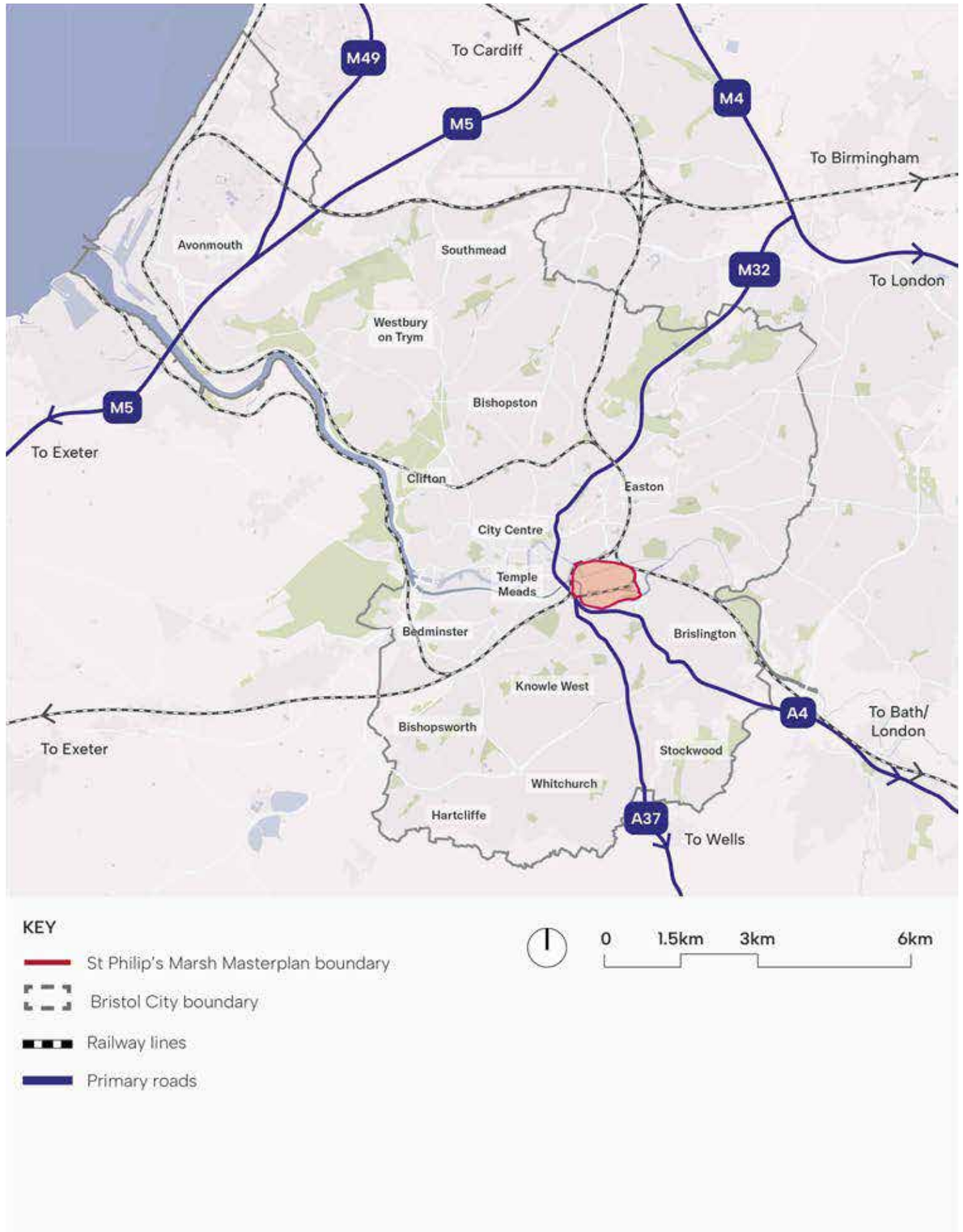


Fig 01.01 St Philip's Marsh Masterplan location within Bristol

01.02 St Philip's Marsh Masterplan Boundary and Relationship to Existing Policy

This Masterplan promotes the comprehensive redevelopment of St Philip's Marsh into a mixed-use neighbourhood, transforming underutilised industrial land into a connected city quarter.

Key Objectives

Successful proposals will:

- Consider the St Philip's Marsh Masterplan as a material consideration.
- Demonstrate alignment with the Place Principles and the Bristol Local Plan.

Bristol Local Plan Policies:

DS2, DS3

The Bristol Local Plan identifies St Philip's Marsh and Bristol Temple Quarter as a sustainable location for future growth within Bristol City Centre. Policy DS3 'St Philip's Marsh' allocates the area for new homes, offices, industrial and distribution uses, student accommodation, retail and leisure development, and supporting infrastructure, services and community facilities.

The Masterplan primarily covers land allocated under Policy DS3. It also extends into part of the area allocated under Policy DS2 'Bristol Temple Quarter', so that the comprehensive redevelopment of St Philip's Marsh can be planned as a single city quarter. The boundary follows existing physical and geographical features, including the River Avon and the railway lines to the north and east.

Within the Policy DS3 area, the Masterplan seeks to deliver a minimum of 7,000 new homes, around 40,000sqm of office floorspace, and around 110,000sqm of warehouse and industrial floorspace. Within the part of the Policy DS2 area covered by the Masterplan boundary, a proportion of the 3,000 homes and 100,000sqm of office floorspace identified in Policy DS2 will also be delivered.

The land within the Masterplan boundary shown on Fig 01.02 is referred to as 'St Philip's Marsh' throughout this document.

Illustrations of the Masterplan area take into account only those developments that had begun construction on site by the first quarter of 2026. The approved development at Silverthorne Lane, including the school currently under construction, is treated as part of the fixed baseline.

The Masterplan supports the delivery of Policies DS2 and DS3, and provides further guidance on the site-specific interpretation of wider Bristol Local Plan policies. The full text of Policy DS3 is set out in the Bristol Local Plan.

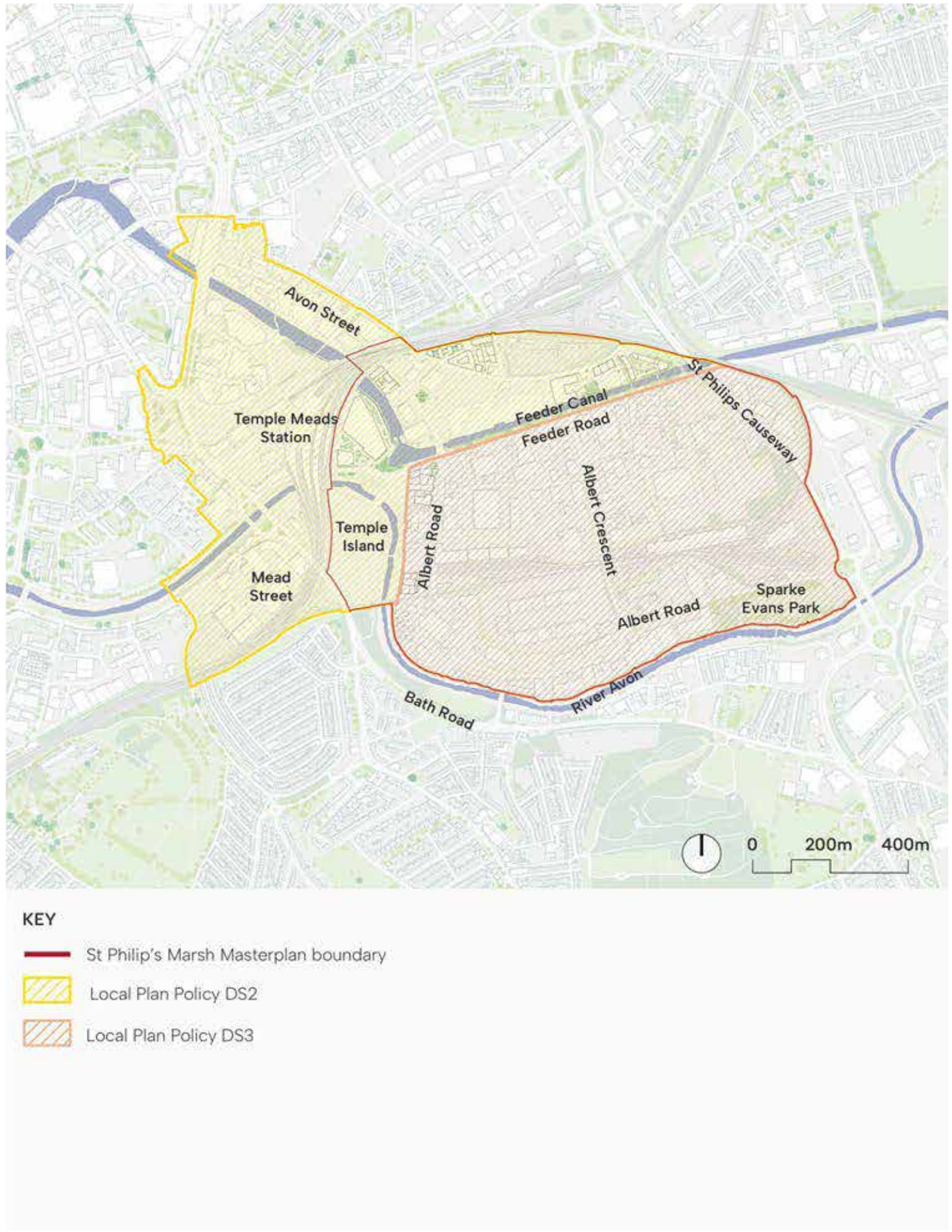


Fig 01.02 St Philip's Marsh Masterplan boundary in relation to Policy DS2 and Policy DS3 of the Bristol Local Plan

01.03 Using the Masterplan: A Guide for Applicants

This guide explains how to use the Masterplan when preparing a planning application within the masterplan boundary. The Masterplan is a material consideration in planning decisions. It carries weight through its endorsement by Bristol City Council and its alignment with the Bristol Local Plan. Proposals which accord with this masterplan in full are likely to be considered policy compliant.

Applicants should firstly read Section 04.01 Vision Statement in Chapter 04, Chapter 02, and Chapter 03 to understand the vision for St Philip's Marsh, the context, and key topics raised during the public engagement process of this Masterplan. Once the vision and context has been understood, and before proposals are developed, applicants should then follow the steps set out in this guide.

The four steps here set out the suggested order in which to read and respond to the Masterplan. Applicants should work through these steps in sequence as proposals are developed.

The document is intended to be read in this order to guide each development coherently, setting out what the place should become, how it should contribute to the emerging community, which uses are appropriate, and how it could be delivered. A proposal that adheres to these steps is well placed to demonstrate alignment with the Masterplan at planning application stage.

Step
1

Start with Masterplan Principles and Demonstrate Alignment

Chapter 04: Vision and Masterplan Principles
Applicants should begin with the Place Principles, the Key Moves, and the Masterplan Principles Plan in Chapter 04. Together they set the strategic structure of St Philip's Marsh: the movement network, the green and blue infrastructure, the open space hierarchy and the land use clusters that every proposal should work with. Demonstrating alignment with this framework, and with the Local Plan, is the first and most important test a proposal needs to meet to ensure comprehensive development. A proposal at odds with the framework will unlikely be supported, regardless of how well resolved it is in other respects.

Site-wide Implications



Step
2

Understand the Character Area

Chapter 05: Character
Chapter 05 identifies the extents of the defined character areas of St Philip's Marsh. Applicants should identify which character area their site falls within, and read the guidance for that area. This sets out the key elements that give each part of St Philip's Marsh its identity, role, built form, relationship to the waterfront and open spaces, and the qualities a proposal is expected to respond to. This chapter should be used to understand what a site should contribute to its surroundings.

Identity of Area

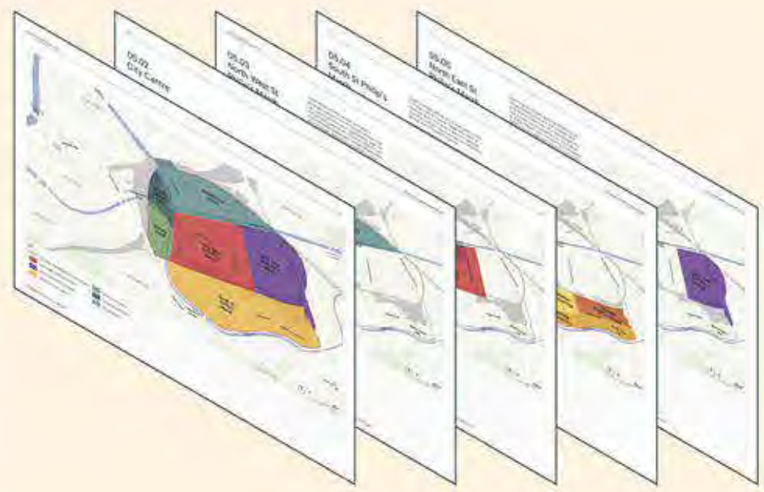


Fig 01.03 Steps applicants should follow to read and respond to the Masterplan

Step
3
Identify Acceptable Land Uses

Chapter 06: Land Uses

Chapter 06 identifies the land uses that are considered acceptable in each part of the site. Where more than one use is acceptable, proposals are encouraged to prioritise the provision of social and community infrastructure to ensure that the delivery of this infrastructure is secured for the masterplan. Following that, uses should be considered in accordance with the preferred uses within each defined character area. Other uses not expressly defined may be appropriate where they would not displace or interfere with the comprehensive delivery of a higher priority community, residential or employment use across the masterplan area as a whole.

Priority of Land Uses



Step
4
Apply Design and Delivery Guidance

Chapter 07: Design Guidance

Chapter 08: Delivery and Infrastructure

Chapter 07 sets out further design guidance and Chapter 08 describes the proposed delivery and infrastructure strategy. These chapters should be read to understand how the components of a proposal are expected to be delivered: the design quality expected, the standards that apply to particular aspects of the proposal, the infrastructure a proposal contributes to, and how delivery could be phased alongside neighbouring plots. This is where the strategic intent of the preceding chapters is translated into expectations at the scale of a building or development plot.

Detailed Considerations and Delivery



02
Context

02.01
Site History

St Philip's Marsh has been shaped by over three centuries of industrial activity, community life and urban change. From its origins as open marshland to its present form, the area reflects Bristol's evolution as a major port city and industrial centre.

Once known as the King's Marsh, the area is part of the floodplain of the River Avon and historically lay within the parish of St Philip and Jacob to the south and east of central Bristol. The construction of the Feeder Canal in 1809 created an island, bounded by water on all sides, that would become home to a thriving working community.

The Feeder Canal stimulated rapid industrial development by enabling the transportation of raw materials and finished goods. Brickyards, ironworks and oilcloth-making became established alongside a growing residential community. Streets such as Albert Road, Victoria Road and Chapel Street were laid out, and terraced houses were built with bricks made in St Philip's Marsh. Churches, shops and pubs served the community on almost every street corner.

The twentieth century brought significant change. War damage, slum clearance and the designation of the Marsh as an employment area transformed its character. Houses, pubs, shops and churches were lost, and by the 1970s the place had changed beyond recognition. Today, St Philip's Marsh is characterised by low-density industrial structures.

The regeneration of St Philip's Marsh offers the opportunity to write the next chapter in this history, reintroducing community life alongside the industrial uses that have long defined the area.

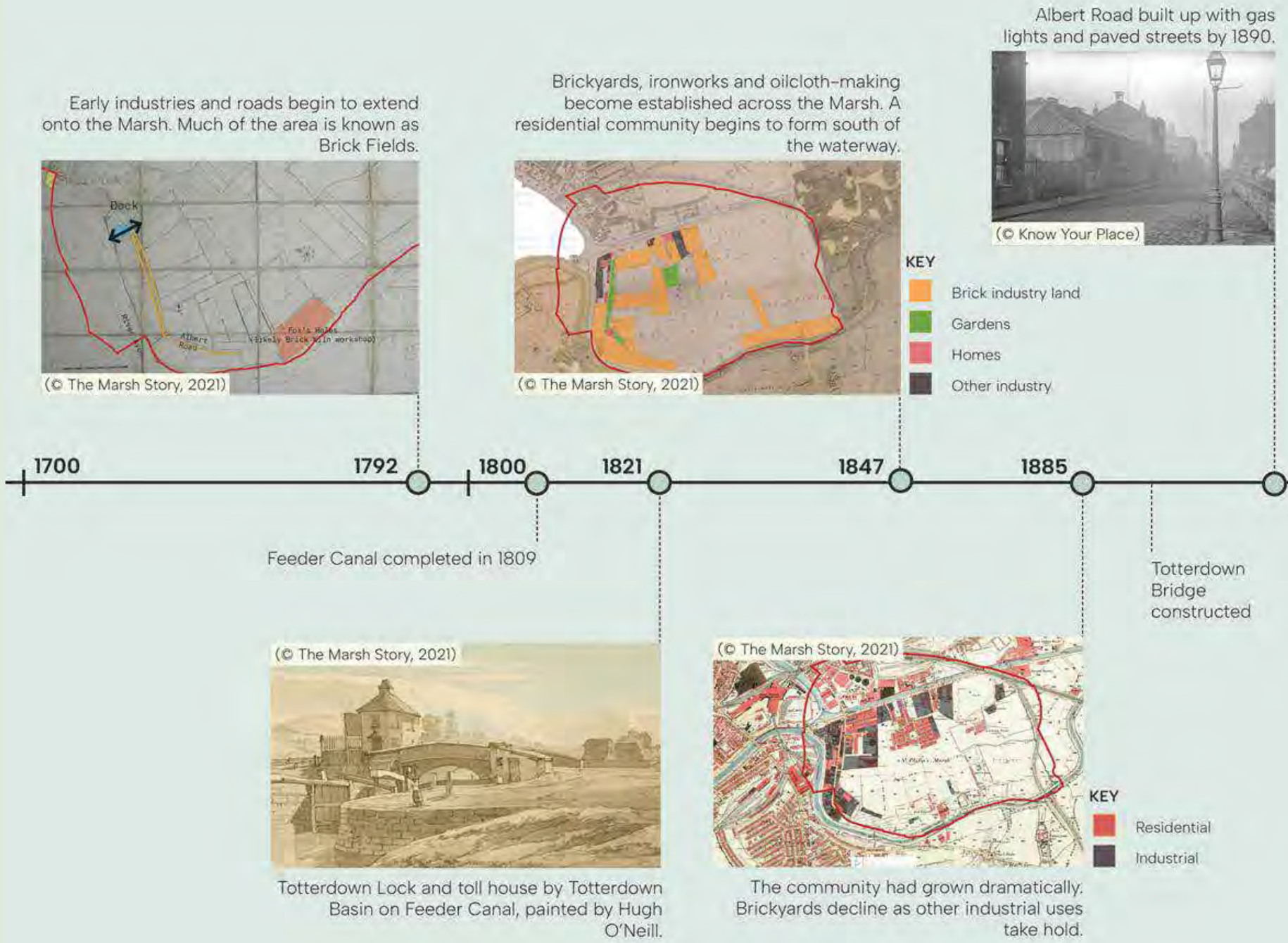


Fig 02.01 St Philip's Marsh timeline

Great Western Railway bisects the Marsh with an avoiding line and locomotive shed. Sparke Evans Park opened.



(© Bristol from Above)

1900



(© Know Your Place)

War damage to 72-74 Feeder Road.

Bristol's island community.



(© The Marsh Story)

1950



© The Marsh Story, 2021

Post-war slum clearance removes the residential community. Industrial development engulfs the remaining Marsh.

Low-density industrial sheds on Lewis Street with an adapted Edwardian industrial building in the background.



2024



St Philip's Marsh in 2024.

02.02 Existing Character Areas and Land Uses

St Philip's Marsh is predominantly industrial in character, with most of the site occupied by relatively modern industrial buildings. Traces of its earlier industrial and residential heritage remain in pockets across the area, and more recent commercial development has begun to introduce a wider mix of uses. Together, these layers give the area a varied character that the masterplan will build on.

Two waterways define the setting. The Feeder Canal runs across the site, separating the modern industrial land to the south from the listed warehouses and conservation area to the north. The River Avon forms the southern boundary, bringing nature and greenery into an otherwise hard urban environment and giving the area its marsh and island identity.

In contrast to the predominantly low-density industrial uses of St Philip's Marsh, the surrounding areas demonstrate a typical urban mix. The city centre, to the north, is a mixed-use neighbourhood with a high concentration of retail and commercial activity. Residential neighbourhoods to the north and south are made up of terraced houses and larger multi-storey flatted blocks. Paintworks, to the south-east, is a creative quarter combining residential and workspace uses, home to the Martin Parr Foundation and the Royal Photographic Society alongside food and beverage offerings and a flexible event space.

Within St Philip's Marsh, four distinct Existing Character Areas can be identified, each with its own spatial qualities and building types.

Modern Industrial Character Area

The Modern Industrial Character Area covers most of the land south of the Feeder Canal. It is characterised by low contemporary industrial buildings of up to three storeys with large floorplates, housing a mix of industrial, commercial and service uses. These include vehicle showrooms, hire and repair services, logistics, construction materials suppliers, waste management, and media industry servicing uses.

The area also accommodates a number of cultural venues, including the Prospect Venue, Wake the Tiger, and Motion, one of the UK's most renowned nightclubs. These venues take advantage of the large floorplates available in the area to create distinctive experiences and are characteristic of Bristol's nightlife scene.

Building quality and appearance vary significantly, from typical offices and warehouses to older workshops. Many buildings are set back from the road behind high boundary walls and open yards. The streetscape is characterised by narrow, often dead-end streets with limited footways, frequently congested by daytime parking.

The Character Area lacks green space and is dominated by large-scale infrastructure. The St Philip's Marsh railway depot crosses the site from east to west, and the elevated St Philips Causeway dual carriageway oversails parts of the area. The north-eastern quadrant accommodates Avon and Somerset Police operational facilities and National Grid installations.

The streets immediately south of the Feeder Canal have a greater mix of uses. Small retail establishments, including shophouses and pubs, line Feeder Road and Albert Road. A small number of residential properties are located along these streets and the River Avon. The Bristol Animal Rescue Centre, jointly operated by the RSPCA and the Cats and Dogs Home since 1901, sits on Albert Road. The St Philip's Marsh Nursery is located on Albert Crescent. Together, these uses are part of what remains of the marsh community that formed during the nineteenth and twentieth centuries.



Fig 02.02 Drone image of St Philip's Marsh (March, 2024)









Fig 02.03 Eye-level views of modern industrial character in St Philip's Marsh



KEY

- St Philip's Marsh Masterplan boundary
- Residential
- Student accommodation
- Commercial
- Retail
- Culture/leisure
- Community
- Religion
- Transport
- Charity
- Sports facilities
- Education
- Industrial
- Construction
- Utilities/waste
- Government/security
- Modern Industrial Character Area
- Industrial Heritage Character Area
- Knowledge and Innovation Character Area
- Riverfront Character Area
- Residential uses in St Philip's Marsh

Data Source: Ordnance Survey Address Base, September 2023. Information has been updated manually since to reflect recent changes.

Fig 02.04 Existing character areas and land uses in and around St Philip's Marsh

Industrial Heritage Character Area

The Industrial Heritage Character Area covers the conservation area north of the Feeder Canal. The area is defined by a number of listed warehouses, former factories and stone boundary walls along Silverthorne Lane and Gas Lane, which give it a distinctive character.

These heritage assets sit within a wider context of cleared sites, surface car parking and active construction. Industrial activity still continues in places, including at the Network Rail Kingsland Depot, though the area is in transition.

This is the part of St Philip's Marsh currently seeing the most transformation. Significant development is underway, including a new secondary school, the University of Bristol's Temple Quarter Enterprise Campus, and new student accommodation. The Bristol Digital Futures Institute and Screenology occupy listed industrial heritage buildings within the Silverthorne Lane Conservation Area, forming part of an emerging academic and cultural community that is expected to act as a catalyst for the wider transformation of St Philip's Marsh.

Silverthorne Lane and Gas Lane are the main streets within the area, running roughly east to west between the canal and the railway. Both are framed by listed stone walls, interrupted in places by historic building facades. This gives the streets a strong sense of historic character but also presents movement challenges for Active Travel and vehicular traffic due to width constraints.

Connections between the conservation area and the rest of St Philip's Marsh are currently limited, making it feel like a separate cluster within the wider site.







Fig 02.05 Eye-level views of industrial heritage in St Philip's Marsh

Knowledge and Innovation Character Area

The Knowledge and Innovation Character Area covers the land immediately around Temple Meads Station, Temple Island and the Temple Quarter Enterprise Campus, and extends into parts of Silverthorne Lane with the emerging Temple Quarter Enterprise Campus Research Hub and new student accommodation.

Commercial activity is concentrated to the north and west of Temple Meads Station, complemented by the emerging university presence. The station itself anchors these uses and includes transport services, commercial and retail uses, and event spaces.

The area is taking on a campus character, shaped by the combination of the university presence, new student accommodation, and the commercial and research uses around the station.

Outside the conservation area, development is contemporary in form, with wider streets and two distinct building typologies emerging. Commercial buildings tend to have large floorplates and a mid- to high-rise profile, while residential and student accommodation buildings sit on typical residential floorplates and rise taller. Both typologies share a materials palette of glass, metal, concrete and sometimes brick, referencing the industrial character of the wider site through a modern architectural language.







Fig 02.06 Eye-level views of knowledge and innovation in St Philip's Marsh

Riverfront Character Area

The Riverfront Character Area forms the southern edge of St Philip's Marsh, where the River Avon and Sparke Evans Park together provide the site's main green and ecological asset.

The River Avon, a designated Site of Nature Conservation Interest, is a tidal waterway with naturalised banks and riparian planting that enhance its ecological value. The upper banks carry a mix of low-level vegetation and self-seeded trees, forming a natural green corridor.

The riverside provides a key walking and cycling route along the River Avon, although the route is currently narrow and does not meet recommended standards for active travel. It is framed by adjacent industrial development, where buildings back onto the river, resulting in a lack of active frontage and natural surveillance that limits accessibility and perceived safety. The riverside walls are covered in colourful street art, creating a distinctive 'living wall' that adds visual interest in a characteristically Bristolian way.

Sparke Evans Park, a 2.35-hectare municipal park established in 1902 and named after the philanthropist Peter Fabyan Sparke Evans, sits adjacent to the River Avon on the south-eastern edge of St Philip's Marsh. Once part of a residential neighbourhood, the park is now surrounded by industrial buildings, factories and railway sidings, with access from neighbouring residential areas via Sparke Evans Footbridge over the River Avon.

The park is a valuable green space with significant potential to enhance the ecology and biodiversity of St Philip's Marsh. Its current condition is deteriorating, as seen in the ruined historic bandstand and poorly maintained planted areas, including the original rose garden.











Fig 02.07 Eye-level views of the riverfront character area in St Philip's Marsh

02.03 Heritage

The area's significance is seen through its nineteenth-to early twentieth-century infrastructure and industrial history, illustrating Bristol's prestige as a major national port.

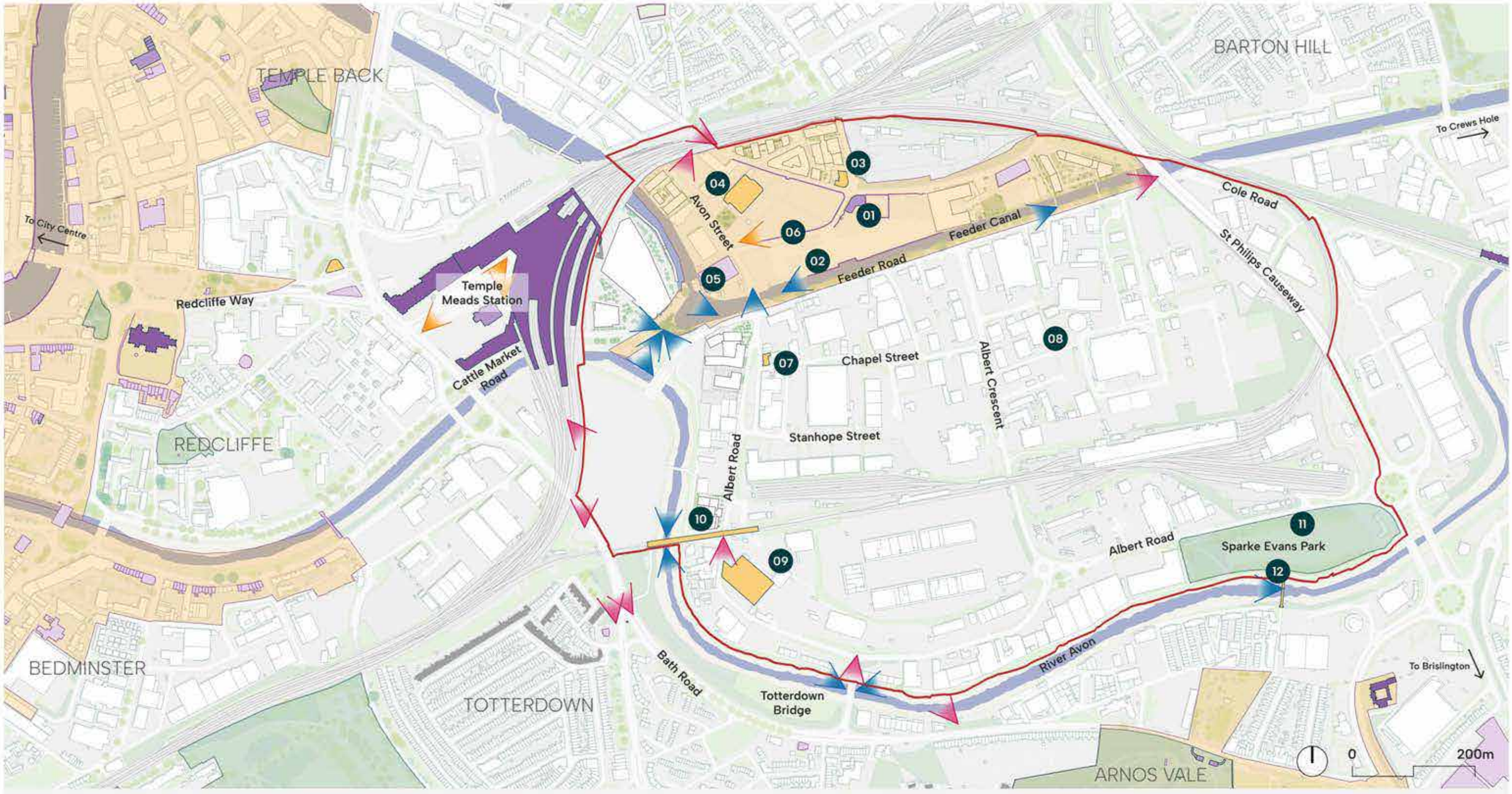
St Philip's Marsh has a range of heritage assets including Grade II* and Grade II listed buildings within the Silverthorne Lane Conservation Area, locally listed buildings throughout the site, and a Local Historic Park. The Feeder Canal, with its associated basins and locks, and Brunel's Great Western Railway are infrastructure of historical interest. The area's distinctive character derives from the close relationship between water and historic industrial buildings. The materials of the buildings and streets, the roofscape, and fragments of lost structures also contribute to this character.

This sense of place is particularly strong north of the Feeder Canal, where the Grade II and Grade II* listed former St Vincent's Ironworks stands as a well-preserved Victorian industrial complex with Bristol Byzantine-style offices. Much of St Philip's Marsh, however, especially to the east and south, was either developed later or has been redeveloped, and lacks this historic character. The communal value of St Philip's Marsh rests in the memory of the community that once called it home, now recorded in writing, photographs and oral history. Sparke Evans Park was created for that community and continues to serve local residents today.

Key views relating to watercourses, rail and road corridors have been identified. These views are linked to key items of infrastructure that, as assets of historic interest, have defined the site's identity. The key views and heritage assets identified in this document are based on the Bristol Temple Quarter Heritage Strategy (Alan Baxter, April 2020).



Fig 02.08 Images of heritage assets within St Philip's Marsh



KEY

- St Philip's Marsh Masterplan boundary
- Grade I listed
- Grade II* listed
- Grade II listed
- Locally listed buildings
- Historic park and garden
- Conservation area
- Other key buildings
- Watercourses and open spaces vantage points
- Rail and road corridor vantage point
- Other vantage points
- 01 St Vincent's Works
- 02 St Vincent's Works Factory
- 03 Kingsland House
- 04 BDFI Building
- 05 Former premises of Marble Mosaic Company
- 06 Listed Perimeter Walls of St Vincent's Works
- 07 Jubilee Room Workmen's Hall
- 08 Former Avon Marble premises
- 09 Albert Road Corporation Garage
- 10 Temple Meads Avoiding Line Avon Bridge
- 11 Sparke Evans Park
- 12 Sparke Evans Footbridge

Fig 02.09 Existing heritage assets plan

02.04 Public Transport and Vehicular Movement

St Philip's Marsh faces a number of access and movement constraints. The railway lines, the River Avon and the Feeder Canal surround and cross the site, creating severance and limiting connections to adjacent areas such as Totterdown, St Anne's and the city centre.

The area is accessed by a limited number of bridges and underpasses, most of which are designed primarily to accommodate vehicular traffic. Several railway underbridges present height and width restrictions that limit access for larger vehicles and prevent double-decker bus services from operating along certain routes.

St Philip's Marsh has a limited street network, with few publicly accessible routes through the area. The existing streets are car-oriented, with parking taking up much of the available space. A shortage of off-street car parking, combined with the lack of public transport connections, means that streets are frequently taken over by parked vehicles.

The Number 16 bus runs along Avon Street and Feeder Road. From 8th September 2026, Bristol service 8 operates a new route at Temple Meads Station, incorporating the station's new Eastern Entrance and the new University of Bristol Temple Quarter Enterprise Campus. Whilst bus services on Bath Road and Temple Way are accessible from parts of St Philip's Marsh, much of the area lacks convenient public transport access.

Traffic analysis indicates that a high proportion of vehicles in St Philip's Marsh are passing through rather than making trips with a local origin or destination. Feeder Road and Albert Road carry the highest traffic volumes, acting as key connections to Knowle to the south, St Anne's to the east and the M32 to the north.

Public transport and vehicular movement improvements are planned or underway in the surrounding area. St Philip's Marsh sits between the proposed South Bristol Liveable Neighbourhood and East Bristol Liveable Neighbourhood.

The new eastern entrance to Temple Meads Station will bring much of St Philip's Marsh within a 12-minute walk of the station and its railway connections.

Improvements to St Philips Causeway and Brislington New Bridge are also being progressed, with the potential to strengthen public transport connectivity and the wider functioning of the local road network.













Fig 02.10 Images of existing streets and underpasses in St Philip's Marsh

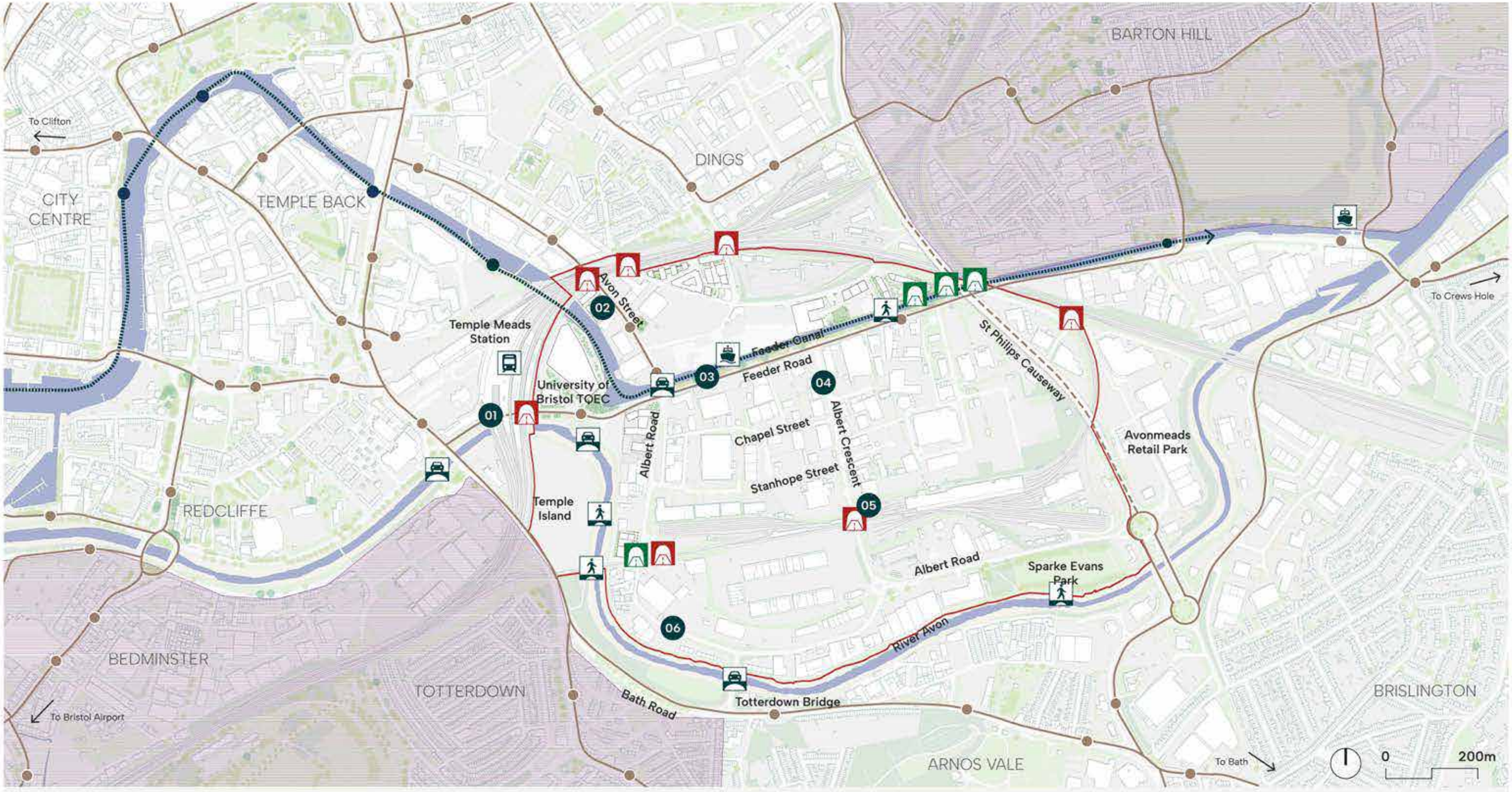


Fig 02.11 Existing transport and movement plan

02.05
Active Travel

St Philip's Marsh is an unwelcoming environment for walking and cycling. Much of the street network has been designed around industrial access and movement, resulting in narrow footways and routes that are not well suited to active travel.

Beyond safety, the streets offer little to make walking enjoyable. Footways across the area are narrow and frequently obstructed by parking, with limited tree canopy or planting to soften the streetscape. The lack of greenery, combined with the dominance of large industrial buildings and traffic, gives the streets a hard and uninviting character that discourages people from walking.

Crossings over water and under the railway are limited in number, and only three currently meet minimum standards for active travel, all of which are bridges over water. Active travel within St Philip's Marsh is further constrained by the presence of large, enclosed plots. Sites such as the Bristol Fruit Market, electrical utility compounds and the St Philip's Marsh Rail Depot block direct routes through the area, forcing pedestrians and cyclists into longer and less convenient journeys.

Dedicated cycling infrastructure is currently limited. Existing routes include the segregated cycleway on Cattle Market Road, an advisory cycle lane along Feeder Road and the NCN Route 4 running beside the River Avon. However, most of these routes are not well connected and do not meet recommended standards for width and segregation from pedestrian or vehicular traffic. There is no continuous north-to-south cycleway through the area.

The West of England Local Cycling and Walking Infrastructure Plan (LCWIP) 2020–2036 sets out ambitions for improving cycling infrastructure along key routes in St Philip's Marsh. On Feeder Road, the LCWIP proposes extending the red-surfaced, two-way segregated cycleway from Cattle Market Road to the Avon Street junction, introducing a single-phase crossing at Avon Street, and providing a continuous two-way segregated cycleway along the length of Feeder Road. The existing cycling infrastructure on Feeder Road is below the recommended 4m width for two-way movement and is separated from vehicular traffic only by a faded line painted on the carriageway.

The River Avon walking and cycling path forms part of NCN Route 4. The LCWIP proposes continuing the two-way segregated cycleway along this path, from Cattle Market Road to Sparke Evans Footbridge. The route is currently shared with pedestrians and is too narrow to accommodate both walking and cycling comfortably along its length.

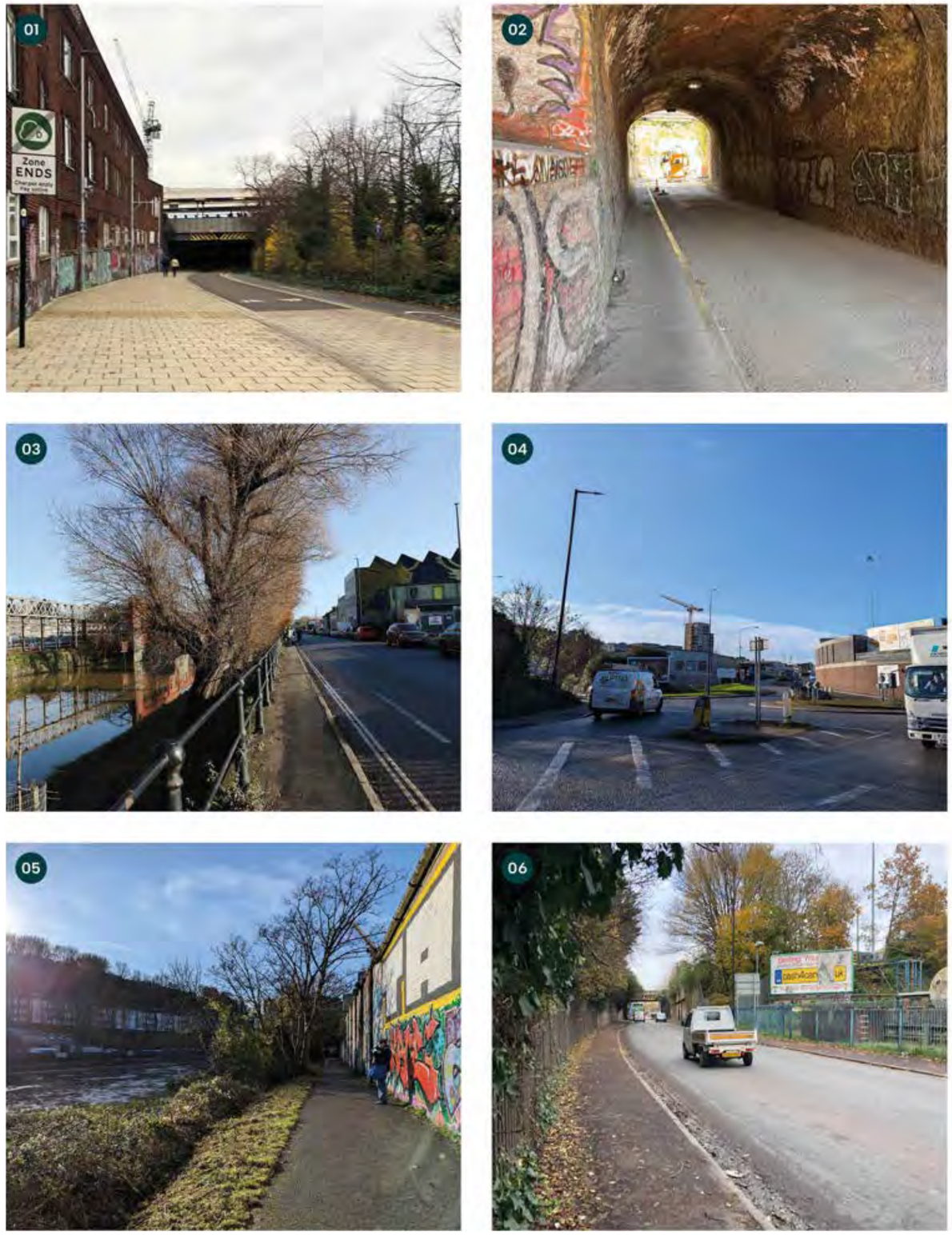
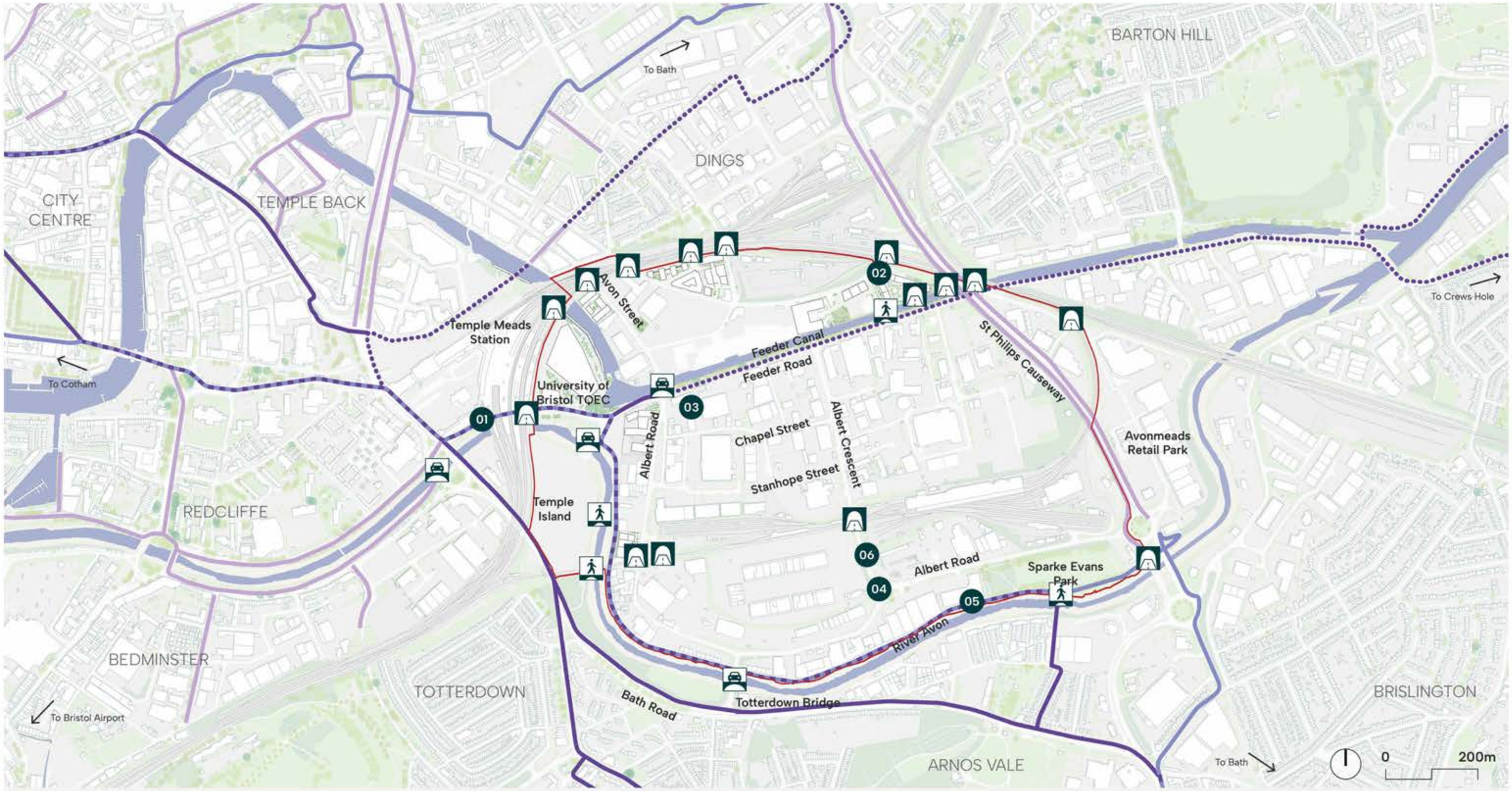


Fig 02.12 Images of active travel infrastructure in and around St Philip's Marsh



KEY

- St Philip's Marsh Masterplan boundary
- Local Cycling and Walking Infrastructure Plan (LCWIP) cycle routes
- National Cycle Route (NCN) cycle route
- Route identified in both LCWIP and NCN
- Substandard Local Cycling and Walking Infrastructure Plan (LCWIP) cycle route
- Segregated Cycle Route
- Existing underpass
- Existing car-free bridge
- Existing vehicular bridge
- 01 Cattle Market Road underpass
- 02 Silverthorne Lane underpass
- 03 Feeder Road
- 04 Roundabout at the junction of Albert Crescent and Albert Road
- 05 Riverside walking and cycling path
- 06 Albert Crescent

Fig 02.13 Existing cycling routes plan in and around St Philip's Marsh

02.06 Open Space, Play and Sports

Bristol benefits from over 400 parks and natural open spaces, which together cover approximately a quarter of the city. Bristol City Council's Parks and Green Spaces Strategy aims to ensure equitable access to open space across all communities. Despite this citywide provision, St Philip's Marsh has limited access to green space.

Sparke Evans Park, in the south-eastern corner of the site adjacent to St Philips Causeway and the River Avon, is the only significant public open space within the area. This tree-lined park dates back to 1902 and includes grassland and riparian planting along the riverbank.

There is no dedicated children's play space or formal sports facility within St Philip's Marsh itself, with Sparke Evans Park providing the only green setting for informal recreation.

The Dings Park serves the local community to the north of the site and offers an urban green space with play equipment for children. However, access from St Philip's Marsh requires passing through poorly maintained railway underpasses that create an unwelcoming pedestrian experience.

The nearest large parks to St Philip's Marsh are Netham Park, Victoria Park and Arnos Court Park. Netham Park is a 20 to 25-minute walk to the east from the midpoint of Albert Crescent, in the centre of the site, and covers 15.4 hectares, providing sports pitches, a children's playground and a multi-use games area. Victoria Park, the largest of these at 21.3 hectares, is a 25 to 30-minute walk from Albert Crescent to the south and offers a wide range of facilities including a skatepark, tennis courts, bowling green, café and play areas. Arnos Court Park is a 20 to 25-minute walk from Albert Crescent to the south-east and covers 7.1 hectares and includes a pump track, play area and open grassland for informal recreation.

ID	Open Space
01	St Anne's Park
02	Castle Park
03	Callington Road Nature Reserve
04	Arnos Court Park
05	Somerset Square
06	Netham Park
07	Redcatch Park
08	Gaunt's Ham Park
09	Barton Hill Urban Park
10	The Dings Park
11	Newtown Park
12	St Matthias Park
13	Trinity Community Garden
14	Sparke Evans Park
15	Victoria Park
16	Perrett Park
17	Crew's Hole

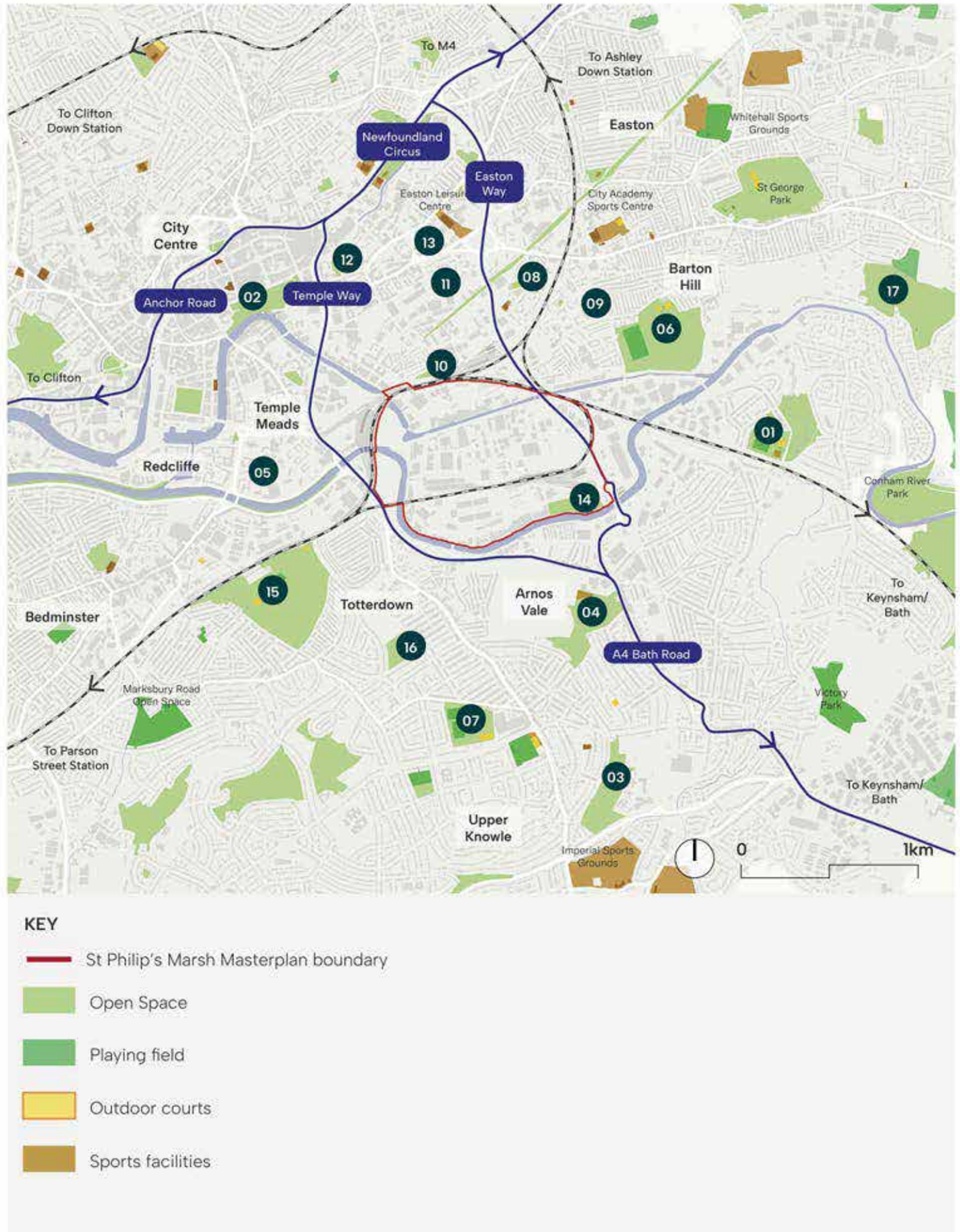


Fig 02.14 Neighbouring open space and recreation plan

























Fig 02.15 Open space within and neighbouring St Philip's Marsh

02.07 Constraints

Key constraints have been identified that have informed the design of this masterplan:

- **Flood Risk:** The site lies within the River Avon and Feeder Canal floodplain, with most of the site at risk of flooding, a risk that climate change is expected to increase. Buffer zones have been identified in relation to the Avon Riversides 2100 (formerly Bristol Avon Flood Strategy), and development must not impede the future delivery of strategic flood defences. Industrial buildings positioned close to the riverbank currently constrain the delivery of integrated flood mitigation and riverside landscape.
- **Severance:** The railway lines, the River Avon and the Feeder Canal surround and cross the site, creating physical barriers that limit connections to surrounding neighbourhoods such as Totterdown, St Anne's and the city centre. The limited number of crossings over the river and canal further restricts permeability into and out of the site. The site's gateways are primarily vehicle-oriented and poorly suited to pedestrian and cycling access, and railway underpasses impose height and width restrictions that limit larger vehicles and prevent double-decker bus services from operating along certain routes.
- **Railway Infrastructure:** The elevated railway depot forms a major barrier, dividing St Philip's Marsh and limiting movement into and through the site. Policy T2A of the Bristol Local Plan (2026) safeguards land required for potential future transport and movement infrastructure. While Policy T2A applies to part of the Kingsland Depot and the eastern half of the St Philip's Marsh Railway Depot, this masterplan retains the full extent of the railway depot and related infrastructure, along with the eastern half of Kingsland Depot. Engagement with Network Rail has confirmed that this infrastructure is currently key to the operation of the city's rail network. The masterplan identifies potential alternatives should the depot no longer be required on site.
- **Limited Public Transport.** Public transport serving St Philip's Marsh is currently limited, with only two bus routes within the masterplan boundary. Further improvements are required to support the scale of development proposed.
- **Heavy Goods Vehicle Traffic:** Heavy goods vehicle movements associated with industrial operations, combined with the lack of segregated active travel infrastructure, compromise the safety of people walking and cycling.
- **Poor Quality Public Realm:** The existing public realm suffers from inadequate infrastructure, including footways that are absent, narrow, or frequently obstructed by parking, insufficient street lighting and minimal landscaping.
- **Lack of Open and Green Space:** St Philip's Marsh currently has limited publicly accessible open space and almost no green infrastructure. The industrial character of the area has resulted in extensive hard surfacing, with few street trees or landscaped areas. Sparke Evans Park is the only significant green space.
- **Heritage Assets:** The Silverthorne Lane Conservation Area and listed buildings within the site must be considered and integrated sensitively into new development.
- **Air Quality:** The area might be affected by emissions from St Philips Causeway, the railway and active industrial uses. Air quality will require careful consideration in the location and design of new residential development.
- **Noise and Vibration:** Railway operations and industrial activities generate noise and vibration that will require careful management to ensure acceptable residential amenity.
- **Utilities and Energy:** The existing electrical infrastructure does not have sufficient capacity to meet the projected electricity demand for the transformation of St Philip's Marsh, and the estimated peak heat demand exceeds the capacity of existing energy centres. New strategic infrastructure will be required to support delivery.
- **Multiple Ownership and Comprehensive Delivery:** St Philip's Marsh is held in multiple ownerships. To enable comprehensive transformation, landowners will need to work together to coordinate the delivery of infrastructure, open space and active frontages across plot boundaries, ensuring the masterplan vision is realised at the scale of the place rather than the individual site.

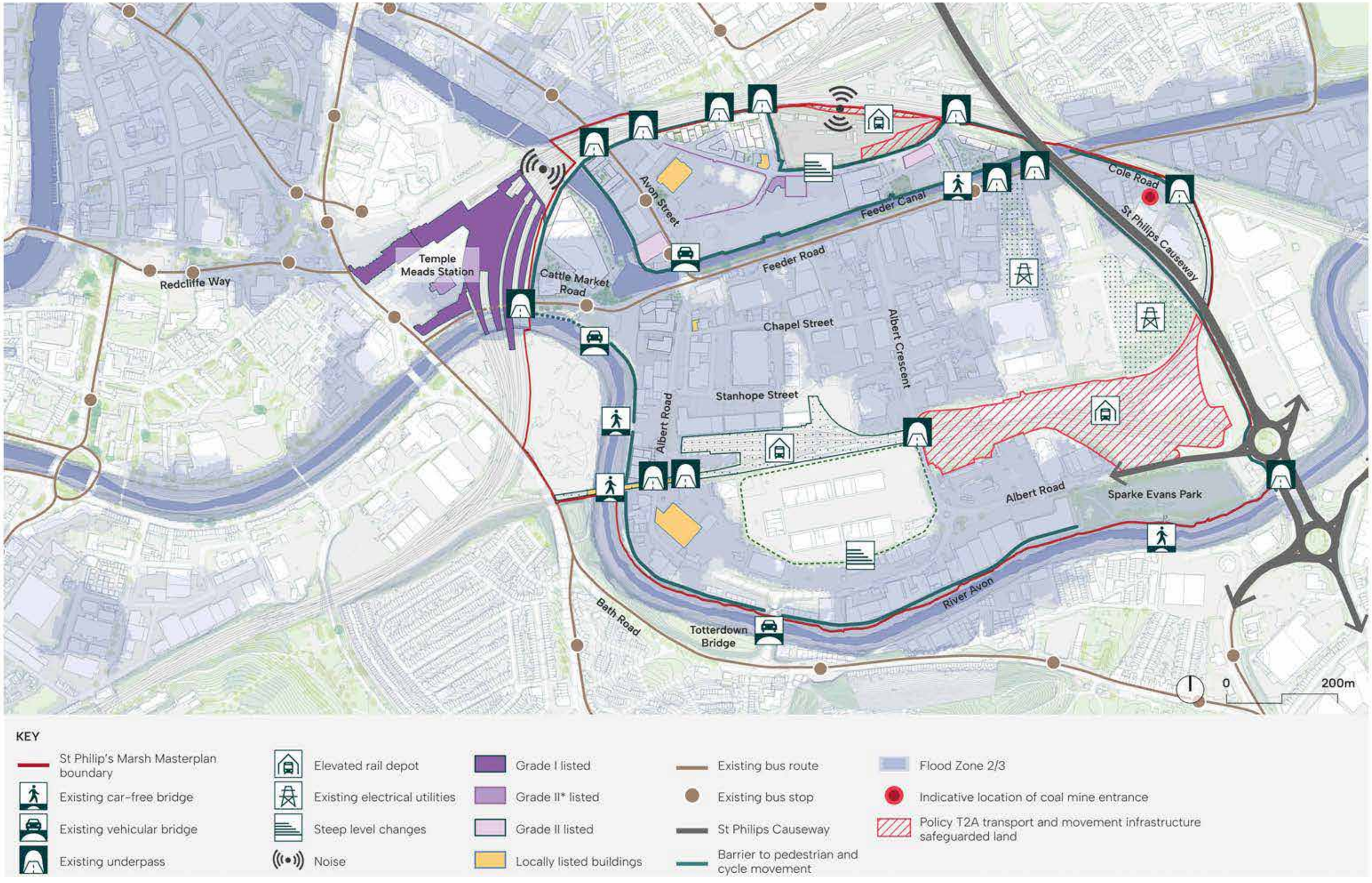


Fig 02.16 Site constraints plan

02.08 Opportunities

The site's strategic location and distinctive characteristics present an opportunity to create a well-connected, mixed-use neighbourhood that promotes healthy living and fosters a strong, diverse community. By supporting local businesses and providing a range of industrial, commercial and community uses, the regeneration will benefit surrounding neighbourhoods and contribute to Bristol's economy.

- **A Climate-Resilient Neighbourhood:** The regeneration presents an opportunity to transform a substantial part of the city into a mixed-use, sustainable and climate-adapted neighbourhood, with flood risk addressed through integrated landscape and architectural design alongside the wider Avon Riversides 2100 Strategy.
- **A New Academic Community:** The University of Bristol's Temple Quarter Enterprise Campus, alongside other developments currently underway, will attract students and researchers to the area, creating an academic and research community that will support innovation and act as a catalyst for the wider transformation of St Philip's Marsh.
- **Celebrating Blue Infrastructure:** The site offers a distinctive relationship with water, with views that showcase both its industrial heritage and waterways. Water has the potential to play a defining role in shaping the identity of the new neighbourhood. The Feeder Canal also presents opportunities for water-source heating, supporting the delivery of a low-carbon heat network.
- **Creating New Green Infrastructure:** The transformation of St Philip's Marsh provides an opportunity to create a comprehensive network of parks, green corridors and public open spaces where none, aside from Sparke Evans Park, currently exist. New green infrastructure will support the health and wellbeing of future residents, enhance biodiversity and contribute to climate adaptation across the site.
- **A Walkable, Convenient Neighbourhood:** The scale of the regeneration provides an opportunity to deliver a complete neighbourhood, where homes, workplaces, schools, shops, services and green space are within a short walk. This supports healthy lifestyles, reduces reliance on private cars, and ensures that everyday needs can be met within St Philip's Marsh itself.
- **Enhancing Accessibility.** The site benefits from its proximity to Temple Meads Station and the recently opened eastern entrance. There is potential to improve integration with the wider city through enhanced pedestrian, cycling and public transport connections, and to overcome the site's current severance by reconnecting to surrounding neighbourhoods such as Totterdown, St Anne's, the Dings and the city centre through new and improved crossings.
- **Delivering Inclusive and Affordable Housing:** The site presents the opportunity to deliver homes in a strategic location close to major transport and the city centre, contributing meaningfully to Bristol's housing delivery and supporting the city's response to housing need.
- **Industrial Intensification and Consolidation:** Industrial uses are deeply rooted in the area and form part of its character. Rather than pursuing complete relocation, these uses should be consolidated and integrated, where possible, with future residential development. The site's industrial character and heritage provide a foundation for shaping a distinctive identity for St Philip's Marsh.
- **Economic Opportunities:** St Philip's Marsh sits on the edge of the city centre, adjacent to Temple Meads Station. This strategic location makes it an attractive place for businesses. The regeneration could provide a variety of workspaces catering to different skills and scales of operation, from industrial to traditional office space, and from start-ups to larger corporations. This presents opportunities for local communities to work close to home and for Bristol to strengthen its position as an economic centre.
- **Delivering Community Infrastructure:** The scale of new homes and workplaces brings an opportunity to deliver the social infrastructure needed to support a complete neighbourhood, including schools, healthcare, community spaces and play provision, while also improving access to these services for neighbouring areas. A new secondary school is already coming forward within the Industrial Heritage Character Area, with further community infrastructure to be planned across the site as the regeneration progresses.
- **Celebrating Heritage and Culture:** The Silverthorne Lane Conservation Area, listed buildings and established cultural venues such as Motion provide a foundation for placemaking. These assets offer the opportunity to celebrate the area's industrial past whilst supporting a creative and cultural economy.

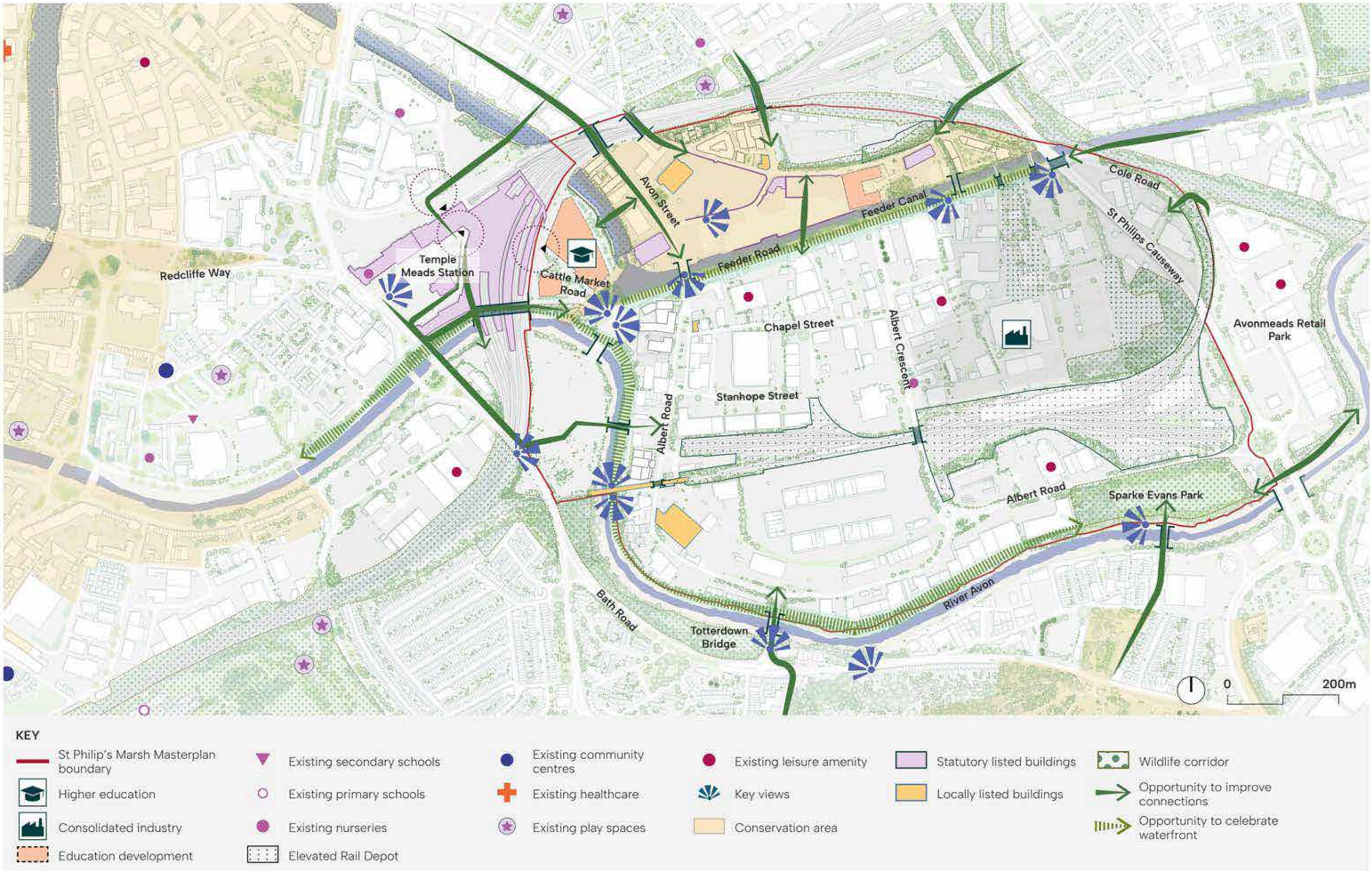


Fig 02.17 Site opportunities plan

03 Consultation and Engagement



Fig 03.01 Community engagement event from June to July 2025

03.01
Public Engagement and Consultation

The St Philip's Marsh Masterplan forms part of the wider regeneration of Temple Quarter. It was originally prepared as a draft Supplementary Planning Document (SPD), and two rounds of public engagement were undertaken during this process:

- **May to July 2025:** to understand community priorities and inform the key design principles for St Philip's Marsh.
- **January to February 2026:** to consult on the draft SPD.

Following reforms introduced by the Levelling-up and Regeneration Act 2023, the SPD route was withdrawn. The document is now being taken forward as a Masterplan, to be endorsed by Bristol City Council and read alongside the Bristol Local Plan to guide future development at St Philip's Marsh.

A final round of public consultation was held from June to July 2026 on the final draft of the Masterplan. All engagement and consultation reports can be found on the Bristol Temple Quarter website.

This chapter summarises the main feedback from the May to July 2025 engagement and how it shaped the Masterplan, together with the key concerns raised in January to February 2026 and through the final round of public consultation.

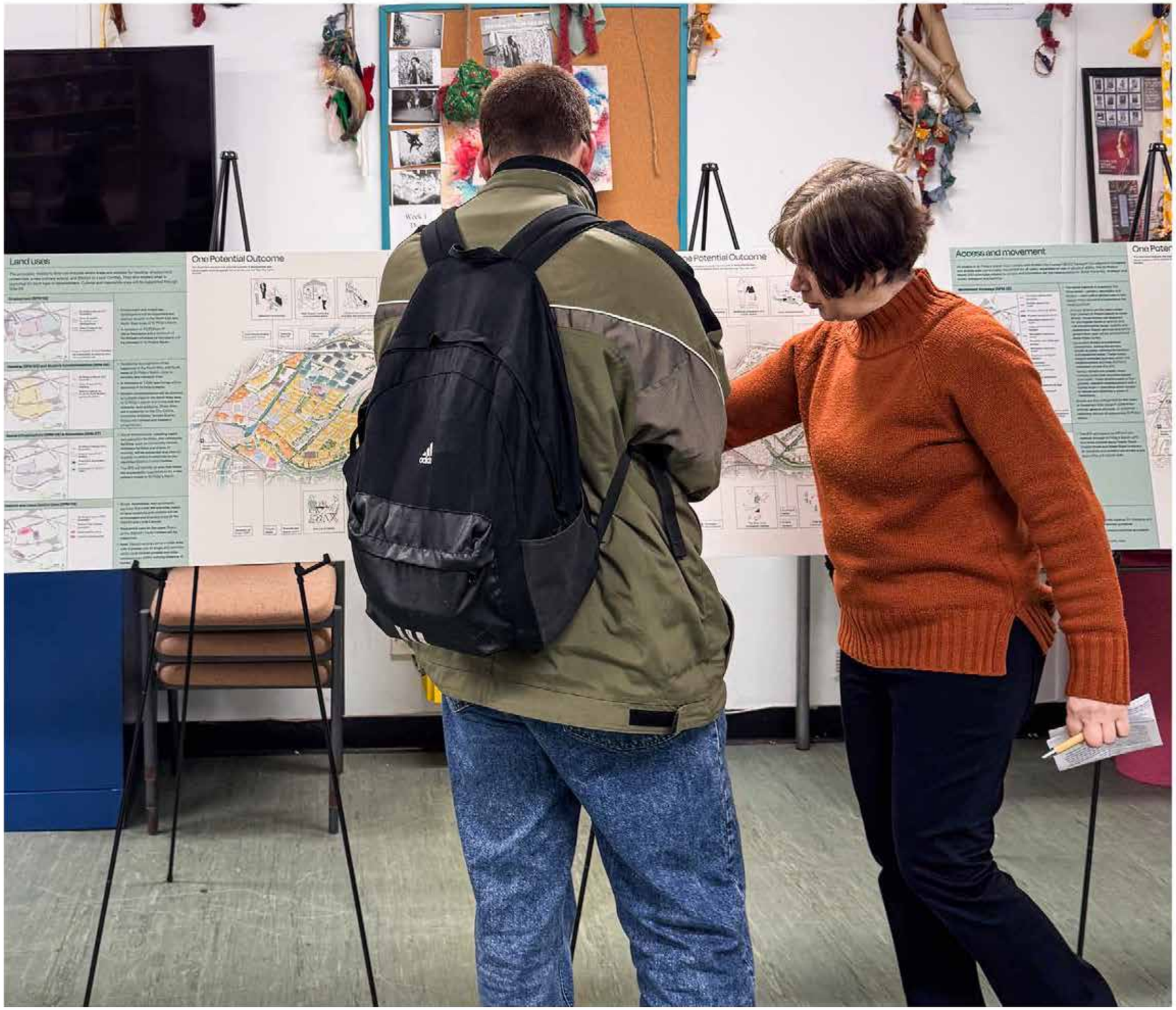


Fig 03.02 Community engagement event at the Safe 'Ouse in January to February 2026

03.02
May to July 2025 Engagement

Public engagement was held between 23 June and 31 July 2025 to gather community feedback on the future development of St Philip's Marsh.

Participants were first introduced to the site's opportunities and constraints, including flood risk and limited transport access before being consulted on three themes:

- the distribution and uses of new open spaces;
- the location of a proposed Local Centre;
- and the potential pedestrianisation of selected existing streets.

These themes were presented through three scenarios exploring different approaches to open space, centre location, and street use. Participants were invited to indicate their preferred components, and the feedback was assessed to inform the preferred design approach that underpins this Masterplan.

Community Outreach
While engagement was open to all, particular efforts were made to reach surrounding communities and existing businesses. Targeted door-knocking was carried out in Brislington, the Dings and St Annes, and Bristol City Council Economic Development Team door-knocked businesses across St Philip's Marsh, offering one-to-one conversations and follow-up sessions.

Engagement Methods
Engagement combined in-person and online activities. In-person activity included eight public events and drop-ins across St Philip's Marsh and surrounding neighbourhoods, held at the Bristol Temple Quarter Hub, Screenology, Easton Community Centre, the Dings 'Safe Ouse', and pop-ups at Sainsbury's Avonmeads, Tesco Totterdown and Asda Brislington.

A permanent exhibition at the Bristol Temple Quarter Hub gave the community a place to drop in, leave comments and have questions answered. Three guided history tours of St Philip's Marsh were also run with Bristol City Council's Head of Urban Design.

Online engagement included a Digital Hub with key information about the proposals, an interactive map, and an open channel for feedback. Two online stakeholder briefings were also held with councillors, community groups, businesses and organisations.

Accessibility was central to the approach. Two paid design review sessions were commissioned with the West of England Centre for Inclusive Living (WECIL), alongside two meetings with the Temple Quarter Accessibility Advisory Group (TQAAG), to gather feedback from people with lived experience of disability.

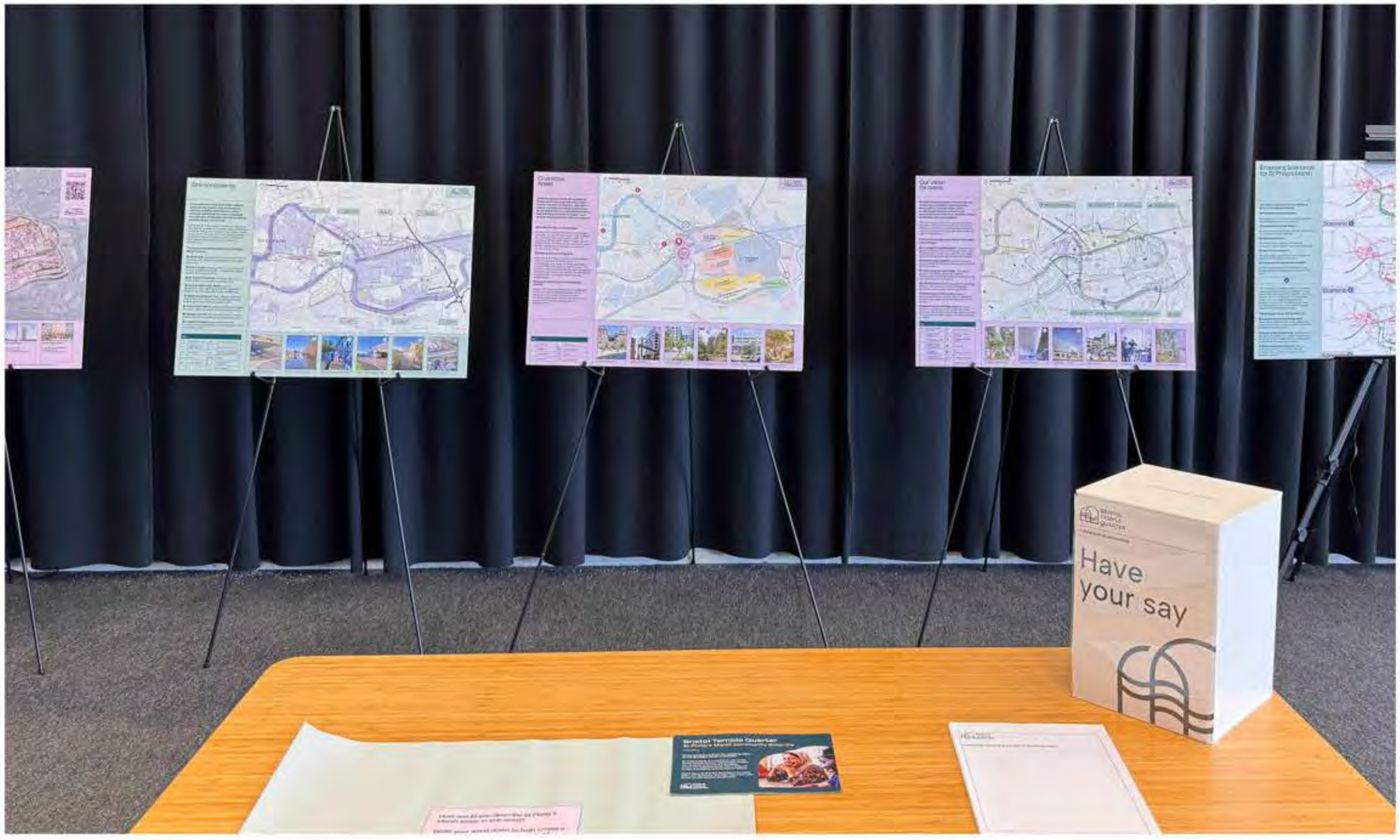
Data Collection
Engagement was designed so that the data gathered could be applied directly to the development of the Masterplan. A consistent set of questions across all in-person and online activities produced comparable quantitative data, while qualitative input was captured through detailed conversations, free-text responses and interactive map comments. This combination gave a clear evidence base from which preferred components could be identified and incorporated into the Masterplan.



Fig 03.03 Interactive materials used to gather feedback from St Philip's Marsh engagement events



Fig 03.04 Exhibition boards for community engagement events from May to July 2026 on the Draft SPD

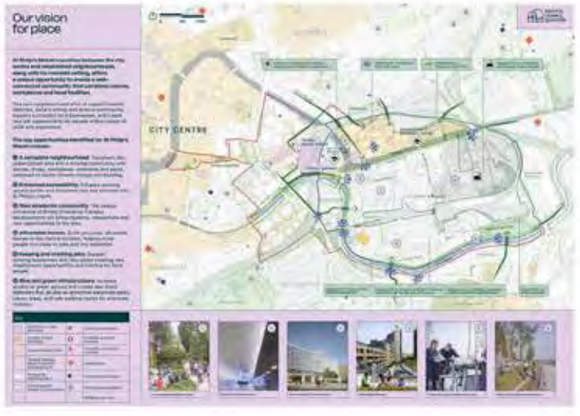


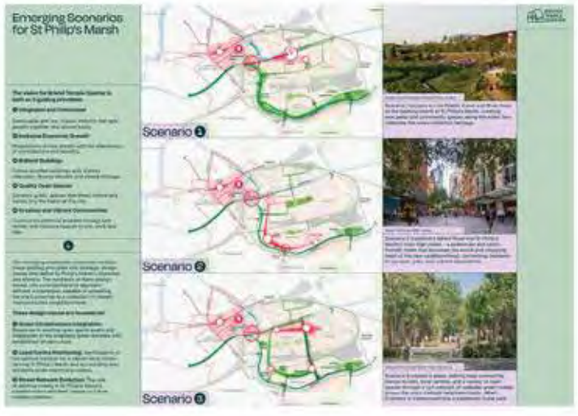
Engagement in Numbers:

- Over 250 people attended in-person events and drop-ins.
- 217 responses to the online survey.
- 29 written submissions from organisations, businesses and statutory consultees.
- 840 doors knocked in Brislington and the Dings.
- 116 business leaflets distributed across St Philip's Marsh.
- 24,558 Digital Hub page views, with 5,040 active users.
- Promotional reach included dedicated e-newsletter, social media (~35,000 LinkedIn impressions), and coverage in local press.

Fig 03.05 Exhibition boards and letter box for free-text responses







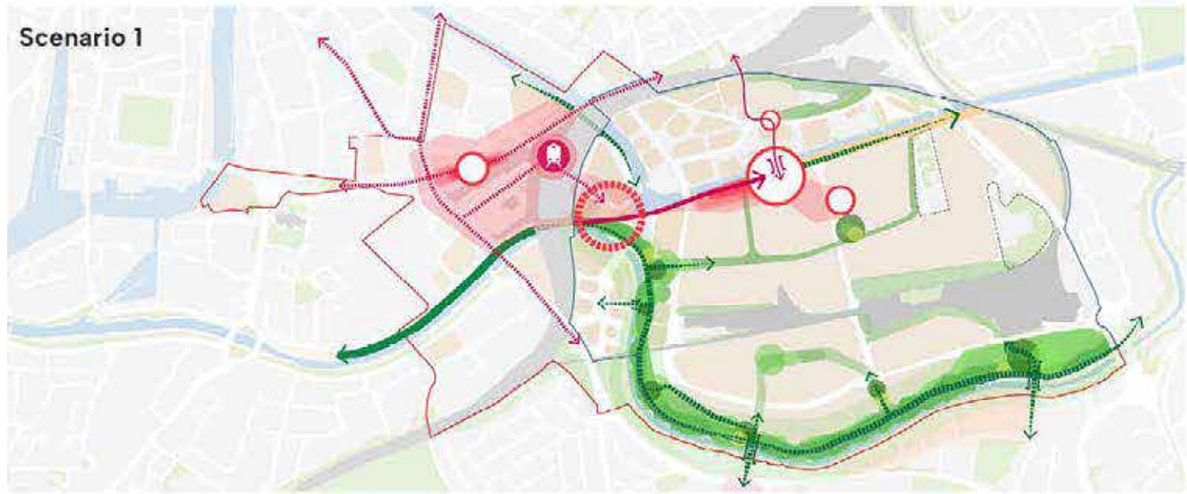


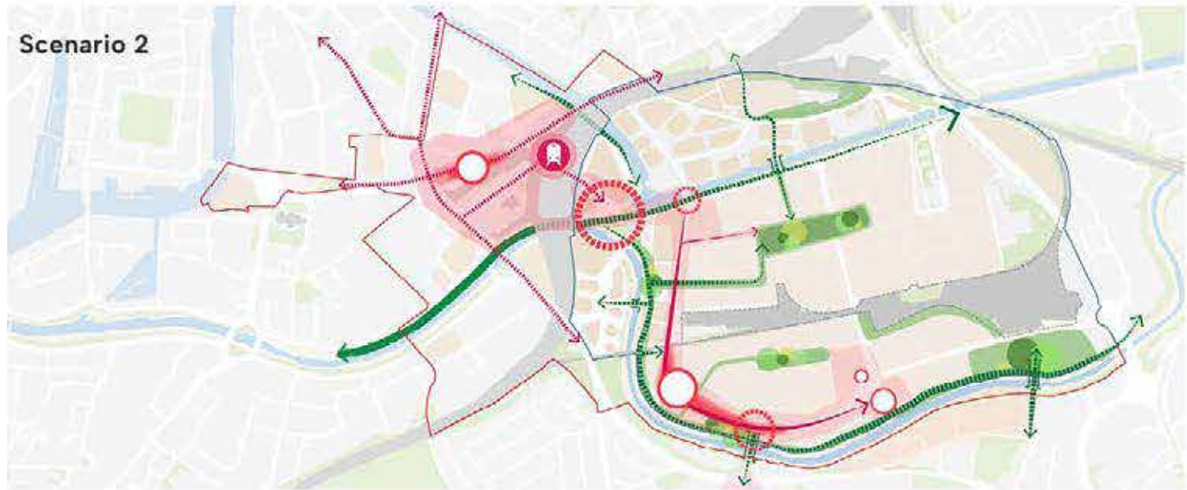
Three Scenarios
Three scenarios were developed to test how the major spatial moves at St Philip's Marsh could come together.

Each combined a different location for the Local Centre, the distribution of open space, and the pedestrianisation of a street, allowing participants to compare trade-offs rather than respond to a single fixed proposal.

The scenarios were designed around three questions that the engagement sought to answer: how limited land could most effectively support both people and nature; where a new Local Centre would best support daily life and long-term success; and which street could be transformed into a car-free destination.

- **Scenario 1** tested whether the area's strongest assets, the waterfront and the proximity to Temple Meads Station, could anchor the new neighbourhood. A new Local Centre was placed on Feeder Road, close to the university and the station's new Eastern Entrance, with the section between Avon Street and Albert Crescent pedestrianised to give the centre a waterside character along the Feeder Canal. A potential pedestrian bridge would connect it to the residential areas to the north. Open space was concentrated as a green active travel and ecological corridor along the River Avon, linked by an outer loop back to Temple Meads Station and Sparke Evans Park.
- **Scenario 2** tested whether a single, more traditional high street could serve as the focus of the neighbourhood. The Local Centre was placed along Albert Road, with the section between Totterdown Bridge and the Temple Meads Avoiding Line Avon Bridge pedestrianised to create a high street serving the neighbourhoods south of the railway. The centre combined river views with a more intimate high street character. Open space was anchored by a neighbourhood park at the heart of St Philip's Marsh, with the River Avon corridor preserved as an active mobility route with pocket park expansions, and Sparke Evans Park retained as recreational green space.
- **Scenario 3** tested whether a more distributed approach to open space could give every part of St Philip's Marsh equal access to green space. The Local Centre was placed more centrally within St Philip's Marsh, less directly connected to Temple Meads Station or surrounding neighbourhoods but better positioned to serve all parts of the site equally, with community spaces and amenities distributed across a Green Loop network. Open space was spread as smaller parks throughout the area, ensuring all residents and workers could reach green space within a five-minute walk, and Albert Crescent was pedestrianised and reimagined as a linear park connecting the areas north and south of the railway. Sparke Evans Park is retained and connected into the Green Loop through the riverside.





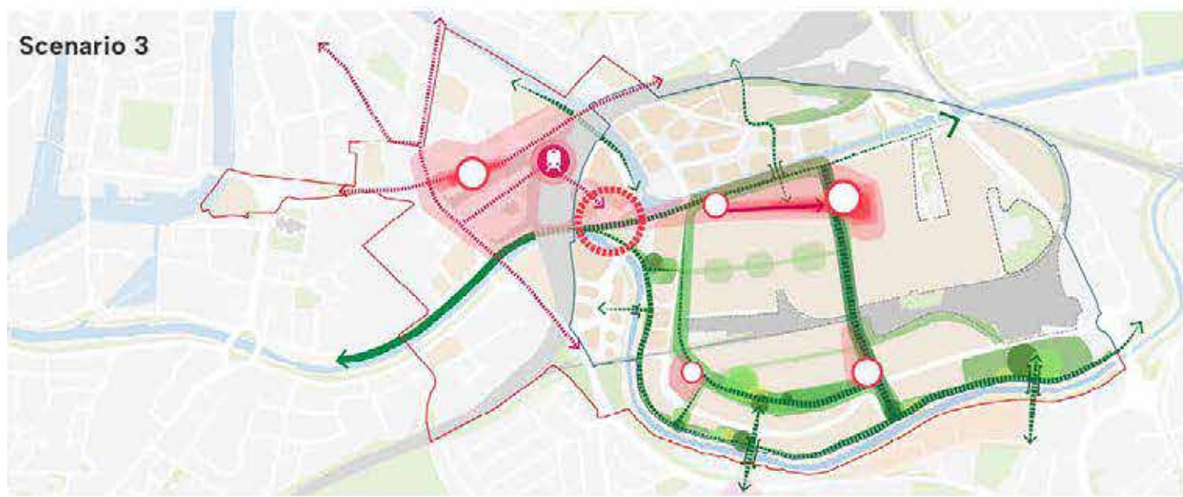


Fig 03.06 Diagrams showing three scenarios used during the May to July Engagement

What We Heard
Feedback was gathered through fixed-question voting, free-text responses on the Digital Hub, comments on an interactive map, written submissions, and conversations at in-person events.

The findings below summarise the responses to each of the three themes, alongside the recurring concerns raised across the engagement.

Open Space Distribution and Uses
Scenario 1 received the strongest support (37%), with Scenario 3 close behind on 32%. Written and verbal feedback from the public and statutory stakeholders pointed toward a combined approach: a range of distributed open spaces connected by safe green streets, ensuring access for all. Participants also emphasised the importance of parks being well connected to schools, nurseries, Local Centres and healthcare facilities, and the need for design to actively consider the needs of women, children, older adults, and people with disabilities, including seating at regular intervals, safe play areas, and spaces that feel secure at all times of day. Green infrastructure should integrate flood-resilient landscapes, ecological corridors, and biodiversity enhancements.

Asked to identify the three most important uses of open space, participants placed ecology first (146 votes), followed by play (90) and relaxation (89). The TQAAG and WECIL groups highlighted the importance of inclusive features such as tactile play, sensory gardens, and clear visual cues to indicate different activities within a space.

Location of a New Local Centre
Scenario 1 emerged as the clear preference (45%), valued for its waterfront setting and central location. Feedback emphasised that the centre should have its own identity and character, with a curated mix of businesses, flexibility to adapt over time, and an inclusive and welcoming public realm. Responding to residents' daily needs within a short walk was identified as a priority.

WECIL highlighted the need to assess locations for delivery access, active travel links, community needs, and integration with existing shops and retail areas in wider Bristol.

Pedestrianisation of Streets
Scenario 1, the pedestrianisation of Feeder Road, was the preferred option (45%). Support was linked to its canal-side setting, its connection to a preferred Local Centre, and its placemaking potential.

Other Feedback
Recurring themes across written submissions, business conversations, accessibility groups and statutory consultees included:

- **Social infrastructure and delivery:** requests for greater clarity on the delivery strategy and the social infrastructure to be provided.
- **Business concerns:** certainty over relocation strategies, the impact of pedestrianising key streets, and immediate concerns around parking and movement during construction of adjacent sites.
- **Community mix and student integration:** the need to integrate students with long-term residents to deliver a genuinely mixed-use, inclusive and affordable neighbourhood.
- **Transport and connectivity:** a convenient bus and active travel network that connects well with the wider Bristol network.
- **Infrastructure and environment:** acoustic mitigation alongside the rail line, new road overbridges able to accommodate future electrification and battery-electric trains, embedded Biodiversity Net Gain in line with Natural England guidance, clear flood mitigation plans, and coal mining risk assessment for identified features.

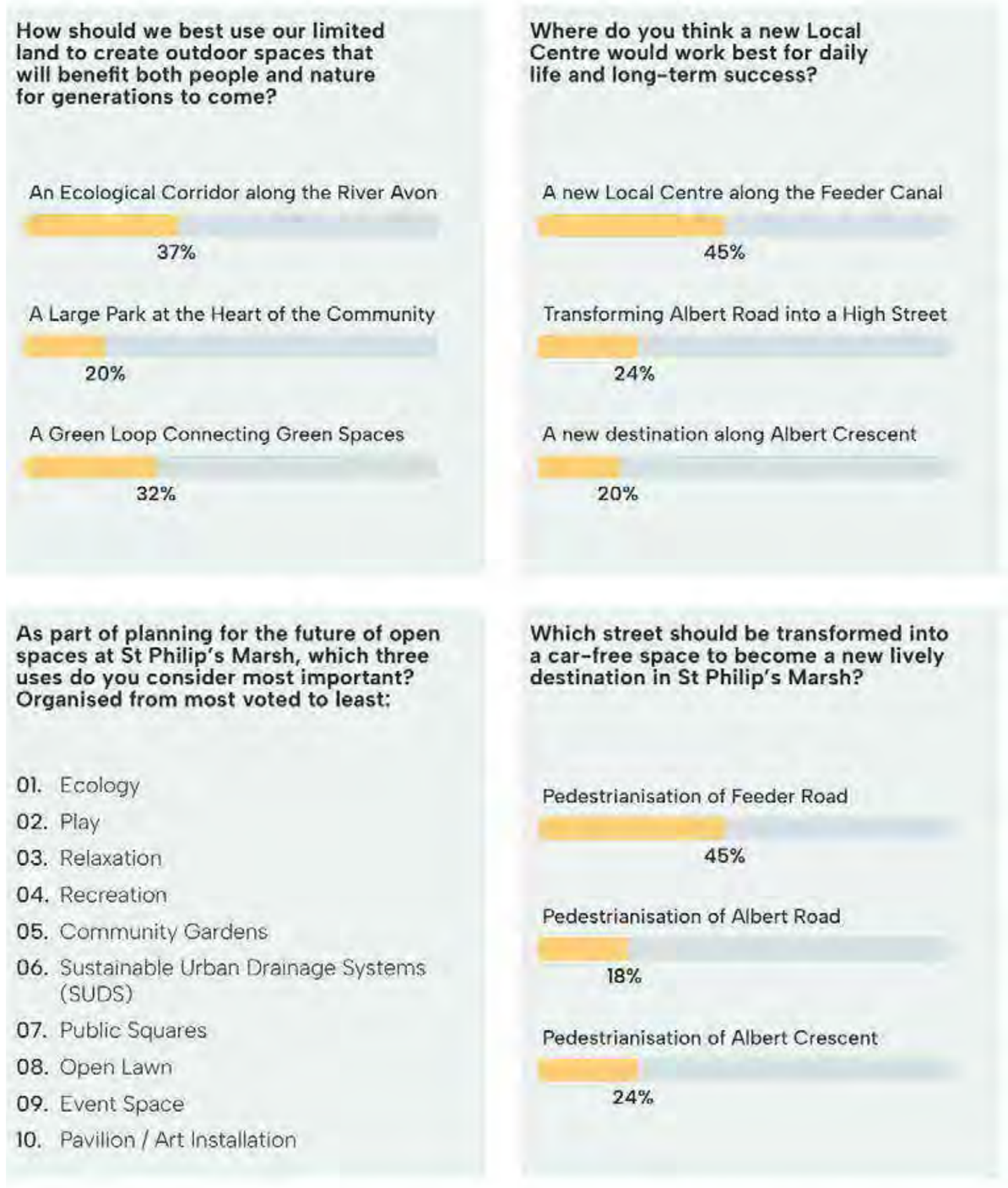


Fig 03.07 Voting results (including online survey, Slido questionnaire from presentations and feedback frame votes).

03.03 January to February 2026 Engagement

A second round of public engagement was held between 19 January and 20 February 2026 to gather feedback on the draft Supplementary Planning Document (SPD) prepared for St Philip's Marsh. The document built on the preferred design that emerged from the May to July 2025 engagement, translating it into a set of planning principles intended to sit alongside the emerging Bristol Local Plan.

Following changes to national planning policy introduced during this process, the document is no longer being taken forward as an SPD and has instead been progressed as a Masterplan. The feedback gathered during this round of engagement remained directly relevant and has shaped the refinement of the document into its current form.

Community Outreach
While engagement was open to all, particular efforts were made to reach surrounding communities and existing businesses ahead of the engagement period. Community Development officers door-knocked approximately 1,200 homes in Redcliffe, Brislington and the Dings, talking to residents on doorsteps and dropping off flyers with details of upcoming events.

Economic and Community Development officers also visited businesses across St Philip's Marsh, offering one-to-one conversations and follow-up sessions, with 13 businesses attending a dedicated online meeting.

Engagement Methods
Engagement combined in-person and online activities, mirroring the approach taken in the May to July 2025 round.

In-person activity included four open days at the Bristol Temple Quarter Hub, an open evening, a drop-in at the Dings 'Safe 'Ouse', and pop-ups at Asda Bedminster, Sainsbury's Brislington and Tesco Totterdown. Events were scheduled in the evenings and earlier in the week, responding to feedback received during the previous round about preferred timings. All venues were step-free and accessible.

To ensure continuity, stakeholder groups, businesses and organisations involved in the earlier engagement were re-engaged through online and in-person meetings. A workshop was held in December 2025 with non-statutory stakeholders who had contributed significantly to earlier engagement rounds, giving them an opportunity to feed back on emerging policy areas at an early stage. BTQ LLP also visited the Wellspring Settlement in Barton Hill to present the draft to community organisations.

Ongoing engagement continued with the Temple Quarter Accessibility Advisory Group (TQAAG) and the West of England Centre for Inclusive Living (WECIL), who were commissioned to carry out a design review of the draft.

Online engagement included an online survey hosted on the Digital Hub, alongside an open channel for email submissions to the project team.

Data Collection
Feedback was gathered through online survey responses, written submissions, conversations at in-person events, comments collected through feedback boxes, and structured sessions with accessibility groups and statutory consultees.

The combination of channels provided a clear evidence base from which themes and concerns could be identified and addressed in the refinement of the Masterplan.

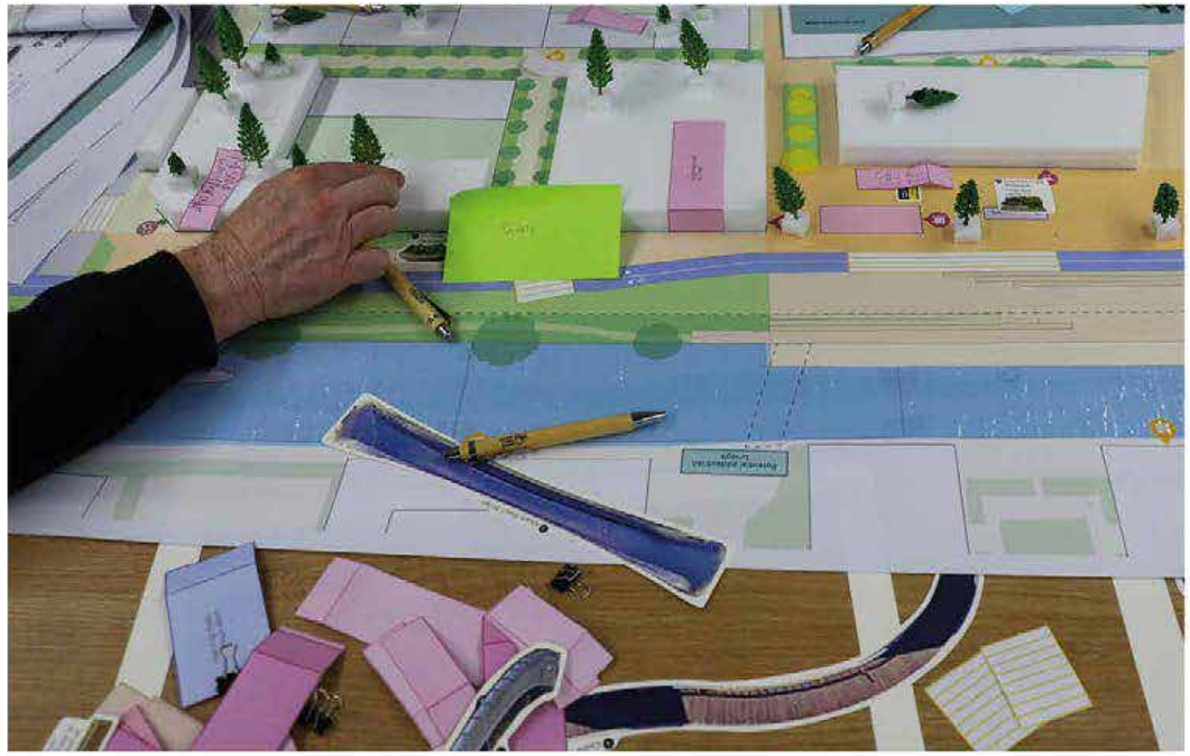
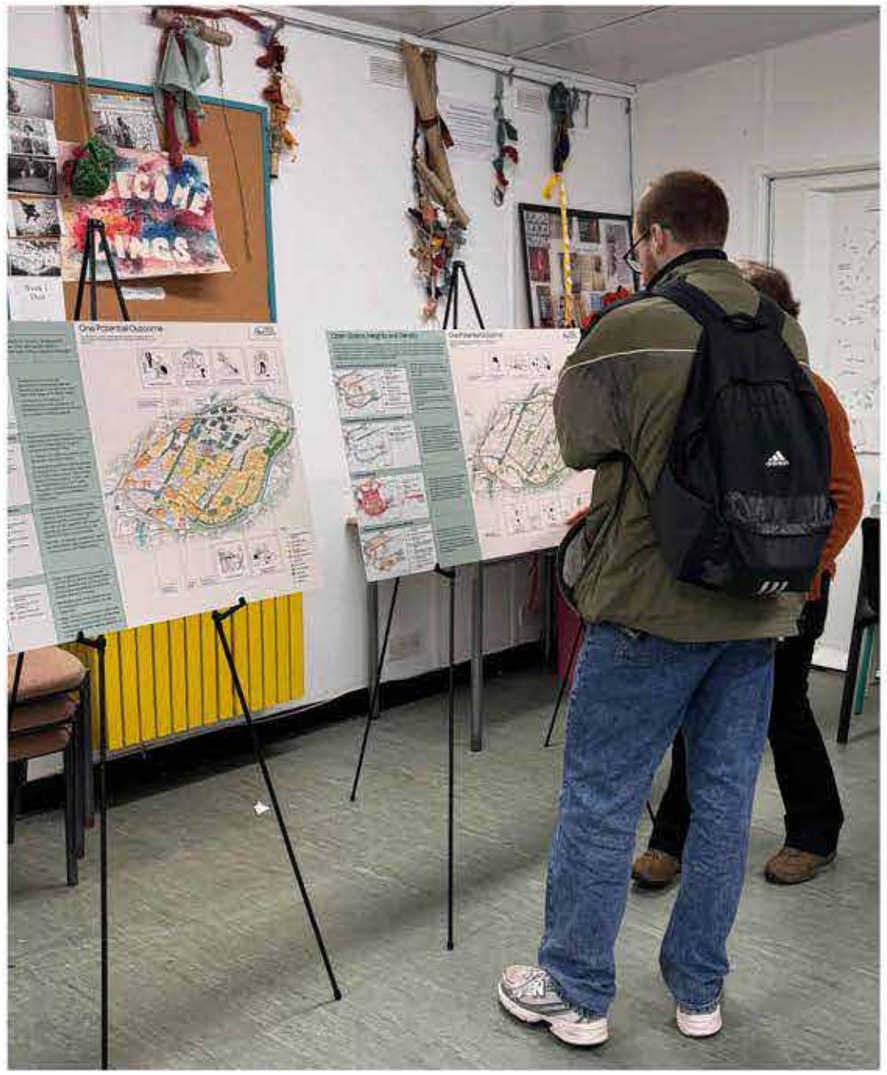




Fig 03.08 Interactive physical model and discussions from events from January to February 2026 on the Draft SPD





Engagement in Numbers:

- Approximately 200 comments recorded at in-person events and drop-ins.
- 32 responses to the online survey.
- 28 written submissions from organisations, businesses and statutory consultees.
- 1,200 homes door-knocked in Redcliffe, Brislington and the Dings.
- 13 businesses attended a dedicated online business meeting.
- Promotional reach included LinkedIn (9,180 impressions, 613 clicks), NextDoor (5,578 impressions), the project e-newsletter, and coverage in local press.

Fig 03.09 Community engagement events from January to February 2026 on the Draft SPD

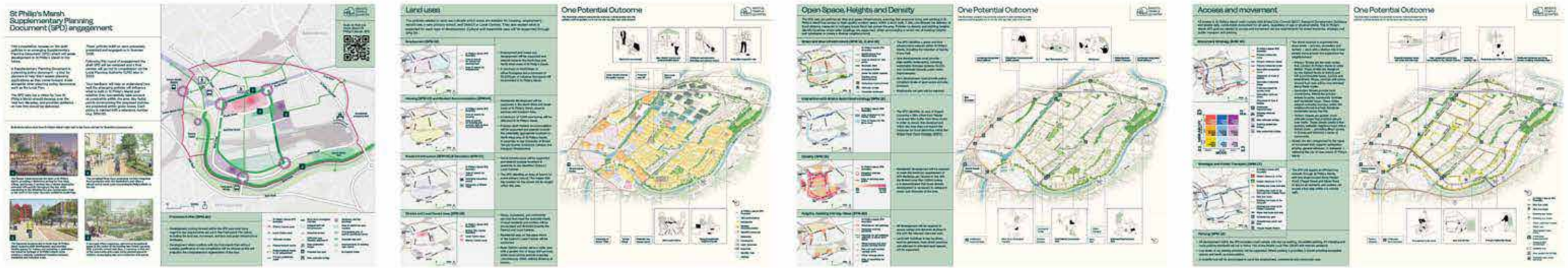


Fig 03.10 Exhibition boards for community engagement events from January to February 2026 on the Draft SPD

What We Heard
Feedback was gathered across a wide range of channels and grouped by theme. While individual respondents raised specific concerns, recurring topics emerged consistently across the online survey, in-person conversations, written submissions and accessibility groups.

The summary below sets out the main themes from this round of engagement.

Access and Movement
Respondents emphasised that current transport provision is not yet adequate to support growth, and that improvements need to be in place before significant new residential population arrives. Strong support was expressed for prioritising walking, cycling and public transport, with consistent calls for better connectivity to and from surrounding neighbourhoods including Totterdown, Brislington and the Dings. Cycling stakeholders called for a comprehensive cycle network plan with high-quality routes, while businesses and some residents emphasised that vehicle access, servicing and HGV movement still needed to be accommodated effectively. Additional bridges between Totterdown Bridge and St Philip's footbridge were a recurring suggestion, and concerns were raised about the legibility and safety of existing underpasses and tunnels.

Blue and Green Infrastructure
The majority of respondents expressed concern that overall open space provision will be insufficient for the projected population, with calls for larger parks, more public squares, and greater integration of green infrastructure into the public realm. The retention of Sparke Evans Park and the carrying forward of the green corridor from the previous engagement round were welcomed. Accessibility groups raised the importance of designing parks that are fully accessible, including clear edges to water, sight lines free from planting obstructions, and inclusive features throughout. Safety concerns around the Feeder Canal and River Avon were raised, particularly around escape routes from the water and the marking of water edges.

Housing, Density and Heights
There was strong support for new housing provision but consistent concern about over-reliance on high-density and high-rise development. The majority of respondents requested a clearer definition of high density and a maximum building height. There was a clear emphasis on affordability and on the need for a mix of housing types, including more townhouses and family homes. Concerns about the concentration of student accommodation and build-to-rent housing were raised across a range of channels, with respondents emphasising the need for housing that supports a balanced, long-term community.

Social Infrastructure
Social infrastructure was seen as key to the success of the development by all respondents, not as a secondary consideration. Demand was strong for healthcare facilities, schools and early years provision, community centres and multi-use spaces. Repeated concern was raised that social infrastructure is often delivered too late in the development cycle, and respondents called for a clearer commitment on delivery timing and the integration of services within walkable distances.

Businesses, Industry and Phasing
Businesses called for greater certainty over relocation strategies, timelines and phasing, with concerns that the current proposals prioritise housing and reduce space for industry. The phasing of industrial relocation was identified as a particular concern, with calls for industrial provision to be delivered early so existing businesses have viable alternatives before being displaced. Continued HGV access, servicing and parking were repeatedly identified as essential to business operations.

Accessibility and Inclusivity
WECIL and TQAAG emphasised the importance of designing for accessibility from the outset, including clearly defined inclusive housing standards, accessible walking and cycling routes wide enough for two wheelchair users to pass, well-considered placement of taxi drop-offs and accessible parking, and the use of the term "accessible" rather than "inclusive" where the intent is specifically to address disability. Both groups stressed that parks, public squares and the public realm should be designed with universal access as a starting point rather than an addition.

Heritage
Heritage groups called for stronger wording and a more robust approach to heritage protection within the Masterplan, including clearer mapping of locally listed assets, recognition of key views into and across the area, and consideration of archaeological investigation given the extent of demolition and redevelopment proposed.

Flooding
Surface water flooding currently affecting parts of St Philip's Marsh was raised at multiple events, including Feeder Road, the tunnel by Avonmeads, Totterdown Bridge and Albert Crescent. Respondents and businesses emphasised the importance of integrated flood mitigation and clear provision for the long-term protection of new and existing development.



Fig 03.11 Engagement workshop with the Temple Quarter Accessibility Advisory Group in November 2025

03.04 June to July 2026 Consultation

Formal consultation on the final draft Masterplan was held between 16 June and 28 July 2026, giving residents, businesses, organisations and other stakeholders a final opportunity to review the document and share their views before it went forward for endorsement by Bristol City Council.

By this stage, the document was being taken forward as a Masterplan rather than a Supplementary Planning Document (SPD). Government regulations introduced in March 2026 prevented any new supplementary planning documents from being adopted after 30 June 2026, and the Masterplan continues to carry weight as a material consideration through Bristol City Council endorsement and alignment with the Bristol Local Plan.

Consultation combined an online survey hosted on Bristol City Council's Ask Bristol website, public drop-ins at the Bristol Temple Quarter Hub, stakeholder briefings and one-to-one conversations with St Philip's Marsh businesses. This generated 83 responses to the online survey, of which nine came from organisations or businesses, alongside 28 written responses from organisations, businesses and statutory consultees.

Feedback covered a broad range of topics, including green and blue infrastructure, building heights and density, housing, transport and connectivity, heritage, sustainability, community infrastructure, accessibility and delivery. Views varied, but there was broad support for the regeneration of St Philip's Marsh and recognition of the opportunity to deliver a new mixed-use neighbourhood with homes, jobs, community facilities and improved public spaces.

Community Outreach
While consultation was open to all, particular efforts were made to reach surrounding communities and existing businesses.

Approximately 1,000 homes were door-knocked across Redcliffe, Paintworks and Brislington to inform local residents and promote the online survey. Bristol City Council's Economic Development team also door-knocked businesses across St Philip's Marsh, distributing approximately 127 leaflets, holding 24 doorstep conversations and delivering three one-to-one meetings.

Consultation Methods
Consultation combined in-person and online activity. In-person activity included four public drop-ins at the Bristol Temple Quarter Hub, attended by approximately 50 residents, businesses and local organisations. A stakeholder briefing was held with approximately seven local organisations, and a separate briefing was held with the Bristol Civic Society, attended by approximately 23 people.

Online activity included the survey on the Ask Bristol website and direct emails to approximately 120 stakeholder and community organisations. This was supported by flyers, social media coverage on LinkedIn and NextDoor, direct mail and the BTQ e-newsletter.

Data Collection
Feedback was gathered through online survey responses and written submissions. This combination provided the evidence base against which the final draft Masterplan was tested ahead of its endorsement by Bristol City Council.

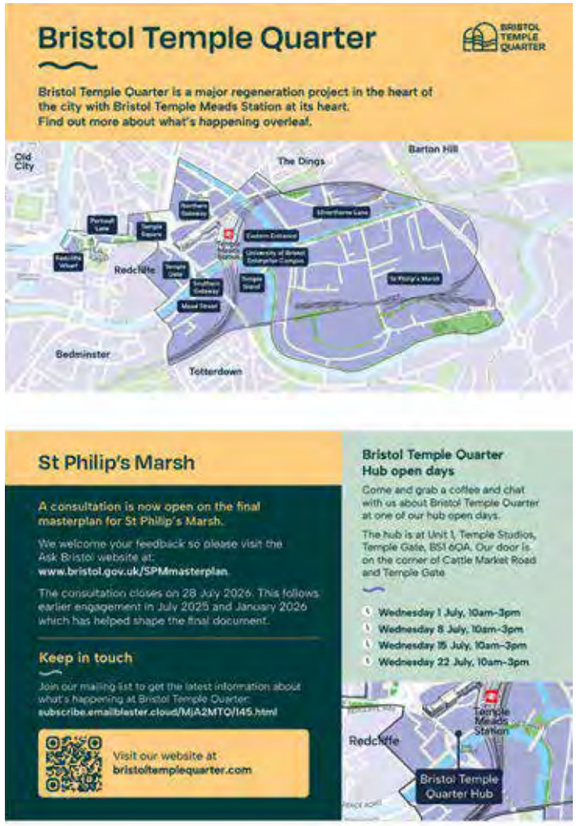


Fig 03.12 Flyers distributed across Redcliffe, Paintworks, Brislington and existing businesses.

Engagement in Numbers:

- 83 responses to the online survey, including nine from organisations or businesses.
- 28 written responses from organisations, businesses and statutory consultees.
- Approximately 50 attendees across four public drop-ins at the Bristol Temple Quarter Hub.
- Approximately 1,000 homes door-knocked across Redcliffe, Paintworks and Brislington.
- Approximately 127 business leaflets distributed, with 24 doorstep conversations and three one-to-one meetings.
- Approximately 120 stakeholder and community organisations contacted directly.
- Briefings held with approximately seven local organisations and with the Bristol Civic Society (approximately 23 attendees).

What We Heard
Feedback was gathered through the online survey's quantitative and free-text questions, written submissions from stakeholders and businesses, and conversations at drop-in events. While views varied, there was broad support for the regeneration of St Philip's Marsh and recognition of the opportunity to create a new mixed-use neighbourhood that delivers homes, jobs, community facilities and improved public spaces.

The summary below sets out the main themes from Public Consultation.

Green and Blue Infrastructure
Green and blue infrastructure drew the largest number of comments. Many respondents supported the Green and Blue Infrastructure Strategy and the focus on the waterways, though some felt the proposed level of park provision should increase to meet the needs of the future population, with calls for a larger central park and more usable open space. Respondents wanted parks to support recreation, children's play, sport, biodiversity, urban cooling and health and wellbeing, and there was broad support for the enhancement of Sparke Evans Park. Several stakeholders asked for published calculations demonstrating compliance with the Bristol Parks and Green Spaces Strategy, and for greater certainty on the long-term management and maintenance of open space.

Building Heights, Density and Massing.
Views on the proposed scale of development were mixed. Some respondents felt the proposed density and heights were appropriate for a highly accessible city centre location, while others raised concerns about the effect of taller buildings on daylight, public spaces and neighbourhood character. Several stakeholders asked for a maximum building height, for the ratio between building height and street width to be stated, and for design codes to accompany the Masterplan. Others asked for the flexibility to build to greater heights and densities in specific locations, including around the District Centre.

Housing.
There was support for new housing provision, alongside consistent concern about the balance between Purpose-Built Student Accommodation (PBSA) and other housing types. Respondents called for a mix of housing that supports a long-term, settled community, including more family homes and townhouses, and for a target for family housing. Accessible housing standards were also raised.

Transport and Connectivity.
There was broad support for improving walking, cycling and public transport connections and for addressing existing barriers to movement, including links to the Bristol and Bath Railway Path, St Anne's, Brislington and park-and-ride facilities. Business and organisation feedback focused on retaining vehicle access for servicing and HGV traffic, and on the alignment between the Masterplan and the East Bristol Liveable Neighbourhood (EBLN). Cycling stakeholders asked for cycleway design that meets recognised standards.

Heritage, Character and Identity.
Respondents welcomed the recognition of industrial heritage and historic assets, and asked for stronger protection and clearer wording on their retention. Several felt the character areas as described and illustrated did not yet capture a distinctly Bristol identity, and asked for local materials, public art and reference to the site's industrial and railway heritage to come through more clearly. Views into and across the area, not only out of it, were raised as needing more attention.

Accessibility and Inclusion.
Accessibility was widely supported as a design consideration embedded from the outset rather than added later. Respondents asked for safety at night to be considered for women, girls, young people, shift workers and disabled people, and for reference to established accessibility guidance, including Inclusive Mobility and the British Standards Institute's neurodiversity guidance, alongside emerging safety-of-women-and-girls policy.

Community and Social Infrastructure.
Respondents consistently called for healthcare, schools, early years provision, cultural spaces and sports facilities to be delivered alongside new homes, and for social infrastructure to come forward earlier in the development process. Several respondents noted that provision for teenagers and young people, including multi-use games areas, was missing, and asked for children's play and food-growing space to be made more explicit.

Land Use and Business Retention.
There was support for a balanced mix of residential, employment and commercial uses, and for protecting existing businesses and industrial land. Some respondents asked for affordable workspace and clearer protection for existing businesses during phasing, including access for servicing and HGV traffic.

Delivery and Implementation.
While the vision was broadly supported, some respondents raised concerns, drawn from previous regeneration projects, that delivery does not always match ambition. Respondents asked for clearer commitments on infrastructure funding and delivery mechanisms, on the timing of green space and flood mitigation, and on which elements of the Masterplan are fixed requirements as against guidance or illustration.

03.05 How Feedback Shaped the Masterplan

Feedback from both rounds of public engagement and the public consultation was reviewed thematically and incorporated into the Masterplan where relevant.

Two rounds of engagement, in May to July 2025 and January to February 2026, shaped the underlying spatial design and the Masterplan's guiding principles. Public consultation on the draft document, and further review since, have continued to refine the Masterplan's guidance and the Illustrative Masterplan. All engagement and consultation reports can be found on the Bristol Temple Quarter website.

The main ways in which feedback has shaped the Masterplan are set out below.

Green and Blue Infrastructure

The first round of engagement directly fed into the structuring principles of the Masterplan. The preferred design combines components from the three scenarios tested, delivering a River Avon Walk with flood defence integrated within landscaped areas, alongside a network of parks across St Philip's Marsh connected by green corridors of enhanced landscape and active travel infrastructure. This includes new parks and the enhancement of Sparke Evans Park to restore its recreational value.

Further feedback has prompted greater clarity on the needs that parks should respond to, with more detailed guidance added on accessibility, water-edge design, sight lines free from planting obstructions, and inclusive and accessible features throughout.

The Masterplan now sets out its open space provision in greater depth. The Illustrative Masterplan is accompanied by a table showing how provision meets the standards set out in the 2024 Bristol Parks and Green Spaces Strategy and the Food Growing and Allotments Strategy. The Illustrative Masterplan also provides further detail on maximum distances to open space, and guidance on quality, programme and character for the individual parks, alongside guidance on maintenance in line with best practice, such as Green Flag standards.

Centres and Pedestrianisation

The first round of engagement identified Feeder Road as the preferred location for a new Local Centre and supported its pedestrianisation between Avon Street and Albert Crescent, with vehicular traffic rerouted via Chapel Street. This has been carried into the Masterplan as a District Centre along the Feeder Canal, near the eastern gateway of Temple Meads Station, the University of Bristol TQEC, and the proposed new pedestrian bridge to the Silverthorne Lane development.

Two smaller Local Centres complement the District Centre, serving the rest of the neighbourhoods within St Philip's Marsh and responding to feedback calling for daily needs to be reachable within a short walk.

Transport and Connectivity.

All rounds of engagement and consultation emphasised the need to prioritise active travel and public transport while continuing to recognise the practical need for private vehicle access, servicing and HGV movement. The Masterplan reflects this balance in its street designs.

Cycling infrastructure standards and connections beyond St Philip's Marsh have been set out in greater detail in response to feedback, and cycling and wheeling are now more clearly signposted within Active Travel sections alongside pedestrian provision.

Accessibility and Inclusion.
Accessibility considerations have been integrated into each relevant topic across the Masterplan, alongside a dedicated section setting out essential design considerations. This responds to feedback from WECIL, TQAAG and the wider community. The Masterplan adopts the term "accessible" in line with WECIL's recommendation, ensuring the language reflects the specific intent of designing for disabled people.

Ensuring safety for all groups is a key objective of the Masterplan. This has been reflected in the guidance, and has also shaped the design of spaces shown in the Illustrative Masterplan, which support this through well-framed open spaces and streets, active ground-floor uses, natural surveillance and appropriate lighting

Sustainability

Social, economic and environmental sustainability considerations have been embedded across topics where relevant, supported by a dedicated section that frames sustainability as a foundation of the Masterplan rather than an overlay. Biodiversity Net Gain is embedded in line with Natural England guidance, responding to feedback from statutory consultees and environmental groups.

Building Heights, Density and Massing.

Development at higher densities is required given the area's proximity to the city centre and the requirements of the Bristol Local Plan. In line with the approach in the Bristol Local Plan and the Urban Living SPD, the Masterplan does not set a fixed maximum building height, but identifies where taller buildings are appropriate, supported by criteria on heritage impact, daylight, wind and microclimate. Definitions of tall buildings are included for clarity, and examples of building typologies and the expected quality of public realm and open space around development have been added in response to feedback. Reference to expectations around the management of long-range and short-range views of and within the transformed St Philip's Marsh has also been added.

The Illustrative Masterplan gives a reference point for the scale of development anticipated, and demonstrates the potential to achieve the residential and workplace provision required at a walkable, mid-rise scale. Specific heights for individual buildings are more appropriately set through Design Codes, which may be prepared alongside phases of development.

Heritage, Character and Identity.

References to relevant heritage requirements and design considerations have been added throughout the Masterplan, with specific guidance on protecting key views of heritage assets and on managing change to locally listed buildings. This responds to feedback from heritage groups, statutory consultees including Historic England, and community organisations.

The Masterplan promotes the retention and reuse of non-designated heritage assets that contribute to the area's industrial character, and emphasises the importance of retained buildings in establishing the character and identity of the new neighbourhood. Detailed responses on materials and design are more appropriately set through Design Codes, which may be prepared alongside phases of development.

Flooding

Flood mitigation is integrated through the Masterplan in alignment with the Avon Riversides 2100 Strategy, with flood defence incorporated within landscaped areas along the River Avon and the Feeder Canal. In response to feedback, the Masterplan now includes guidance on the need to deliver recreational space along the water's edge. Information on safety at the water's edge has been added in response to concerns raised during the second round of engagement about access to and from the Feeder Canal and the River Avon.

Community and Social Infrastructure.

Feedback consistently identified social infrastructure as key to the success of the development. The Masterplan sets out expectations for the delivery of healthcare, schools, early years provision, sports provision and community facilities, integrated within walkable distances of new homes and phased in line with population growth, to ensure needs are met as the neighbourhood grows.

Delivery and Implementation.

Feedback from businesses, particularly during the second round of engagement, emphasised the need for certainty over relocation, timelines and phasing, alongside continued HGV access and servicing. The Masterplan recognises the value of existing businesses and encourages their retention where uses do not conflict with new residential and commercial development. A phasing logic has been set out to guide the sequencing of change across St Philip's Marsh, with industrial provision considered in early phases of the regeneration. Decisions on individual sites will sit with landowners and through the planning process.

In response to concerns about how the vision will be achieved and delivery secured, the Masterplan sets out an Infrastructure Schedule identifying the strategic infrastructure required to support the regeneration, categorised as Critical, Essential and Important. This gives developers and the Local Planning Authority a shared starting point for identifying mitigation proposals and contributions, delivered through mechanisms including Section 106 and Section 278 Agreements and the Community Infrastructure Levy, as individual sites come forward.



Fig 03.13 Engagement workshop with the Temple Quarter Accessibility Advisory Group in November 2025

04
Vision and Masterplan Principles



Fig 04.01 Illustrative eye-level view of the District Centre along the Feeder Canal

04.01
Vision Statement

St Philip's Marsh represents a unique opportunity to transform 95 hectares of underutilised industrial land into a new urban district in the heart of Bristol. The regeneration will address the city's pressing housing needs whilst maintaining the site as one of Bristol's major employment areas.

The character and identity of St Philip's Marsh will be rooted in both its past and its future. The area's rich industrial heritage, including the Silverthorne Lane Conservation Area and listed buildings, will inform the architecture and the public realm, creating a neighbourhood with a distinctive sense of place. The River Avon, Feeder Canal and Sparke Evans Park will become the defining elements of the neighbourhood, shaping its spatial structure and identity. These blue and green assets will be celebrated and enhanced, providing ecological corridors, active travel routes and spaces for recreation and social gathering.

A range of housing typologies and tenures will cater to people of different income levels and household types. Jobs across all skill levels, social infrastructure and educational facilities will support a diverse and inclusive community.

St Philip's Marsh will evolve into a people-centred neighbourhood where streets, spaces and buildings are designed to prioritise human activity and promote the health and wellbeing of all residents. A comprehensive network of high-quality green spaces, parks and public realm will encourage social interaction and foster community bonds. The early delivery of community uses and facilities will play a vital role in establishing the identity and character of St Philip's Marsh from the outset.

The regeneration will support a broad and inclusive economy. The University of Bristol Temple Quarter Enterprise Campus presents an opportunity to establish a knowledge and employment cluster, honouring the area's manufacturing legacy through research, innovation and enterprise. This cluster will contribute to the West of England Innovation Arc, strengthening Bristol's role as a centre for knowledge-based industries, as well as providing job opportunities for local residents.

Enhanced transport connections and active travel routes will improve connectivity to Temple Meads Station, the city centre and surrounding neighbourhoods. The new eastern entrance to Temple Meads Station will bring much of St Philip's Marsh within walking distance of the railway. The area will prioritise sustainable movement, with reduced vehicle speeds, continuous cycling infrastructure and dedicated pedestrian zones.

St Philip's Marsh occupies a strategic location between some of Bristol's most deprived communities. The regeneration presents an opportunity to deliver services, facilities and open spaces that will benefit not only new residents but also existing communities who currently lack convenient access to local amenities.

St Philip's Marsh will be transformed from a flood-prone area into a climate-resilient neighbourhood. Comprehensive flood defences will protect homes and businesses whilst enhancing the quality of waterfront spaces. Sustainability will be at the core of all design decisions, contributing to Bristol's carbon-neutral ambitions through energy-efficient design, low-carbon construction and renewable energy generation.

The transformation will be delivered over several decades through a coordinated and phased approach, ensuring that infrastructure, transport links, open space and community facilities are delivered alongside new homes and workplaces.













Fig 04.02 World-class precedents of canal-side developments, integrating sustainable urban drainage among diverse housing typologies, public realm activation, active travel corridors and open spaces for the future of St Philip's Marsh

04.02
Place Principles

St Philip's Marsh will be rooted in Bristol's character and identity. The qualities that define Bristol, its diverse culture, independent thinking, creative spirit, historic fabric and natural beauty, shape the five Place Principles that direct the regeneration. Each principle responds to one of these qualities and is delivered through the Key Moves set out in Section 04.03.

– **Integrated and Connected**
Bristol's diverse culture only thrives where people can reach one another, and St Philip's Marsh is currently severed from its neighbours by railway lines, the Feeder Canal and limited crossings. The regeneration will replace severance with continuous movement: Active Travel routes along the Feeder Canal and River Avon, new car-free bridges, enhanced public transport, and a bus network that brings every resident within a five-minute walk of a service. Connection is the precondition for everything else this Masterplan sets out to achieve.

– **Inclusive Economic Growth**
Bristol's independent thinking has produced an economy where industrial work, creative practice, enterprise and research sit side by side. St Philip's Marsh, positioned between some of the city's most deprived communities and the growing knowledge cluster anchored by the University of Bristol Temple Quarter Enterprise Campus, has the opportunity to create an ecosystem where these can grow together. The regeneration will retain industrial jobs, upskill workers and support businesses across all sectors and skill levels. Workspaces will sit alongside homes, with the benefits of growth shared fairly between existing and new communities.

– **Vibrant and Creative Communities**
Bristol's creative spirit lives in its streets, venues and everyday cultural life, and St Philip's Marsh will provide the homes, spaces and ground floors that let it find a home here. A minimum of 7,000 new homes across varied typologies and tenures will sit alongside cultural and community spaces, affordable creative and maker spaces, and a network of local centres that anchor everyday life. Active ground floors will promote street life, and the public realm will be designed to create a balanced urban environment where community can take root and thrive.

– **Quality Open Spaces**
Bristol's natural beauty is one of the qualities that defines the city most strongly, and St Philip's Marsh already holds three of its most significant assets: the River Avon, the Feeder Canal and Sparke Evans Park. The regeneration will weave these into a hierarchy of parks, squares and pocket spaces, with every resident and worker within a five-minute walk of open space. Green streets will connect them, carrying green infrastructure and SUDS. Tree canopy coverage will increase to at least 25% of the site, supporting biodiversity and bringing nature into daily life.

– **Brilliant Buildings**
Bristol's historic fabric carries the city's story, and St Philip's Marsh will respond through buildings that honour its industrial heritage while meeting the demands of a net-zero future. The Silverthorne Lane Conservation Area and listed buildings will anchor new development in the site's history. Buildings will be future-proofed, adaptable and energy-efficient in construction and operation and accessible to all physical abilities.

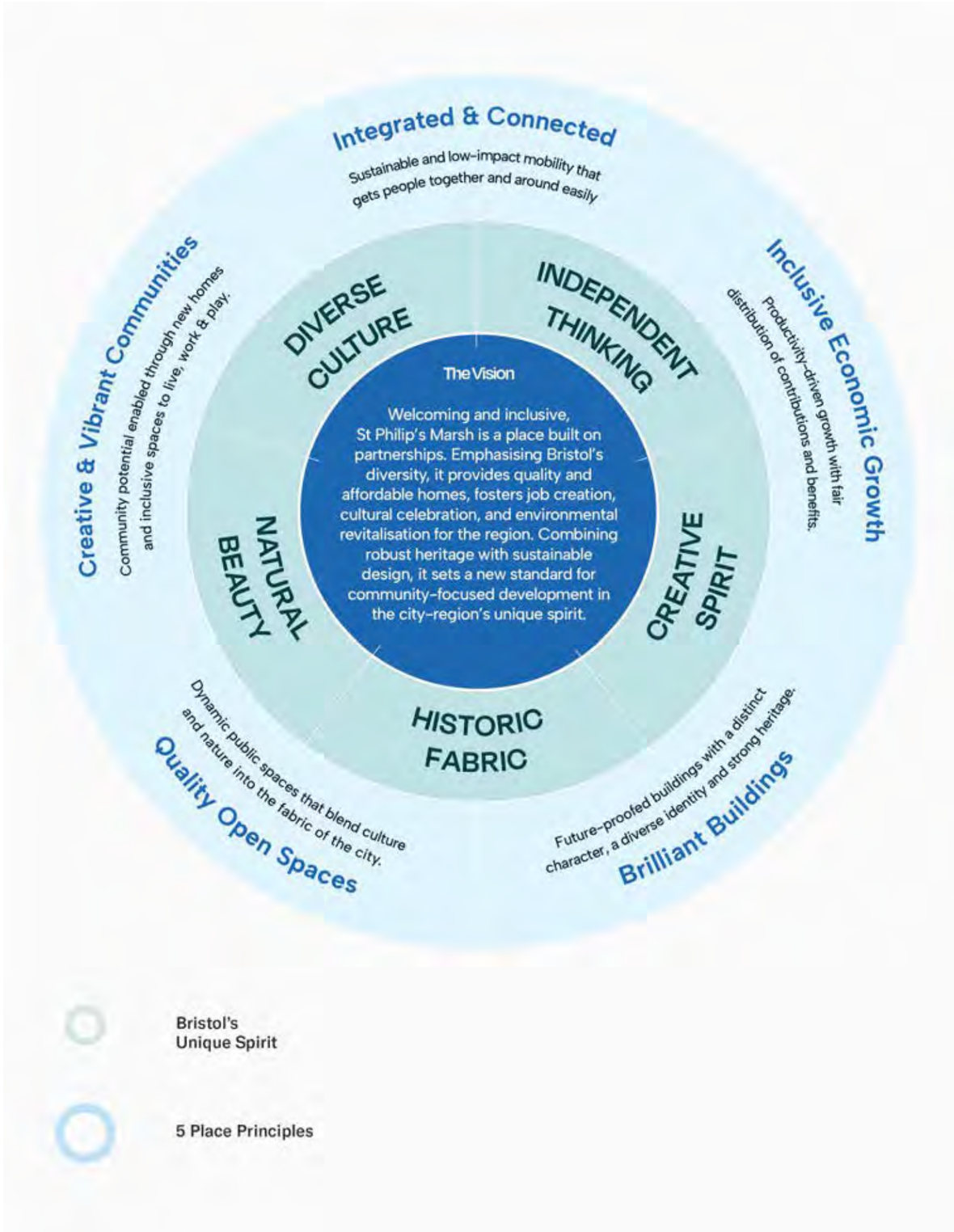


Fig 04.03 Applying Bristol Temple Quarter Place Vision (2024) to St Philip's Marsh

04.03 Key Moves

The Place Principles describe the kind of neighbourhood St Philip's Marsh will become. The Key Moves translate them into spatial structure: the decisions about location, connection and arrangement that must be made at the scale of the whole site for the principles to be deliverable on the ground.

The Key Moves respond to the site's context and constraints, and have been refined through public engagement to reflect community priorities on open space distribution, the location of a new District Centre and local centres, and the pedestrianisation of streets. The four Key Moves are interdependent. No single move can be delivered in isolation; together they form a coherent framework for regeneration.

Some development is already underway, providing early momentum for the wider transformation of St Philip's Marsh. Proposals will be supported where they demonstrate how they contribute to the delivery of these Key Moves and the Place Principles they carry into spatial form. The expectations for each move are set out on the spreads that follow.

The Key Moves and the Place Principles they embody:

- **Key Move 1: Integrate the green and blue** will exemplify Quality Open Spaces and Integrated and Connected.
- **Key Move 2: Establish context-responsive land use clusters** realises Inclusive Economic Growth and Vibrant and Creative Communities.
- **Key Move 3: Strengthen connectivity** manifests Integrated and Connected.
- **Key Move 4: Distribute a range of open spaces** will demonstrate Quality Open Spaces and Vibrant and Creative Communities.

Brilliant Buildings: The cross-cutting principle
Four of the five Place Principles are carried by the Key Moves above, which set the spatial framework for the regeneration.

Brilliant Buildings sits differently: it is delivered at the scale of individual buildings rather than through site-wide spatial structure, and it threads through every Key Move as the quality of the architecture that will give them form.

Brilliant Buildings will be expressed through the detailed design of buildings across St Philip's Marsh. Proposals should demonstrate how their buildings:

- Honour the site's industrial heritage, including the Silverthorne Lane Conservation Area and listed buildings.
- Are future-proofed and adaptable, able to respond to changing needs throughout their lifetime.
- Are energy-efficient and low-carbon in construction and operation, consistent with Bristol's net-zero ambitions.
- Are accessible to all physical abilities, with inclusive design throughout.
- Activate ground floors where the building addresses a principal street, square or waterfront.

The detailed guidance for delivering Brilliant Buildings is set out in the chapters that follow, including the character area guidance in Chapter 05 and the design quality framework that supports it.







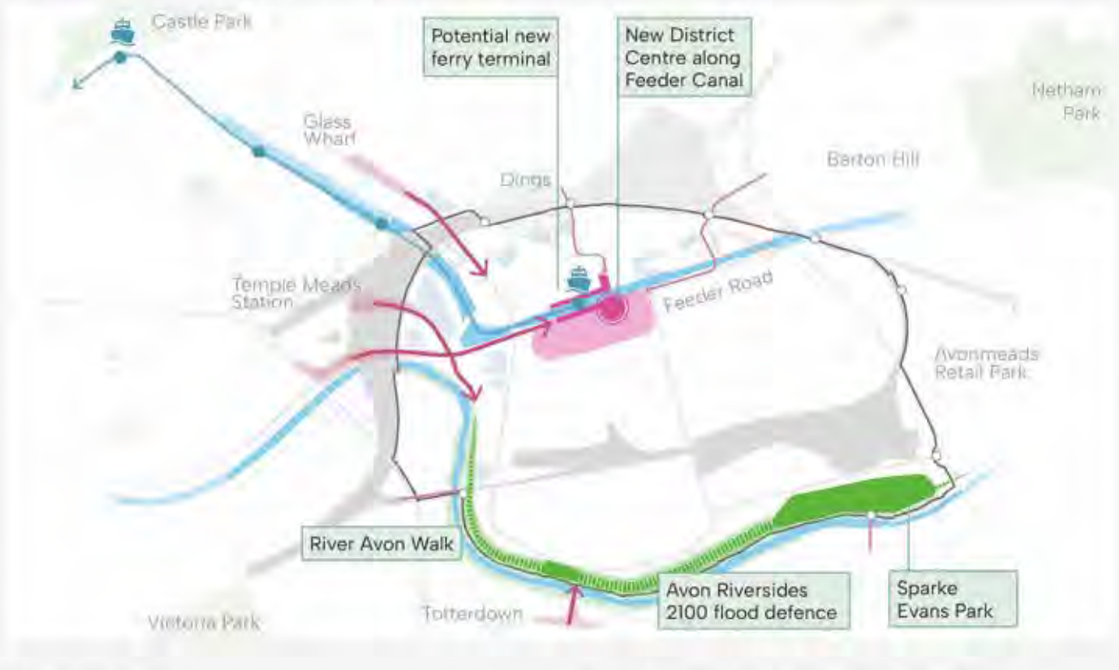






Fig 04.04 Precedents for St Philip's Marsh for Quality Open Spaces, Brilliant Buildings, Creative & Vibrant Communities, Integrated & Connected places and places that deliver Inclusive Economic Growth.

01 Integrate the green and blue



Spatial Intent:

The River Avon and Feeder Canal are the site's most significant natural assets, and the source of its most significant constraint. Each plays a different role in the regeneration.

The Feeder Canal will become the neighbourhood's primary destination, anchored by a new District Centre that brings retail, leisure, community and cultural uses to the waterside and connects them by public transport to wider Bristol.

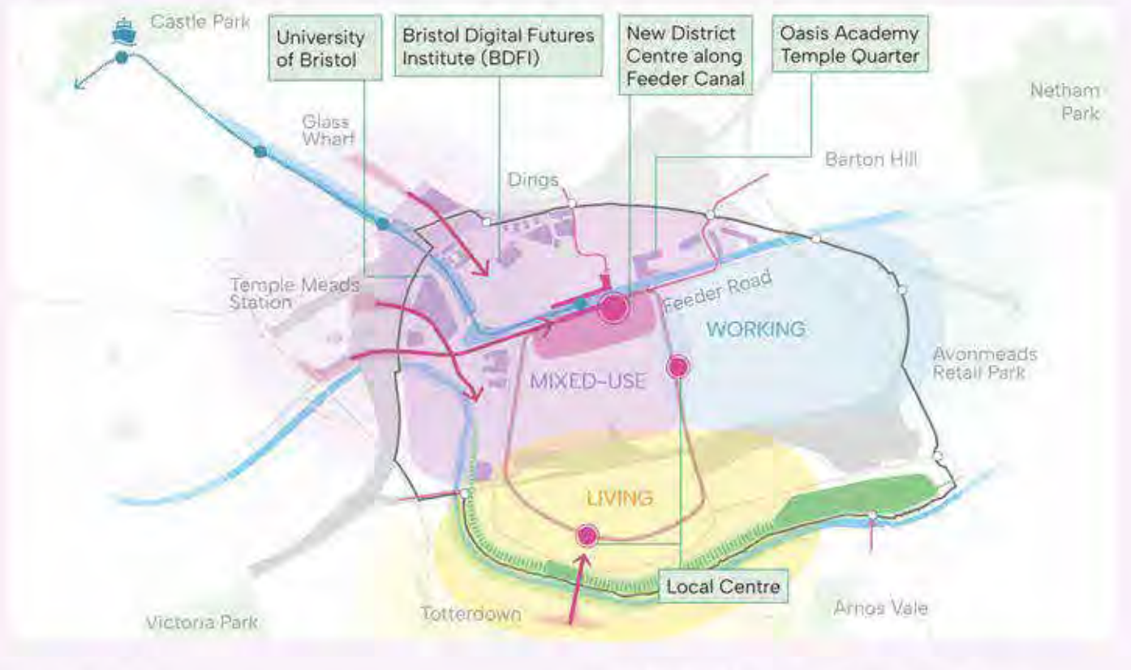
The River Avon will become the neighbourhood's ecological corridor, where flood defence is integrated into a continuous landscape that supports biodiversity, Active Travel and quiet recreation. Together, they turn the constraint of flood risk into the structure of the neighbourhood.

How proposals deliver this Key Move:

- Anchoring the Feeder Canal as the neighbourhood's primary destination, with a District Centre that brings retail, leisure, community and cultural uses to the waterside.
- Creating a continuous public realm along the waterside, with active ground floors addressing it.
- Consolidating social infrastructure and cultural facilities within or close to the District Centre.
- Strengthening public transport access to and from the District Centre.
- Integrating Avon Riversides 2100 flood defence within a continuous landscape along the River Avon, designed as an ecological corridor.
- Extending Active Travel along both waterways.

Fig 04.05 Key Move 1: Integrate the green and blue.

02 Establish context-responsive land use clusters



Spatial Intent:

St Philip's Marsh will deliver mixed-use regeneration where working and living come together, organised into three clusters with distinct roles: the District Centre and surrounding mixed-use area to the north-west, intensified employment to the north-east, and residential communities to the south.

Each cluster is a neighbourhood in its own right, anchored by a Local Centre that brings shops, services and community uses within walking distance of home. Strong connections between the clusters bring employment closer to homes and services, allowing industrial work, creative practice, enterprise and research to sit side by side at the scale of the whole site and creating a place that is active throughout the day and across the week.

How proposals deliver this Key Move:

- Delivering a truly mixed-use quarter to the north-west, with a balance of commercial, residential and other uses.
- Consolidating employment uses to the north-east, retaining and intensifying industrial activity where possible.
- Delivering residential communities to the south with a genuine mix of housing typologies and tenures.
- Activating ground floors, particularly around the district and local centres.
- Strengthening the connections between clusters, so the neighbourhood reads as a whole.
- Creating inclusive and accessible places to live and work across all clusters, with homes, workspaces and public realm designed for people of all backgrounds, abilities and life stages.

Fig 04.06 Key Move 2: Establish context-responsive land use clusters.

03 Strengthen connectivity



Spatial Intent:

St Philip's Marsh will be shaped by a network of green streets that prioritise walking and cycling, deliver landscape, SuDS and tree canopy, and connect the neighbourhood's key destinations to one another and to wider Bristol.

These green streets link the District Centre, the local centres in each cluster, and the parks and waterways that structure the site, with onward connections to Temple Meads Station, the city centre and surrounding neighbourhoods.

Improvements to public transport within St Philip's Marsh are critical to the success of this network. The new eastern entrance to Temple Meads Station brings much of the site within walking distance of the railway, as well as opening up the station to the east and south of the city, and enhanced ferry and bus services will improve access across the site and into the wider city/region.

How proposals deliver this Key Move:

- Delivering the green street network across the site, prioritising walking and cycling and carrying landscape, SuDS and tree canopy.
- Linking the District Centre, the local centres in each cluster, and the parks and waterways through legible Active Travel routes.
- Replacing severance with permeability through new car-free bridges across the Feeder Canal and enhanced underpasses.
- Supporting access to public transport within a five-minute walk of every resident.
- Designing streets that reduce vehicle speeds and prioritise Active Travel safety at every crossing.

Fig 04.07 Key Move 3: Strengthen connectivity.

04 Distribute a range of open spaces



Spatial Intent:

St Philip's Marsh will be structured by a network of parks, squares and pocket spaces that bring every resident and worker within easy reach of green and outdoor space. The parks are positioned so that each cluster has direct access to a major green space, with three anchors across the site: an enhanced Sparke Evans Park to the south-east, a new Neighbourhood Park in the northern cluster bridging the mixed-use area and the employment area, and a new Neighbourhood Park in the south-west.

These parks overlay the green street network, so that they can be reached on foot and by bike through the same Active Travel routes that connect the rest of the neighbourhood.

Each park sits close to a Local Centre or the District Centre, so community uses, open space and daily life reinforce one another.

How proposals deliver this Key Move:

- Contributing to the network of open spaces so every resident and worker has green space within easy reach, including the enhanced Sparke Evans Park, the new Neighbourhood Parks in the northern cluster and in the southern cluster.
- Linking parks into the green street network so they are accessible through Active Travel routes.
- Locating community uses and other services around parks and open spaces, so the outdoor space is activated by everyday life.
- Increasing tree canopy coverage, contributing to biodiversity net gain, and incorporating SuDS within parks, squares and pocket spaces.
- Prioritising early delivery of key open spaces.

Fig 04.08 Key Move 4: Distribute a range of open spaces.

04.04 Key Masterplan Principles

The Key Masterplan Principles bring the four Key Moves together into a single integrated plan, setting out the structural commitments that shape St Philip's Marsh: the centres, ecological corridors, parks, gateways and movement network that proposals must respond to. Together, they guide the coordinated delivery of the mixed-use neighbourhood.

Key Objectives

Successful proposals will:

- Have regard to the Key Masterplan Principles and the Key Masterplan Principles Plan (Fig 04.09).
- Consider the Key Masterplan Principles alongside the character area specific guidance set out in Chapter 05.
- Refer to the Illustrative Masterplan, demonstrating how any departure does not fetter comprehensive development at St Philip's Marsh.

District Centre

- **Location:** Western half of Feeder Canal within the mixed-use cluster.
- **Purpose:** Anchors the canal frontage as the primary destination of St Philip's Marsh.
- **Consideration:** Brings together retail, leisure, community, cultural and commercial uses that serve both local residents and the wider area.

Local Centres

- **Locations:** Positioned along Albert Road serving the living cluster and Albert Crescent serving the working cluster.
- **Purpose:** Brings everyday services within walking distance of every resident.
- **Consideration:** Combines local services, retail and community uses appropriate to the scale of each cluster.

Gateways

- **Location:** Entrances to St Philip's Marsh from the city centre and surrounding neighbourhoods, and key junctions within the site.
- **Purpose:** Marks arrival at St Philip's Marsh and signals key destinations within the site.
- **Consideration:** A clear hierarchy between gateways, with the most prominent marking the principal entrances to St Philip's Marsh.

River Avon Walk

- **Location:** Along the banks of the River Avon.
- **Purpose:** Creates a continuous green edge along the river, integrates flood defence infrastructure and provides an attractive setting for active travel routes along the waterfront.
- **Consideration:** Enhances biodiversity, supports habitat connectivity, and provides a setting for Active Travel and quiet recreation along the waterfront.

1 New Northern Neighbourhood Park

- **Location:** Northern cluster, bridging the mixed-use area and the employment area.
- **Purpose:** Provides space for play, recreation and relaxation for residents and workers across the northern cluster.
- **Consideration:** Framed by a mix of uses, with residential, commercial and community functions around its edges, and connected into the green street network.

2 New Southern Neighbourhood Park

- **Location:** South-western cluster, near Totterdown Bridge and a Local Centre.
- **Purpose:** Supports recreation, play, gathering and biodiversity for the residential cluster.
- **Consideration:** Bridges the level change between the existing Fruit Market site and the riverside sites, providing a green connection between them.

Sparke Evans Park

- **Location:** South-eastern edge of the site.
- **Purpose:** Provides space for sports, leisure, biodiversity and community gathering.
- **Consideration:** Regenerates the existing park while paying homage to the historic marsh community.

Ecological Buffers

- **Location:** The edges of the St Philip's Marsh Railway Depot.
- **Purpose:** Establishes an inland habitat area that extends biodiversity into the heart of the site.
- **Consideration:** Provides noise and visual screening from the railway depot while it remains in operation, supporting residential amenity in the surrounding neighbourhood.

Green Corridors

- **Location:** The partial pedestrianisation of Feeder Road and Albert Crescent, the transformation of Victoria Road into a linear park, and a new Active Travel route parallel to Albert Road, together creating a loop that connects all clusters and key areas of St Philip's Marsh.
- **Purpose:** Improves connectivity and soft landscape across the site, prioritises Active Travel, and addresses existing barriers to movement.
- **Consideration**: Where vehicular traffic crosses the green corridors, Active Travel safety and comfort are prioritised with clear and legible crossings.

Other:

- **Underpasses:** Enhancements to the underpasses on Cole Road, Avon Street, Silverthorne Lane and Gas Lane will improve active travel connections beyond the site boundary.
- **Bridges:** New car-free bridges across the Feeder Canal, and across the Floating Harbour to the north of Totterdown Basin.
- **Future routes**: A new north-south route is safeguarded to connect Totterdown Bridge with the Feeder Canal District Centre if the western section of the depot is ever redeveloped.

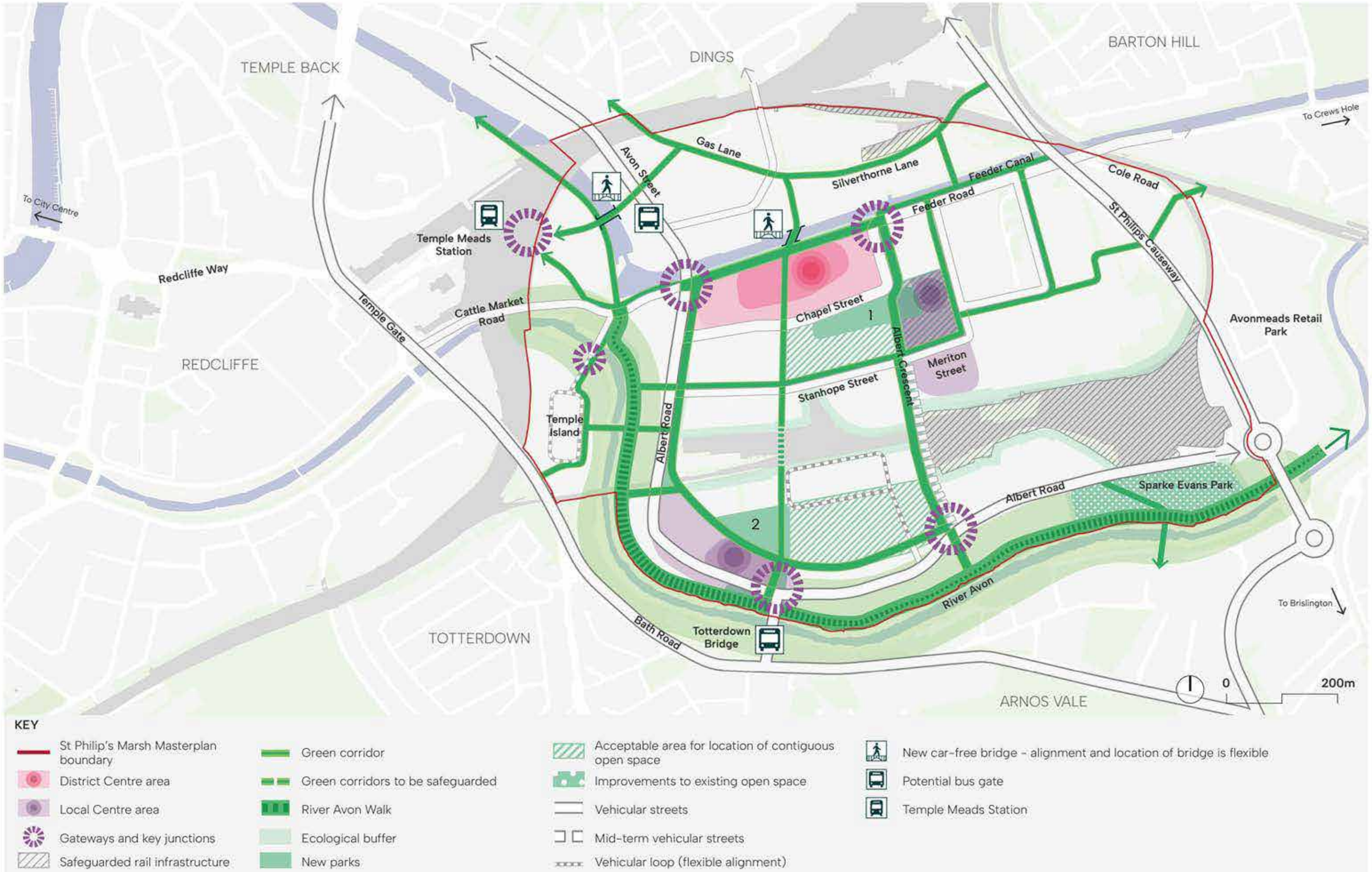


Fig 04.09 Masterplan Principles for St Philip's Marsh

04.05 The Illustrative Masterplan and the Future of St Philip's Marsh

This chapter has set out the Vision for St Philip's Marsh, the Place Principles, the Key Moves and the Key Masterplan Principles. The Illustrative Masterplan shows how the regeneration could come forward as a complete neighbourhood that responds to all of them.

The Illustrative Masterplan is indicative. It demonstrates one way the regeneration could be delivered while remaining true to the Masterplan's intent. Proposals are not required to match it precisely, but where they depart from it, they should demonstrate how the departure does not fetter the comprehensive delivery of St Philip's Marsh.

The Illustrative Masterplan represents St Philip's Marsh at maturity. The regeneration will be delivered over several decades through a coordinated and phased approach, with infrastructure, open space and community facilities brought forward alongside new homes and workspaces.

The Illustrative Masterplan shows St Philip's Marsh as a regenerated piece of city that delivers more than 7,000 homes and an ecosystem of workspaces for businesses of every type and scale. It is a place that supports living, working and growing alongside one another, with homes, workspaces, schools, healthcare, shops and open space in close proximity so that daily life is convenient and connected.

The neighbourhood opens out to its two water assets, each in a different way. The Feeder Canal is animated by the District Centre and a public square at the water's edge, where shops, leisure and community uses gather around an active waterfront. The River Avon becomes an ecological corridor where biodiversity, recreation and flood defence sit together as a single landscape, turning the site's flood risk into the structure that shapes the neighbourhood. Together, the two waterways anchor the neighbourhood and reach beyond it, giving St Philip's Marsh a role in the wider life of the city.

Two new neighbourhood parks, Chapel Park and Fruit Market Park alongside Albert Gardens and Avon Park, a new Victoria Road Linear Park, and the enhanced Sparke Evans Park anchor a wider network of squares, courtyards and pocket parks. Open space sits within easy reach of every resident and worker, including the surrounding communities who have long lived alongside the site, with social infrastructure consolidated around the District Centre and the local centres so that community uses, parks and daily life reinforce one another. A range of streets, from intimate lanes to active travel corridors, gives every resident and visitor a place that fits the way they move and live.

The built environment is varied in floorplate, height, roofscape and grain, producing a rich neighbourhood where new development sits alongside the area's industrial heritage and buildings are framed by green space, courtyards and active streets.

Across the Masterplan, Bristol's character is carried into the design: diverse culture, independent thinking, creative spirit, historic fabric and natural beauty made spatial through the buildings, streets, waterways and parks of St Philip's Marsh. The regeneration connects the site into the surrounding neighbourhoods that have long sat on either side of the railways and waterways. Together, these elements make St Philip's Marsh a coherent piece of city, ready to take its place as the next chapter in Bristol's story.

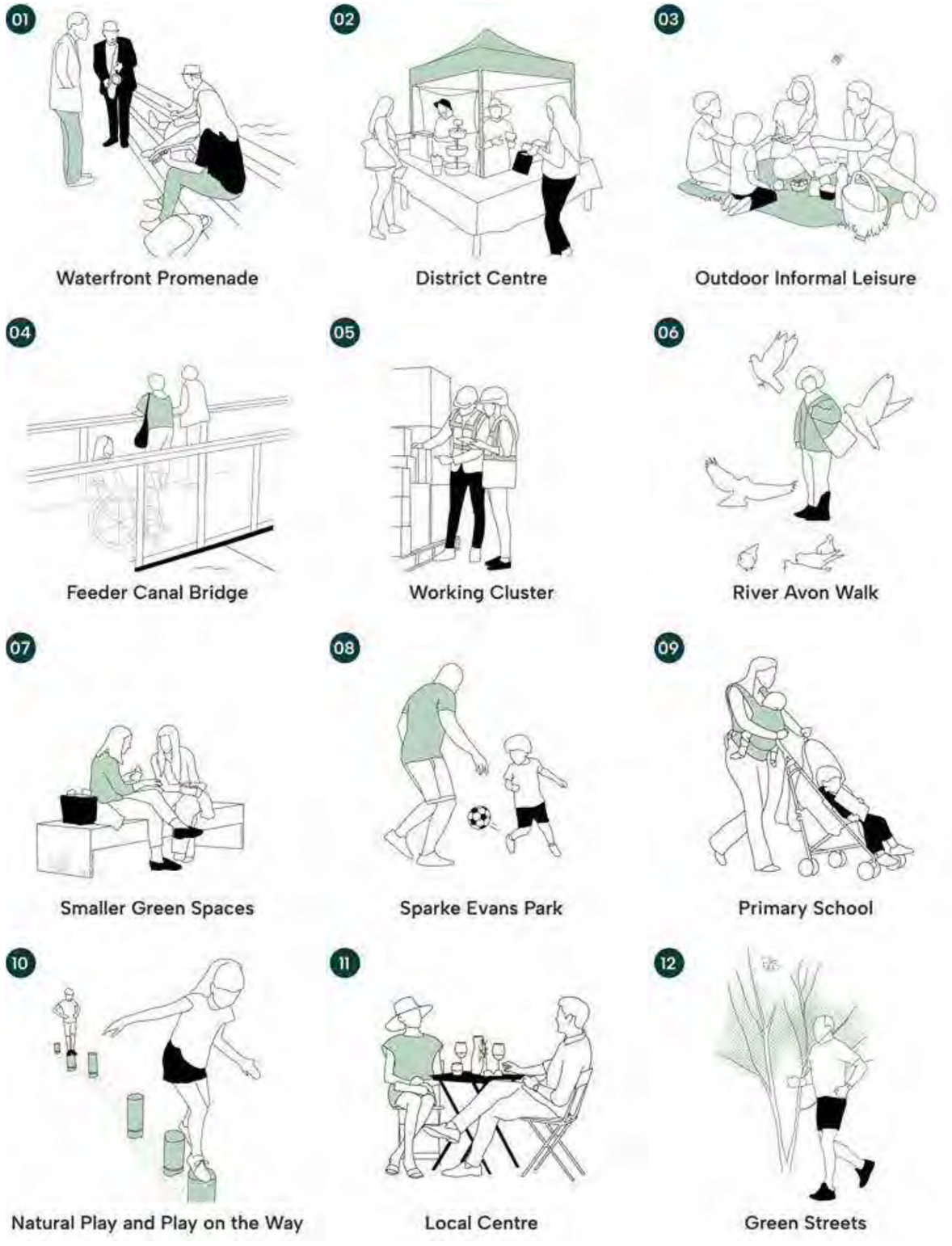


Fig 04.10 Vignettes showing key uses and features of the Illustrative Masterplan



Fig 04.11 Bird's eye view of St Philip's Marsh Illustrative Masterplan

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.

Separate Design Code documents may be prepared at a later stage, alongside phases of development, for each character area.

Bristol Local Plan Policies:

DS2, DS3

St Philip's Marsh has an industrial heritage that has shaped its built form and identity over generations, as introduced in Section 02.03 Heritage. Development across St Philip's Marsh should draw on this legacy, reinterpreting its architectural language to create a cohesive identity rooted in a sense of place.

This shared heritage and sense of place underpins the definition of six distinct character areas within St Philip's Marsh, fundamental to creating a varied and legible neighbourhood. The six character areas draw from the qualities of the four existing Character Areas identified in Chapter 02, articulating their heritage and character further to reflect the proposed mix of uses, scales of activity and relationships to landscape.

Each character area responds to its specific context, defined by the natural and built elements that structure the site, as set out below.

- **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.

While each of the six character areas carries its own identity and predominant uses, together they 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.

St Philip's Marsh was once marshland, and its waterways remain central to the area's identity. Open space across the six character areas should draw on this legacy, with planting, landscape treatment and the use of water expressing each area's distinct character, rather than applying a single green treatment uniformly across the site.

The Feeder Canal and River Avon are defining elements of St Philip's Marsh, structuring the site and providing opportunities for waterfront development, ecological corridors, continuous walking and cycling routes, and the integration of flood defences. Development should respond to flood risk and align with Avon Riversides 2100, positively addressing the water and establishing clear relationships between buildings, the public realm and the waterfronts.

Retention and repurposing of heritage assets and listed structures is encouraged throughout St Philip's Marsh, with care taken to enhance and preserve the assets and setting of the Silverthorne Lane Conservation Area. Non-designated buildings elsewhere in St Philip's Marsh that remain from the site's previous communities should also be considered for retention ahead of demolition, informed by early engagement with Historic England to understand their historic or community value, and retained unless demolition is necessary to deliver the Key Masterplan Principles. The naming of new streets and open spaces should reference the site's history, including the communities that lived and worked here.

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.

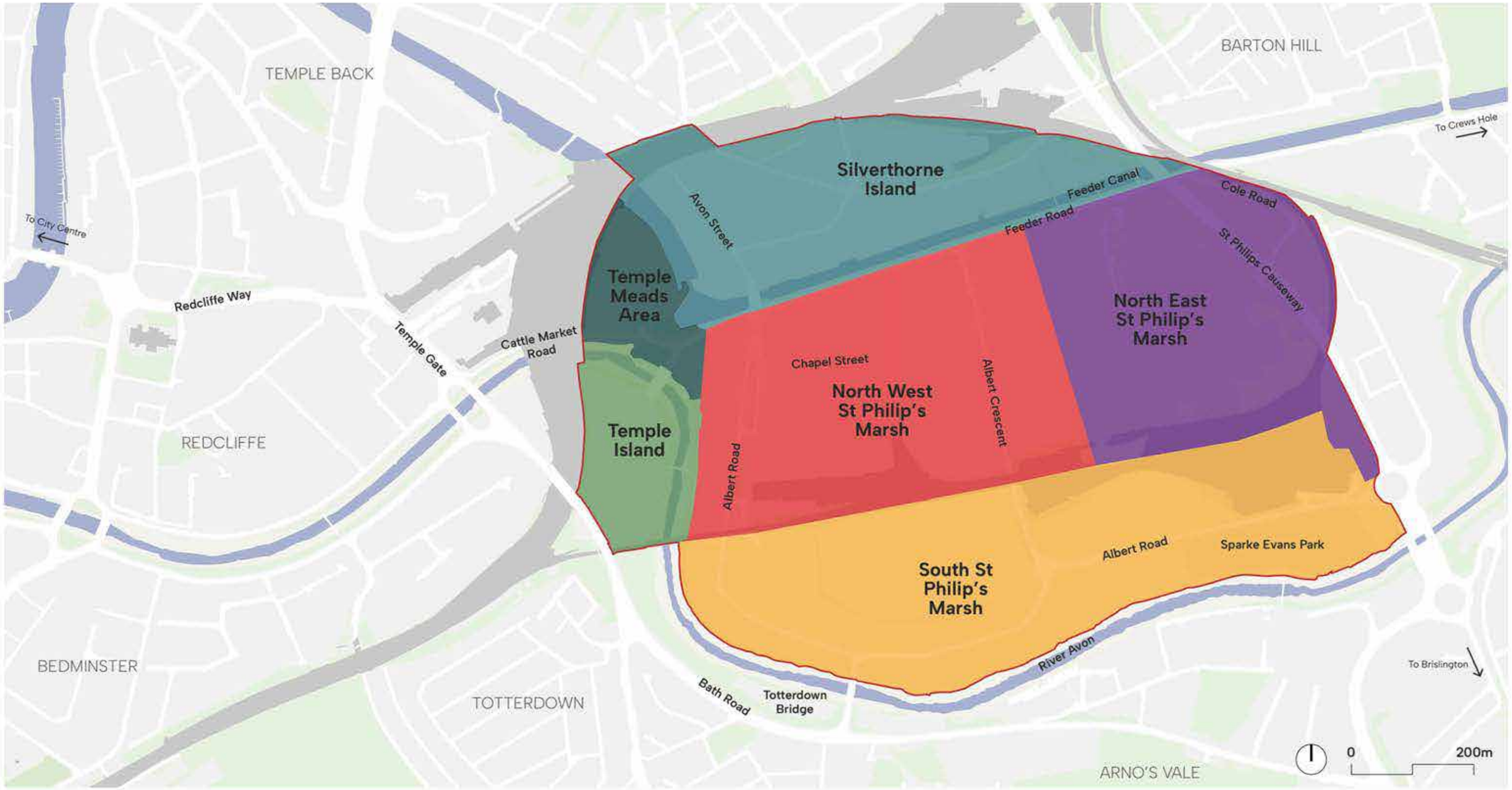


Fig 05.01 Character areas plan

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 (UoB) 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.

Temple Meads Area, Silverthorne Island and Temple Island occupy the principal arrival point into St Philip's Marsh, sitting immediately adjacent to the Grade I listed Temple Meads Station. This character area establishes the first impression of the neighbourhood. Avon Street, the Feeder Canal and the River Avon provide further structure to this area, establishing the principal routes and dividing it into the sub-character areas of Temple Meads Area and Silverthorne Island, and Temple Island. The characteristics set out below define the character and identity of this area:

- **Historic:** This area's identity is rooted in its industrial past. Retained buildings, listed structures and historic walls should be repurposed wherever possible, so that heritage fabric continues to define the area's streets and squares. The sensitive retention and reinterpretation of this legacy, should guide how new development responds to its setting throughout the area.
- **Innovative:** The UoB Enterprise Campus gives this area a genuine platform for new thinking, in the research, education and knowledge-based uses it brings, and in how the buildings and open spaces themselves are used and occupied. This innovation should be blended with the area's historic setting, with old and new fabric together carrying the area's identity forward and giving it a distinctive sense of place.
- **Connected:** Public squares should extend campus life out into the public realm. These spaces should also integrate with the surrounding communities and remain genuinely open and welcoming to the wider public passing through, so that everyday encounter and the exchange of ideas both have a home here, and so the area functions as a social and intellectual hub.
- **Canalside:** Development should address the water directly, with public realm, active frontages, heritage structures and new buildings together making the canal edge a focal point for movement, gathering and everyday life.

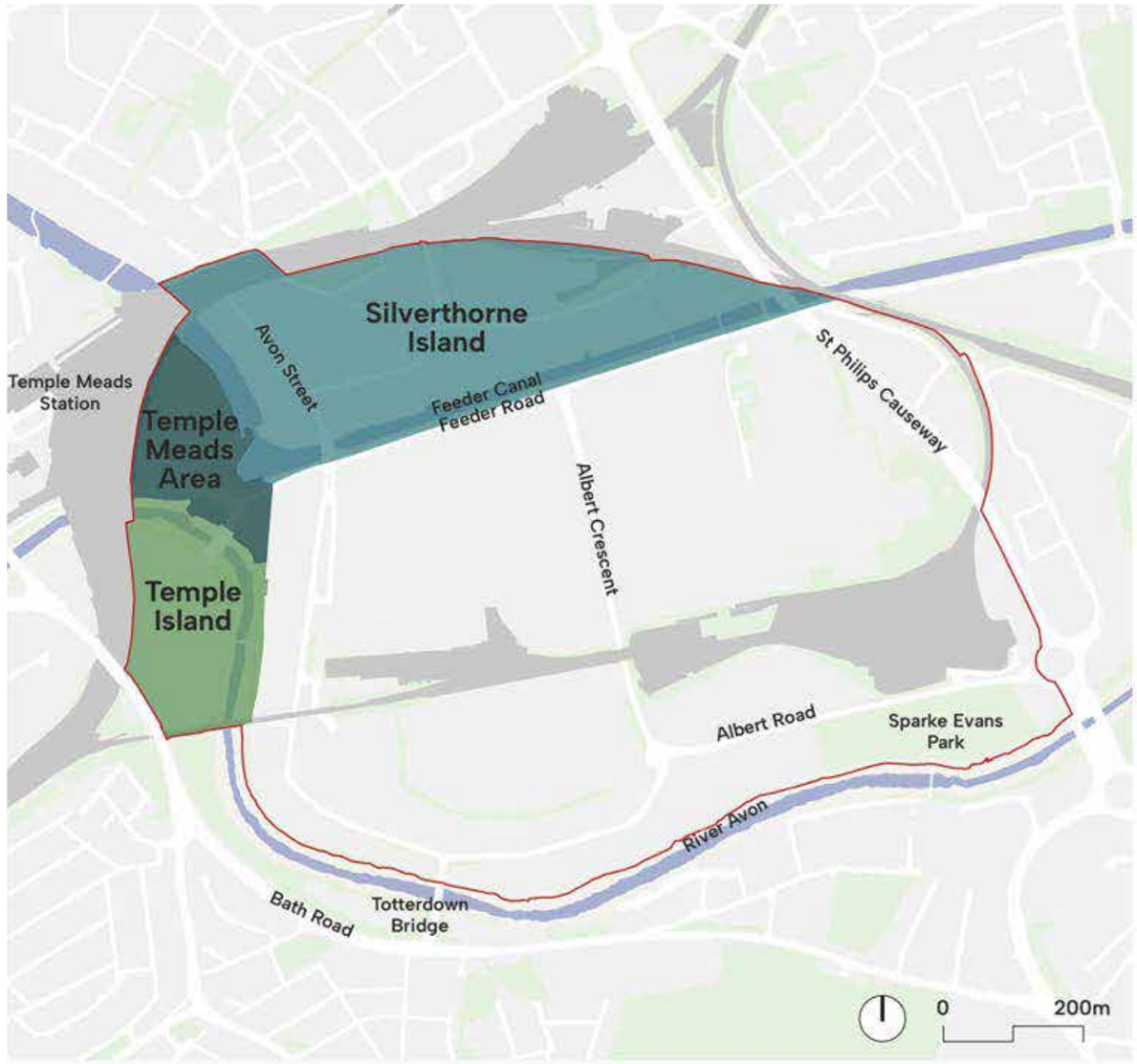


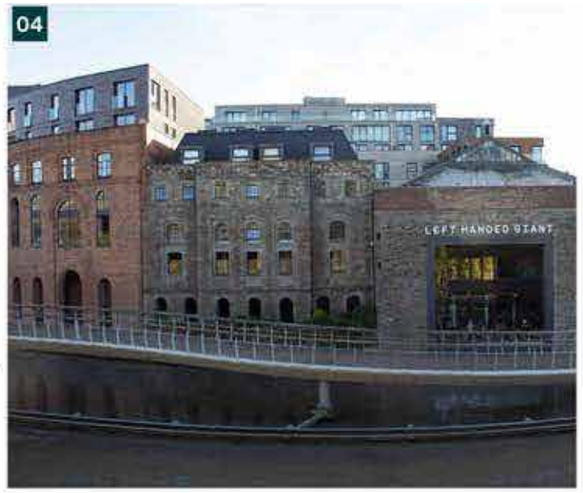
Fig 05.02 Temple Meads Area, Silverthorne Island and Temple Island sub-character areas plan



Heritage buildings framing the water's edge, with modern architecture layered directly behind and beside them.

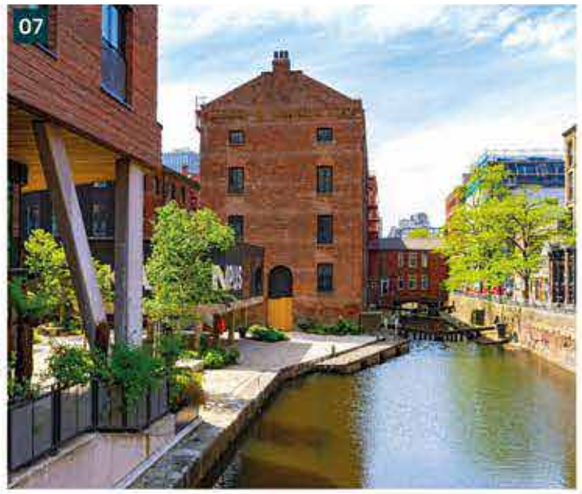
Capricorn Place, Bristol, UK.

Finzels Reach, Bristol, UK.



Active canal-side public realm sitting directly against a retained brick warehouse, with new development alongside it carrying forward the same industrial detailing.

Kampus, Manchester, UK.





University campus integrated within the city, bringing together heritage and modern architecture.

University of Bristol, Life Science Building, Bristol.



High-quality public realm formed by a network of intimate streets and squares, integrating new buildings and heritage assets.

St Pancras Square, London, UK.

Borough Yards, London, UK,





Existing railway arches activated for local businesses and small independent traders, with the live railway carried directly overhead.

Maltby Street Market, London, UK.



Re-use, repurposing and intensification of existing heritage assets for community, cultural and educational uses, bringing heritage and innovation together on one site.

M Shed, Bristol, UK.

Caixa Forum, Madrid, Spain.

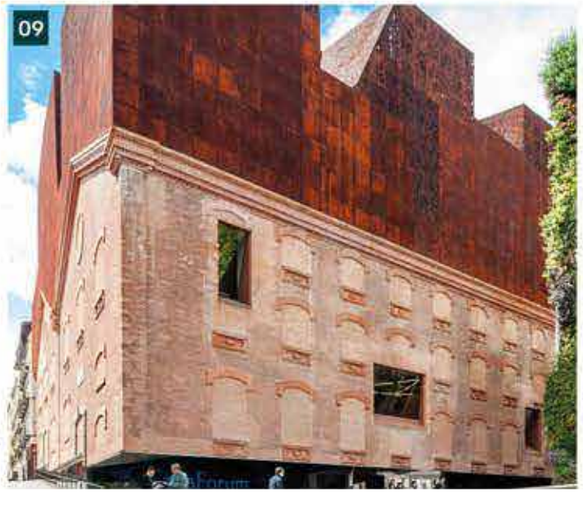


Fig 05.03 Temple Meads Area, Silverthorne Island and Temple Island look and feel

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, including railway viaduct arches on Oxford Street, Avon Street and Silverthorne Lane, 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.



Existing image of the heritage assets along the Feeder Canal, showing the strong identity of Silverthorne Island.

Feeder Canal, Bristol, UK.



Reuse of historic industrial buildings to create spaces for local and independent businesses and startups.

Kings Cross, London, UK.



Rendered image of the University of Bristol development, illustrating the innovative modern architecture within the area.

University of Bristol Enterprise Campus, Bristol, UK.

Fig 05.04 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.



New residential development of different heights framing the riverside, with tall buildings acting as landmarks and aiding wayfinding.

Holland Park Diemen Amsterdam, Netherlands.



New residential development of different heights, using height for landmark and wayfinding purposes, with buildings articulated around a high-quality public square.

London City Island, London, UK.



Soft landscape and wild native planting towards the water's edge, with pedestrian routes alongside spaces for quiet recreation and relaxation.

Regents Canal, London, UK.

Fig 05.05 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.

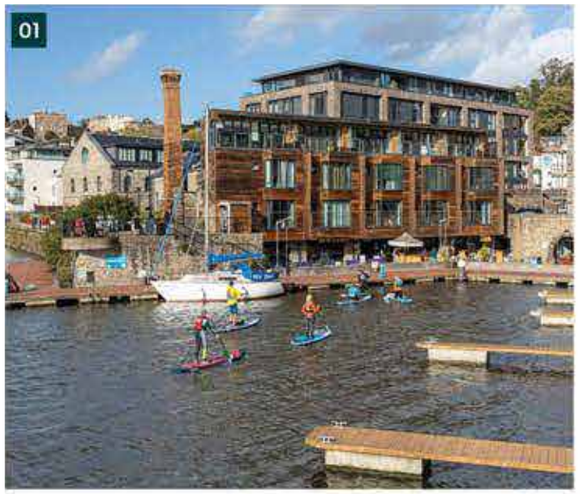
Development along Feeder Road will address and enhance its canal-side environment.

North West St Philip's Marsh occupies a strategic position at the threshold between the city centre and the wider regeneration area, forming the primary gateway into 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 the sub-character areas of St Philip's Centre, Creative Quarter and Albert Road West. The characteristics set out below define the character and identity of this area:

- **Playful:** Play should be threaded through every space in this area. Both formal play, purpose-designed equipment and spaces for children, and informal play, features that invite climbing, balancing, hiding or simply lingering, should guide the design of streets, squares and open spaces.
- **Creative and colourful:** This area should be a working platform for Bristol's creative and cultural identity. A concentration of light industrial and affordable workspace supports making, craft and small manufacturing, while curated active ground floors and open space give the city's creative communities room to be seen. Colour, texture and the visible presence of making and art should be part of the area's everyday fabric.
- **Community-led:** Open spaces in this area should be genuinely programmed and, where possible, designed with the community rather than only for it. The public realm should be capable of being taken over for neighbourhood-scale events and gatherings, markets, festivals and performances.
- **Active:** Activity in this area concentrates along the water, where a strong food and drink and retail offer sits alongside high-quality public realm and open space. This includes activity on the water itself, not only beside it, and should be sustained through the day and into the evening.
- **Lush urban planting:** Soft landscaping, tree canopy and sustainable drainage should run continuously through this area, linking meaningful areas of open space to one another.



Fig 05.06 North West St Philip's Marsh sub-character areas plan



Water bodies as a key feature for recreational activity, enabling active use of the canal by the community.

Harbourside, Bristol, UK.



Water bodies as a key feature for activation, through a concentration of active ground floors along the water and open space that provides proximity to the water.

Eden Dock, London, UK.



A flexible public realm along the water, designed with and for the community.

Southbank, London, UK.



Parks and green corridors providing space for relaxation, formal and informal play, and movement, bringing together different age groups.

The High Line, New York, US.

College Green, Bristol, UK.



Creativity and play for all ages embedded in public realm and open space design.

Superkilen Park, Copenhagen, Denmark.

The Goods Line, Sydney, Australia.



Open spaces activated day and night through temporary installations commissioned by local artists.

Grosvenor Square, London, UK.

Bristol Light Festival, Bristol, UK







Fig 05.07 North West St Philip's Marsh look and feel

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.

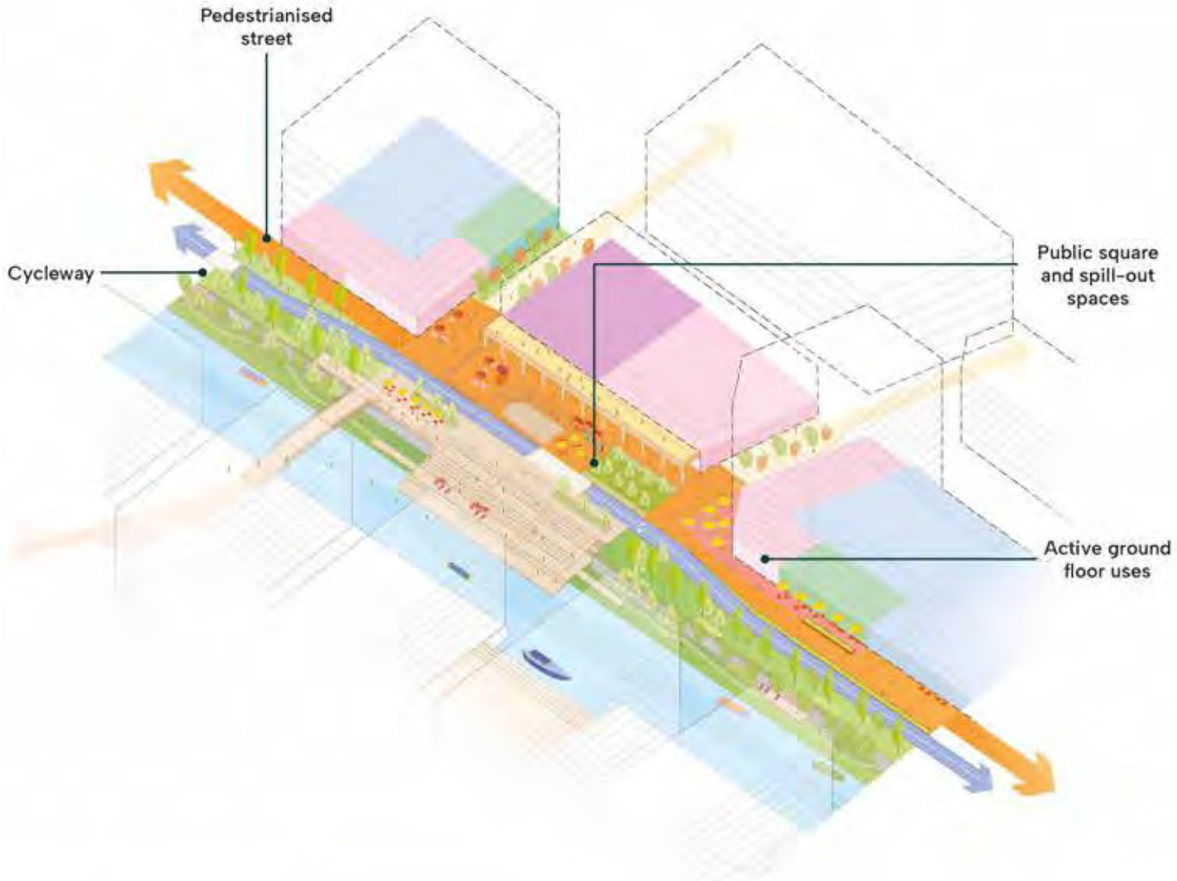
The district centre is bound by the Feeder Canal to the north, Chapel Street to the south, Albert Road to the west and Albert Crescent to the east. The location provides direct connections to wider Bristol and will be accessible by public transport, with Temple Meads Station and bus routes serving the 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.
- **Reinterpretation of industrial character:** St Philip's Centre sits opposite the Silverthorne Lane Conservation Area across the Feeder Canal, an area with a distinct industrial heritage that should inform development here. Development should be sympathetic to this heritage, reinterpreting the conservation area's industrial architectural language, materials and detailing rather than replicating it directly. 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, alongside the site-wide approach to retaining non-designated buildings from the site's previous communities set out in 05.01.
- **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.
- **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 05.08 Existing character of Feeder Canal





Harbourside development with public realm activated through local independent businesses.

Wapping Wharf, Bristol, UK.



A canalside Public Square with active ground floors and informal play at its core, bringing together all ages and family households.

Granary Square, Kings Cross, London, UK.



Green steps navigate the level change between the active travel corridor, spill-out spaces and the gathering areas closer to the water.

Dalmannkai promenade, Hafencity, Hamburg, Germany.



A waterfront promenade bringing together movement, spill-out spaces for active ground floors, and open public space for gathering and enjoying the water.

Waterfront Promenade, Oslo, Norway.

Fig 05.09 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.
- **Neighbourhood Park:** This area will deliver a new Neighbourhood 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 Neighbourhood 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 Neighbourhood Park to other key outdoor spaces. Integration of water-sensitive landscape design will reference the historic marsh character of the area.



Water and soft landscape create a place for play and gathering, bringing people of different ages and households together.

Diana Memorial, London, UK.



A multipurpose open space catering to a range of ages and needs.

Elephant Park, London, UK.



Residential development with active ground floors through F&B, commercial and light industrial uses that attract small, independent local businesses and frame key open spaces and the public realm.

Elephant Park, London, UK.

Fig 05.10 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.



A linear park running parallel to a vehicular street, combining play space for different ages with cycling and pedestrian routes as a connected amenity for residents.

Superkilen Linear Park, Copenhagen, Denmark.



Tall mixed-use buildings with articulated massing, framing the public realm to support the pedestrian experience while acting as landmarks and reference points.

King's Cross, London, UK.



Residential development opening up towards the water's edge, with a green, naturalistic corridor forming the interface between the built environment and the river.

Mission Creek, San Francisco, USA.

Fig 05.11 Albert Road West proposed character

05.04 South St Philip's Marsh

South St Philip's Marsh sits south of the St Philip's Marsh Depot and north of the River Avon, forming the main gateway into the site from the southern communities via Totterdown Bridge and St Philips Causeway. Albert Crescent, Albert Road and a new active travel corridor parallel to Albert Road provide further structure to this area, dividing it into the sub-character areas of Riverside Community, Fruit Market Neighbourhood and Parkside Neighbourhood. The characteristics set out below define the character and identity of this area:

- **Water-led:** Water should be threaded through every space in this area, from rain gardens and swales within streets and open spaces to a continuous, walkable connection along the River Avon.
- **Wild and ecological:** Naturalistic, native planting should run through this area's streets, parks and river edges, referencing the site's marsh character and supporting biodiversity and habitat creation alongside everyday use. This planting should link the River Avon's floodplain, restored habitat at Sparke Evans Park and a network of green streets into one connected system, rather than isolated pockets of green space.
- **Tranquil and family-oriented:** Streets, parks and open spaces should support everyday family life within reach of home, with a pace that sits apart from the more active character of North West St Philip's Marsh. Walking and cycling should take priority over through traffic, and the local centre should serve everyday and family needs rather than function as a wider destination.
- **Community-rooted:** Play, informal sport and community gathering spaces should be threaded through the public realm and open spaces, anchored by Sparke Evans Park, the southern Neighbourhood Park and the area's local centre. Retained heritage buildings, including the Albert Road Corporation Garage, should be repurposed as community anchors, shaped with the people who will use them.

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.



Fig 05.12 South St Philip's Marsh character areas plan



A naturalistic river, bringing movement, habitat and everyday recreation to the same waterfront.

Catharijnesingel, Utrecht, Netherlands.

Mission Creek, San Francisco, USA.



Parks offering flexible spaces for quiet recreation and relaxation, with wild, native planting defining the different areas.

Queen Elizabeth Park, London, UK.





Residential buildings sitting within a naturalistic landscape formed by wild plantings and water features.

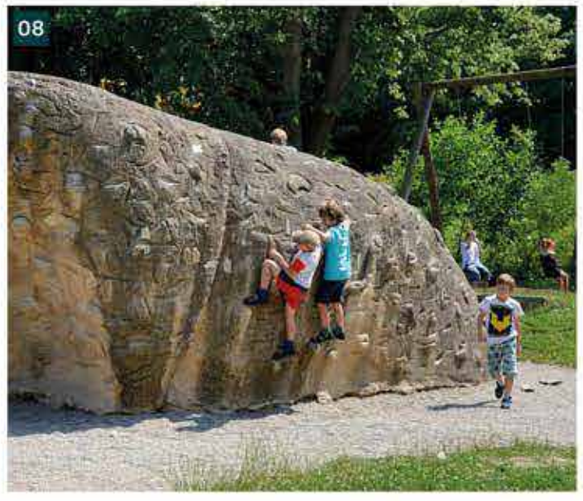
Kidbrooke Village, London, UK.



Natural play built from timber, sand and water, for children.

Tumbling Bay Children's Playground, London, UK.

Vauban, Freiburg, Germany.





A former ironworks reused as a food market and cultural venue, anchoring community life around a retained heritage building.

Vulkan Centre, Oslo, Norway.



Wild planting and rain gardens within pedestrian and vehicular streets, bringing nature into the public realm.

Eddington, Cambridge, UK.



Fig 05.13 South St Philip's Marsh look and feel

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 05.14 Existing character of the River Avon





Residential development framing the river, with articulated buildings that work together with the public realm to create an engaging riverside walk.

Bjorvika, Oslo, Norway.



A family-friendly waterfront where architecture references the site's historic industrial character through brick and ironwork.

Nordhavn waterfront, Copenhagen, Denmark.



Reuse of existing historic structures to create a social and cultural hub anchoring the neighbourhood's everyday life.

Vulkan Centre, Oslo, Norway.



Intimate pedestrian connections through overgrown, wild and native planting that provide a sense of being embedded in nature.

Promenade Plantee, Paris, France.

Fig 05.15 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.
- **Neighbourhood Park:** A new Neighbourhood 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.



Buildings open onto a range of open spaces, from more public-facing parks to internal pocket parks distributed between different residential building typologies.

Kidbrooke Village, London, UK.



Terraced family homes integrated within a mid-rise development to deliver residential that caters to all needs, with quiet streets and green privacy buffers creating the public realm.

Eddington, Cambridge, UK.



Natural play areas integrated to adapt to the site's topography, with wild and native planting creating the setting for everyday play and life.

Tumbling Playground, London, UK.

Fig 05.16 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.



Regeneration of a historic park, restoring the historic assets and providing new facilities that activated the park.

Page Park, Staple Hill, Bristol, UK.



Terraced family homes integrated within a mid-rise and high-rise development to deliver varied residential provision and provide and interesting roofscape and massing.

Elephant Park, London, UK.



Flexible open lawns that provide opportunities for multiple activities and temporary or permanent art and cultural exhibitions.

Victoria Park, London, UK.

Fig 05.17 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 sits south of the Feeder Canal and immediately west of St Philips Causeway, bridging the new mixed-use development in North West St Philip's Marsh with the existing Avonmeads Retail Park and industrial uses beyond the Masterplan boundary to the east. The St Philip's Marsh Depot to the south, National Grid installations and St Philips Causeway establish this area as the site's principal location for consolidated industrial use, with a Local Centre on Albert Crescent serving its working population. The characteristics set out below define the character and identity of this area:

- **Productive**: Industrial uses should be consolidated and intensified across this area, holding light industrial through to more traditional industrial activity together as one connected production ecosystem, rather than a series of isolated plots operating independently of one another.
- **Experimental and bold:** Colour, expressive material choices and innovative architectural solutions should give buildings in this area a strong identity, marking North East St Philip's Marsh as a confident, legible production cluster rather than a generic employment estate.
- **Healthy:** Design should prioritise the health and wellbeing of the people living and working in this area, mitigating the heat island effect and protecting air quality from industrial and HGV activity, while providing a good everyday setting for breaks, movement and outdoor time.
- **Collaborative:** Buildings and public realm alike should be designed to invite collaboration, meeting and casual gathering between the businesses and workers based here, from shared yards and building entrances at the smallest scale to informal gathering spaces distributed through the wider streetscape.



Fig 05.18 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.



Industrial buildings within a well-designed public realm and open space provision, with pockets of activation for people working in the area and nearby residents

Here East, Stratford, London, UK.



Bold and playful industrial architecture that showcases the innovative and experimental character of the new district.

Here East, Stratford, London, UK.



Temporary and experimental container building providing studio spaces.

Trinity Buoy Wharf, London, UK.

Fig 05.19 North East St Philip's Marsh proposed character

06
Land Uses

06.01 Overall Land Use and Illustrative Land Use Plan

Policy DS2 Summary

- The provision of around 100,000sqm high quality offices and flexible workspace;
- At least 3,000 new homes;
- Education facilities, including a new campus for University of Bristol and associated student accommodation;
- Hotel and conference/convention facilities;
- Complementary retail and leisure uses;
- Infrastructure, services and community facilities.

Policy DS3 Summary

- Around 40,000sqm of high quality offices;
- Around 110,000sqm of industry and distribution premises, including provision for research and development and flexible workspace;
- At least 7,000 new homes;
- Student accommodation;
- Retail and leisure development;
- Infrastructure, services and community facilities.

Policies DS2 and DS3 of the Bristol Local Plan set out the acceptable land use types and quantums for St Philip's Marsh. These comprise offices, flexible workspace, industrial and distribution premises (including research and development), housing, student accommodation, hotel and conference/ convention facilities, retail and leisure development, and infrastructure, services and community facilities.

The Illustrative Land Use Plan shows how these uses could be distributed across the site in alignment with the policies above and the Key Masterplan Principles (see Chapter 04). Fig 06.01 sets out the overall distribution; Fig 06.03 focuses on ground floor uses and active frontages. Together they illustrate how different uses relate to open spaces, streets and surrounding development.

The Masterplan, as illustrated, translates the Key Moves and Place Principles into a development providing at least 7,000 new homes within the DS3 area, and a proportion of the target of the minimum 3,000 homes, in the Policy DS2 area, alongside 110,000sqm of industrial space, 40,000sqm of commercial space, community facilities and open spaces.

The following sub-sections set out the approach taken across each area of St Philip's Marsh.

Temple Meads Area, Silverthorne Island and Temple Island
Education and institutional uses cluster around the emerging University of Bristol TQEC, extending along Silverthorne Lane and Avon Street, with purpose-built student accommodation nearby to allow students and academics convenient access to the campus.

Closer to the Feeder Canal, offices and residential uses form a mixed-use area that brings activity throughout the day. Active frontages along the canal and on Avon Street can incorporate retail and leisure uses, extending activation into the evening. The emerging secondary school on Silverthorne Lane completes the canal's northern frontage. Temple Island accommodates residential, commercial and workspace uses, completing the mixed-use offer around Temple Meads Station.

North West St Philip's Marsh
The North West cluster is predominantly mixed-use. Offices, knowledge-based workplaces and some residential, with active uses at ground floor, line the Feeder Canal to form the District Centre. The location of the District Centre complements the University of Bristol TQEC campus on the north side of the Feeder Canal, with the canal acting as the spine of an emerging innovation and knowledge cluster.

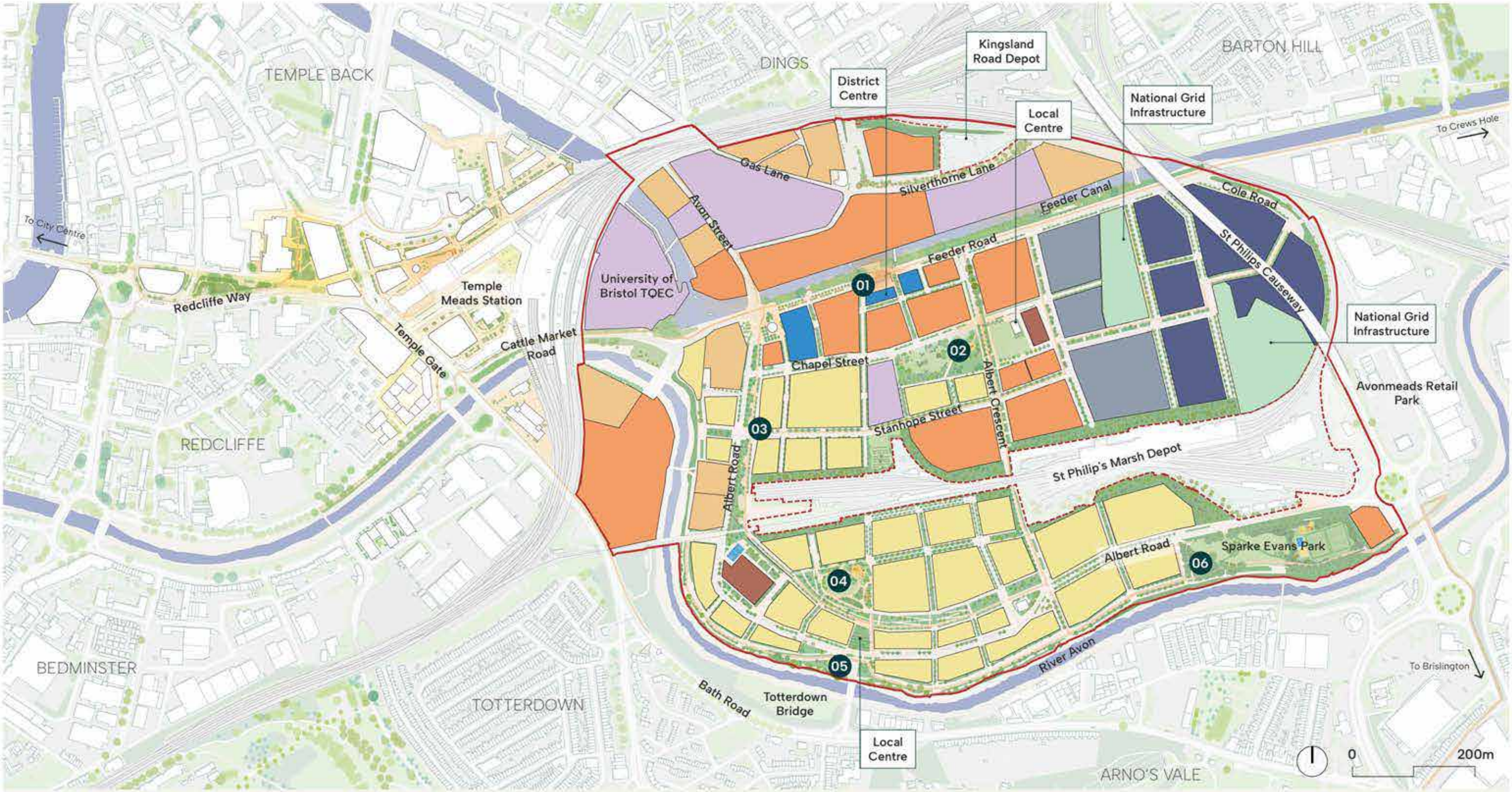
Proximity to the new eastern entrance of Temple Meads Station provides connectivity to the wider city and region, and brings footfall to support the retail and community uses activating the canal frontage.

Further south, the cluster is residential-led, with residential blocks framing Chapel Park and a primary school facing the park to the west. East of Albert Crescent, a mixed-use transition zone bridges the North West and the employment-focused North East, with a Local Centre and Skills Centre on its eastern edge.

West of Albert Road, development takes advantage of its proximity to the university and Temple Meads Station, concentrating student accommodation and other residential uses along the River Avon.

North East St Philip's Marsh
The North East cluster is employment-focused, consolidating and intensifying industrial uses on the site. Stacked light industrial buildings concentrate to the west of the cluster, closer to the residential edge, while heavier standalone industrial buildings line St Philips Causeway to the east, away from residential uses.

South St Philip's Marsh
The South cluster is predominantly residential, maintaining continuity with the existing neighbourhoods of Totterdown, St Anne's and Arnos Vale south of the River Avon. A Local Centre forms around Fruit Market Park and Totterdown Bridge, with active ground floors providing space for everyday needs such as convenience retail and local services, and the bridge anchoring the connection to the southern neighbourhoods.



KEY

- St Philip's Marsh Masterplan boundary
- Residential
- Office/workplace
- Utilities
- Mixed-use
- Purpose-built student accommodation
- Education
- Light industrial
- Industrial
- Community/culture

01 Feeder Square
02 Chapel Park
03 Victoria Road Linear Park
04 Fruit Market Park
05 Avon Park
06 Sparke Evans Park

Fig 06.01 Illustrative distribution of land uses across St Philip's Marsh

Active Frontages, Retail and Community Uses
Active ground floor uses bring streets and spaces to life, providing natural surveillance, animating the public realm and supporting activity throughout the day. Community, retail and leisure uses should concentrate where they frame open spaces, principal routes and the District and Local Centres, supporting the wider public realm network.

Fig 06.03 sets out the ground floor strategy, with active frontages concentrated along the Feeder Promenade within the District Centre, in both Local Centres, around Chapel Park, Fruit Market Park and Sparke Evans Park, and along the principal routes that connect them.

In North West St Philip's Marsh, the District Centre along the Feeder Canal comprises retail, leisure, community and commercial uses at ground floor, with residential and office above. Activation of the railway viaduct arches on Oxford Street, Avon Street and Silverthorne Lane (01) carries the industrial heritage of the site into everyday neighbourhood life while animating the streets they front.

The Local Centre on Albert Crescent, east of Chapel Park, brings together a Skills Centre at ground floor with light industrial above (02). The Skills Centre links residents to training and employment in the trades and industries of the adjacent employment area.

In the south, the Local Centre on Albert Road is anchored by the locally listed Albert Road Corporation Garage (03), identified for a potential community/leisure use. The reuse of the Garage brings new life to this heritage asset and places it at the core of the neighbourhood, framing the new Fruit Market Park.

A community facility at ground floor of a residential building facing Sparke Evans Park is proposed as a community hub focused on environmental resilience and learning in nature (10), activating the open space and anchoring the park within the community.

Education
To the west of Chapel Park, a primary school (05) anchors the park. Two nurseries (06) serve St Philip's Marsh, one located to the south of Chapel Park, on Albert Crescent and the other located along Albert Road, benefiting from proximity to both the school and the District and Local Centres, allowing parents to combine trips on foot. The University of Bristol TQEC and the emerging secondary school are concentrated north of the Feeder Canal within the Silverthorne Lane Conservation Area.

Health
A healthcare facility (07), centrally located on the Feeder Promenade, serves both St Philip's Marsh and the surrounding neighbourhoods.

Transport Facilities
Two mobility hubs (08) serve the North East cluster, providing consolidated parking, cycle storage and electric vehicle charging for the wider employment area. A last-mile logistics facility (09) adjacent to St Philips Causeway consolidates deliveries for the neighbourhood, reducing delivery traffic on residential streets.

Energy and Utilities Infrastructure
One energy centre (04) is proposed to heat and cool the area through renewable means. Located in the North East cluster, adjacent to the Feeder Canal, it has the potential to use canal water for district heating.

Two primary substations (11) serve the neighbourhood, one in the North East cluster and one in the south-east.

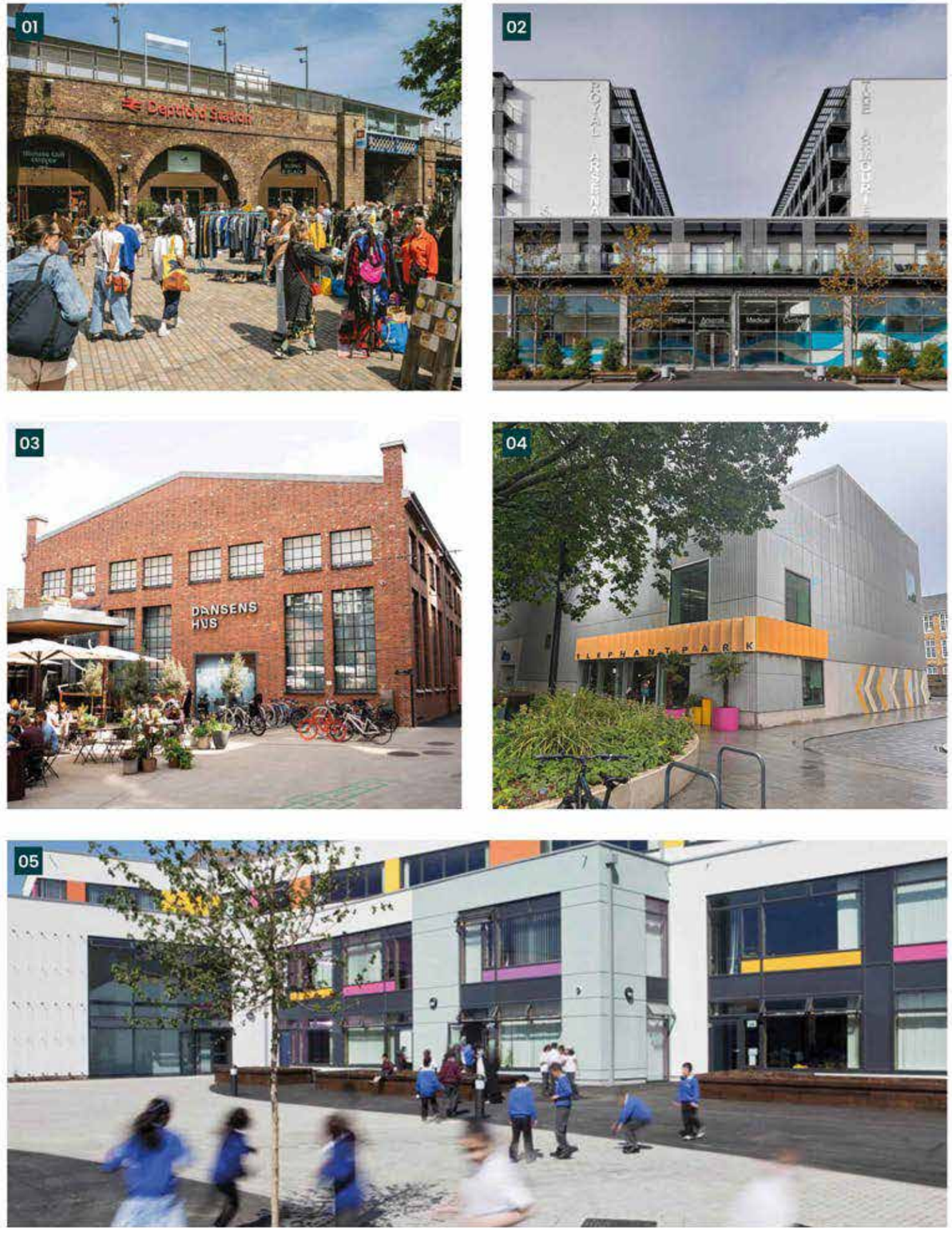


Fig 06.02 Precedents of active ground floor and community uses

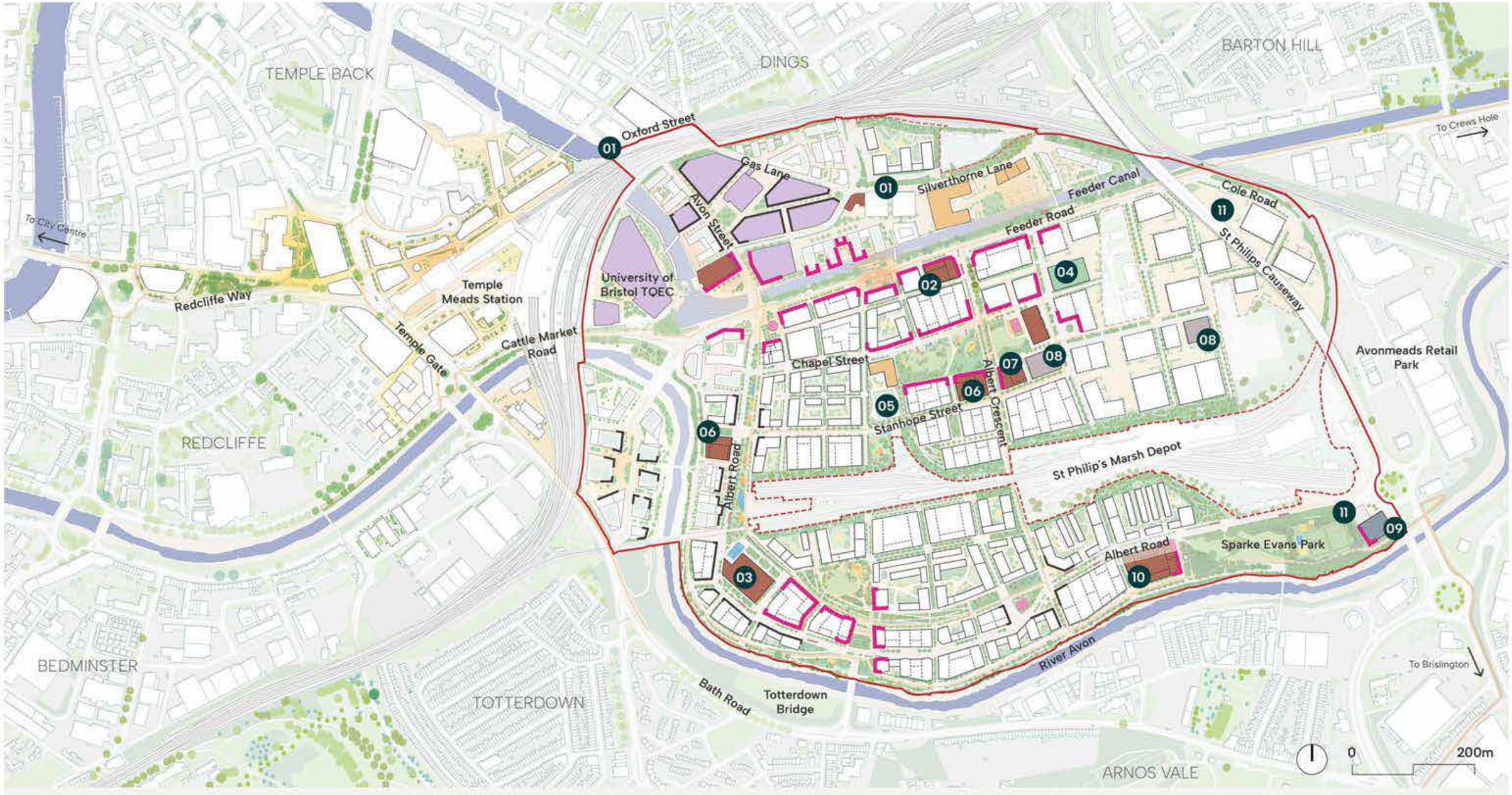


Fig 06.03 Illustrative active ground floor plan

06.02 Employment

St Philip's Marsh will reimagine the area's industrial history by introducing a diverse mix of employment uses, including a focus on industrial uses in the North East Character Area, and supporting the creation of a vibrant mixed-use neighbourhood.

Key Objectives

Successful proposals will:

- Steer employment-led and mixed-use development towards appropriate locations shown in Fig 06.04.
- Provide a range of new employment types in St Philip's Marsh to support the focus of office, innovation, research and industrial sectors, including:
- Deliver a minimum of 40,000sqm of new high-quality office (Class E(g)(i)) floorspace and a minimum of 110,000sqm of new industrial (Class E(g)(ii), E(g)(iii), B2 and B8 and other employment-generating uses) in the Policy DS3 area.
- Deliver a proportion of the target of 100,000sqm of office floorspace (Class E(g)(i)) in the Policy DS2 area.

Bristol Local Plan Policies:

DS2, DS3, E3

St Philip's Marsh has long been a place of industry, contributing significantly to Bristol's economy. The regeneration builds on this legacy by diversifying the area into a wider employment destination. A strong employment base is essential to the success of St Philip's Marsh as a neighbourhood, with workplaces generating daytime activity and footfall that support local shops, services and public spaces.

Policy E3 of the Bristol Local Plan supports this approach, allowing offices in Bristol Temple Quarter (Policy DS2) and at appropriate locations in St Philip's Marsh (Policy DS3).

Illustrative Approach

Employment uses concentrate in two locations: offices and workspace within the mixed-use cluster to the north-west, and industrial uses in the North East character area.

Offices are located in the mixed-use area along the Feeder Canal, opposite the University of Bristol TQEC campus and completing the emerging innovation and knowledge cluster described in Section 06.01. The adjacency to the university also creates the potential for an ecosystem where research, innovation and business support one another, with businesses of all sizes benefiting from access to talent and knowledge exchange, and graduates and academics having opportunities to grow locally.

Proximity to Temple Meads Station and to the established commercial cluster of Temple Back East strengthens this location as a place for new employment uses due to good transport connections with wider Bristol and the region.

In the North East character area, industrial uses are consolidated and intensified alongside large institutional uses serving the city and wider region. This location is well suited to these uses, away from the more sensitive residential areas to the west. Existing industrial uses on site are retained where appropriate, supporting continuity of activity and employment through the transition.

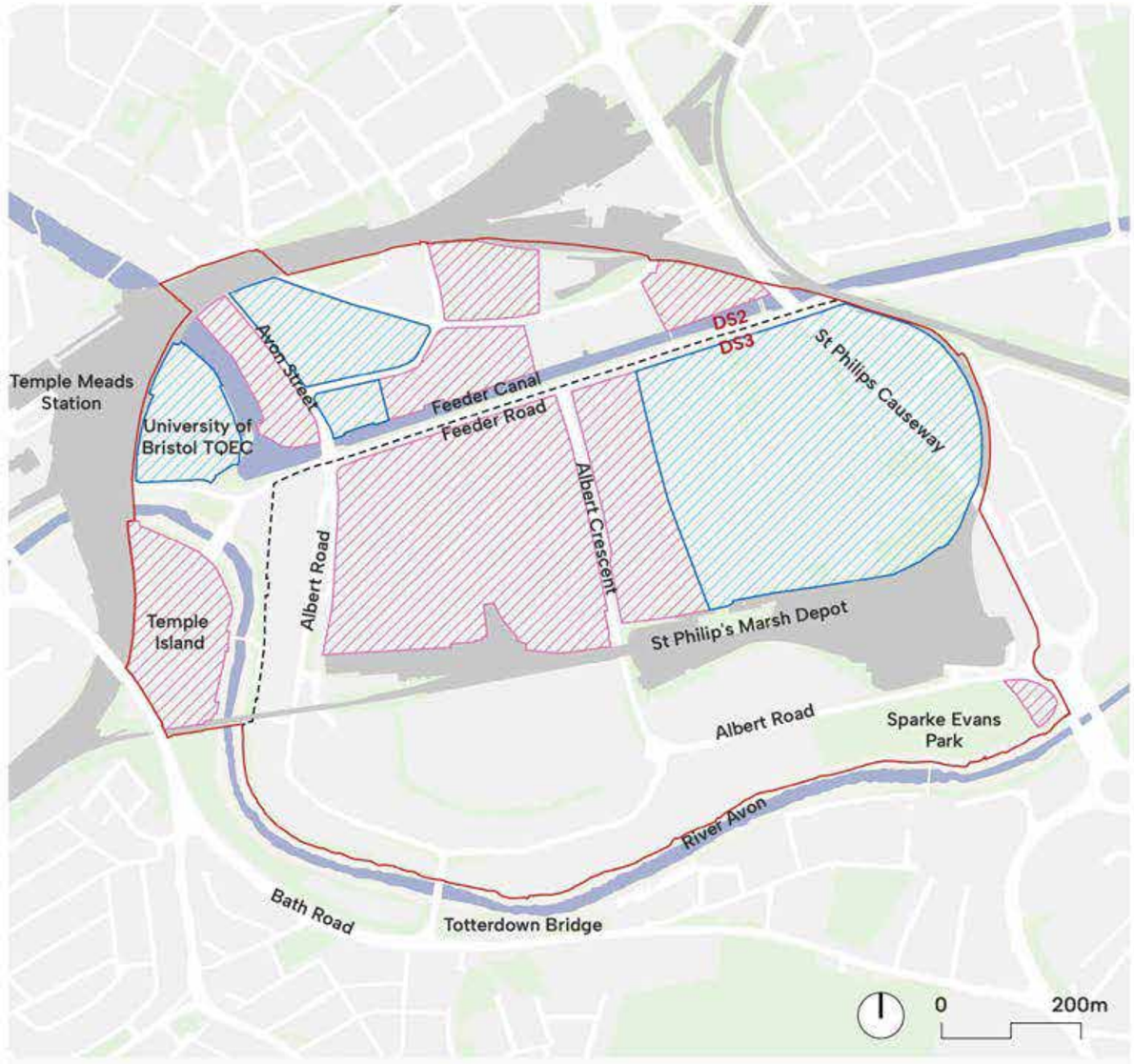


Fig 06.04 Diagram showing employment areas in St Philip's Marsh

Considerations

Industrial activity and creative industries

Retaining, intensifying and reimagining industrial activity is key to maintaining the area's economic diversity and providing employment for a range of skills and backgrounds. Bristol's creative and cultural economy is well represented in St Philip's Marsh, and the retention and growth of creative industries within the area is encouraged.

New ways of working require new building typologies. Stacked industrial formats, hybrid buildings and flexible workspace allow businesses to remain in St Philip's Marsh, while making efficient use of a constrained site. In mixed-use areas, lower floors should be market-facing to avoid vacancy or piecemeal fragmentation of active uses.

Affordable workspace is key to ensuring that small businesses, creative enterprises and community organisations can continue to operate in the area as it changes. Adaptable and accessible workspace supports a diverse business community and maintains the entrepreneurial character of St Philip's Marsh.

Design and street-level activation

Employment development, both office and industrial, should be sustainable and well designed, in keeping with the relevant character area guidance set out in Chapter 05. The ground floors of employment buildings should support street activation, with front doors on primary streets and uses accessible to the general public, such as retail or food and beverage outlets.

Workplace design should be inclusive at all stages, ensuring that people with disabilities or reduced mobility can use employment spaces without barriers. This also reduces the need for costly retrofitting to meet access requirements at a later stage.

Sustainability and digital infrastructure

Employment buildings should prioritise low-carbon construction, operational energy efficiency and adaptable design to extend building lifespan and reduce whole-life carbon, demonstrating alignment with Bristol's net-zero ambitions. Development should also accommodate current and future digital infrastructure, recognising that digital connectivity is essential to attracting and retaining businesses across all sectors.

Inclusive economic growth

The benefits of regeneration should be shared. Employment in St Philip's Marsh should be accessible to local residents and existing communities through skills development, training opportunities and clear pathways that enable residents to participate in the area's economic future.

Demonstrating Alignment

Planning applications should demonstrate how they contribute to the minimum office and industrial floorspace figures set out in Policies DS2 and DS3 of the Bristol Local Plan, and how they incorporate workplace design in keeping with the relevant character area. Alternative locations for industrial and office uses will be supported within the areas identified in Fig 06.04, subject to meeting the design and location requirements set out above and not undermining the comprehensive redevelopment of St Philip's Marsh.

Locating significant employment uses in South St Philip's Marsh would not be appropriate, as it would disrupt the creation of a coherent residential neighbourhood. Employment uses in the south would also be isolated from the wider employment cluster and would not benefit from the efficiencies of consolidation.

Residential uses will be supported in the areas identified primarily for employment where they would not be detrimental to the employment-led vision and where there would be no future impact on residential amenity. Employment uses proposed adjacent to existing or proposed housing should consider potential impacts on amenity and avoid adverse impact. New noise-sensitive development should not result in unreasonable restrictions on existing employment uses in St Philip's Marsh.

Where land identified for employment is no longer required for that purpose, residential or other uses may be acceptable, subject to demonstrating that the overall employment strategy for the area is not undermined.

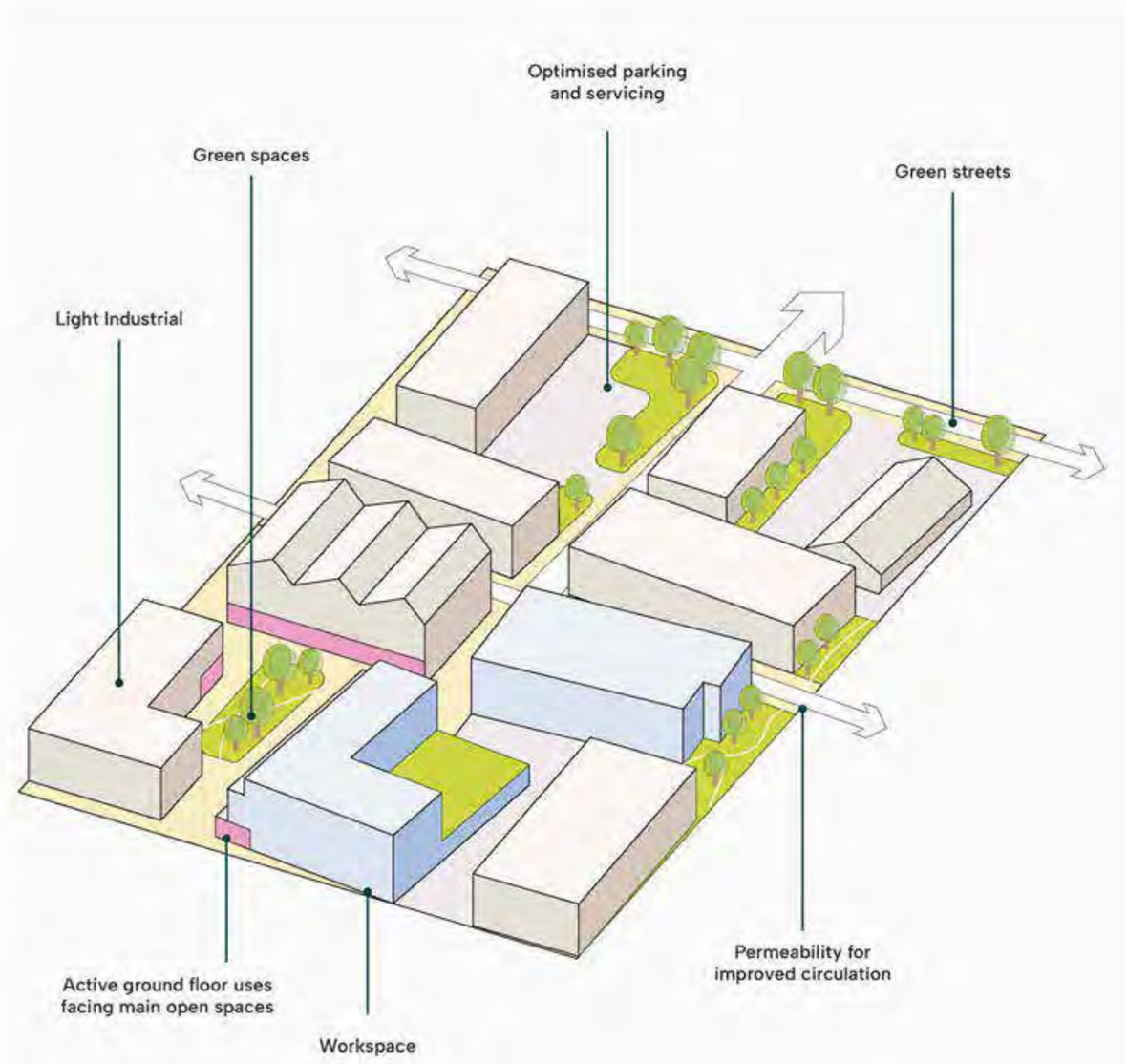


Fig 06.05 Diagram showing a diverse workplace offer within the employment area

06.03 Housing

St Philip's Marsh will introduce new residential uses, supporting the transition to a vibrant, mixed-use neighbourhood that provides high-quality homes for all.

Key Objectives

Successful proposals will:

- Steer residential-led development towards appropriate locations shown in Fig 06.06, and in proximity to services and transport infrastructure where amenity can be preserved.
- Provide a mix of types, sizes and tenures of homes to meet local needs.
- Deliver a minimum of 7,000 new homes (Use Class C2 and C3), including affordable housing, in the Policy DS3 area.
- Deliver a proportion of the target of the minimum 3,000 homes, in the Policy DS2 area.

Bristol Local Plan Policies:

DS2, DS3, H1, AH1, H4, NZC1, NZC2, H8, DPM1, H9

St Philip's Marsh will become a complete, inclusive neighbourhood, with homes for a mix of households and backgrounds. The delivery of at least 7,000 new homes within the DS3 area, alongside contribution to the DS2 target, will make a substantial contribution to Bristol's housing supply, in line with Policy H1 of the Bristol Local Plan.

Illustrative Approach

Residential uses are concentrated in the north, west and south of St Philip's Marsh. These locations sit closer to the city centre and Temple Meads Station, supporting connectivity and mobility, and creating continuity with the existing neighbourhoods of the Dings to the north and Totterdown to the south. Residential development in the north and west also brings the population needed to support the commercial and mixed-use area along the Feeder Canal, anchoring it as an active part of the wider city.

Considerations

Access to amenities and sustainability

Homes should be situated in areas with good access to open space, services, public transport and social infrastructure. The Masterplan distributes residential development to ensure that new and existing green spaces and water bodies (Sparke Evans Park, the River Avon and Feeder Canal) are within a five-minute walk.

All residential development should be designed to high sustainability standards, minimising carbon emissions in line with Policies NZC1 and NZC2 of the Bristol Local Plan.

New buildings should be climate-responsive, prioritising low-carbon materials and efficient building systems. Residential development should ensure adequate daylight, sunlight and ventilation in line with BRE 209, and provide access to private or communal outdoor amenity space such as balconies, gardens or shared courtyards.

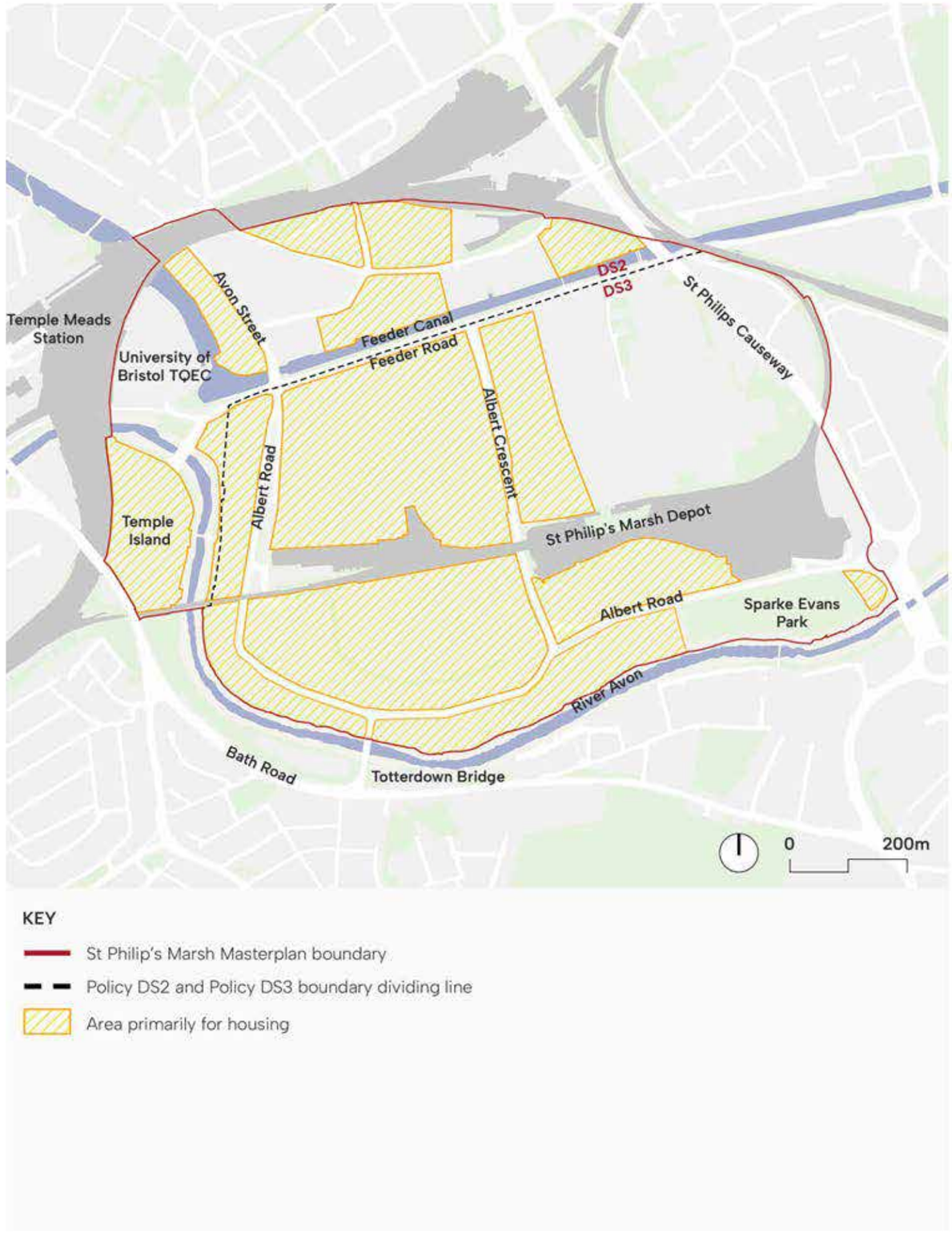


Fig 06.06 Diagram showing areas primarily for housing in St Philip's Marsh

Inclusive design

Inclusive residential development will be supported, providing equality of access and opportunity in its layout and design, in line with Policy DPM1 of the Bristol Local Plan. All residential development should be accessible and wheelchair-adaptable, in line with Policy H9. Early-stage consultation with disabled people and those with lived experience of access barriers is encouraged as part of pre-application processes. Embedding inclusive design from the outset will deliver better outcomes for all residents and reduce reliance on retrofitted solutions.

Where residential development includes shared communal spaces such as courtyards, roof terraces or entrance lobbies, proposals should demonstrate that long-term management and maintenance arrangements are in place. Well-managed communal spaces are essential to quality of life and accessibility for all residents over time.

Activation and overlooking

Residential development should activate and overlook streets and public spaces. Front doors and primary windows should be located on primary streets to support footfall, natural surveillance and safety. Retail and food and beverage uses on the ground floor, will be supported in the locations highlighted in Fig 06.03.

Housing mix and tenure

St Philip's Marsh will offer housing choice, with a range of dwelling types, sizes and tenures (see Policy H4 of the Bristol Local Plan) that reflects the diversity of Bristol's population, prioritising the delivery of family homes.

Proposals should embrace mixed typologies within individual plots and across the wider neighbourhood, supporting different household compositions and creating varied streetscapes. Family housing in particular should be located in areas with good access to open spaces, schools and other social infrastructure. Further considerations on housing typologies relating to density can be found in Section 07.13.

Co-living is appropriate as part of the housing mix but is unlikely to be supported as a dominant typology. Concentrations of co-living within one area should be avoided to maintain diversity of uses within the neighbourhood.

Affordable and intergenerational housing

Proposals should demonstrate that they provide the maximum proportion of affordable and inclusive housing deliverable, in line with Policy AH1 of the Bristol Local Plan. Tenure-blind proposals, with affordable units distributed evenly across schemes as far as is feasible, will be supported.

Provision for intergenerational living and housing suitable for an ageing population is encouraged, in line with Policy H8.

Demonstrating Alignment

Planning applications should demonstrate how they contribute to the minimum target figures for homes set out in Policies DS2 and DS3 of the Bristol Local Plan, and how they contribute to a range of house types and tenures in keeping with the relevant character area. The delivery of homes will be monitored by the Local Planning Authority to ensure the right types, sizes and tenures are provided.

Alternative locations for residential will be supported within the areas identified in Fig 06.06, subject to meeting the design and location requirements set out above and not undermining the comprehensive redevelopment of St Philip's Marsh.

Residential uses are unlikely to be acceptable on the north-eastern boundary of the site, where it adjoins the existing employment area, the elevated railway lines and St Philips Causeway. The presence of these uses would diminish residential amenity, and the location would be isolated from the wider residential neighbourhoods of St Philip's Marsh.

Non-residential uses may be suitable in the locations identified in Fig 06.06 where they would not be detrimental to the character area-specific vision in these locations (see Chapter 05) and would accord with all other relevant policies.









Fig 06.07 Precedents of aspirational housing schemes

06.04 Purpose-Built Student Accommodation (PBSA)

St Philip's Marsh will incorporate an appropriate level of purpose-built student accommodation, supporting the transition to a vibrant, mixed-use neighbourhood that responds to its proximity to the University of Bristol.

Key Objectives

Successful proposals will:

- Support purpose-built student accommodation on its own merits, steered towards appropriate locations identified in Fig 06.08.

Bristol Local Plan Policies:

DS2, DS3, H7, DPM1

PBSA is essential to the long-term success of TQEC. Locating accommodation for students and academics within the area ensures the campus functions as a complete academic community, with students living close to where they study, near the city centre and connected to Bristol's wider university estate.

Illustrative Approach

PBSA is concentrated north of the Feeder Canal, close to the TQEC campus and to Temple Meads Station. From here, students are within walking distance of their faculties, can travel easily by rail, and are connected to the daily life of the District Centre.

Considerations

Management and neighbourhood integration

Proposals should demonstrate how management arrangements, occupation conditions and any institutional nomination agreements ensure the accommodation works as an integral part of the neighbourhood.

Over-dominance of student accommodation should be avoided, and the cumulative impact alongside co-living on the mix and balance of the local community should be considered when assessing proposals.

Design and street-level activation

Student accommodation should integrate with the neighbourhood rather than appearing isolated or inward-looking. Welcoming, legible entrances and communal spaces should relate positively to surrounding streets, with ground floors providing activity, natural surveillance and visual interest in place of blank frontages, servicing areas or back-of-house functions. Where feasible, communal amenities should be accessible to the wider community.

Upper floors should be articulated to avoid repetitive façades, and the scale and massing of development should respond to the surrounding context, with careful consideration of neighbouring buildings, daylight and wind impacts.

Inclusive schemes will be strongly supported, in line with Policy DPM1 of the Bristol Local Plan. Early engagement with disabled people and those with lived experience of access barriers should embed inclusive design from the outset.

Demonstrating Alignment

Planning applications should demonstrate how they contribute to the needs of relevant higher education providers in terms of quantity, type and quality, complying with Policy H7 of the Bristol Local Plan. Alternative locations may be supported where they meet the design and location requirements set out above, are in close proximity to the university and Temple Meads Station, and do not undermine the comprehensive redevelopment of St Philip's Marsh or the delivery of other uses.

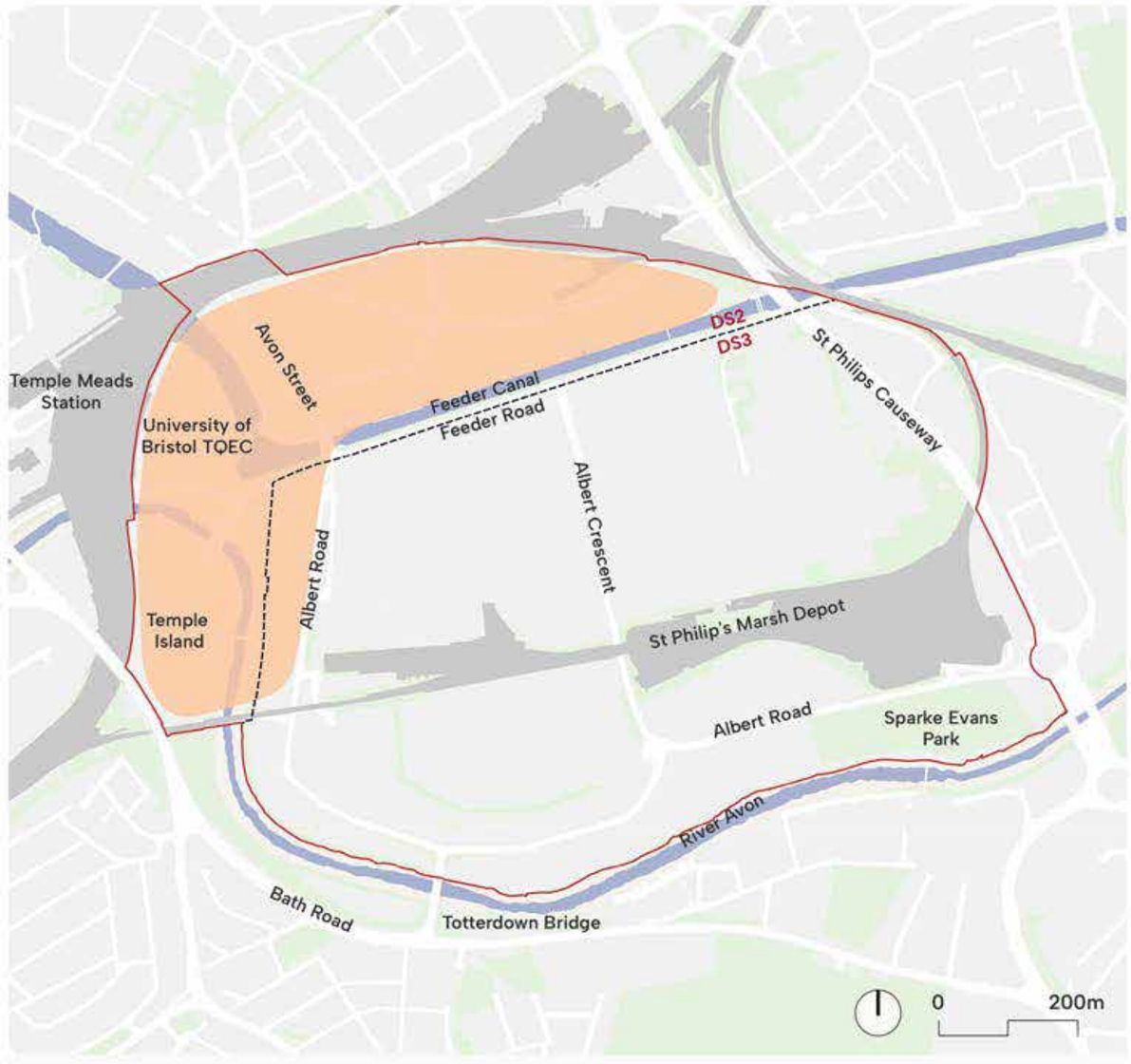


Fig 06.08 Diagram showing areas suitable for Purpose-Built Student Accommodation in St Philip's Marsh

06.05 Infrastructure Safeguarding

St Philip's Marsh will safeguard areas of existing transport facilities, such as transport depots, where appropriate.

Key Objectives

Successful proposals will:

- Safeguard land utilised for existing transport facilities (see Fig 02.16), as identified in Policy T2A of the Bristol Local Plan.
- Consider the redevelopment of safeguarded existing transport facilities where it is demonstrated that the infrastructure is no longer required.

Bristol Local Plan Policies:

T2A

Policy T2A of the Bristol Local Plan safeguards land required for potential future transport and movement infrastructure, ensuring it is not prejudiced by other development.

Illustrative Approach

St Philip's Marsh Depot occupies a significant portion of land within the area. The Masterplan does not propose the depot's redevelopment, but supports the principle of redevelopment in the future if Network Rail confirms the land is no longer required for transport purposes. Its redevelopment would unlock substantial opportunities for the neighbourhood. Until then, the depot remains safeguarded under Policy T2A.

Considerations

Should the depot be released for development, residential-led or workplace development would be supported. The scale of the site offers the potential for a significant number of new homes or employment floorspace, and any development should integrate with the surrounding character areas and enhance connections to the wider neighbourhood.

Redevelopment would also present the opportunity to deliver an east-west linear park, bringing the character areas together and contributing to the network of green infrastructure across the area, supporting biodiversity and ecological connectivity.

Redevelopment would also need to re-establish street continuity across the railway, linking the depot site north and south to the existing street network of the surrounding area. New routes through the site would significantly improve permeability and offer the potential to deliver new Active Travel connections to wider Bristol via the Avoiding Line Avon Bridge south of Temple Island.

The depot is a defining part of St Philip's Marsh's industrial identity. Future redevelopment should respond to this heritage, retaining key elements of railway infrastructure where feasible and incorporating references to the site's railway history within the design of buildings, public spaces and landscape.

Demonstrating Alignment

Planning applications for the redevelopment of existing transport facilities safeguarded under Policy T2A of the Bristol Local Plan will need to demonstrate that the existing facility is no longer required. Residential-led mixed-use development will be supported if and when the safeguarded transport infrastructure is redeveloped.

Development on plots adjacent to the depot should be designed to safeguard future connections and not preclude the depot's redevelopment. This includes maintaining the potential alignment of new streets and routes that would link the depot site to the wider neighbourhood once released.







Fig 06.09 Precedents of railway regeneration

06.06 District and Local Centre Uses

St Philip's Marsh will establish vibrant District and Local Centres as the focal point of the mixed-use neighbourhood, concentrating key amenities, services and community uses to meet day-to-day needs.

Key Objectives

Successful proposals will:

- Create walkable and attractive District and Local Centres in St Philip's Marsh which meet the day-to-day needs of local residents and employees.
- Propose uses which contribute to the vibrant mixed-use District and Local Centres, supporting the vitality and viability of the centre.
- Incorporate active frontages within the District and Local Centres.
- Consider residential uses on the upper floors of the town centre uses without compromising residential amenity.
- Consider opportunities for multi-functional uses for footfall-generating activities, such as markets.

Bristol Local Plan Policies:

DS3, SSE1, SSE2, SSE3, SSE4

The creation of District and Local Centres is essential to establishing St Philip's Marsh as a complete neighbourhood.

Policies SSE1 to SSE4 of the Bristol Local Plan set out the importance of centres in meeting local needs and ensuring their vitality, viability and diversity, with main town centre uses defined in the National Planning Policy Framework. Policy SSE1 states that the development of new centres may be appropriate within areas of growth and regeneration.

The Masterplan proposed three new centres as illustrated in Fig 06.10 which are deemed appropriate in scale, design and location to provide services, facilities and a community focus within St Philip's Marsh.

The District Centre and the two Local Centres will become focal points for community life, building on the emerging identity of St Philip's Marsh and bringing distinct character to each cluster. Together they form a hierarchy that supports the neighbourhood at multiple scales: a destination District Centre drawing activity from across the wider city, and Local Centres meeting daily needs within a five to ten-minute walk from home.

The District Centre is a destination, with retail, restaurants, bars, community facilities and services that support activity throughout the day and into the evening. Where evening and night-time uses are proposed alongside residential on upper floors, careful consideration should be given to noise, ventilation and servicing arrangements to protect residential amenity.

Local Centres play a more local role, accommodating services and community facilities that meet daily needs at neighbourhood scale.

Illustrative Approach

The District Centre is located in the North West cluster, along the Feeder Canal and close to Temple Meads Station and the city centre. It sits at the entrance of St Philip's Marsh from the city centre and the station, drawing visitors from across Bristol while serving the new

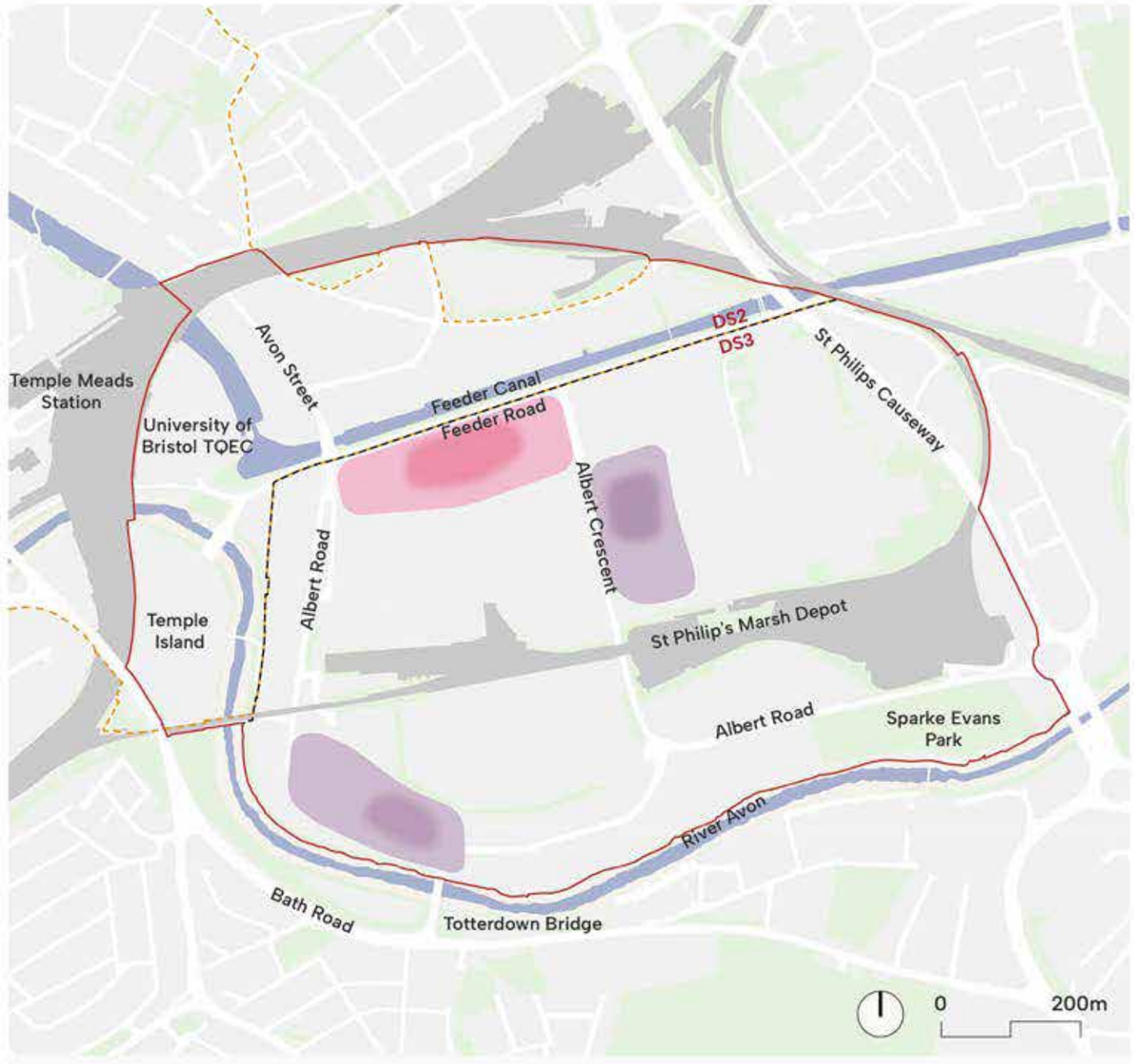


Fig 06.10 Diagram showing the district and local centres in St Philip's Marsh

residents around Silverthorne Lane and the existing community of the Dings to the north. Proximity to the emerging University of Bristol TQEC campus and the new eastern entrance of Temple Meads brings footfall throughout the day, while the canal frontage carries the historic infrastructure of the canal into the heart of the new neighbourhood.

The two Local Centres are positioned on Albert Crescent and Albert Road, both principal routes across St Philip's Marsh, and at sufficient distance to serve the whole Masterplan area. The Local Centre on Albert Crescent, east of Chapel Park, serves the residential neighbourhoods to the west and the employment area to the east. The Local Centre on Albert Road, in the south, anchors the southern residential cluster and connects it to the existing neighbourhood of Totterdown across the River Avon.

Considerations

Design quality

Centres should be designed as walkable destinations served by safe and convenient walking and cycling routes. Buildings, streets and public spaces within the centres should be of high design quality, with materials, scale and detail that respond to the character of each cluster.

The public realm within and around the centres should be designed to support social gathering, dwelling and play, with high-quality paving, street furniture, lighting and tree planting.

Active frontages should open onto generous footways and public spaces, with seating, shade and shelter integrated into the streetscape.

Soft landscape, including street trees and SuDS features, should be incorporated to support biodiversity, manage surface water and improve the experience of the public realm.

Inclusive access

All centres should be designed to be fully accessible, ensuring that people with disabilities or reduced mobility can move through and use these spaces without barriers, in line with Policy DPM1 of the Bristol Local Plan. Step-free access, legible wayfinding and accessible ground floor uses are essential.

Retail diversity and local businesses

A range of unit sizes and tenures should be provided to support a mix of independent and local businesses alongside larger operators.

Affordable and adaptable retail units help small businesses and community organisations establish a presence within the centres and contribute to the distinct character of each cluster. Concentrations of identical use types should be avoided to maintain a varied and resilient retail offer.

Servicing

Servicing, deliveries and waste collection should be managed to minimise conflict with pedestrians and cyclists, particularly along active travel routes and within key public realm.

Meanwhile uses

Meanwhile uses within or adjacent to the centres are encouraged in the early phases of development to establish activity and a sense of place before permanent uses are fully occupied. Further guidance on meanwhile uses is set out in Section 06.09.

Demonstrating Alignment

Planning applications for centres, or for proposals including new centres, should demonstrate that they are of a scale, design and location consistent with meeting local needs, and should not undermine the vitality and viability of existing centres within or near the regeneration area in line with Policy SSE1.

Once the District and Local Centres have been established within St Philip's Marsh, applications for main town centre uses proposed outside these centres will need to comply with the sequential test set out in Policy SSE4 of the Bristol Local Plan. Subject to the scale of use and location, submission requirements should be discussed with the Local Planning Authority.













Fig 06.11 Precedents of district and local centres

06.07 Social Infrastructure and Community Facilities

St Philip's Marsh will embed social infrastructure and community facilities to support the needs of the growing population, fostering a well-connected neighbourhood with inclusive spaces that promote health, wellbeing and community cohesion.

Key Objectives

Successful proposals will:

- Deliver appropriate social infrastructure within St Philip's Marsh, including community facilities, as per Chapter 08.
- Prevent the loss of community facilities unless demonstrated through suitable evidence.

Bristol Local Plan Policies:

DS2, DS3, CF1, CF2

Community facilities as defined in the Bristol Local Plan include community centres, childcare facilities, cultural venues, places of worship, education and training, healthcare and social care facilities, sports and recreation, and civic and administrative facilities.

Currently, St Philip's Marsh has limited social infrastructure, reflecting its industrial character. The regeneration offers an opportunity to address this gap, creating facilities to serve both new residents and existing communities in surrounding areas that currently lack convenient access to local services. The type and scale of community facilities needed to support the regeneration are set out in Tab 08.01 in Chapter 08.

Policy CF1 of the Bristol Local Plan requires community facilities to be located where there is a choice of travel options and accessible for all. Policy CF2 supports the retention of community facilities.

Illustrative Approach

As shown in Fig 06.01 and Fig 06.03, community facilities and social infrastructure are concentrated in the District Centre along the Feeder Canal and in the Local Centres on Albert Crescent and Albert Road. Other facilities are located close to principal open spaces, around Chapel Park, Fruit Market Park and Sparke Evans Park.

These locations bring activity to key open spaces, support safe and walkable access from all parts of St Philip's Marsh and from established communities beyond, and provide opportunities for linked trips combining school, community and shopping uses.







Fig 06.12 Precedents of social infrastructure

Considerations

Design and character

The design of social infrastructure should respond to the character of St Philip's Marsh, with each facility contributing to the identity of the cluster it serves. Where possible, the repurposing of listed buildings and existing buildings of architectural interest is encouraged, recognising that these structures embody the industrial heritage of the site and provide distinctive settings for new community uses.
Community uses at ground floor level within new developments are supported, particularly where they front open spaces and key public realm, where future management arrangements are in place.

Sport England's Active Design guidance should be referenced when considering the provision of sports and recreation facilities.

Early delivery and placemaking

Community facilities can play a particular role in placemaking during the early phases of development. The early delivery of a community space, school or healthcare facility can establish a sense of identity and belonging before the neighbourhood is fully built out, providing an anchor around which the community can form.

Long-term stewardship and governance

Long-term arrangements should be in place for the management of community assets, working with recognised cultural anchor organisations or stewardship bodies to support continuity and resilience.

Community governance models should be explored to give local people a meaningful stake in the management of community assets.

Cooperation across landowners is encouraged to ensure that meaningful community and social infrastructure spaces are delivered across the regeneration area, rather than being fragmented or duplicated across individual plots.

Inclusive design and sustainability

All community facilities should be designed to be fully accessible and inclusive, ensuring that people with disabilities or reduced mobility can use these spaces without barriers, in line with Policy DPM1 of the Bristol Local Plan. This is particularly important for public-facing buildings serving the whole community.

Community facilities should be designed to high sustainability standards, demonstrating best practice in low-carbon construction and operational efficiency in line with Policies NZC1 and NZC2. As prominent buildings within the neighbourhood, they have a role in setting a benchmark for subsequent development.

Long-term maintenance and whole-life costs should be considered, ensuring that facilities remain fit for purpose and financially sustainable for the organisations and communities that manage them.

Demonstrating Alignment

Planning applications for social infrastructure and community facilities should demonstrate how they meet the needs of the local community, are accessible by walking, cycling and public transport, and align with the character of the cluster they serve.

Applications that result in the loss of social infrastructure or community facilities should demonstrate compliance with Policy CF2 of the Bristol Local Plan. Other applications that do not include social infrastructure should set out how potential future residents would access provision in the local area.

Alternative locations will be supported, subject to meeting the design, need and location requirements set out above and not undermining the comprehensive redevelopment of St Philip's Marsh.







Fig 06.13 Precedents of community uses and social infrastructure

06.08 Education

St Philip's Marsh will deliver education provision within the Masterplan area to serve the growing residential population.

Key Objectives

Successful proposals will:

- Deliver a new primary school within the Area of Search indicated in Fig 06.14 and in line with the Bristol City design requirements.
- Deliver appropriate education provision and contributions (see Chapter 08).

Bristol Local Plan Policies:
DS2, DS3, CF1

As the residential population grows and family homes are delivered, convenient access to primary schools will be essential.

Illustrative Approach
The Masterplan locates a primary school in the North West cluster, adjacent to Chapel Park and close to the District Centre and other community facilities. This central location supports families to combine the school run with everyday errands within the daily routine.

The school's setting next to Chapel Park supports outdoor learning and connects children with the green and blue infrastructure of St Philip's Marsh.

The school is accessed from Stanhope Street, a low-traffic street with an active travel corridor, with a bus stop on Chapel Street nearby, ensuring safe and convenient access by active travel and public transport.

Considerations
Locating the school within the area of search shown in Fig 06.14 and adjacent to a park would be acceptable. An area of search identifies a zone where the use is potentially suitable, ensuring flexibility in delivery while securing locational principles.

The area of search ensures that the primary school is within a 15-minute walk of all residential areas, supporting Active Travel and reducing reliance on car journeys for the school run.

The school should be well connected through active travel routes and public transport, and close to local facilities and services. Routes to school should be safe, legible and well overlooked, with particular attention to crossings and junctions with vehicular streets.

Development proposals should demonstrate efficient use of land while meeting Bristol City Council's requirements and national guidance for quality, capacity and design standards.

The sustainability, accessibility and inclusive design principles in Section 07.16 and Section 07.17 apply equally to education development.

Demonstrating Alignment
Planning applications for new education provision will be supported in locations accessible by active travel and public transport and of a high-quality design. Alternative locations within the area of search (Fig 06.14) will be supported, subject to meeting the design and location requirements set out above.

The secondary school off Silverthorne Lane is under construction (shown in Fig 06.14); no additional secondary school is proposed within the Masterplan area. Further details on secondary school contributions are set out in Chapter 08.

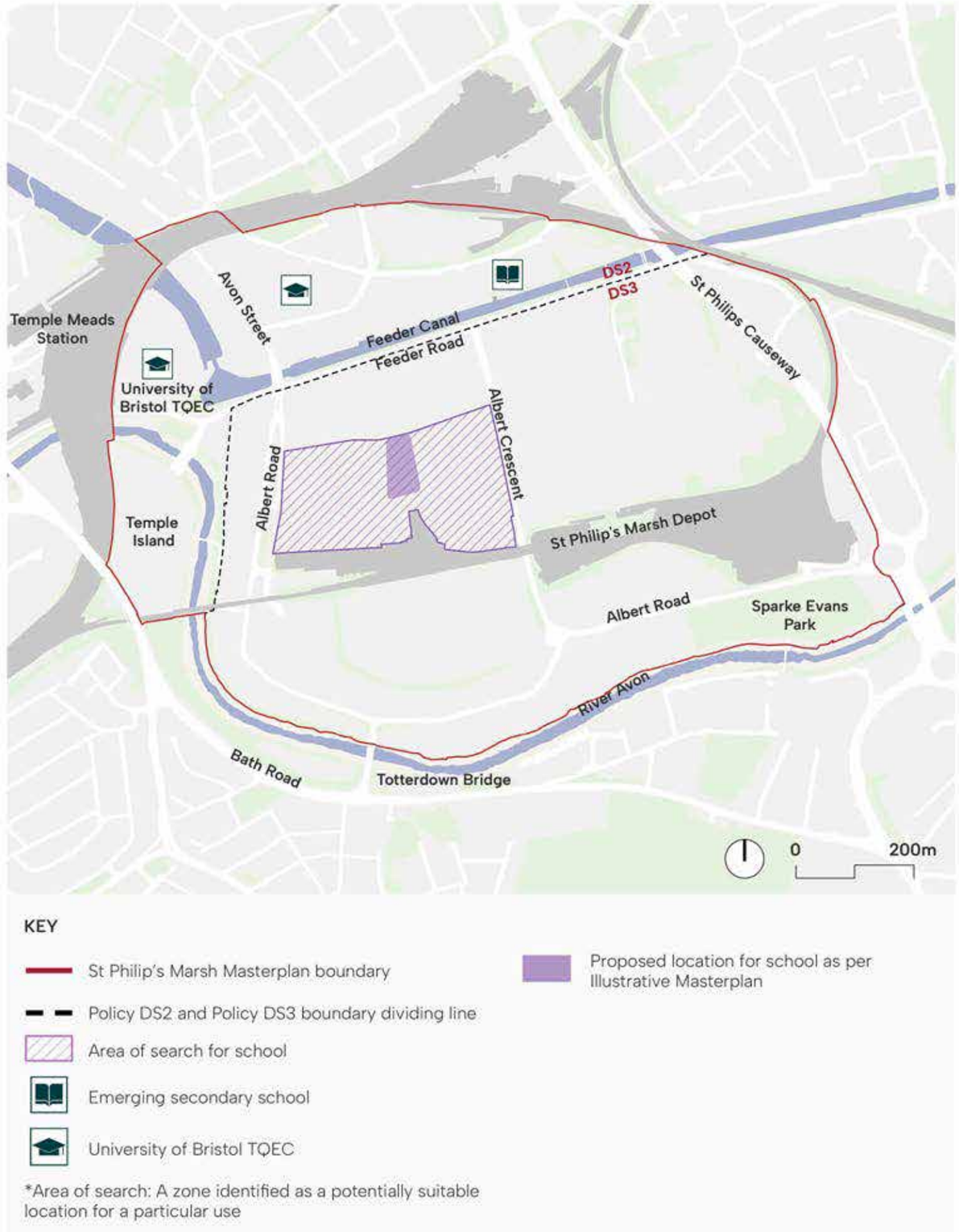


Fig 06.14 Diagram showing areas suitable for new primary school in St Philip's Marsh

06.09 Cultural and Meanwhile Uses

St Philip's Marsh will embrace cultural and meanwhile uses as a catalyst for activation and transition, introducing flexible spaces that support creativity, a sense of place and community during the area's evolution into a mixed-use neighbourhood. Bristol City Council's Public Art Commissioning Toolkit and Public Art Strategy should be followed for the latest guidance on process and expectations around commissioning public art.

Key Objectives

Successful proposals will:

- Activate vacant or underutilised space at early phases of development, subject to not prejudicing long-term development.

Bristol Local Plan Policies:

SSE5

Cultural Uses

The retention of existing cultural uses and their integration into new development is encouraged, ensuring that established creative activities and communities can remain part of the neighbourhood as it evolves. The reuse of listed buildings and existing buildings of architectural interest for cultural purposes is supported, recognising that these structures embody the industrial heritage of St Philip's Marsh and provide distinctive settings for creative activity.

Cultural uses at ground-floor level within new developments are supported, particularly where they front public realm and contribute to active streetscapes.

Cultural Commissioning

St Philip's Marsh has the opportunity to become part of Bristol's wider public art legacy. Cultural commissioning across the neighbourhood should draw on Bristol City Council's Art and the Public Realm programme, contributing to the local identity and distinctiveness of each character area, from the industrial heritage of Silverthorne Lane and Gas Lane to the waterside setting of the Feeder Canal and River Avon. Opportunities for art should be sought through the design of buildings and the public realm from the outset, rather than added once schemes are largely complete. Parks and the public realm should be treated as a platform for artists and cultural activity, drawing on Bristol's creative identity.

Commissions may be permanent or temporary, and should be site-specific or community-specific, invest meaningfully in artists and the creative process, and be grounded in a deep understanding of St Philip's Marsh's physical, social and cultural context. They should be developed collaboratively between design teams, delivery partners and the communities they serve, reflecting the area's history and the people who have lived and worked here.

Bristol City Council's Public Art Commissioning Toolkit and Public Art Strategy set out the process and expectations for cultural commissioning, and the Art and the Public Realm Bristol website (aprb.co.uk) provides examples of past and current commissions across the city to draw on.

Meanwhile Uses

The phased nature of comprehensive development, taking place over a number of years, creates opportunities for meanwhile uses to bring activity, identity and place to St Philip's Marsh during the transition.

Meanwhile uses establish early destinations, build the emerging neighbourhood's identity, and provide affordable space for artists, makers and community organisations to establish a presence and contribute to the area's evolving character. Local communities should be involved in shaping the design and programming of meanwhile uses.

Meanwhile uses should be time-limited, with clear expectations around duration, reinstatement and transition to permanent development. Temporary structures should be designed using low-impact, reusable or recyclable materials, in line with Bristol's net-zero ambitions. Vacant and yet-to-be-developed plots also offer the opportunity for temporary green spaces, play areas and outdoor recreation.

Demonstrating Alignment

Planning applications for cultural and meanwhile uses should demonstrate that the proposals do not constrain potential future development coming forward on the site, enhance the local character and amenity of the area, safeguard the amenity of nearby residents, and do not result in unacceptable traffic conditions or obstruction of active travel routes.







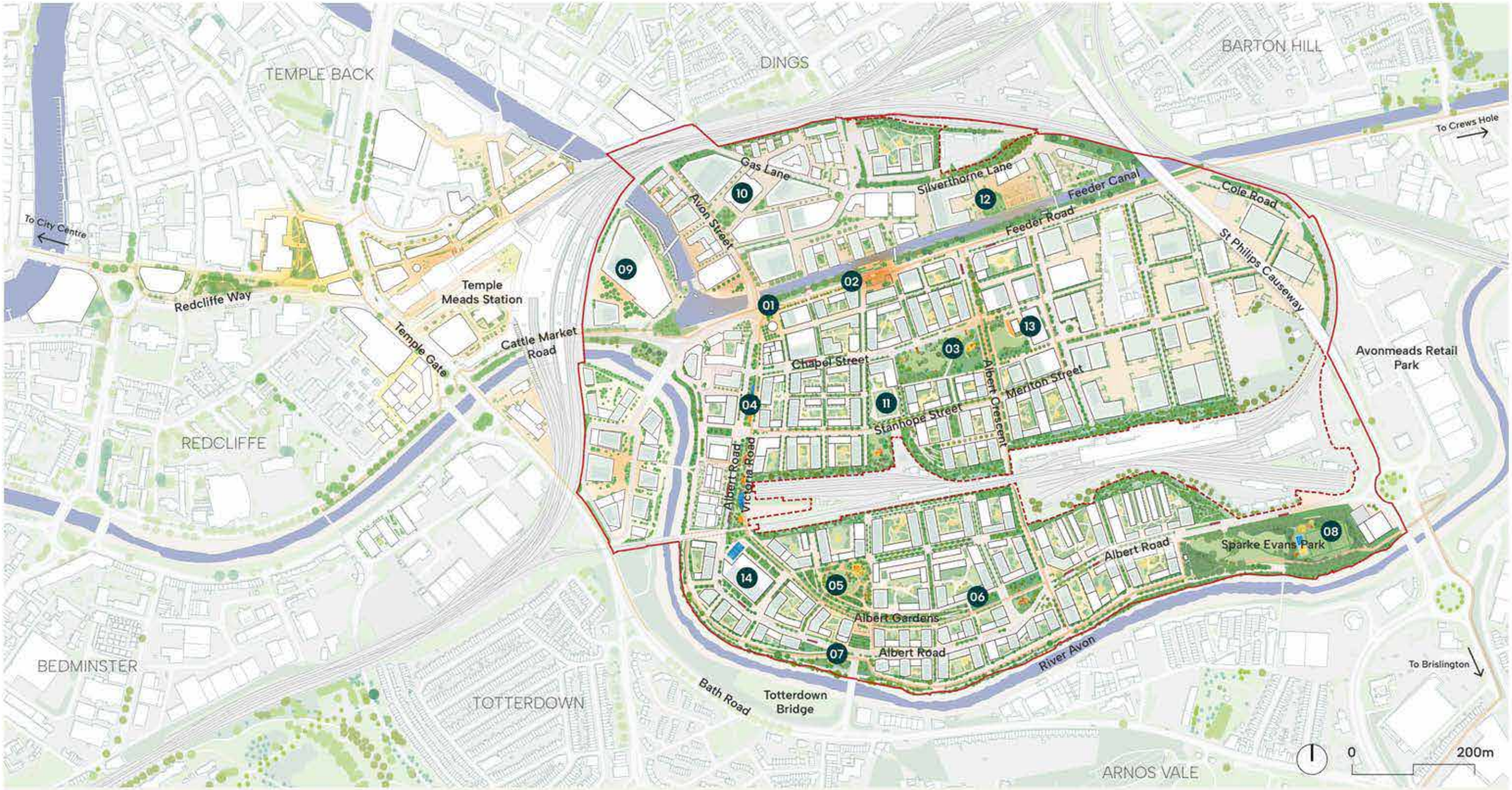
Fig 06.15 Precedents of cultural and meanwhile uses in Bristol

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. Separate Design Code documents may be prepared at a later stage, alongside phases of development, for each character area.

- **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 Cultural/event venue
- 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.

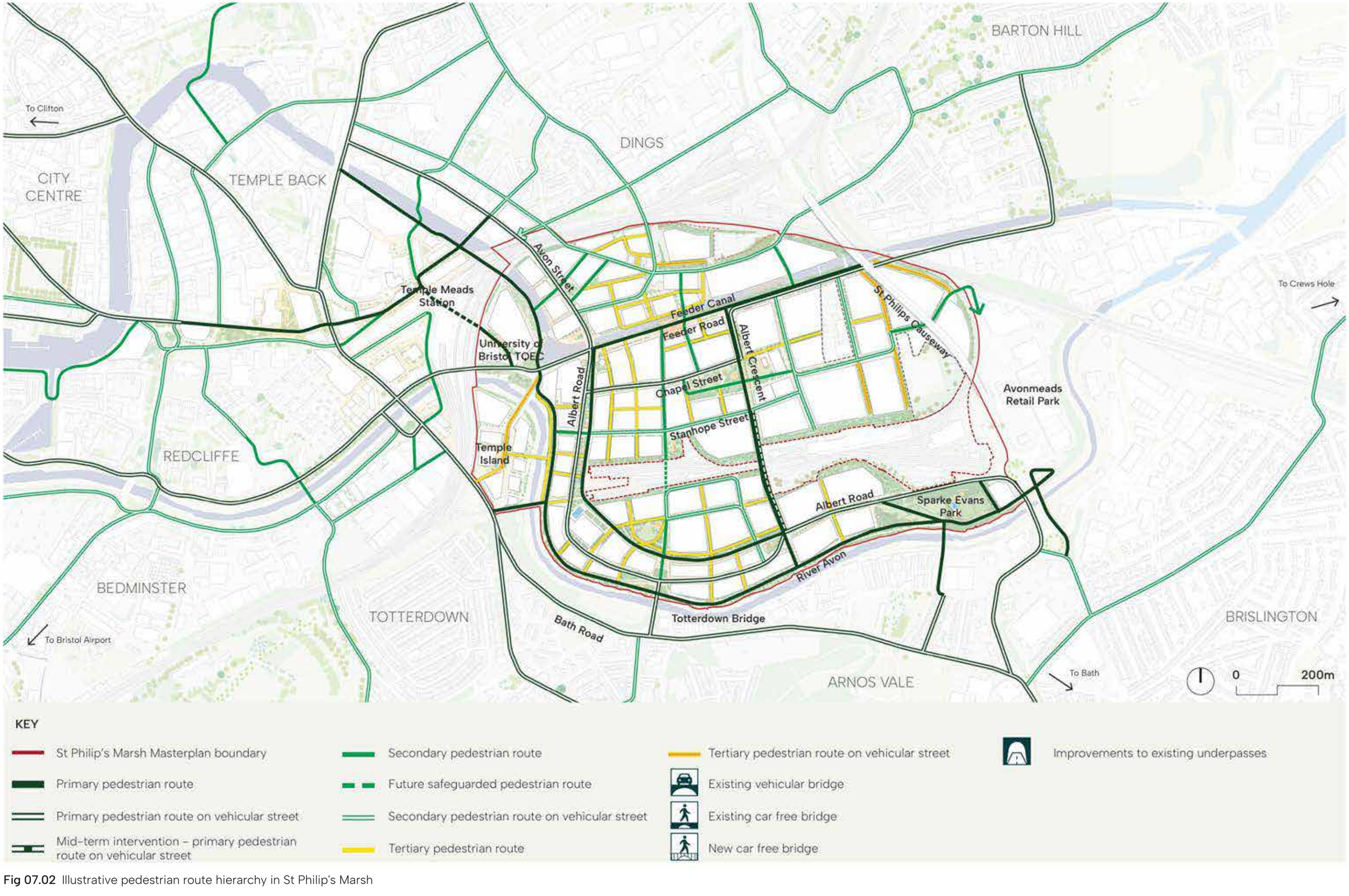


Fig 07.02 Illustrative pedestrian route hierarchy in St Philip's Marsh

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 07.03. 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. Development proposals should avoid precluding the potential for a future mass transit route through St Philip's Marsh, and this potential will be kept under review as both these wider schemes and the Masterplan's own road widths are developed and fixed.

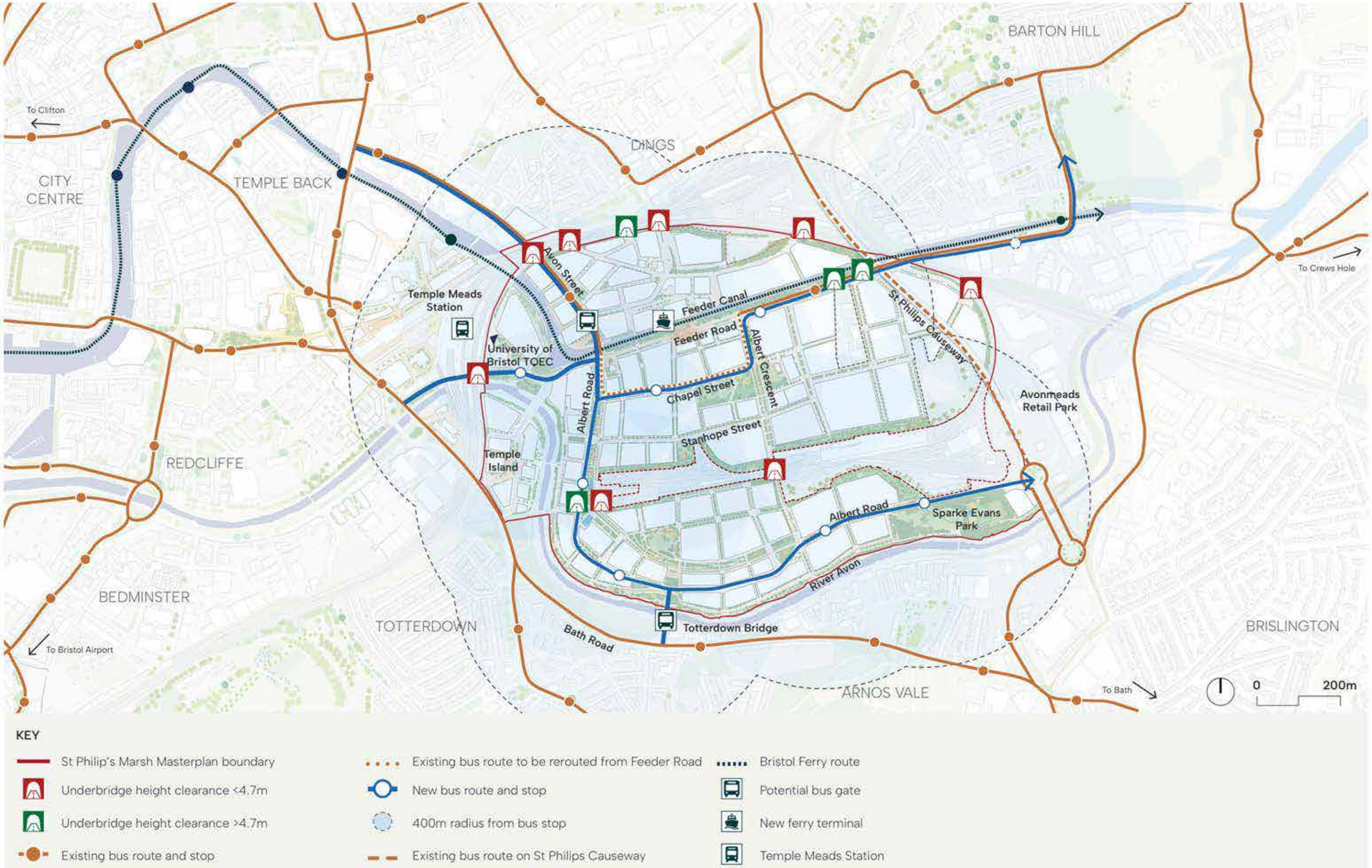


Fig 07.03 Public transport routes through St Philip's Marsh

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 07.04, 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 07.04. 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.

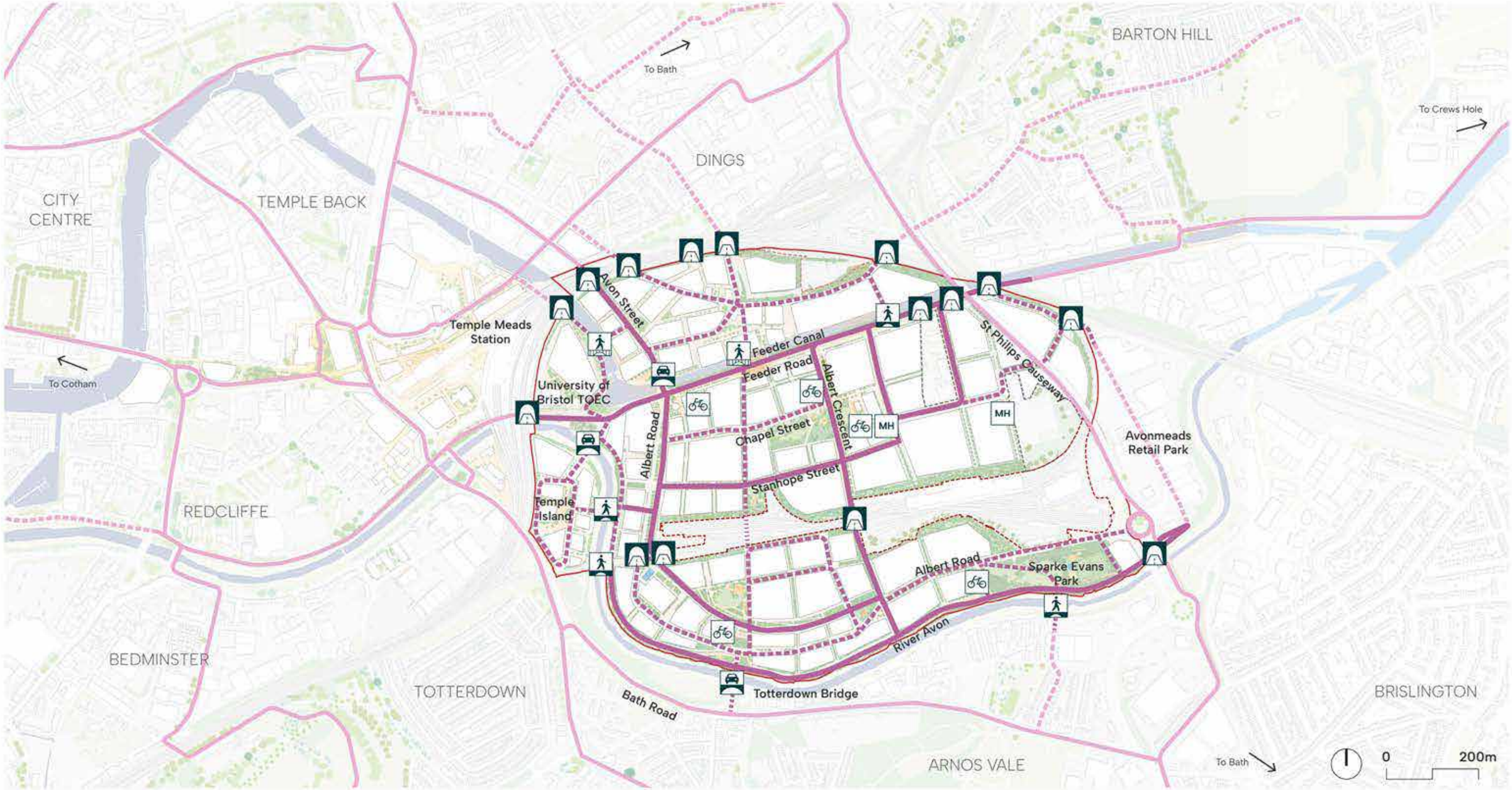


Fig 07.04 Key cycling infrastructure through St Philip's Marsh

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 07.05. 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 07.05 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 any future Transport guidance. 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 any future Transport guidance.

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.

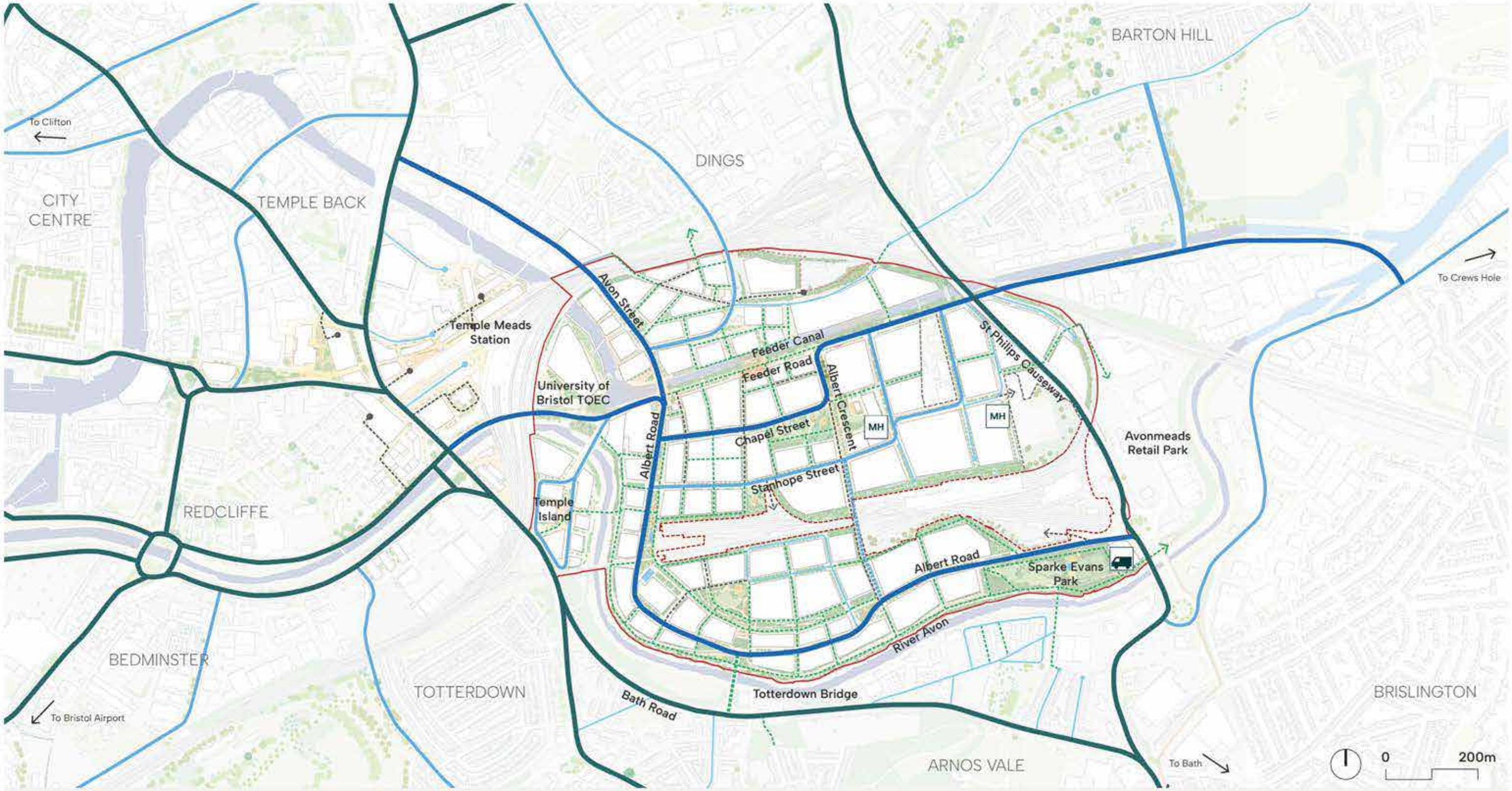


Fig 07.05 Illustrative vehicular route hierarchy and parking provision in St Philip's Marsh

07.06 Illustrative Street Sections

07.06.01 Feeder Promenade

The Feeder Promenade is both a primary active travel route and a destination. The Promenade anchors the District Centre's retail, leisure and community offer. Landowner coordination will be required to deliver the Feeder Promenade as a coherent, multifunctional corridor. Illustrative minimum dimensions in this document are to be further discussed and agreed with Bristol City Council, in coordination with Avon Riversides 2100 project, and setbacks may need to increase to deliver appropriate flood defence and recreational open space.

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 form a public square, with retail, food and beverage, and community uses creating a focal point for gathering and cultural activity. The square's design should provide space for gathering, landscaping and movement, with appropriate levels of sunlight throughout the day.
- **Active Frontages:** Development along the promenade should provide active ground floor uses and spill-out space, providing natural surveillance and animation. Spill-out space should be delivered on plot, keeping the square itself open, publicly accessible and uncompromised by commercial activity.
- **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.

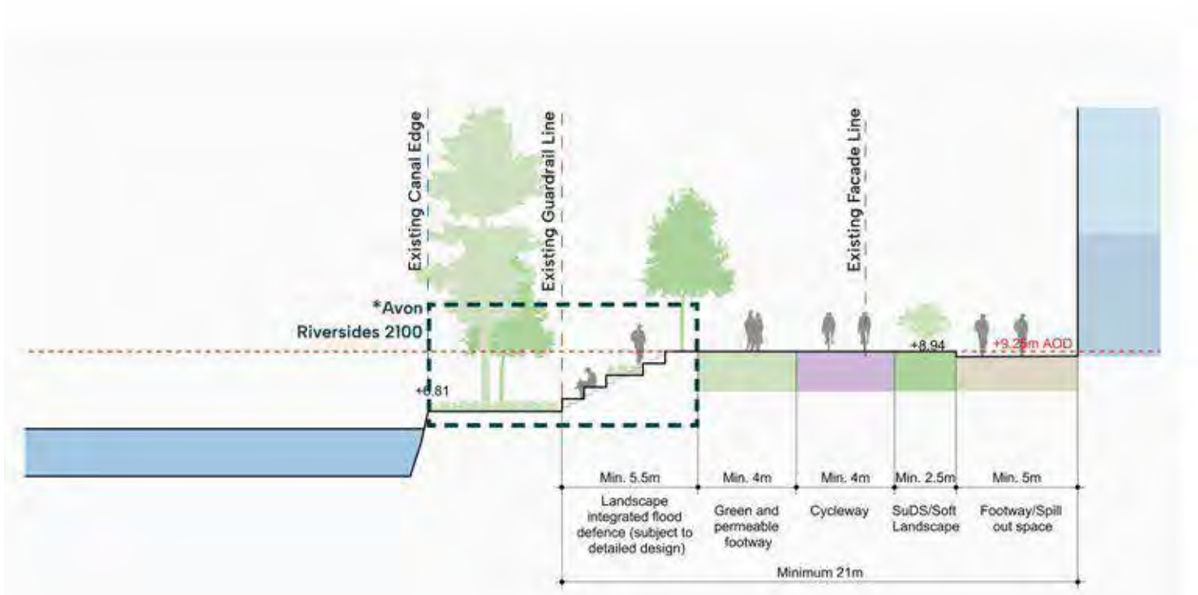


Fig 07.06 Section A: Aspirational cross section of the Feeder Canal Promenade

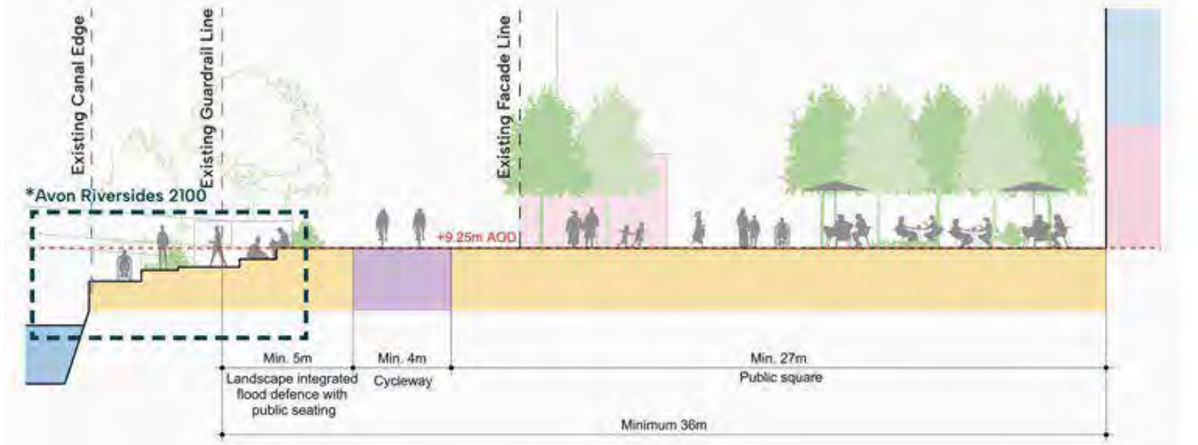
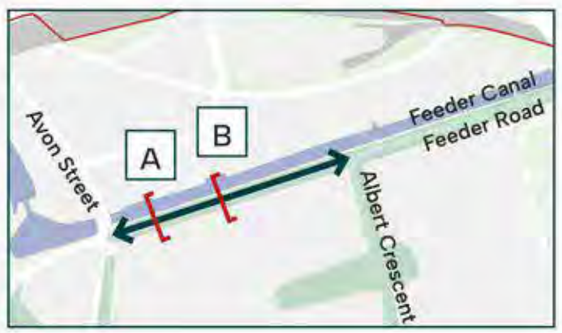


Fig 07.07 Section B: Aspirational cross section of the Feeder Canal Square



*** 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, is a primary movement corridor for vehicular traffic and bus routes. Illustrative minimum dimensions along this stretch are to be further discussed and agreed with Bristol City Council, in coordination with Avon Riversides 2100 project, and setbacks may need to increase to deliver appropriate flood defence.

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. Where evidence demonstrates that the scale and volume of vehicles servicing this area allow for a narrower carriageway, this width could be reduced to 6.5m, returning the reclaimed space to additional planting along the street.
- **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.

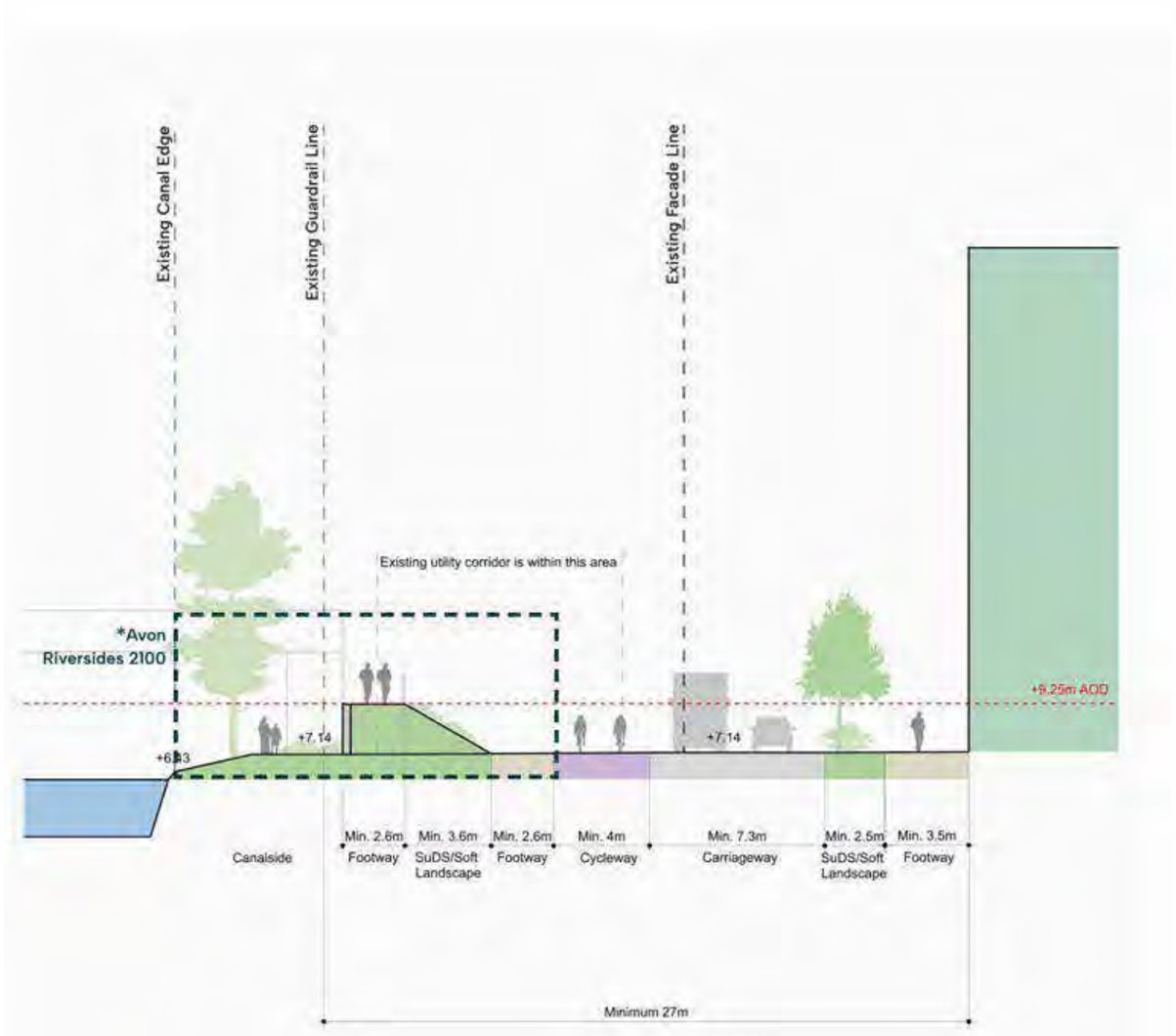
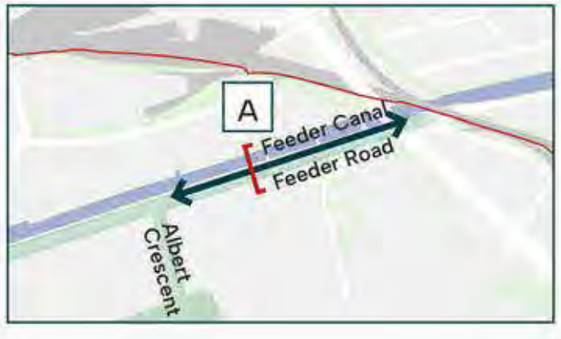


Fig 07.08 Section A: Aspirational cross section of the Feeder Road east of Albert Crescent



*** Avon Riversides 2100 project.**

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

** 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.

07.06.03
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 21.5m. 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 21.5m 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.

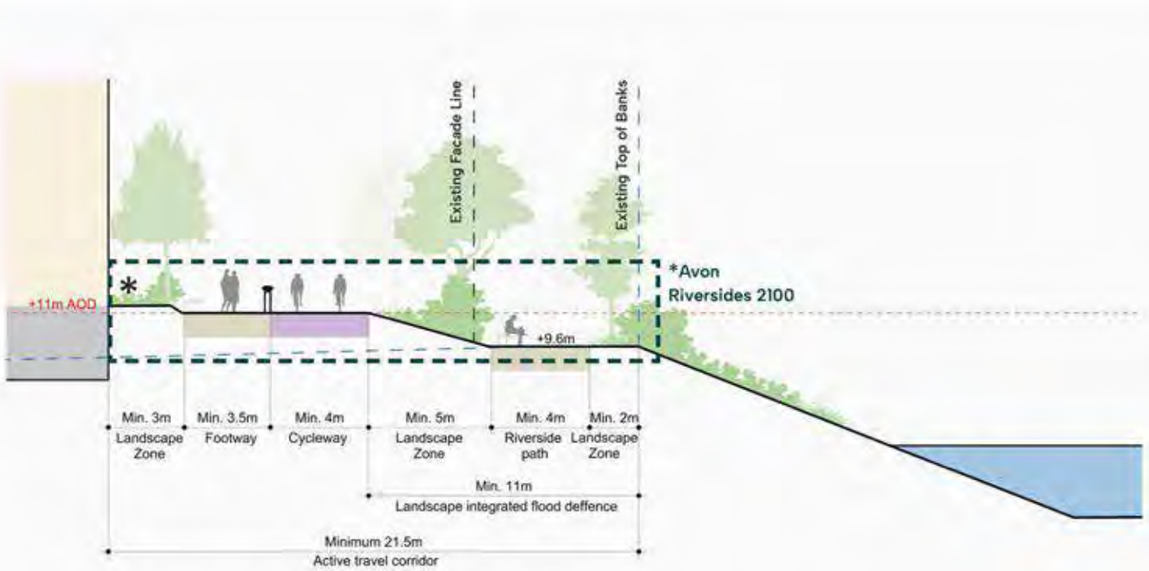


Fig 07.09 Section A: Aspirational cross section of the Riverside – Wider section

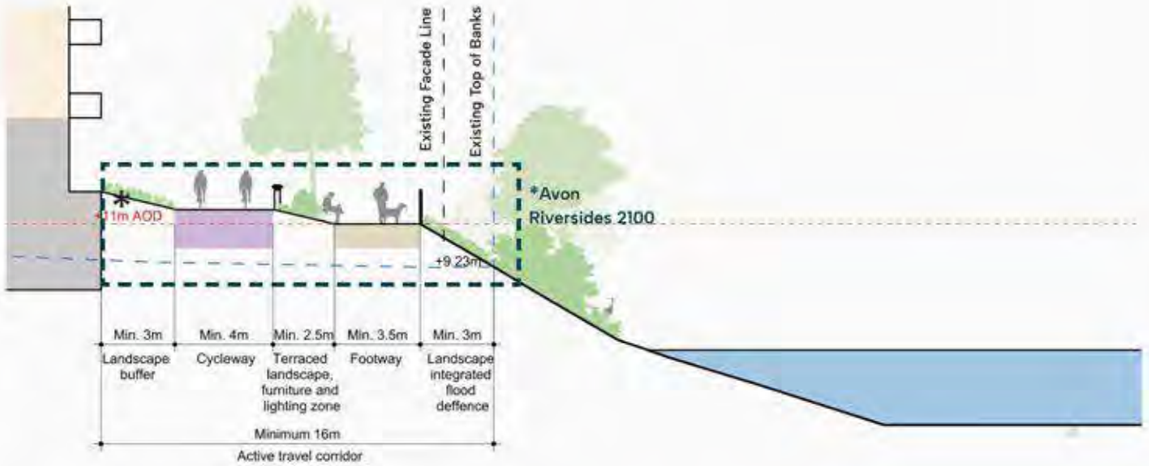
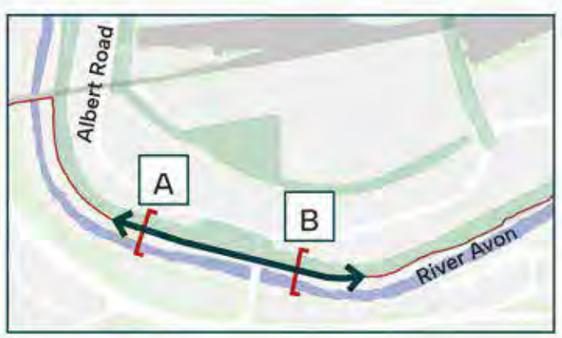


Fig 07.10 Section B: Aspirational cross section of the Riverside - Narrow section



*** Avon Riversides 2100 project.**

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

** 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.

07.06.04
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.

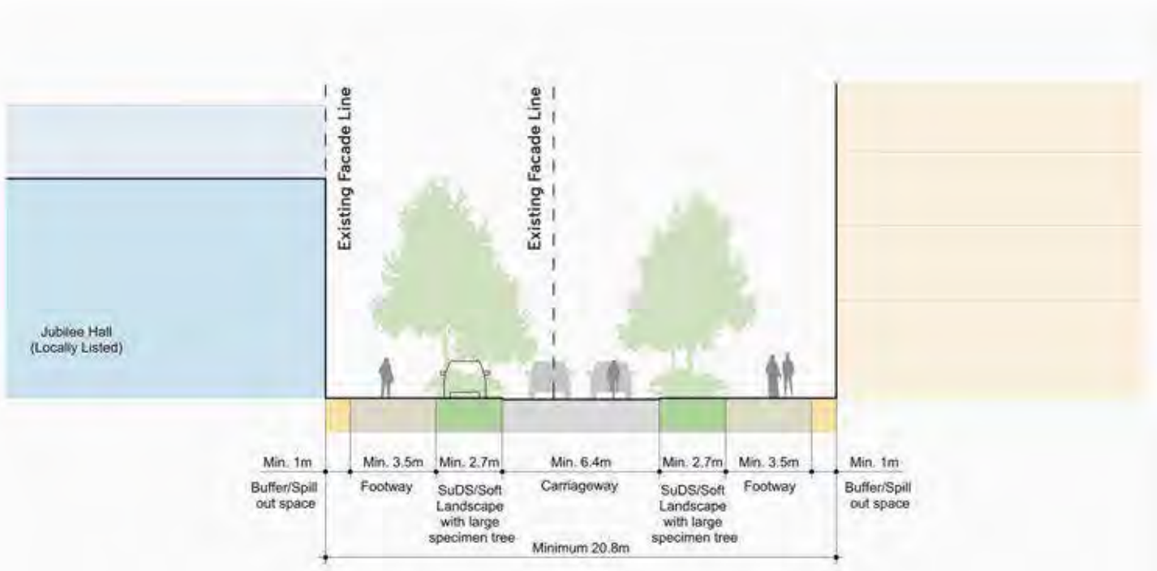


Fig 07.11 Section A: Aspirational cross section of Chapel Street

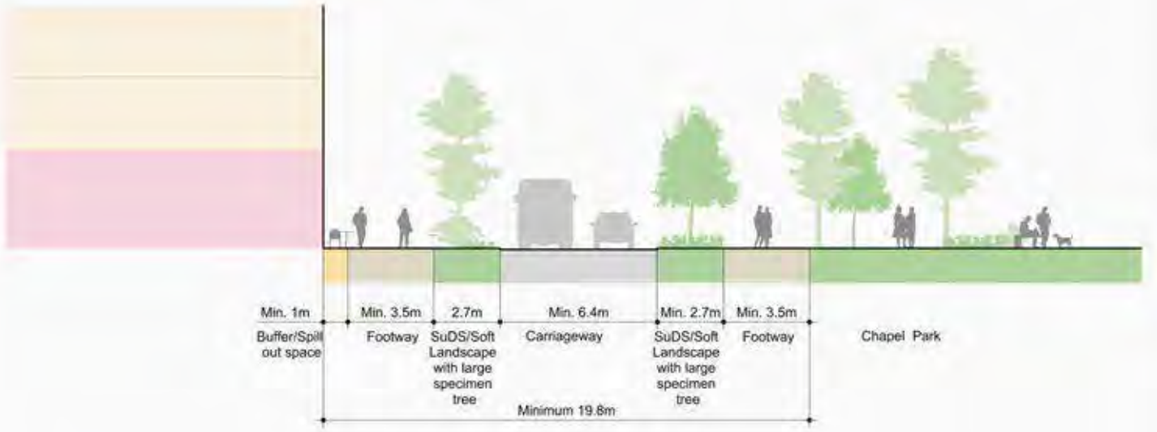
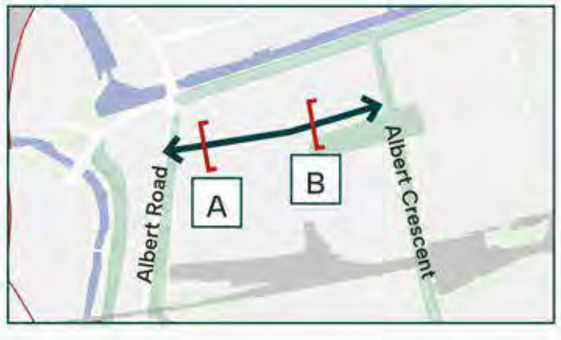


Fig 07.12 Section B: Aspirational cross section of Chapel Street next to the new park



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07.06.05
Albert Road North

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 interface:** 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 streetscape should include legible pedestrian crossings provided to ensure the park is easily and safely accessible from both sides of the footway of Albert Road. The street should form a complementary edge that enhances the park's usability, character and overall setting.
- **Segregated Cycling:** A 4.0m wide segregated cycleway runs through Victoria Road Linear Park, providing a safe, attractive north-south cycling route.

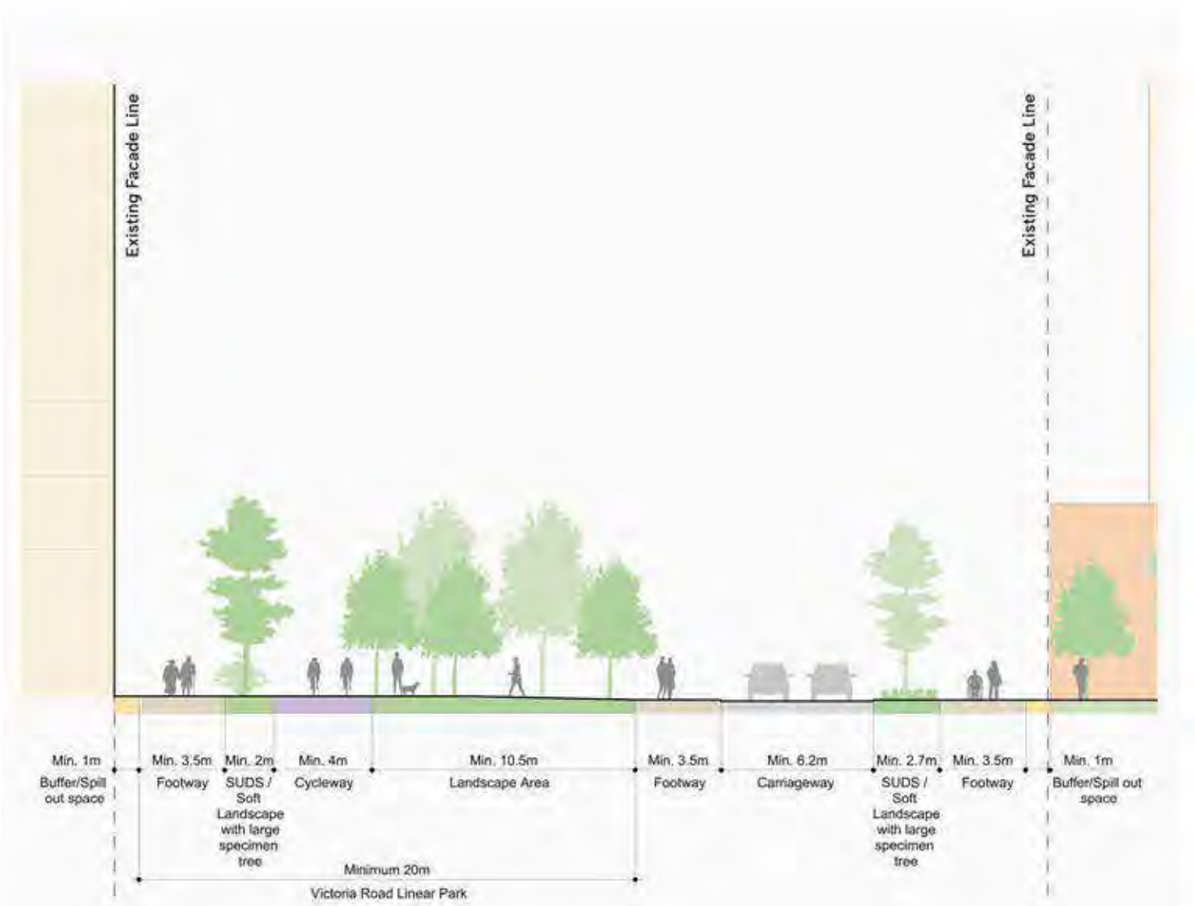
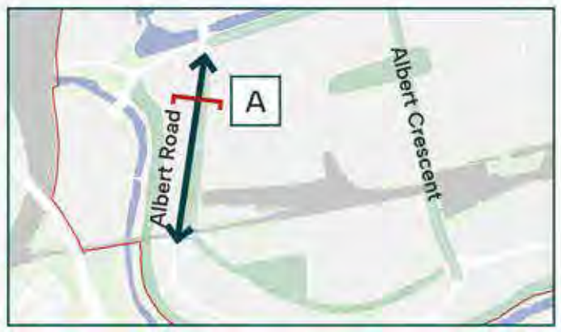


Fig 07.13 Section A: Aspirational cross section of the Albert Road and Victoria Road Linear Park



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.

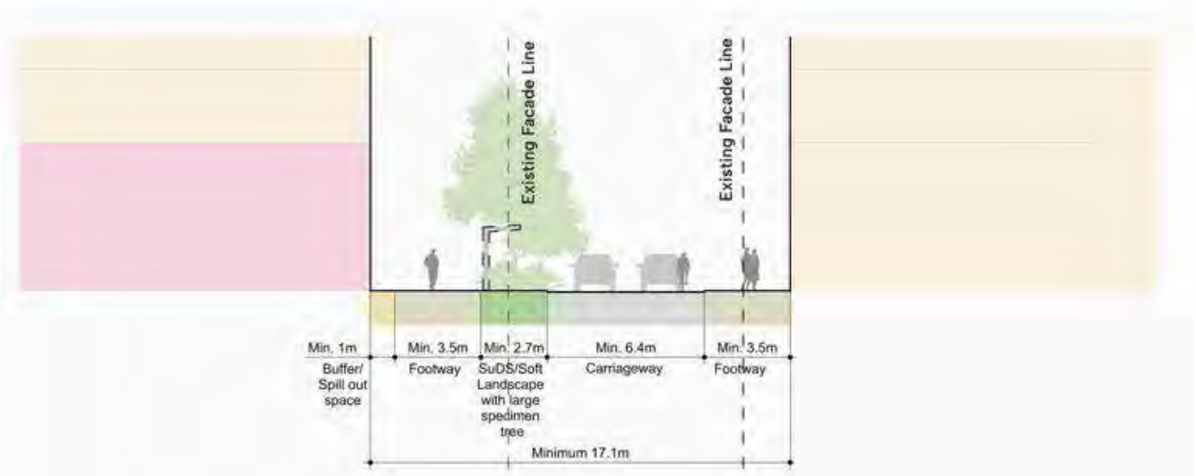


Fig 07.14 Section A: Aspirational cross section of the Albert Road South west of Albert Crescent

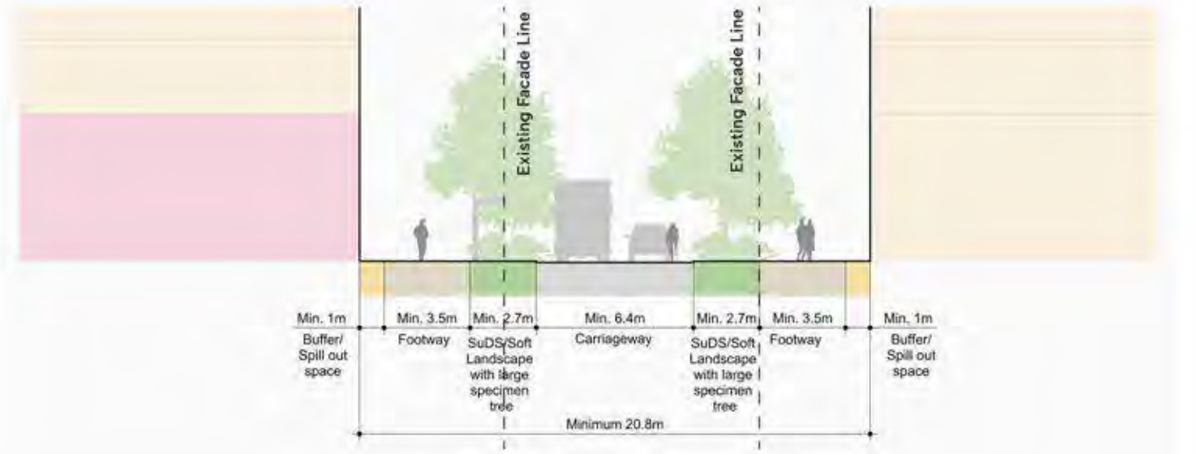


Fig 07.15 Section B: Aspirational cross section of the Albert Road South east of Albert Crescent



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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.

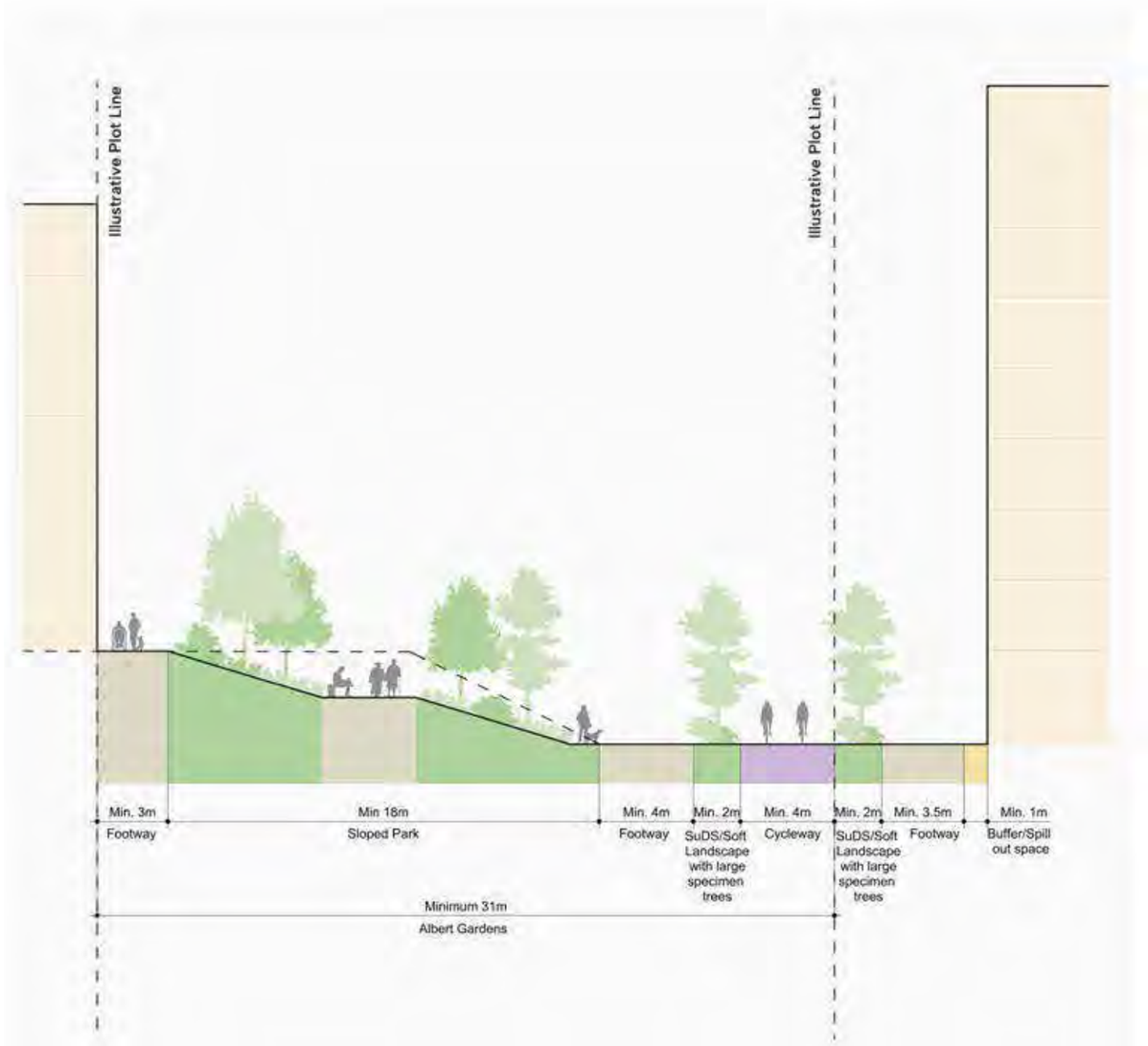
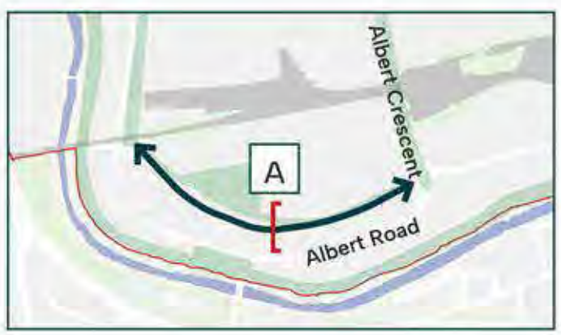


Fig 07.16 Section A: Aspirational cross section of Albert Gardens and active travel corridor



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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 Protection 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 07.17 Section A: Aspirational cross section of the vehicular section of Albert Crescent North

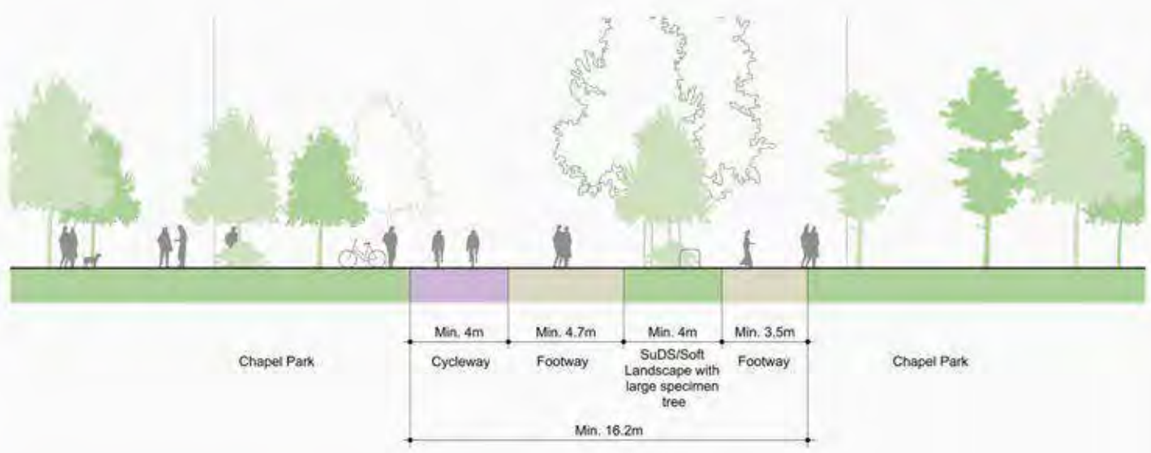
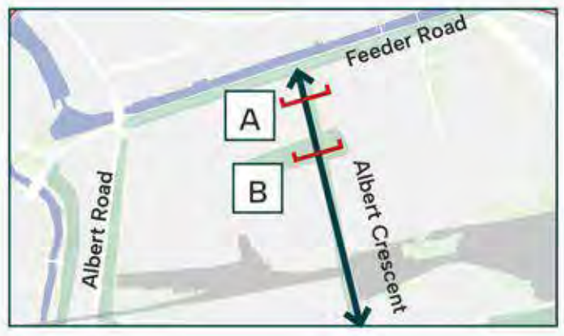


Fig 07.18 Section B: Aspirational cross section of pedestrian section of Albert Crescent North near Chapel Park



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

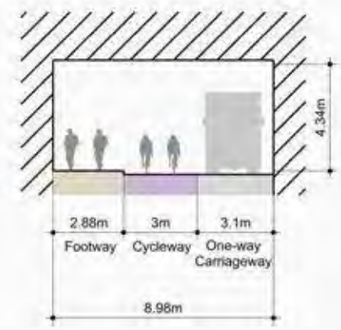
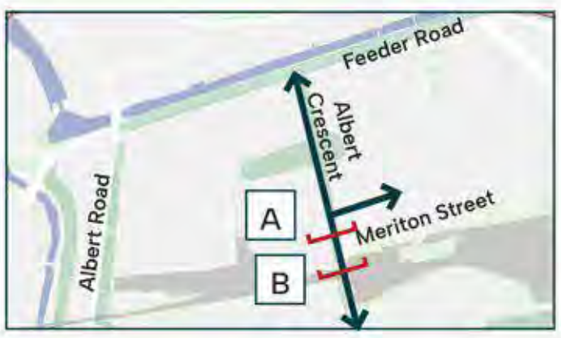


Fig 07.20 Section B: Cross section of the mid-term intervention of Albert Crescent underpass



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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.

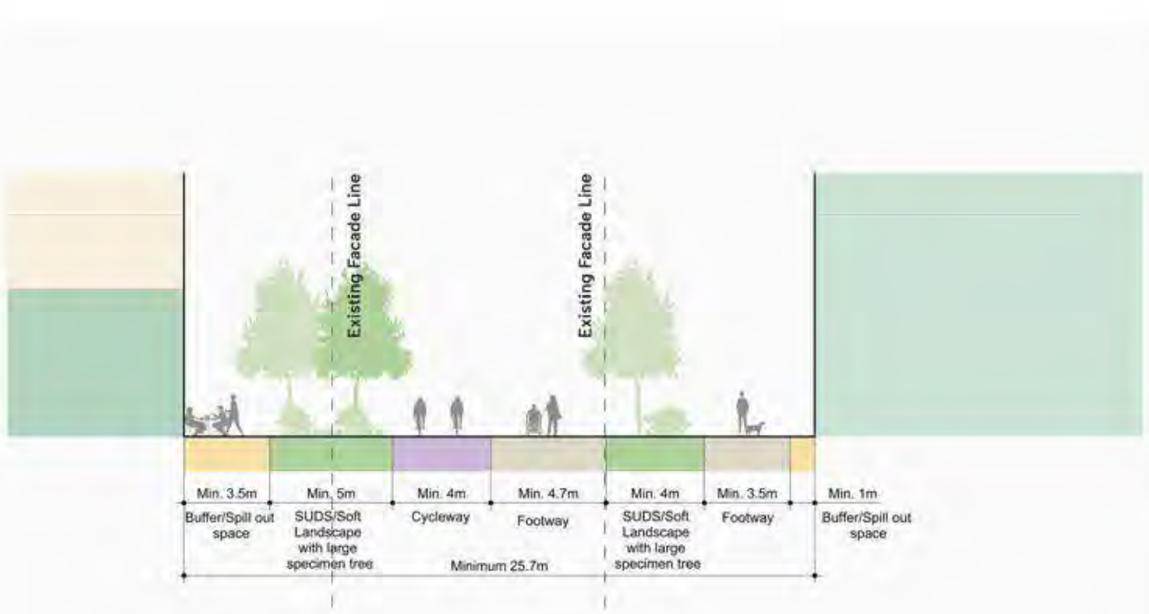


Fig 07.21 Section A: Cross section of the long-term ambition for Albert Crescent South

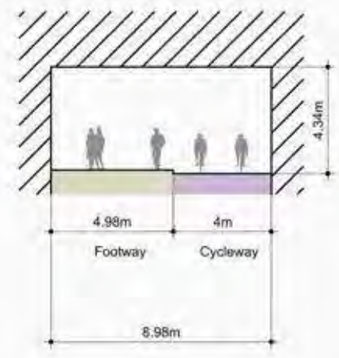
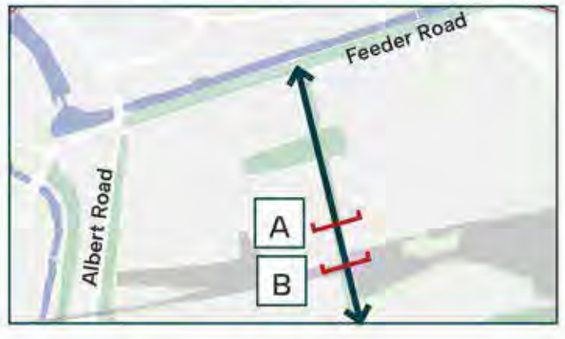


Fig 07.22 Section B: Cross section of the long-term ambition for the Albert Crescent underpass



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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 07.23.

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 07.24, Fig 07.25 and Fig 07.26. The final access route will require detailed studies and traffic modelling, and must be agreed with the Local Planning Authority.



Fig 07.23 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 07.24 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 07.25 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 07.26 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 07.27. 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 07.27 should be delivered to provide north-south and east-west connections through the Masterplan area. All routes should follow the typologies in Fig 07.29, 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.

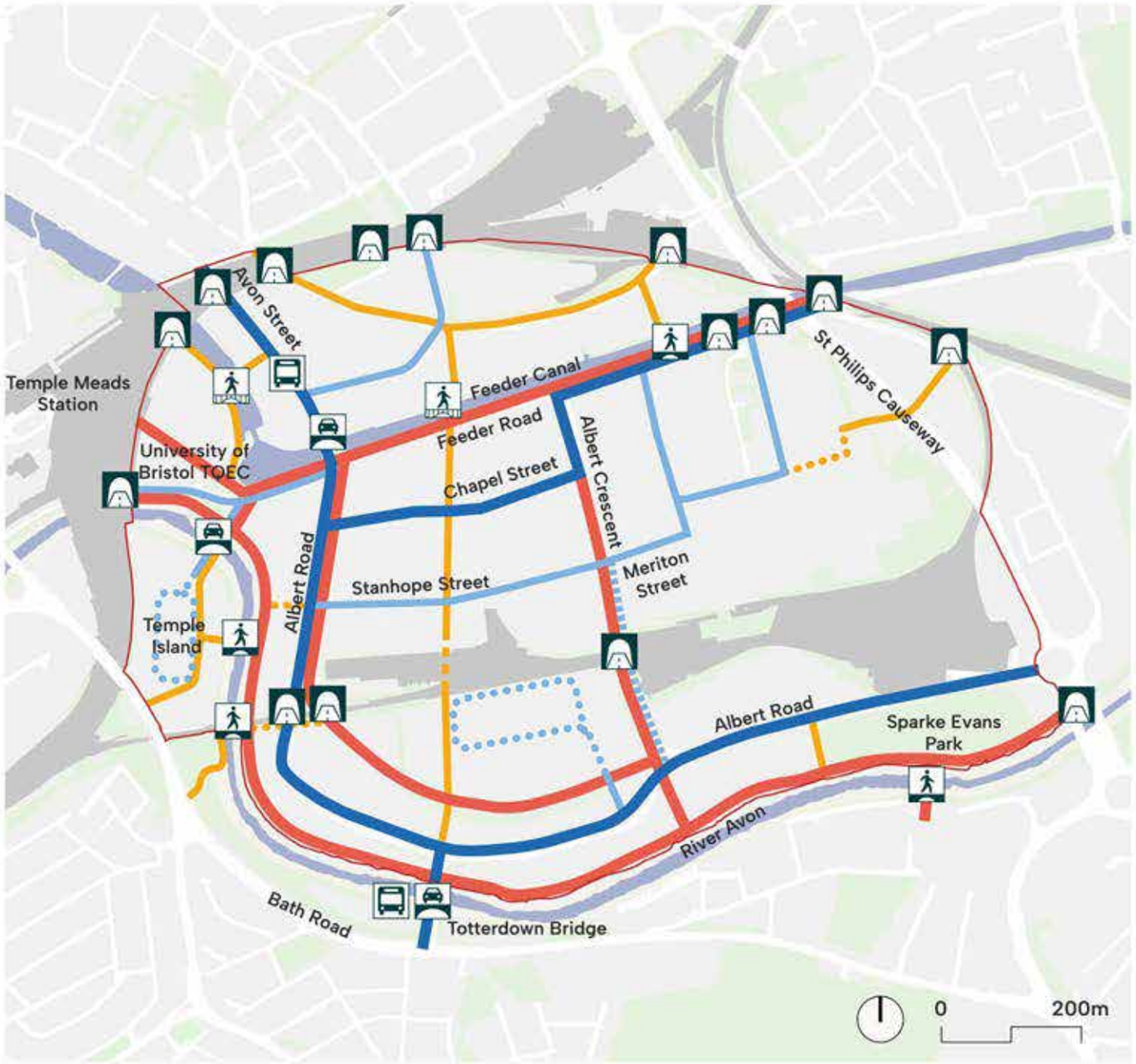


Fig 07.27 Diagram showing street network and hierarchy in St Philip's Marsh









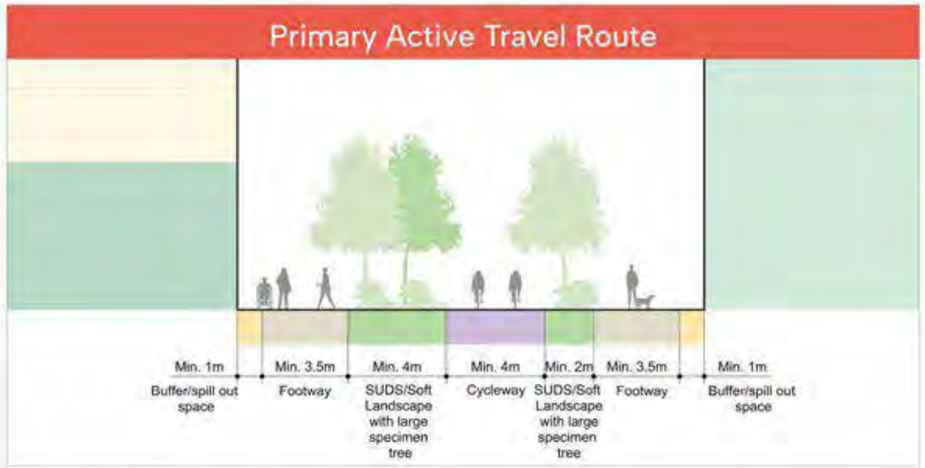




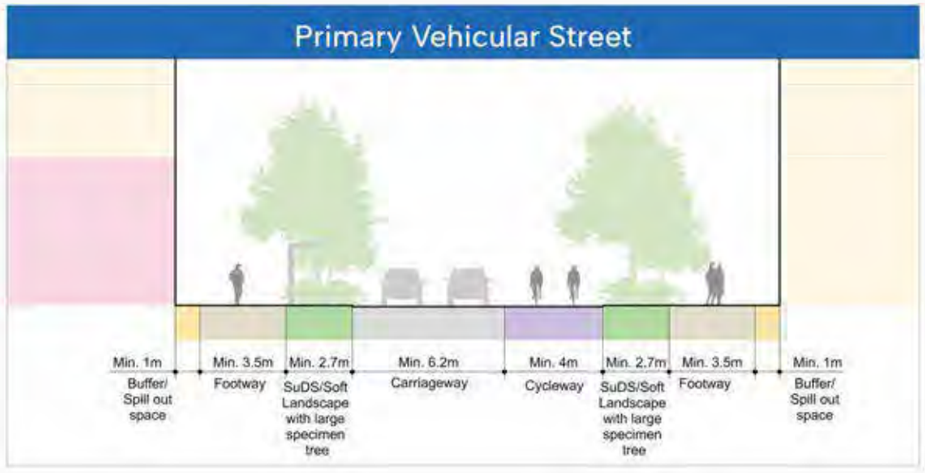
Fig 07.28 Aspirational street network precedents demonstrating good modal balance, green infrastructure provision and pedestrian safety

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.*

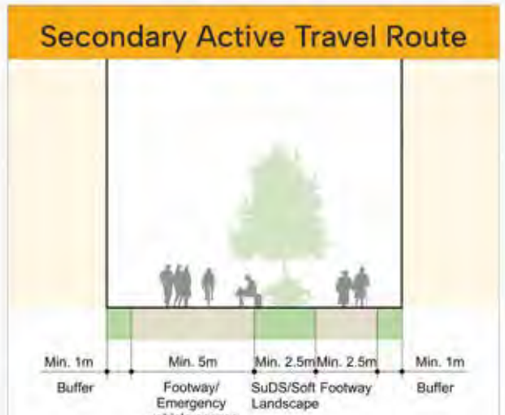
*** Outside the adopted envelope, a soft landscape buffer of a minimum of 1m should be provided where residential ground floors are located.*

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

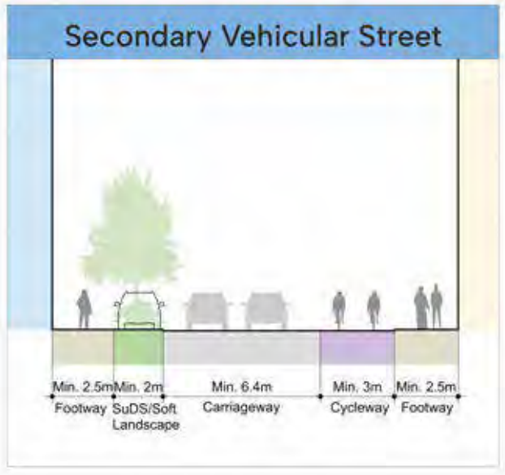
Fig 07.29 St Philip's Marsh model street typologies

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.



- 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.

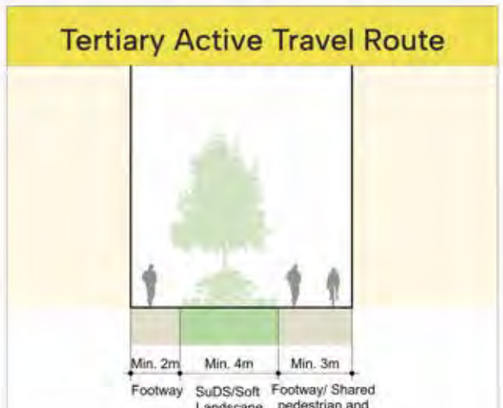


- Designed to provide local distribution, with a design speed of 20mph.
- Footways of minimum 2.5m are required on both sides of the carriageway.
- Segregated cycleway of minimum 3.0m with segregation measures and cycleway buffers as defined in LTN 1/20.
- Carriageway widths minimum of 5.0m (no public 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.

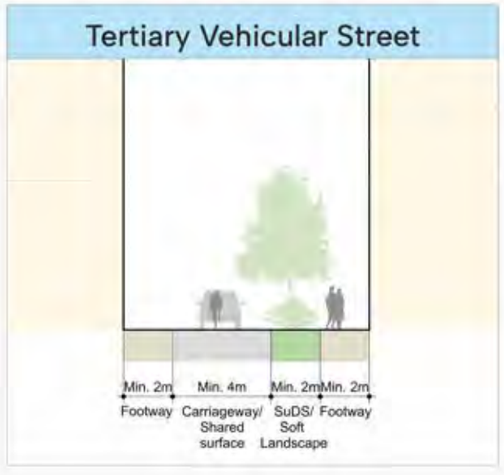
** Streetscape components may be omitted or redistributed where justified.*
*** Outside the adopted envelope, a soft landscape buffer of a minimum of 1m should be provided where residential ground floors are located.*

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.



- 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.



- 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 of a minimum of 1m 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 07.30. These form a hierarchy from neighbourhood parks to smaller pocket parks, connected by a network of green corridors and 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 key formal recreational open and green 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 21.5m riverside corridor, 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. Avon Park (04) connects to Fruit Market Park in the Local Centre and the River Avon Walk.
- The Victoria Road Linear Park (05), a minimum 20m linear park running parallel to Albert Road, connecting the promenade with Fruit Market Park and beyond to Albert Gardens (06).
- The enhanced Sparke Evans Park (07), a destination along the River Avon corridor, integrating flood defence, active travel routes and restored habitats.

These key open spaces are complemented by a network of other public squares and pocket parks, including:

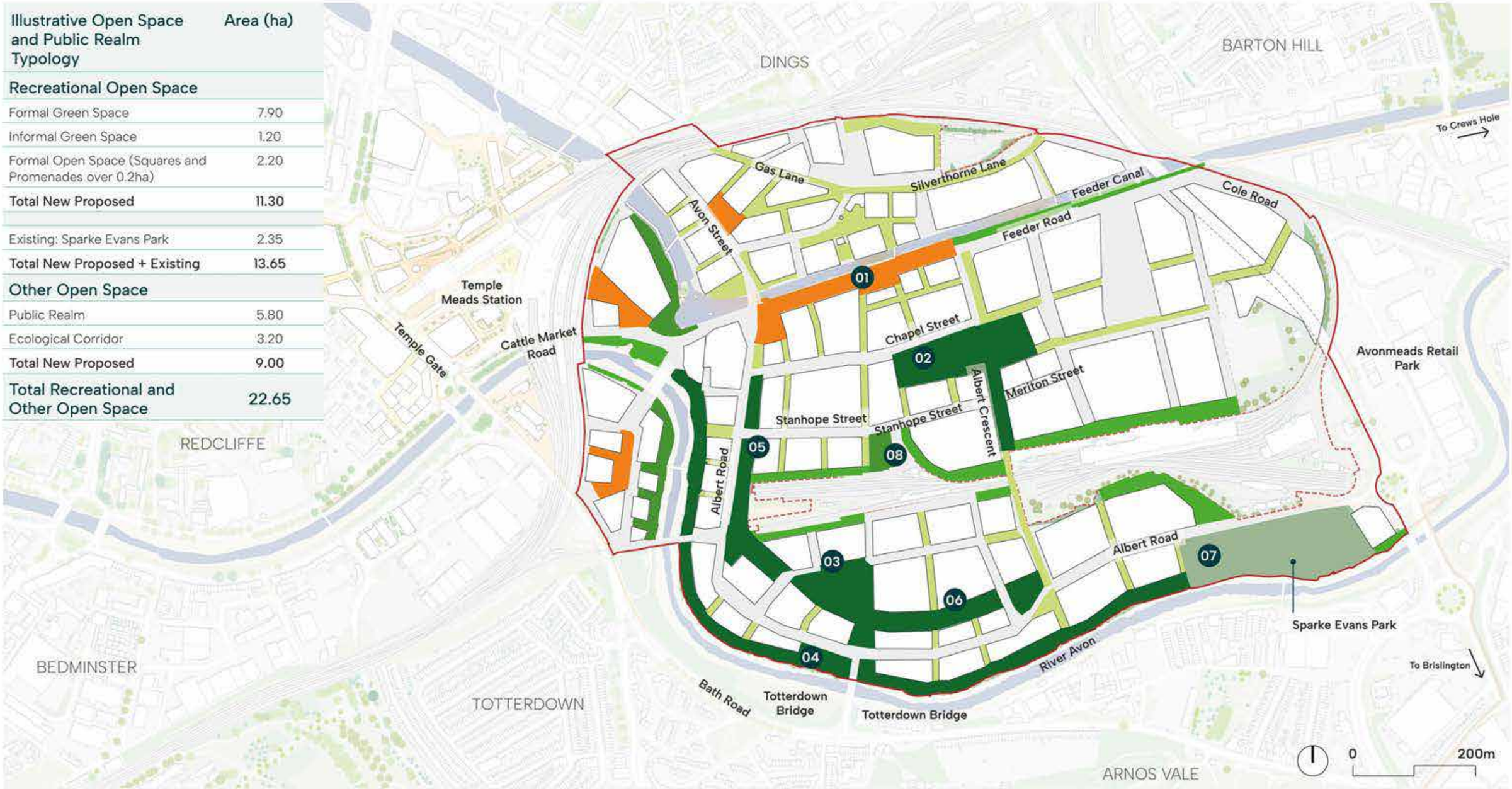
- A welcome square at the new eastern entrance of Temple Meads Station, between the University of Bristol TQEC buildings.
- A central square and riverside gardens on Temple Island, creating a sense of arrival and connecting the community to the water.
- A publicly accessible campus square off Avon Street on Silverthorne Island, with gardens and SuDS.
- A pocket park by the St Philip's Marsh Railway Depot, and a lushly planted ecological buffer along the railway line and around the depot.

For the purpose of this document, formal green spaces are parks: 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. Formal open spaces are public squares and promenades: predominantly hard-landscaped spaces that provide focal points, arrival spaces and settings for gathering and activity within the network. Recreational open spaces need to meet the minimum standards defined in the Bristol Parks and Green Spaces Strategy and the Food Growing and Allotments Strategy.

The parks and squares are connected by landscaped active travel streets and ecological corridors, supporting the connectivity of open spaces and the creation of a green infrastructure network that benefits community health and cohesion, as well as the robustness of habitats and ecosystems, as described in the West of England Mayoral Combined Authority's Joint Green Infrastructure Strategy (JGIS)

The Illustrative Masterplan delivers 13.65ha of recreational open space across formal and informal green spaces: new parks and public squares, and the enhanced Sparke Evans Park. The minimum open space required for at least 7,000 new homes is 13.5ha, assuming a standard ratio of 2.5 persons per dwelling. Increased delivery of homes, or a different unit mix, affects this quantum.

Illustrative Open Space and Public Realm Typology	Area (ha)
Recreational Open Space	
Formal Green Space	7.90
Informal Green Space	1.20
Formal Open Space (Squares and Promenades over 0.2ha)	2.20
Total New Proposed	**11.30**
Existing: Sparke Evans Park	2.35
Total New Proposed + Existing	**13.65**
Other Open Space	
Public Realm	5.80
Ecological Corridor	3.20
Total New Proposed	**9.00**
Total Recreational and Other Open Space	**22.65**



KEY

St Philip's Marsh Masterplan boundary

Recreational Open Space

- Formal Green Space
- Informal Green Space
- Formal Open Space – Squares and Promenades over 0.2ha
- Sparke Evans Park

Other Open Space

- Public Realm
- Ecological Corridor

01 Feeder Promenade and Square
02 Chapel Park
03 Fruit Market Park
04 Avon Park
05 Victoria Road Linear Park
06 Albert Gardens
07 Sparke Evans Park
08 Pocket park

Fig 07.30 Illustrative provision of open space in St Philip's Marsh

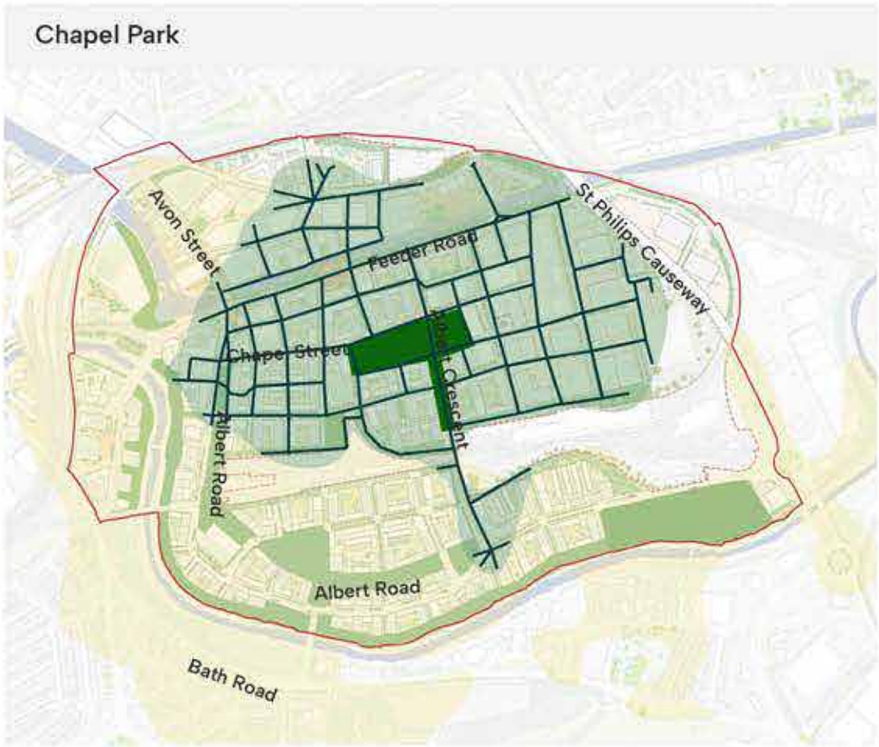
Distance to open space

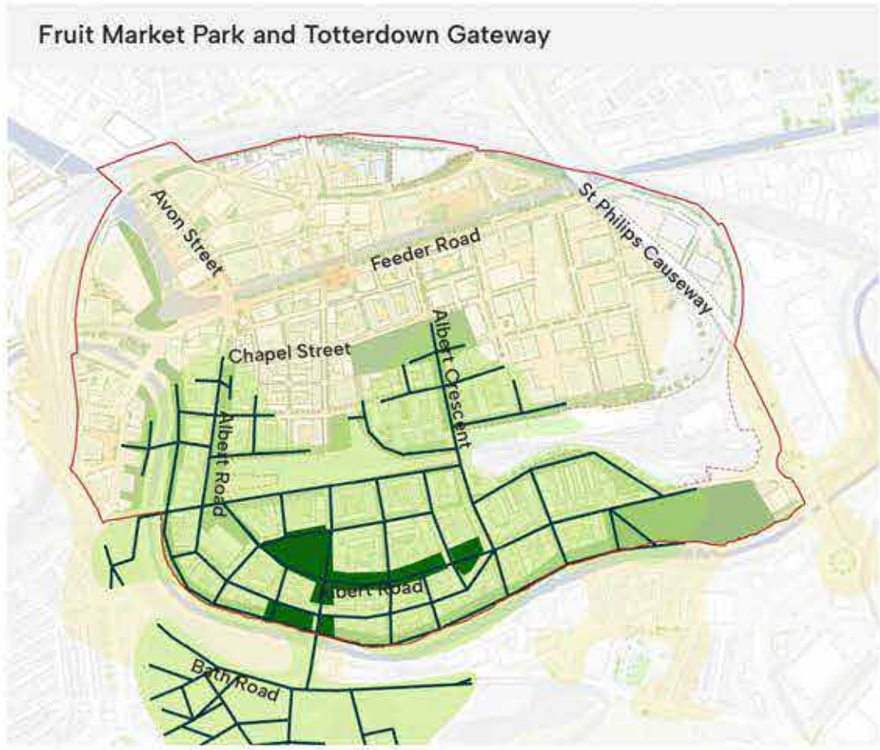
The 2024-2039 Bristol Parks and Green Spaces Strategy and the Food Growing and Allotments Strategy set accessibility standards intended to ensure equitable access to a range of open spaces. These standards establish maximum walking distances that residents should be expected to travel to reach green space.

The standard for a maximum walking distance to a green space is 400 metres, equivalent to approximately a 9-minute walk. Walking distances are measured along actual walking routes, taking into account the severance of the site created by key infrastructure such as St Philip's Marsh Depot and the Feeder Canal. As shown in Fig 07.31, the location of the proposed parks enables access to green space within a 400-metre walking distance from all residential buildings and majority or workplace.

Chapel Park serves the majority of the Silverthorne Island, North West and North East St Philip's Marsh areas, except for two plots east of St Philip's Causeway that are envisaged for industrial land uses.

Fruit Market Park and Sparke Evans Park collectively serve South St Philip's Marsh, as well as neighbourhoods south of the River Avon beyond the Masterplan boundary. With its strategic location and length, the Victoria Road Linear Park provides access within 400 metres to Temple Island, the Temple Meads area, much of the Silverthorne Island area and most of the North West St Philip's Marsh area.







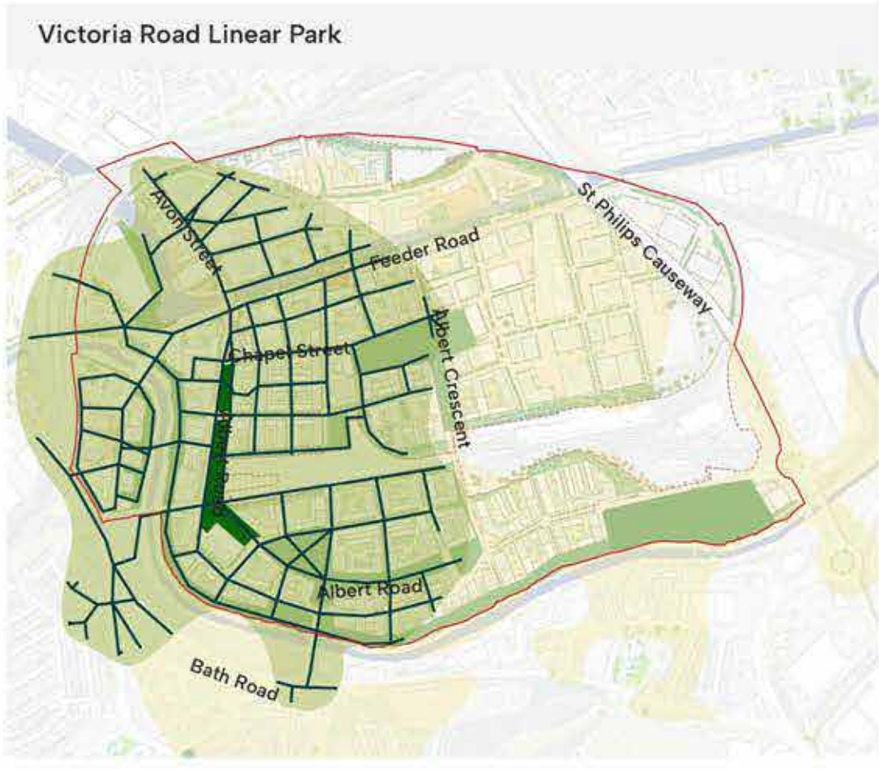




Fig 07.31 Illustrative plan with 400m walking catchment for key open spaces



Fig 07.32 Illustrative eye-level view of Fruit Market Park

Quality Green Spaces

The quality of open spaces has been identified in Bristol's 2024 Parks and Green Spaces Strategy as the overriding factor affecting satisfaction with green spaces. The Strategy also highlights the role of nationally recognised standards, such as the Green Flag Standard, in providing a robust and measurable framework for assessing quality.

The design and management of parks and green spaces in St Philip's Marsh should therefore consider relevant national standards, including British Standards Institution (BSI) 'Design for the Mind. Neurodiversity & the Built Environment - PAS 6463', to help ensure that new green spaces are high quality, well used and valued by the community, and maintained to a high standard.

Community Engagement

When designing these new open spaces, engagement with communities, especially people from the most disadvantaged areas of Bristol, disabled people, women and girls, children of all ages, and single parents, and other key groups identified in the Bristol Parks and Green Spaces Strategy or future guidance, must be undertaken to collect input and ideas on what the open spaces should provide that is directly beneficial to the community.

Engagement must also continue after the open spaces are designed and delivered, to create a sense of community stewardship and ownership over the spaces that strengthens the sense of place while ensuring the spaces are maintained.

Arts and Culture

Parks and the public realm should be treated as a platform for creative and cultural activity. Public squares, promenades and parks should be designed to give space to local artists, art installations and temporary exhibitions that activate the site, positioned along sight lines from strategic points so they remain visible and can become landmarks within the neighbourhood. Programming should be led by the local community and cultural organisations, so that what's shown reflects the history, character and communities that lived and worked in St Philip's Marsh, rather than a generic public art offer.

Welcoming squares and parks

All parks and public squares must be publicly accessible to all.

Public squares must provide sufficient space for gathering and soft landscaping, comfortable movement, and adequate daylight. They must also be open and accessible to all while balancing the need for security and safety. While active frontages are encouraged to ensure a vibrant and safe space, the spill-out space must not compromise the quality of the publicly accessible square, and spill-out spaces should, where required, be delivered on-plot.

Parks must deliver flexible landscapes, play areas, and recreational spaces in line with the Bristol 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.

Nature-based solutions and ecology

Nature-based solutions such as trees, rain gardens, and sustainable drainage systems (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.

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.

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.

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 throughout the open spaces.

Lighting design should be focused towards the ground plane and sensitively designed to provide a safe environment for evening use while minimising impact on wildlife.

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.

Sightlines across the park spaces and multiple access routes should be considered to reduce anti-social behaviour within the parks.

Dedicated pet-friendly spaces should be provided and clearly separated from dog-free areas, allowing pets to exercise and play safely while minimising conflict with other users.

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, must be delivered as the community grows.

Long-term management and stewardship must 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. The Bristol Parks and Green Spaces Strategy, provides further guidance. Surface water run-off should be managed in accordance with the Defra National Standards for Sustainable Drainage Systems 2025.

Maintenance strategies must consider litter, waste, arboricultural and horticultural management, pesticide and fertiliser use, waste reduction schemes, and equipment and facilities maintenance. They should also look at how the spaces might grow and change in the future, to adapt to the needs of the growing and changing community in the area. Appropriate information regarding the parks should also be available to the public as part of maintenance strategies, allowing for community stewardship and informed visits by all, especially families with young children or people with accessibility needs.

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 are 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 07.33, subject to meeting the design and location requirements and not undermining the comprehensive redevelopment of St Philip's Marsh.

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.

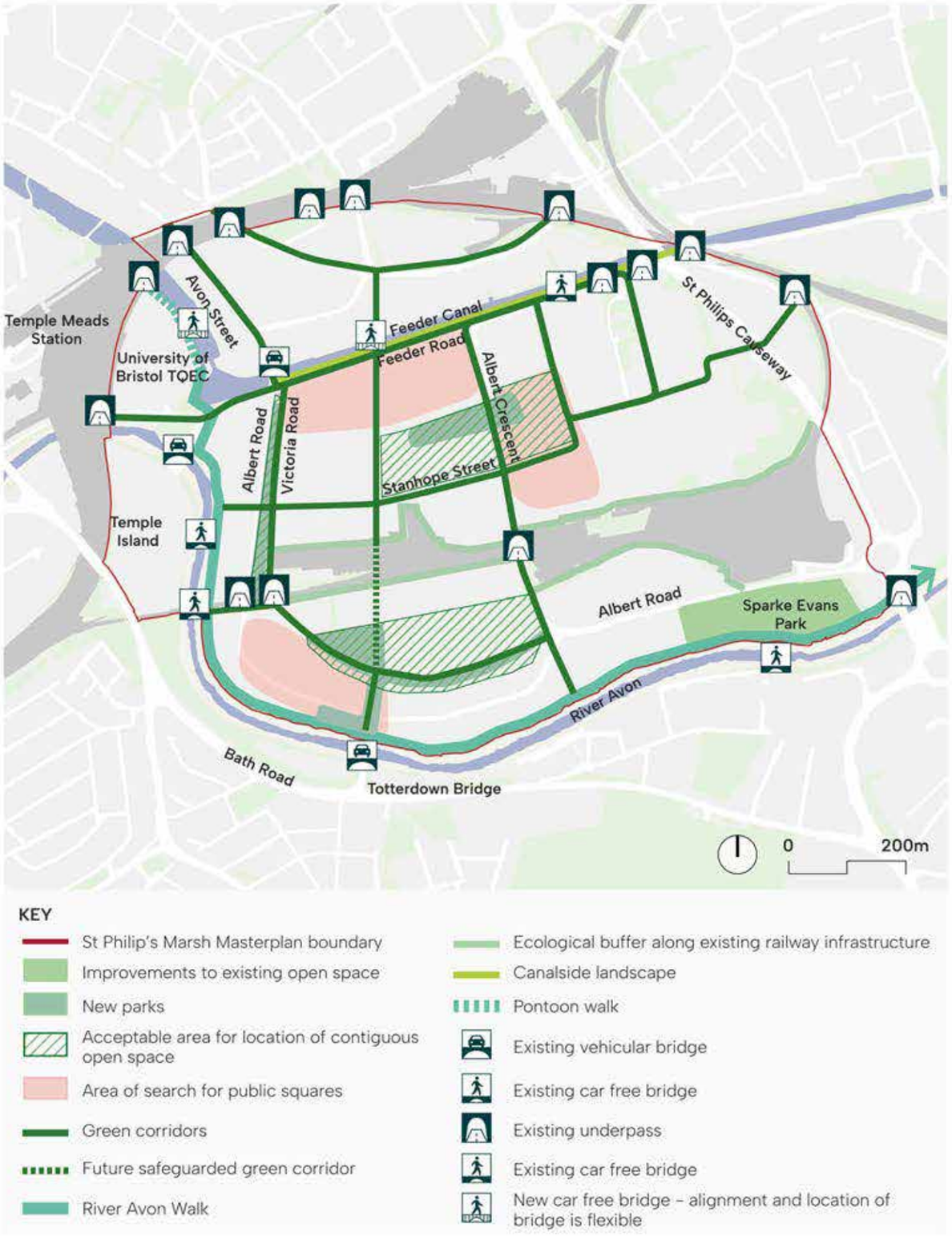


Fig 07.33 Areas of search for new open spaces, public realm and green corridors



Fig 07.34 Precedents of aspirational green and blue infrastructure provisions in cities

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 biodiversity.
- Sustainable drainage systems (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.

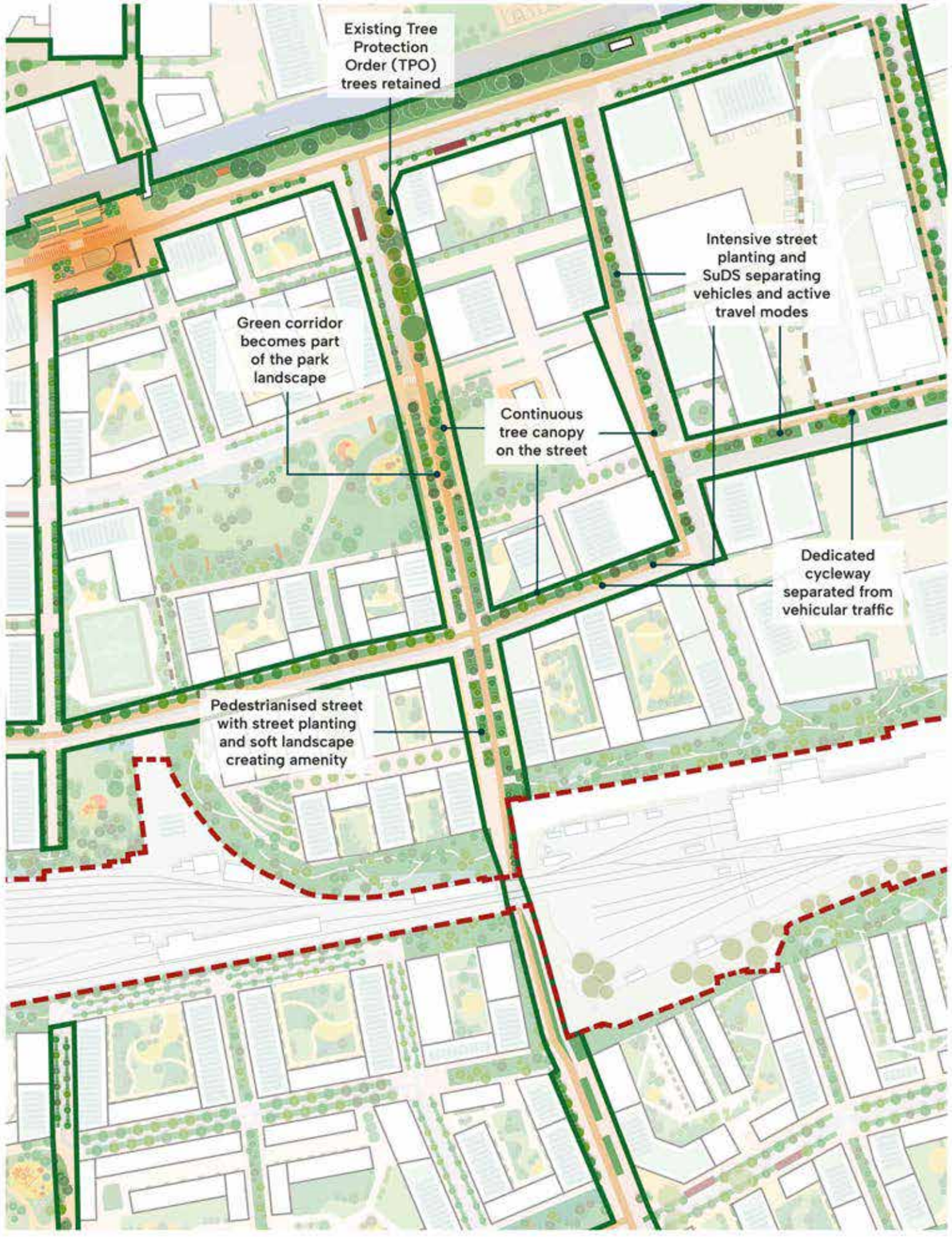


Fig 07.35 Green corridors within the Illustrative Masterplan



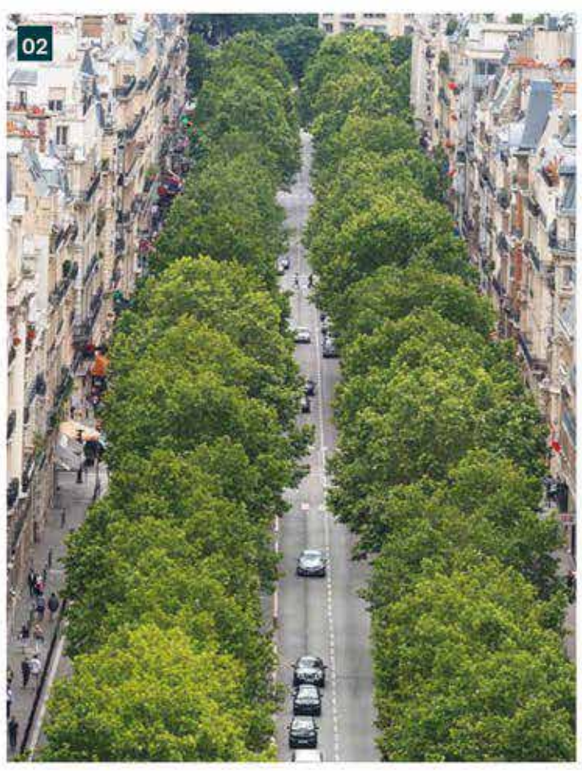


Fig 07.36 Precedent images for green corridors



KEY

- St Philip's Marsh Masterplan boundary
- Green corridors

01 Feeder Promenade and Square
02 Chapel Park
03 Fruit Market Park
04 Sparke Evans Park
05 Pocket park
06 Albert Gardens and Victoria Road Linear Park
07 Avon Park

Fig 07.37 Green Corridors within St Philip's Marsh

07.09.02
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, becoming a waterside destination along the Feeder Canal for St Philip's Marsh. The promenade expands at a strategic location to form a public square with a strong relationship to the water. The square will be used for local events, such as pop-up markets and community exhibitions, and will provide a destination for retail and food and beverage uses, activated by frontages around the square.

A Welcoming Place

01. 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.

02. 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.

03. 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.

04. Areas of informal play with water fountains add animation and delight for children and families.

05. 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. Designs should be sensitive to the retained trees along the canalside green strip and ensure that these are not shaded out by large-canopy species directly to the south.

06. Clustering of trees within Feeder Square creates a more intimate setting within the square.

Healthy, Safe and Secure

07. 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. The spill-out space must not compromise the quality of the publicly accessible square, and spill-out spaces should be delivered on-plot.

08. Residential frontage on the upper floors along the promenade provides passive surveillance throughout the day.

09. A new car-free bridge connects the square to Silverthorne Island, and a new ferry stop is provided, improving connectivity to the wider city.

10. A segregated cycleway provides safe and convenient movement for cyclists along the promenade, separated from pedestrians. A level, wide crossing point across the cycleway ensures cyclists slow down within the square, allowing pedestrians to cross safely to the water's edge.

11. Bus stops on Feeder Road, Albert Crescent and Chapel Street connect the District Centre around Feeder Promenade and Feeder Square to the wider area.

12. 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.

13. Deciduous trees are recommended around Feeder Square to allow for winter sun to warm the gathering spaces of the square.

14. SuDS and low-level planting reduce surface water run-off into the canal and improve resilience from surface water flooding.

15. Wind mitigation through planting and built form will ensure comfort of users in the square and promenade.

16. Seating should be distributed throughout the square and promenade, including in sunny and shaded locations, to offer choice and encourage longer dwell times.

17. Appropriate measures to prevent falls into the canal such as railings will be introduced where necessary without compromising the experience of the canalside character.

Biodiversity, Landscape and Heritage

18. Existing trees are to be retained where possible, to contribute to the green character of the space and provide shade and visual amenity.

19. 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.

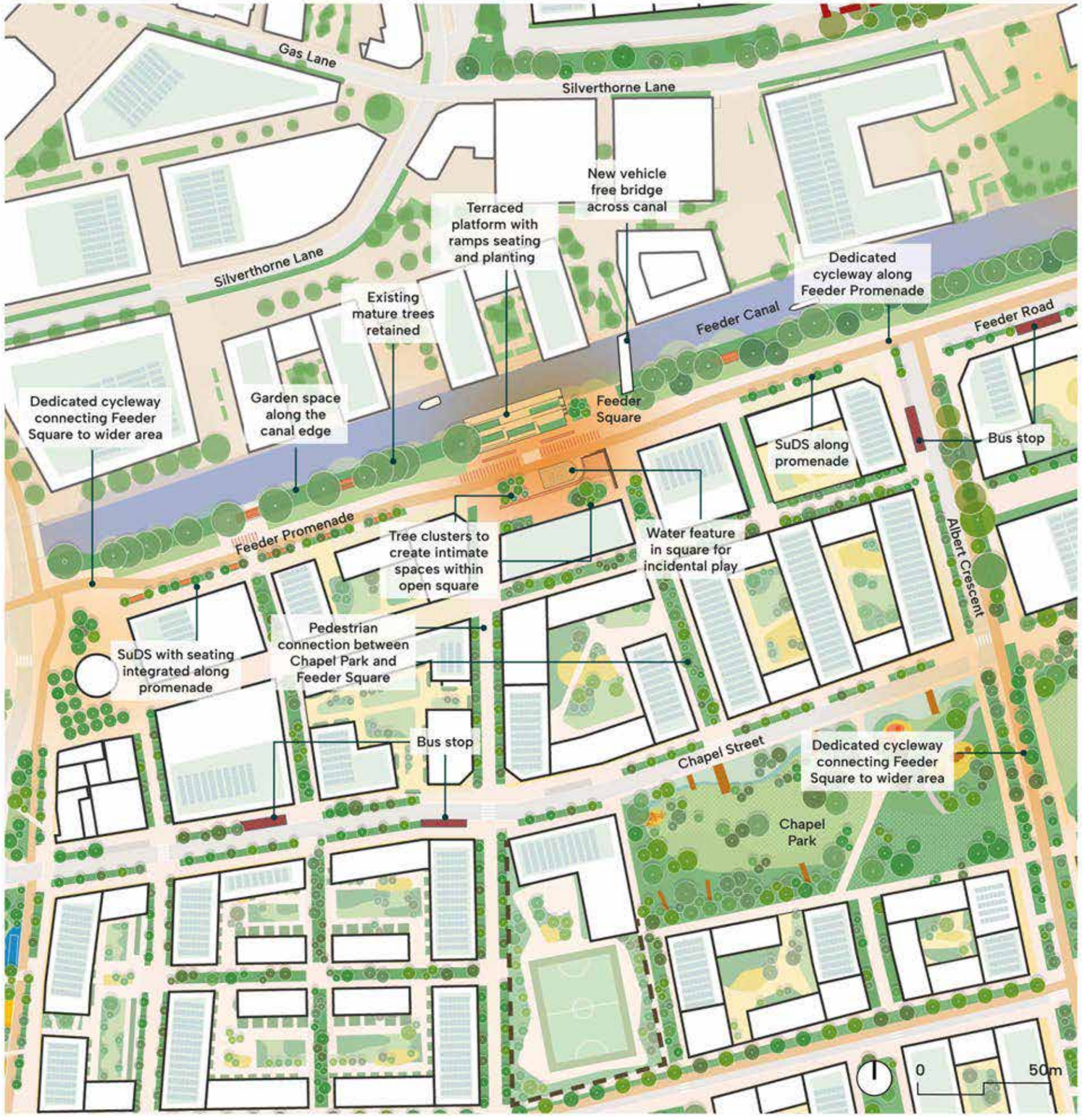


Fig 07.38 Illustrative plan of Feeder Promenade and Feeder Square



Active use spill out and pavilion activating the public space.

Crown Square, Manchester, UK.



Terraced water features stepping with trees, seating and small lawns for dwelling.

St Pancras Square, London, UK.



A landscaped pedestrian promenade with commercial active uses spilling out towards the waterfront.

Dalmannkai Promenade, Hafencity, Hamburg, Germany.

Fig 07.39 Precedent images for Feeder Square and Feeder Promenade

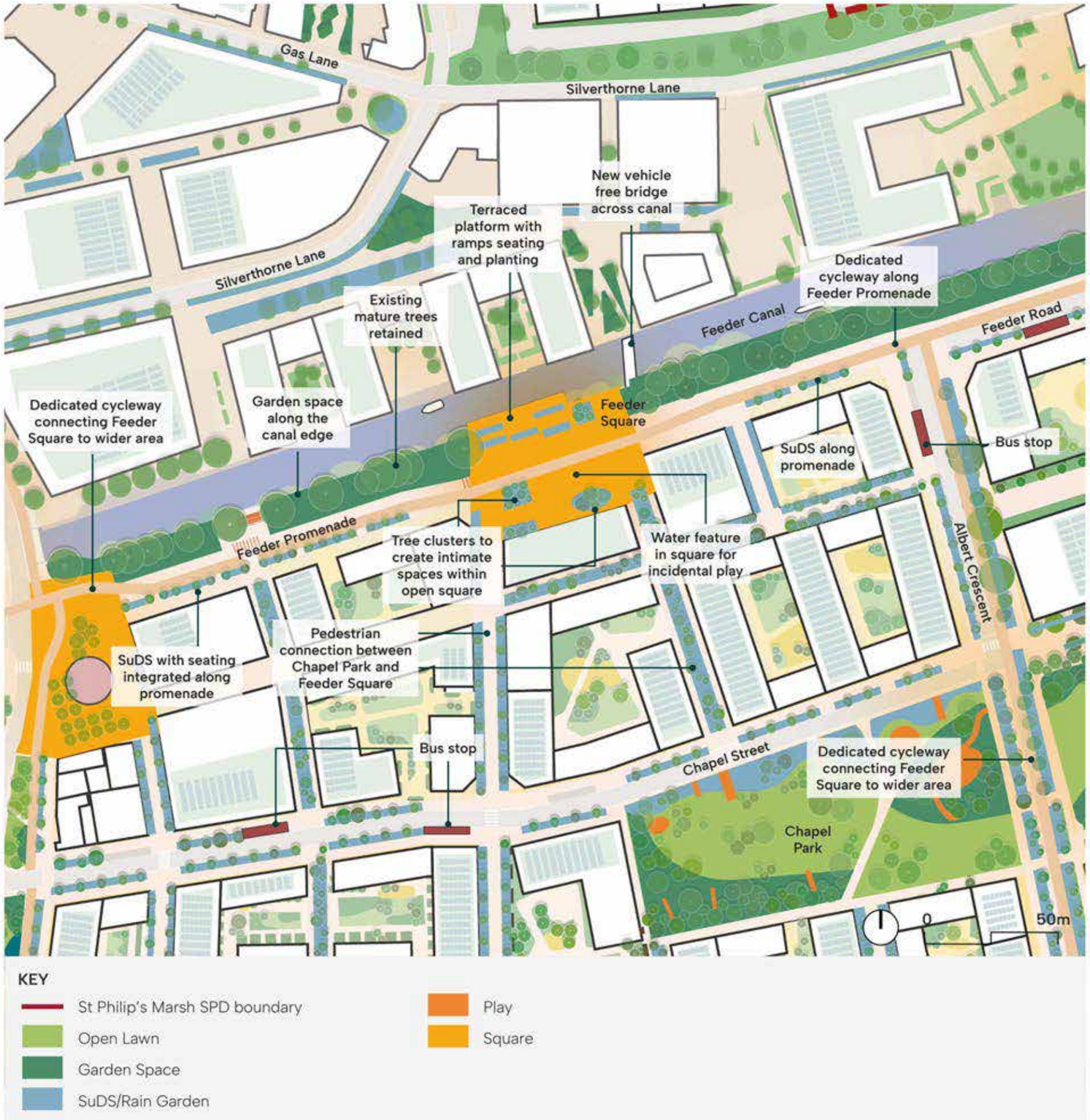


Fig 07.40 Open Space programme in Feeder Promenade and Feeder Square



A bosquet of trees within a public square, providing flexible seating areas with a more intimate setting for people to gather, relax, and socialise.

Exchange Square, Broadgate, London, UK.



Benches integrated within planting on a pedestrian street.

The Strand Aldwych, London, UK.



People gather on terraces stepping down towards the canal for food and drinks in the downtown area.

Aarhus River, Aarhus, Denmark.

Fig 07.41 Precedent images for Feeder Promenade and Feeder Square

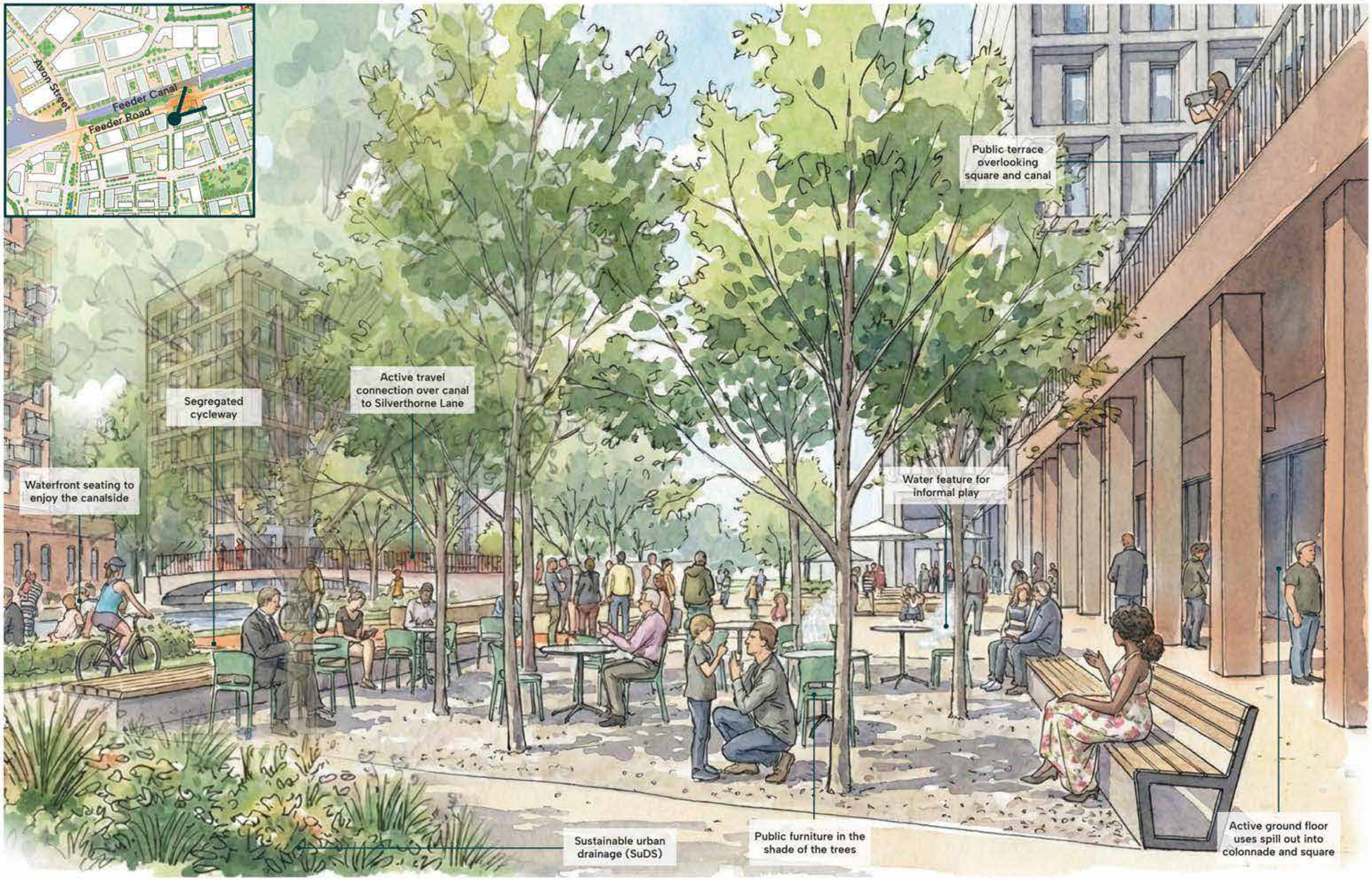


Fig 07.42 Illustrative eye-level view of Feeder Square

07.09.03
Chapel Park

A new Neighbourhood Park should be located in the north cluster, in proximity to the District Centre. The park should act as a focal point for community life while contributing to the civic character of the District Centre.

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 neighbourhood park located along Chapel Street within the Creative Quarter, adjacent to the District Centre. 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.

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.

The park will have a focus on play and relaxation to complement the residential and educational uses in the area while providing much-needed green open space in the northern half of the site. The eastern end of the park provides space for civic gathering and casual sports to complement its adjacency to the Local Centre in the east and District Centre to the north.

A Welcoming Place

01. Flexible spaces, including open lawns for informal play, community gatherings, and space for sports such as boules or casual football, are provided within the park.
02. Locating the primary school next to Chapel Park creates the opportunity for the park to be well used at pick-up and drop-off times during the day. Play-on-the-way provisions within the park will complement this rhythm of use.
03. Play provision is inclusive and should cater to a range of ages and abilities, with a focus on younger age groups located closer to the primary school. Play provision for older age groups and youth is located closer to Albert Crescent and Albert Road, where it connects via bus stops and active travel modes for easier access.
04. Planting in the park is varied and interesting, creating an appealing natural environment. Wildflower meadows will complement the open lawns by creating a variation in texture and colour. Garden spaces will provide a variety of colours and heights of planting, creating visual appeal.
05. Seating is distributed throughout the park, in sunny and shaded locations, offering choice and encouraging longer dwell times.
06. Appropriate signage within the park for wayfinding and information will be provided, especially at Albert Crescent and Chapel Street, to direct people from the main routes to the park.
07. A pavilion with a café along with publicly accessible toilets and changing rooms is located on the eastern side of the park by the lawn, to complement the space aimed at casual sports.

Healthy, Safe and Secure

08. Activation of ground-floor uses on Chapel Street and the edges of Chapel Park, through community uses, light industrial or commercial spaces and complementary services such as cafés, will animate the park edges, provide natural surveillance and create an active atmosphere throughout the day. Residential frontages overlooking the park also ensure passive surveillance throughout the day.
09. The park is well connected to other areas of the Masterplan via the pedestrianised Albert Crescent, Chapel Street, 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.
10. Chapel Street and Albert Crescent provide bus stops near Chapel Park.
11. Dedicated cycleways on Albert Crescent and Stanhope Street connect the park to the wider area.

Environmental Management

12. Rain gardens and swales will manage surface water while contributing to the green character of the park, reflecting the marsh character of the area. Their design should also consider periods when they are dry, ensuring rain gardens and swales retain ecological and aesthetic value throughout the year, not only during and after rainfall.
13. Seasonal variation in Chapel Park's planting provides colour and texture throughout the year.
14. Sustainable drainage systems (SuDS) are integrated within the surrounding streets.
15. Deciduous trees in Chapel Park provide shade in summer whilst allowing sunlight to reach seating areas and lawns in cooler months.
16. Wind mitigation through planting and built form will ensure comfort within the park.

Biodiversity, Landscape and Heritage

17. Planting should be biodiverse, incorporating native species, pollinator-friendly plants and varied habitats to support wildlife.
18. Natural play elements using timber, boulders and landform are encouraged, integrating play within the landscape rather than as separate fenced areas. Including play elements across the rain gardens brings a focus to the historic marsh and wetland character of the wider area while allowing for more imaginative play.
19. Design elements of the park reference the industrial heritage of the area and support the character of the retained heritage industrial building.

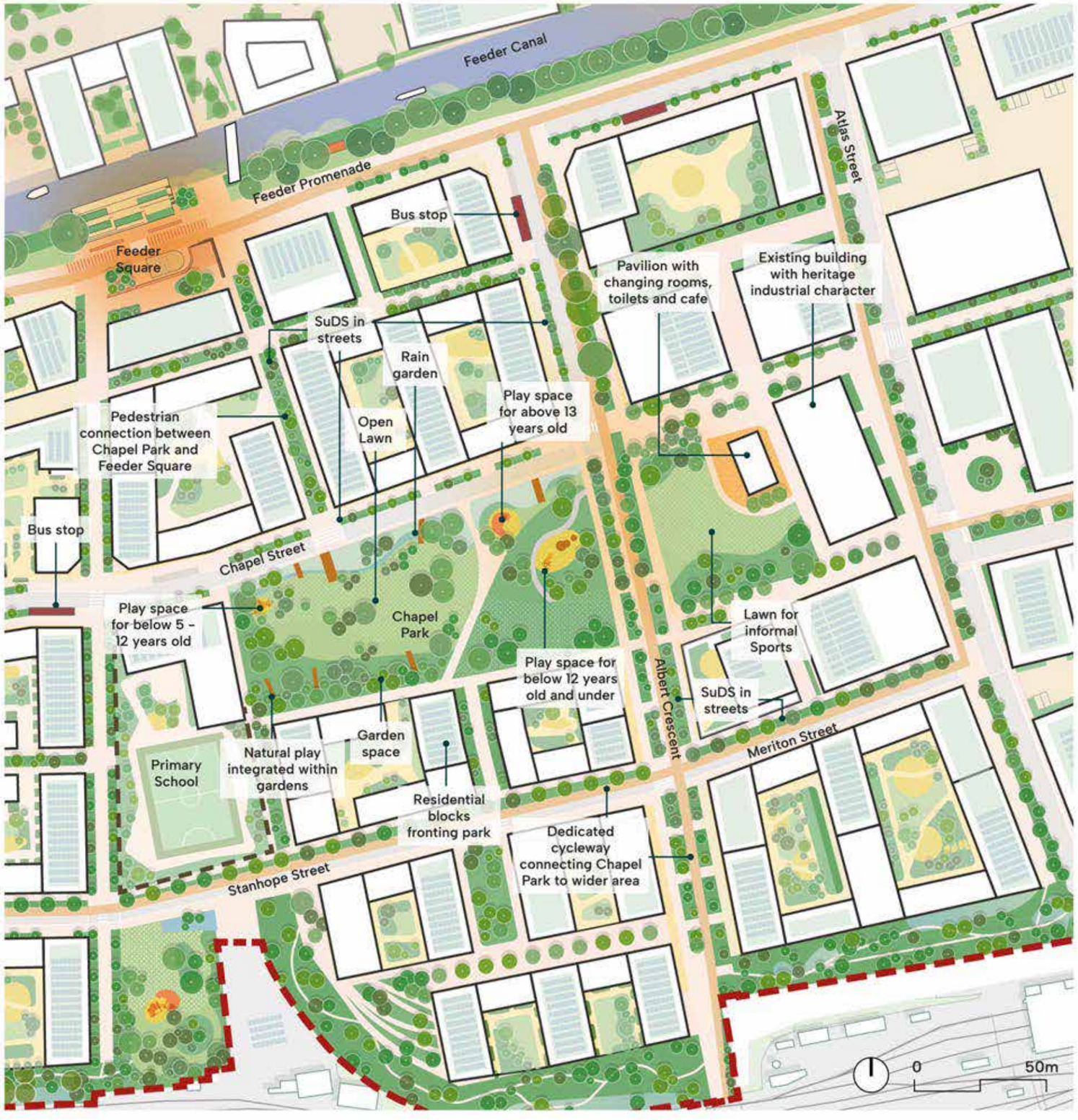


Fig 07.43 Illustrative plan showing Chapel Park



Play structures integrated within the park landscape help support active and imaginative play for younger children below 12 years old.

Jarry Park, Montreal, Canada.



Benches beneath mature canopy trees providing shaded spaces for rest and relaxation.

Finsbury Circus, London, UK.



Open lawns providing informal spaces for picnicking, relaxation and socialising.

Queen Square, Bristol, UK.

Fig 07.44 Precedent images for Chapel Park

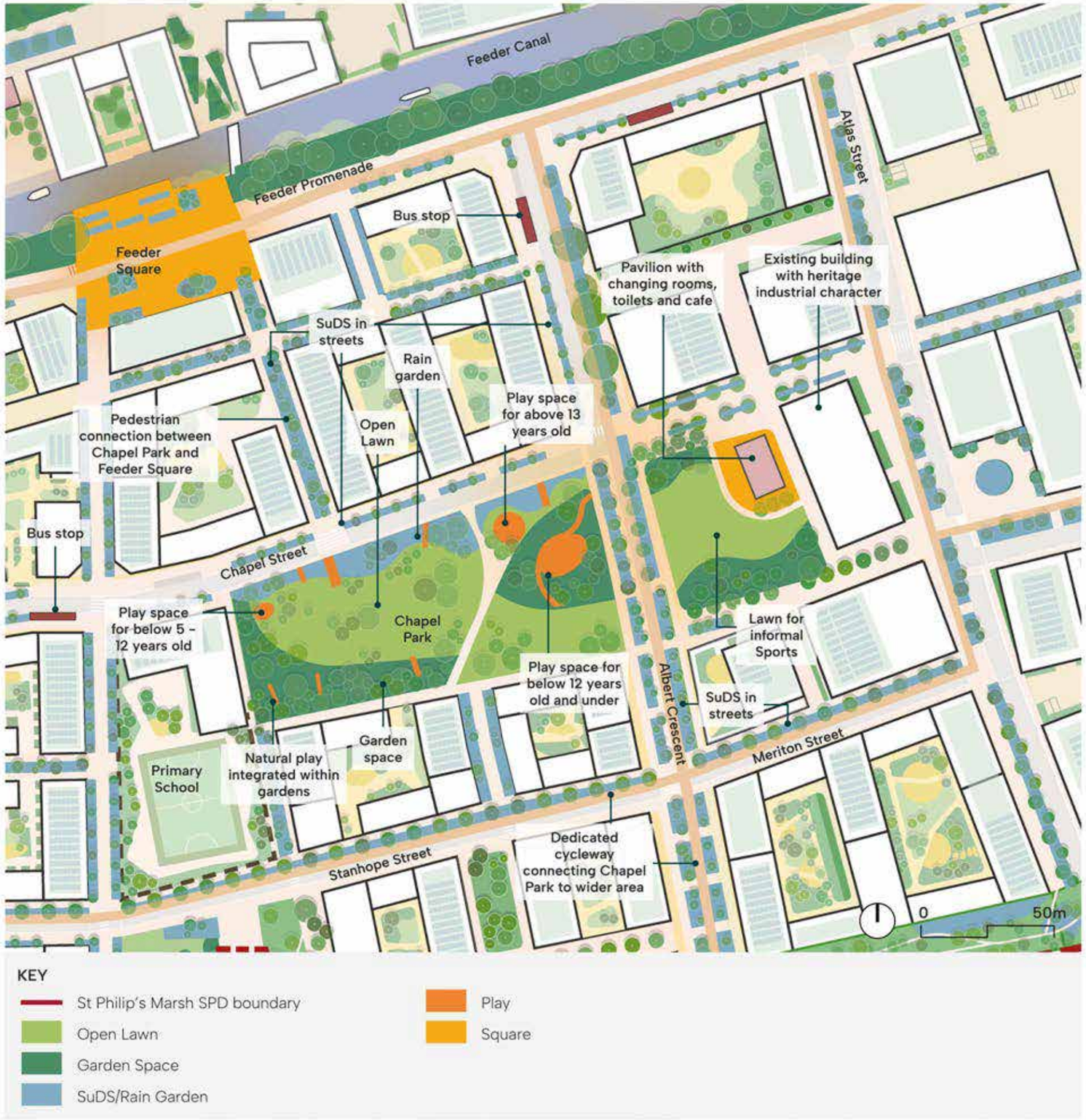


Fig 07.45 Open Space programme in Chapel Park



Outdoor table tennis providing an active and social play space for teenagers and adults.

Walpole Park, Ealing, London, UK.



Flexible lawns supporting programmed activities and events, including outdoor cinemas and exhibitions.

Bryant Park, Manhattan, New York.



Bioretention swales integrating sustainable drainage with planting to support local biodiversity

The Queen Elizabeth II Garden, Regents Park, London.

Fig 07.46 Precedent images for Chapel Park



Fig 07.47 Illustrative eye-level view of Chapel Park

07.09.04
Fruit Market Park, Avon Park and Albert Gardens

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.
- Strong links to the River Avon corridor through the Totterdown Gateway, enhancing the blue-green network.
- 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.
- 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.

The Fruit Market Park, Albert Gardens and Avon Park are located at the edge of the Fruit Market Neighbourhood, providing a collection of key open spaces for the southern neighbourhoods of St Philip's Marsh and a focal point for the community just off the Local Centre by Totterdown Bridge. 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.

The main area of Fruit Market 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 widening of the ecological corridor at this point for Avon Park, a green gateway into St Philip's Marsh is created from the south, welcoming residents and visitors into the neighbourhood.

Play, recreation and community gathering, such as picnics and birthday parties, will be the predominant uses of the space, alongside appropriate provision for relaxation within nature and leisure.

A Welcoming Place

01. Flexible spaces, including open lawns for informal play, community gatherings, fitness and sports, are provided within the main area of the park and at the end of Albert Gardens by Albert Crescent. Avon Park provides a terraced lawn with a southern aspect overlooking the River Avon and the River Avon Walk.
02. A series of planted gardens with sitting and gathering areas navigate the level changes through terraced landscape design, combining to create a multifunctional green space that addresses the topographical challenge while providing recreational opportunities.
03. Albert Gardens provides spaces for quiet reflection, respite and refuge within nature compared to the more active spaces for leisure and recreation in the lawns.
04. Seating is distributed throughout the park, in sunny and shaded locations, offering choice and encouraging longer dwell times.
05. Play provision within Fruit Market Park, Albert Gardens and Avon Park is inclusive and caters to a range of ages and abilities. Play for younger age groups is located within the main area of Fruit Market Park, close to the residential frontages. Play spaces for youth are provided in Avon Park and in Albert Gardens by Albert Crescent, areas easily accessed through the active travel corridors.
06. Natural play elements using timber, boulders and landform are incorporated within the gardens of Fruit Market Park and Albert Gardens, integrating play within the landscape and taking advantage of the topography for distinctive play experiences.
07. Appropriate signage within the park for wayfinding and information will be provided, especially close to the Local Centre, to direct people from the area of highest footfall.

Healthy, Safe and Secure

08. Activation of ground-floor uses within the Totterdown Gateway Local Centre, along Albert Road and Albert Gardens, provides natural surveillance and creates an active atmosphere throughout the day. Residential frontages overlooking the park spaces from the surrounding neighbourhood also ensure passive surveillance throughout the day. The park edges encourage interaction between buildings and the open space through spill-out spaces and terraces.
09. The park is well connected to other areas of the Masterplan via the pedestrianised Albert Crescent, Albert Road, and the active travel corridors of the River Avon Walk and Albert Gardens.
10. Secondary and tertiary streets also connect with these main corridors to access the open spaces. This network of routes ensures the park is easily accessible from all surrounding clusters.
11. Albert Road provides bus stops near these parks.
12. Dedicated cycleways on Albert Crescent, Albert Gardens and River Avon Walk connect these spaces to the wider area.
13. The gradients of the slopes across Albert Gardens will be appropriate for cycling, wheeling and accessibility needs.
14. Appropriate protection and railings on the park edges by the riverside will prevent falls.

Environmental Management

15. Rain gardens and swales will contribute to the green character of the park and address surface water and run-off from the elevated site. Their design should also consider periods when they are dry, ensuring rain gardens and swales retain ecological and aesthetic value throughout the year, not only during and after rainfall.
16. Seasonal variation in planting in Fruit Market Park provides colour and texture throughout the year.
17. Sustainable urban drainage systems (SuDS) are integrated within the landscape design of the surrounding streets.
18. The parks in this area benefit from excellent orientation, ensuring good sunlight access throughout the day for gathering, relaxation and play.
19. Deciduous trees across the green spaces, especially around the lawns, provide shade in summer while allowing sunlight to reach seating areas and lawns in cooler months.
20. Wind mitigation through planting and built form will ensure comfort within the park.

Biodiversity, Landscape and Heritage

21. Planting within the parks is biodiverse, incorporating native species, pollinator-friendly plants and varied habitats to support wildlife. Planting within Avon Park will focus on a wetland character, relating to the tidal nature of the river.
22. Food growing areas are incorporated within the gardens of Albert Gardens and Fruit Market Park, referencing the site's former use as a wholesale fruit market.

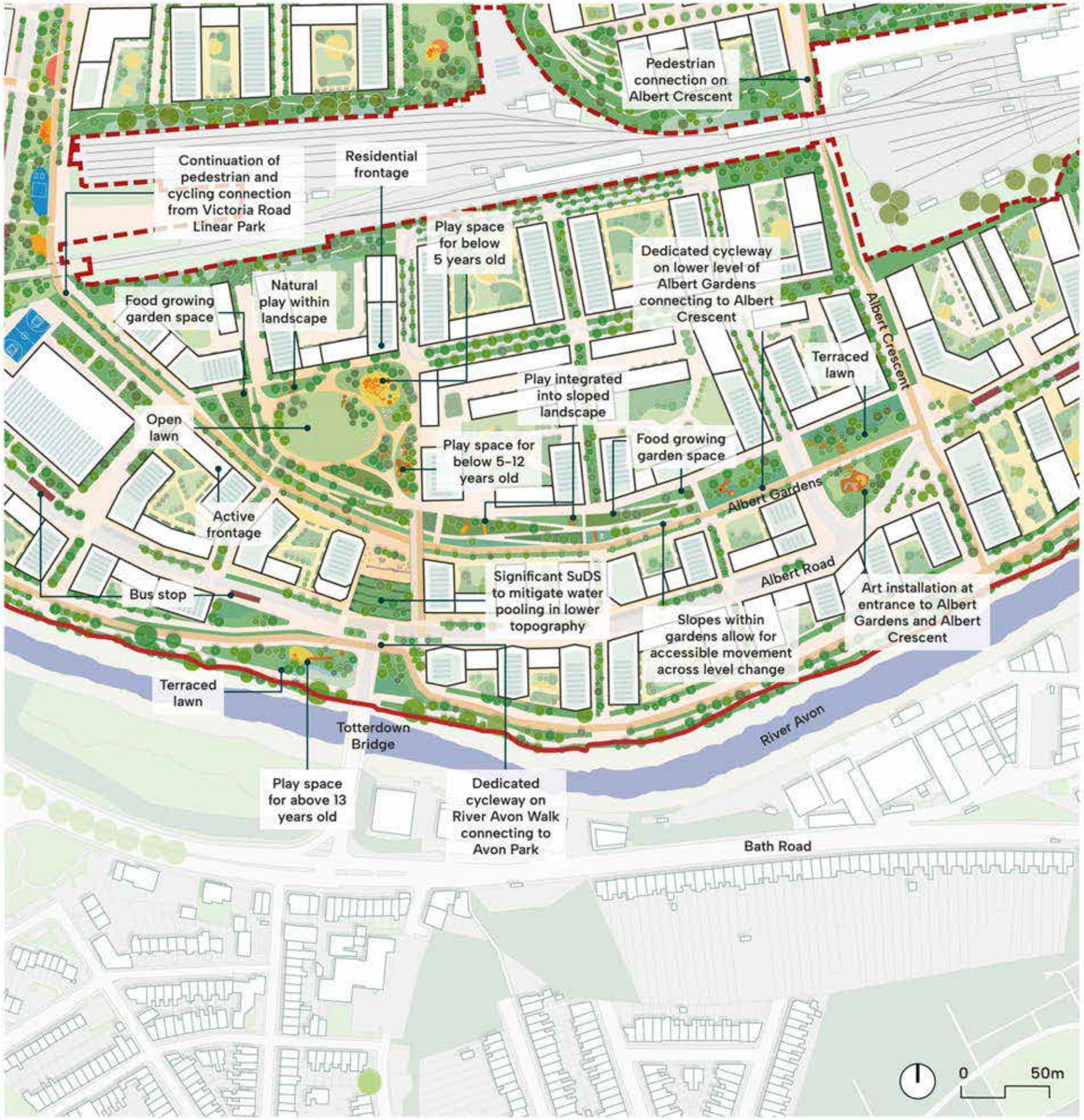


Fig 07.48 Illustrative plan of Fruit Market Park, Totterdown Gateway and Albert Gardens



Open lawn for leisure, casual sports and recreation with residential blocks overlooking park and a variety of tree species planted around the edges.

Schuylkill River Park, Philadelphia, USA.



Planted grassy slopes with trees with gently sloping paths with seating steps built into landscape.

Queen Elizabeth Olympic Park, London, UK.



Sloped lawn overlooking the water of the Floating Harbour.

Castle Park, Bristol, UK.

Fig 07.49 Precedent images for the Fruit Market Park and Albert Gardens

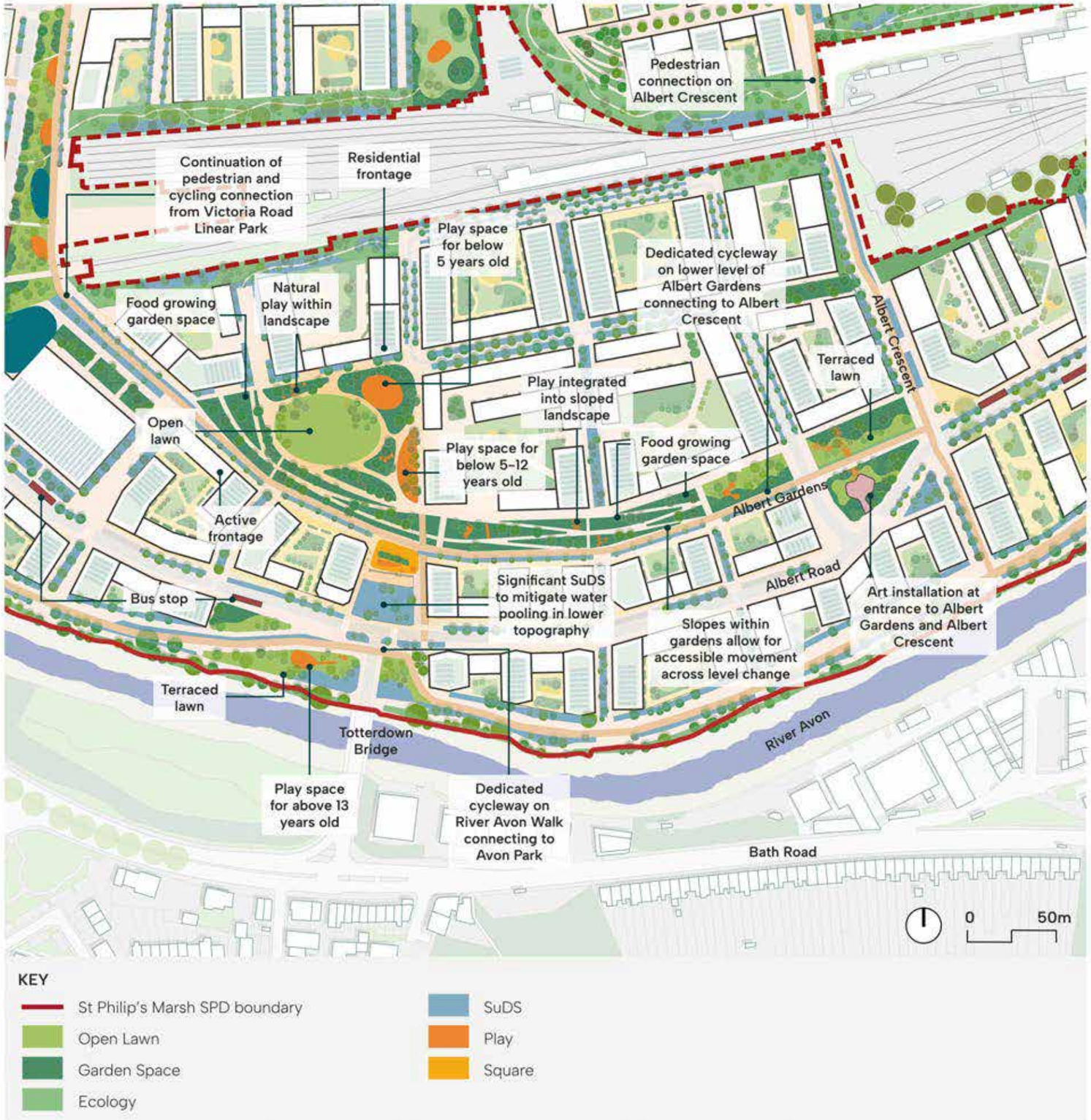


Fig 07.50 Open Space programme for Fruit Market Park, Totterdown Gateway and Albert Gardens



Slide built into slope and integrated into landscape for nature integrated play experience.

Blackgang Chine Fantasy Park Isle of Wight England.



Publicly accessible and volunteer community gardens with orchards, demonstration gardens, herb garden and greenhouses.

Brockwell Park Community Gardens, London, UK.



Sloped accessible paths with sloped gardens and benches along the paths within the landscape.

Union Terrace Gardens, Aberdeen, UK.

Fig 07.51 Precedent images for Fruit Market Park, Totterdown Gateway and Albert Gardens

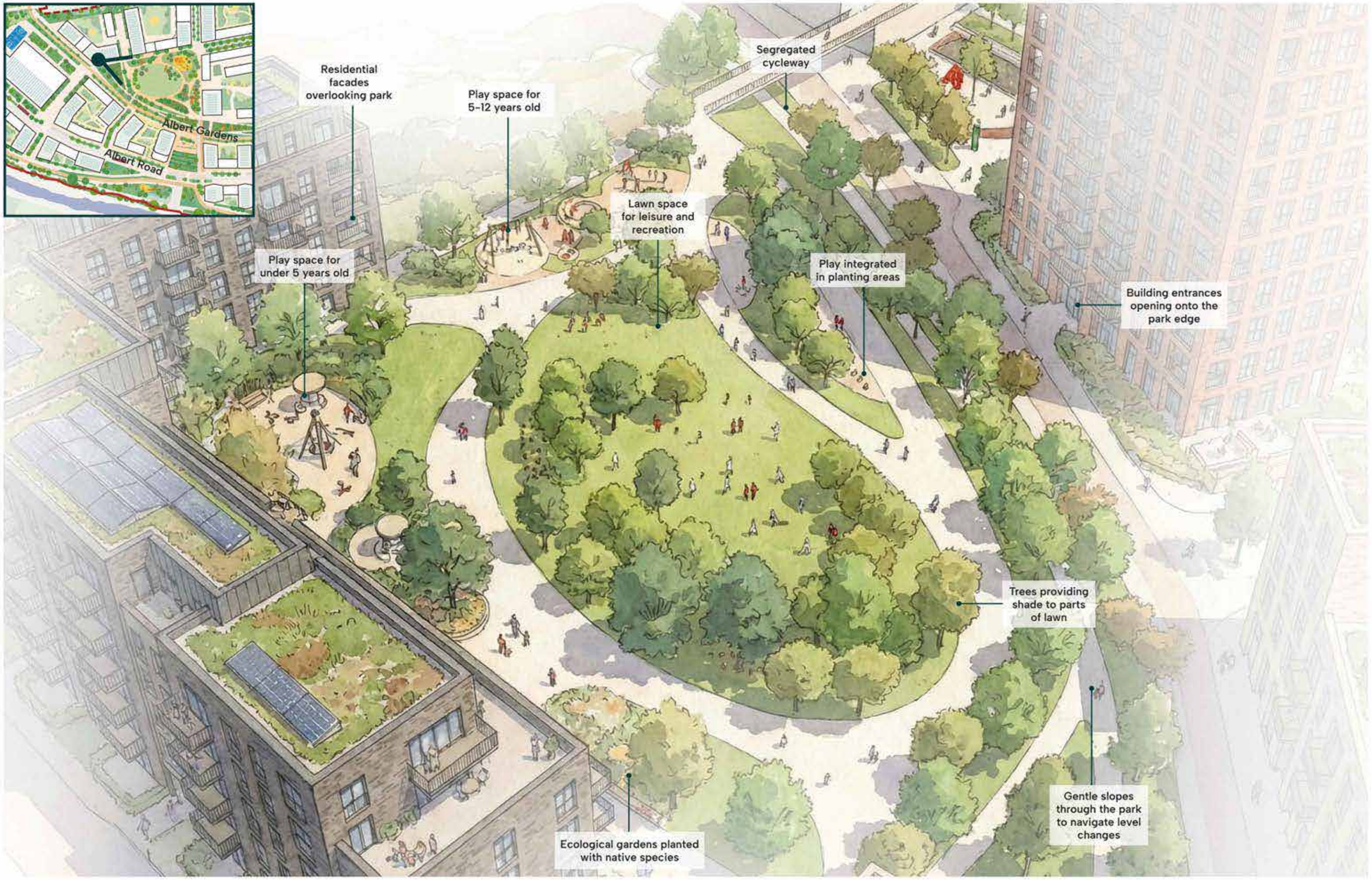


Fig 07.52 Illustrative bird's-eye view of Fruit Market Park

07.09.05
Sparke Evans Park

The regeneration of Sparke Evans Park offers an opportunity to celebrate its history, significantly enhancing its ecological and recreational value.

Key features may include:

- Restoration or reinterpretation of key historic elements such as gardens and structures, 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.
- Water-sensitive planting and SuDS basins to manage surface water and improve flood resilience, reflecting the park's proximity to the River Avon.
- Retention of mature trees where possible, complemented by new planting that supports wildlife and is climate-resilient.
- Provision of high quality play, recreation and sports amenities.
- Balance between historic interpretation, ecological enhancement and community recreation.
- Improvements to access, ensuring the park serves both new and existing communities.
- 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.

Sparke Evans Park is an existing park located in the south-eastern corner of St Philip's Marsh along the River Avon, with a locally listed bridge crossing the river to Paintworks. The regeneration of this park will enhance this historic green space, providing leisure, recreation and ecological benefits to the new neighbourhoods.

The park will be primarily for recreational use, both passive and active, with lawns, dedicated play spaces and sports courts provided. The regeneration of the park will also improve the ecological value and biodiversity of the space, with wild native planting.

The park has existed since 1902 and holds significant community heritage. Historic elements of the park will be reinstated and reinterpreted to honour the previous communities of the marsh, while providing quality amenity for the new neighbourhoods.

A Welcoming Place

01. Flexible spaces like open lawns for informal play, community gatherings, and casual sports are provided within the park.
02. Sports courts (MUGA and football pitches) for recreation for all ages are provided within the park.
03. Play provision is inclusive and caters to a range of ages and abilities. The play facilities are located close to the sports courts to create an area of activation within the park.
04. Paths and routes for wheeling, walking and running within the park are also provided to connect to the River Avon Walk active travel corridor allowing for casual exercise.
05. Planting in the gardens of the park is varied and interesting, creating an appealing natural environment while providing ecological benefits.
06. Seating is distributed throughout the park, in sunny and shaded locations, offering choice and encouraging longer dwell times.
07. Appropriate signage within the park for wayfinding and information will be provided especially at Albert Road and River Avon Walk to direct people from the main routes to the park.

Healthy, Safe and Secure

08. Activation of ground-floor uses on Albert Road and the edges of the park, through community uses and residential amenities with complementary services such as cafés, toilets and changing rooms, will animate the park edges, provide natural surveillance and create an active atmosphere throughout the day. Residential frontages overlooking the park ensure passive surveillance throughout the day.
09. A café, along with publicly accessible toilets and changing rooms, is located on the ground floor of the development on the eastern side of the park, activating the edge and complementing the sports use.
10. Sparke Evans Park is connected via pedestrian routes on the River Avon Walk and Albert Road.
11. Albert Road provides bus stops for connections to the wider area.
12. Dedicated cycleways also connect Sparke Evans Park along the River Avon Walk, with a connection through the park to Albert Road.
13. Appropriate protection and railings on the park edges by the riverside will prevent falls.
14. Breaking through the existing masonry wall on Albert Road and introducing more openings and access from the north of the park will increase visibility and safety. The level change between Albert Road and Sparke Evans Park will be navigated in an accessible and welcoming way through appropriately sloped paths.

Environmental Management

15. Existing large, mature trees with large canopies along Albert Road and the riverside are retained and form a key part of the park's ecological character.
16. Rain gardens, ephemeral ponds and swales will manage surface water whilst contributing to the ecological nature of the park. Their design should also consider periods when they are dry, ensuring rain gardens and swales retain ecological and aesthetic value throughout the year.
17. Parts of the lawns will feature wildflower meadows, creating interest, variety and texture in the flexible spaces.
18. Seasonal variation in planting in Sparke Evans Park provides colour and texture throughout the year.
19. Sustainable drainage systems (SuDS) are integrated within the landscape design of the surrounding streets.
20. Deciduous trees in Sparke Evans Park provide shade in summer whilst allowing sunlight to reach seating areas and lawns in cooler months.
21. Wind mitigation through planting and built form will ensure comfort within the park.

Biodiversity, Landscape and Heritage

22. Planting should be biodiverse, incorporating native species, pollinator-friendly plants and varied habitats to support wildlife. Planting in Sparke Evans Park will show a more wetland character, emphasising the ecology of the area and the marsh character of the wider area.
23. Natural play elements using timber, boulders and landform are encouraged, integrating play within the landscape rather than as separate fenced areas to enhance the ecological character of the regenerated Sparke Evans Park.
24. Reinstating sports courts and playing fields within the park references a previous arrangement, when the park housed rugby and football pitch.
25. The Victorian bandstand in the west of the park is refurbished and integrated within the landscape design for a place of reflection and connection to the previous communities of St Philip's Marsh.
26. Creating more formalised gardens within the park also bring back the character of the rose garden that was a feature of the park in the past. However, the gardens now will have a larger focus on ecology and environmental education.



Fig 07.53 Illustrative plan of Sparke Evans Park



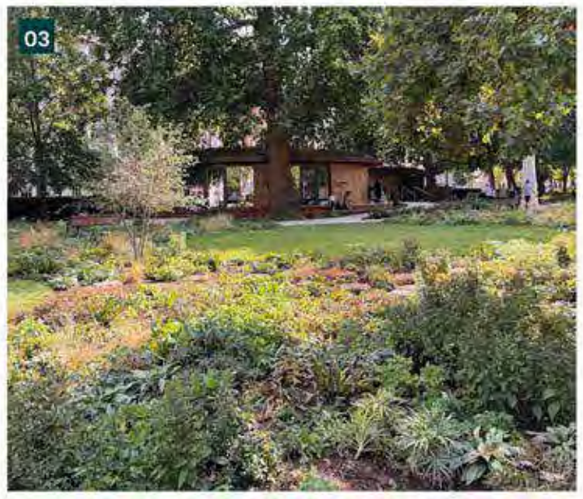
Large mature trees along paths in the park with benches and lighting.

Juniper Valley Park, New York City, USA



Residential buildings fronting onto ecologically focused planting of parkland.

Cator Park, London, UK



Education pavilion surrounded by biodiverse gardens on the edges of lawns for leisure.

Grosvenor Square, London, UK

Fig 07.54 Precedent images for Sparke Evans Park improvements

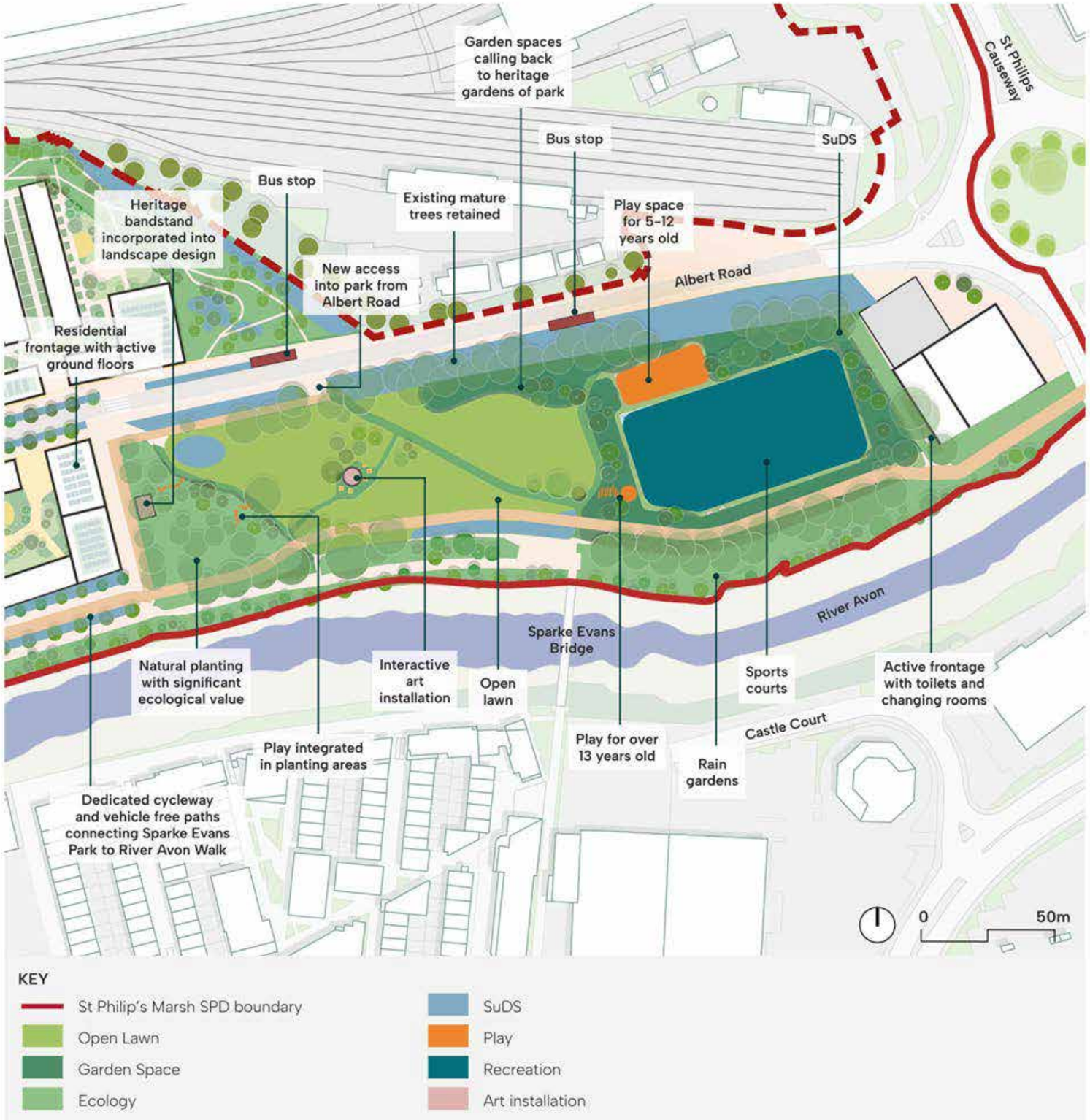


Fig 07.55 Open Space programme for Sparke Evans



Play structure made of logs within planted areas.

Fort Canning Park, Singapore.



Ecologically rich, wild and varied planted waterside edges.

Soest, Netherlands.



Mini golf co-located with various sports courts in park.

Sportplatz, Herne, Germany.

Fig 07.56 Precedent images for Sparke Evans Park

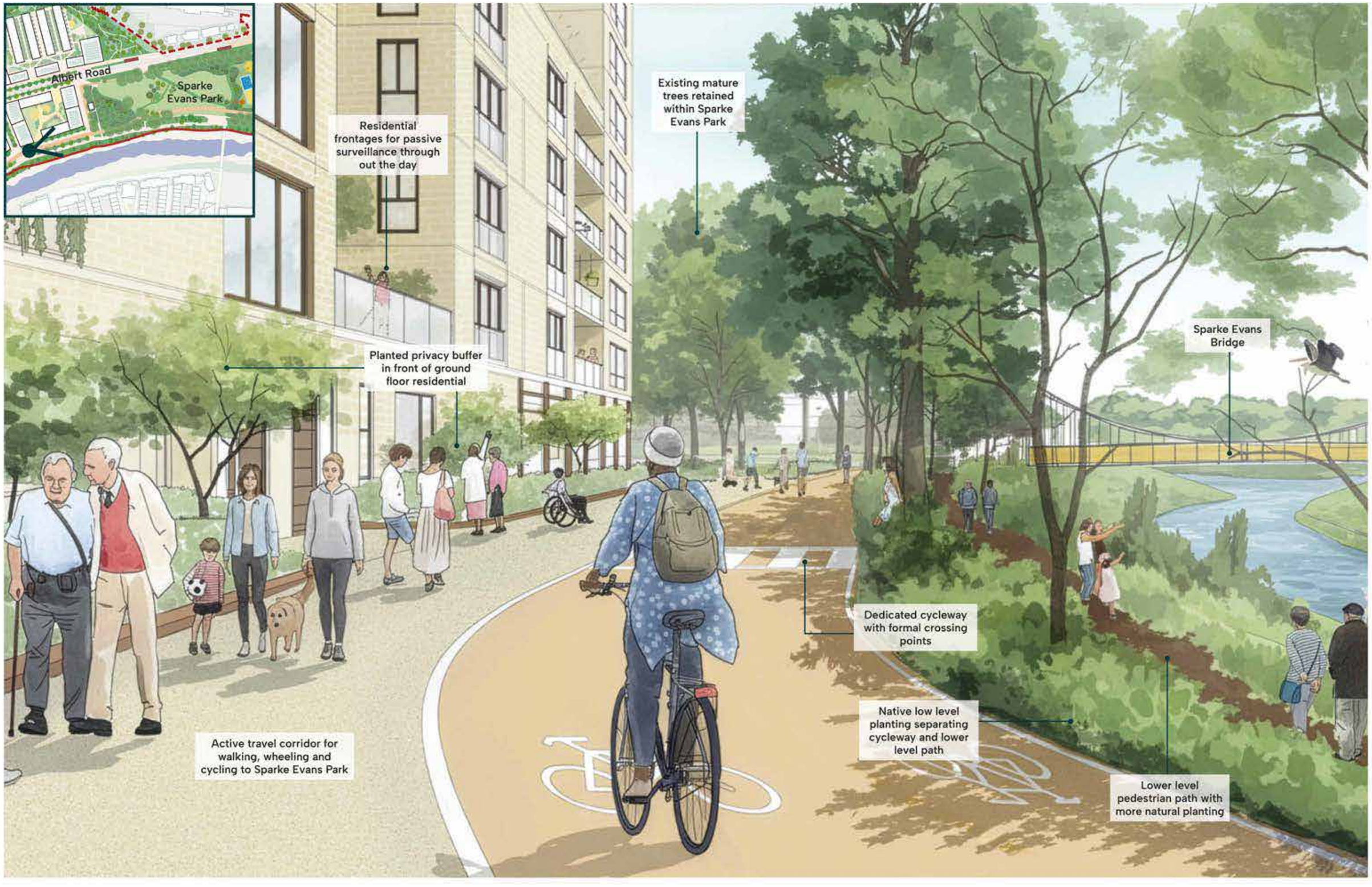


Fig 07.57 Illustrative eye-level view of the River Avon Walk approaching Sparke Evans Park

07.09.06
Victoria Road Linear Park

The creation of Victoria Road Linear Park reduces the width of hardstanding and vehicular provision along the northern section of Albert Road while creating a green open space and green connection along this key street. The park must be a minimum width of 20m.

Key features may include:

- Strong links to the Feeder Road Promenade through the Feeder Road Gateway and connectivity to Fruit Market Park and Albert Gardens.
- Good aspect with the layout designed to capitalise on north-south orientation of linear park.
- Play facilities for different age groups.
- Soft landscape areas for informal recreation.
- Flexible lawns for informal recreation, sports and community events.
- Water-sensitive planting and SuDS basins to manage surface water and improve flood resilience.
- Improvements to access, ensuring the park serves both new and existing communities.
- The interface between the park and Albert Road should be carefully designed, with clear access points, good visibility and active edges while mitigating the impact of vehicles along the park edge.
- Appropriate lighting after sunset with passive surveillance from adjacent development and clear sightlines throughout.

Victoria Road Linear Park runs parallel to Albert Road, between Feeder Promenade, Albert Road Gateway and the Albert Road Corporation Garage. The linear park takes the place of existing hard standing and surface car parks, and removes vehicles from Victoria Road to create a green space and active travel corridor connecting the north and south sections of St Philip's Marsh.

The park will be focused on recreation, sport and leisure uses, with consideration given to young adults due to its proximity to the University of Bristol campus to the north in Silverthorne Lane and the student accommodation along Albert Road.

A Welcoming Place

01. Flexible spaces like open lawns for informal play, pop-up events or community gatherings are provided across the length of the linear park.

02. Dedicated spaces for sport and fitness are provided along the length of the park. Flexible spaces for informal sports, fitness and outdoor events are incorporated on the northern reaches of the park. A dedicated sports court is located on the southern end of the park, by the community use within the retained Albert Road Corporation Garage.

03. Play provision is inclusive and caters to a range of ages and abilities. The play facilities are located along the length of the park. Play spaces for younger age groups are located closer to Chapel Street, which connects to the primary school, while play spaces for youths are located closer to the sports provision to complement the uses.

04. Planting in the gardens of the park is varied and interesting, creating an appealing natural environment while providing ecological benefits.

05. Seating is distributed throughout the park, in sunny and shaded locations, offering choice and encouraging longer dwell times.

06. Appropriate signage within the park for wayfinding and information will be provided, especially to enable navigation and orientation along the length of the park.

Healthy, Safe and Secure

07. Activation of ground-floor uses along the length of the linear park provides natural surveillance and creates an active atmosphere throughout the day. Residential frontages overlooking the park spaces from the surrounding neighbourhood also ensure passive surveillance throughout the day. The spill-out space must not compromise the quality of the publicly accessible park area, and, if required, spill-out spaces should be delivered on-plot.

08. The park is well connected to other areas of the Masterplan, as it forms a key part of the active travel network. The park allows pedestrians to walk within a green space as an alternative to the footway of Albert Road.

09. Secondary and tertiary streets also connect with these main corridors to the wider neighbourhood. Connections across Albert Road, through crossings and lanes between buildings, connect the linear park to the River Avon Walk.

10. A segregated cycleway runs along the length of the linear park, connecting Feeder Promenade to Albert Gardens and beyond.

11. Albert Road provides bus stops for connections to these open spaces.

12. Appropriate planting and management of the park edge that is adjacent to the vehicular Albert Road is required to ensure good visibility of vehicles and crossing points.

Environmental Management

13. Rain gardens and swales will contribute to the green character of the park and address surface water and run-off from the elevated site. Their design should also consider periods when they are dry, ensuring rain gardens and swales retain ecological and aesthetic value throughout the year.

14. Seasonal variation in planting across the park provides colour and texture throughout the year. Different sections of the linear park can be the focus of different seasons.

15. Sustainable drainage systems (SuDS) are integrated within the landscape design of the the surrounding streets.

16. The park in this area benefits from excellent orientation, ensuring good sunlight access throughout the day for gathering, relaxation and play.

17. Deciduous trees, especially around the lawns, provide shade in summer while allowing sunlight to reach seating areas and lawns in cooler months.

18. Wind mitigation through planting and built form will ensure comfort within the park, which is especially important given its linear form.

Biodiversity, Landscape and Heritage

19. Planting should be biodiverse, incorporating native species, pollinator-friendly plants and varied habitats to support wildlife.

20. Natural play elements using timber, boulders and landform are encouraged, integrating play within the landscape rather than as separate fenced areas. Including play elements across the rain gardens brings a focus to the historic marsh and wetland character of the wider area while allowing for more imaginative play.

21. The creation of the linear park along the hard standing and surface parking between Albert Road and Victoria Road references the area's original use as gardens for the community that lived there in the 1800s. Detailed design elements, such as pavement inlays, can reference the previous residential community of the area.

22. The Temple Meads Avoiding Line Avon Bridge is also integrated within the landscape design, with opportunities for street art and creative expression that reflect Bristol's independent art culture.

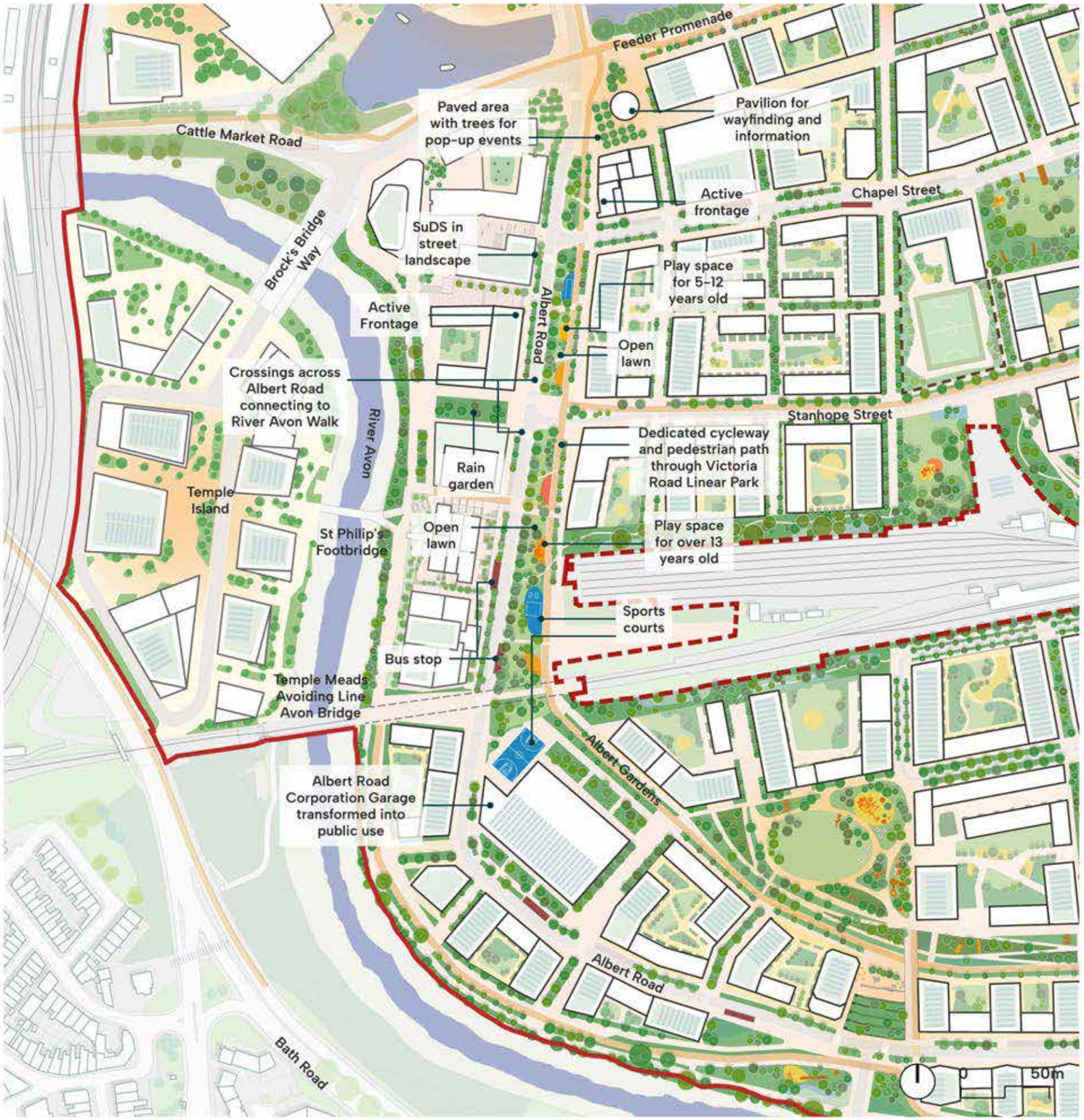


Fig 07.58 Illustrative plan of Victoria Road Linear Park



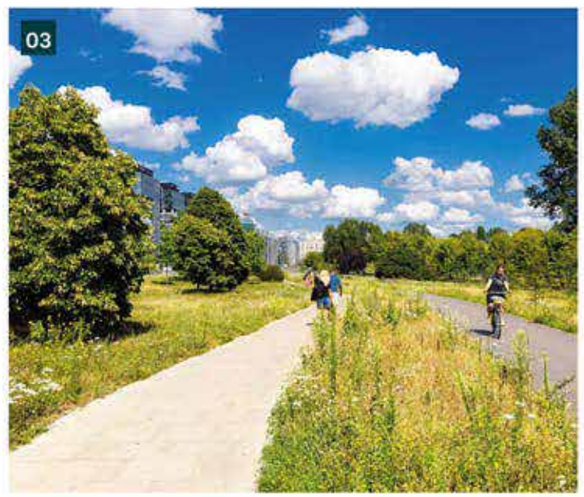
Play structure and pavilion along cycleway and footpath in Superkilen linear park.

Superkilen public park, Copenhagen, Denmark



Outdoor gym off pedestrian path within planting for youth and adults.

Queen Elizabeth Olympic Park, London



Wildflower planting between pedestrian and cycle path.

Park Pięciu Sióstr, Warsaw, Poland

Fig 07.59 Precedent images for Sparke Evans Park improvements

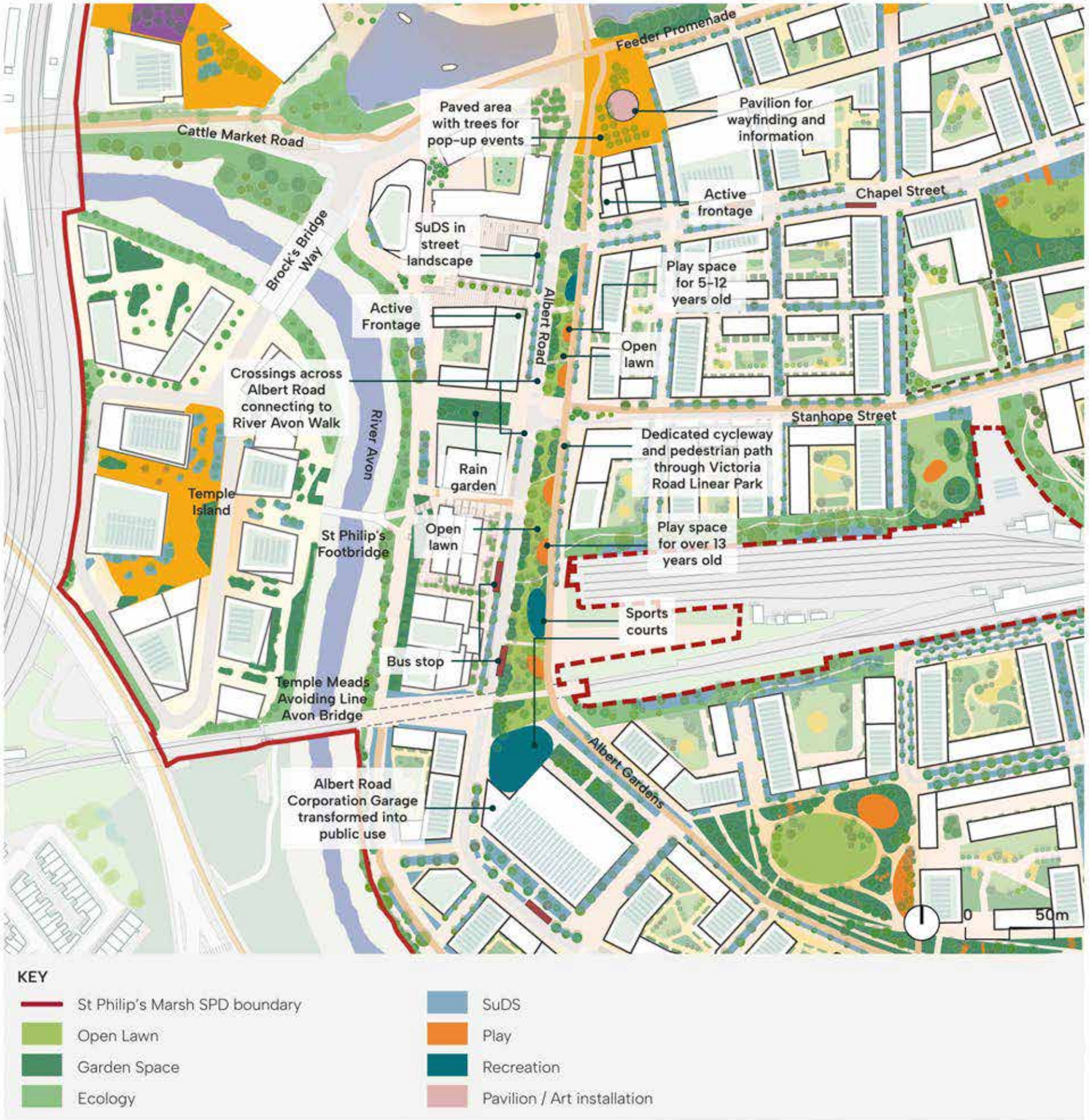


Fig 07.60 Open Space programme for Victoria Road Linear Park



Skate ramps for bicycles, skateboards, scooters and inline skates for all ages to come together.

Skate ramps in Higginson Park, Marlow, UK.



Inlaid metal detail on path and in planting and original junction marker retained to reference the historic railway line junction within the linear park.

Gyeongui Line Forest Park, Seoul, South Korea.



Intense and varied planting within street side sustainable urban drainage.

Eisenacherstraße, Berlin, Germany.

Fig 07.61 Precedent images for Victoria Road Linear Park



Fig 07.62 Illustrative eye-level view sketch of the Albert Road Gateway in St Philip's Marsh looking down Victoria Road Linear Park and Albert Road

07.10 Access to Water Edge and Interaction with Avon Riversides 2100

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 07.63 in relation to the River Avon (a 30m buffer) and the Feeder Canal (a 30m 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 07.06 and Fig 07.07), 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 07.09 and Fig 07.10), 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 Section 07.06.01 Feeder Promenade, Section 07.06.02 Feeder Road and Section 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 07.63 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 07.64 Examples of public realm and landscape integrated with flood defences or flood resilience

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 07.65.

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. St Philip's Marsh has an industrial heritage that has shaped its built form and identity over generations, and this legacy should continue to inform its future character.

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, listed walls and other undesignated assets of architectural interest. These structures embody the site's industrial heritage and provide distinctive settings for the future neighbourhood.

Alongside the retention of physical heritage, the intangible heritage of St Philip's Marsh is equally encouraged to be understood and celebrated. The stories of current and previous residents anchor the community and give it depth, with their legacy helping St Philip's Marsh grow into the future.

Illustrative Approach

The Illustrative Masterplan integrates heritage into its design. In addition to retaining and repurposing the heritage assets within Silverthorne Lane Conservation Area, key buildings of interest, such as Albert Road Corporation Garage, the Jubilee Hall and other remnants of the area's history, have been retained and integrated into the design. Careful consideration has been given to the public realm around these buildings, recognising the value and role they play within the neighbourhood.

Albert Road Corporation Garage, which is locally listed, has been transformed into a community/leisure use, allowing the community to interact with the heritage building through an active use. The garage also acts as a node connecting Victoria Road Linear Park and Fruit Market Park, with the surrounding public realm designed to extend the experience of these open spaces around the building.

The Jubilee Hall and adjacent terraced homes have been retained and incorporated into the development plot, with the public realm around them designed to give these buildings a clear presence and role within the neighbourhood.

The former Avon Marble premises on Philip Street has been retained. While it is not a listed building, its form, with a masonry sawtooth roof, and its location at the end of Chapel Park meant that retaining the building would make the industrial heritage of St Philip's Marsh a key part of the urban landscape. This space could become a cultural anchor, with part of the space dedicated to the stories and histories of the marsh and the generations of the community who came before.

The regeneration of Sparke Evans Park will also continue the intangible heritage legacy of the area. The Masterplan looks to reinstate the historic playing fields with sports courts and incorporate a garden space that references the park's previous rose garden.

Considerations

Development must respond sensitively to retained structures, local character, the wider cityscape and key views, ensuring a well-designed, 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. It will be particularly important to safeguard the integrity of the comparatively few designated heritage assets located at the north of the site, within the Silverthorne Lane Conservation Area. Existing heritage assets and key vantage points are also identified in Fig 02.09, in Chapter 02 of this document. Impacts of new development on long-distance views should be discussed with Historic England.

Non-designated buildings elsewhere in St Philip's Marsh that remain from the site's previous communities should also be considered for retention ahead of demolition. This should be informed by early engagement with Historic England to understand their historic or community value, and such buildings should be retained unless demolition is necessary to deliver the Key Masterplan Principles. In addition, carbon assessments of existing structures are encouraged to inform decisions on retention.

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 through committed design responses. New development requires a thoughtful approach that acknowledges the past while delivering buildings and spaces fit for the future.

Plaques, inlays, and subtle signage or decorations on buildings and within the public realm and open spaces are examples of how the stories of the community, or the character of the area, can be brought into new development and integrated into the daily lives of the neighbourhoods. These elements can also draw on the area's industrial heritage to enhance its appreciation.

The Masterplan encourages spaces for intangible heritage, such as oral history and stories from people who grew up in the marsh before the modern industrial zone, to be created within new development. These spaces should be located within high-footfall areas or alongside community uses. Their ongoing management, programming and curation must be considered from the outset and should involve the local community, to foster a sense of stewardship.

Heritage should be meaningful to all, with overlooked stories and under-represented aspects of the community given time and space through creative, purposeful engagement.

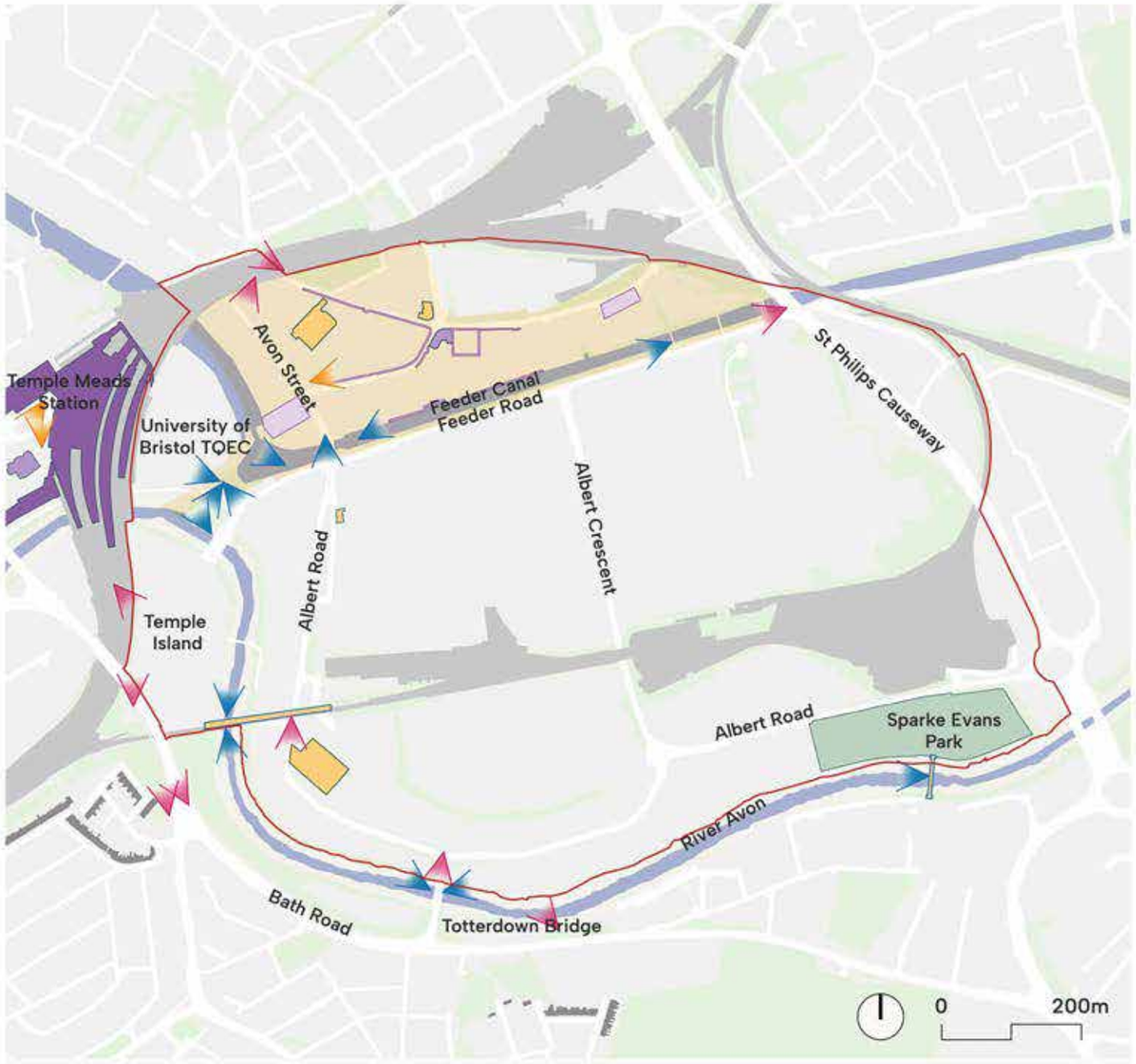


Fig 07.65 Plan showing heritage assets within St Philip's Marsh



Sculpture and water feature interpreting the lost streams that ran through the area.

Forgotten Streams, London, UK.



Art within landscape referencing Shakespeare's home and work.

New Place, Stratford upon Avon, UK.



Poetry on the story of Birmingham placed along the walls of the Bullring, a key public space in the city.

Bullring, Birmingham, UK.

Fig 07.66 Precedents of heritage integration within urban development

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 07.71.
- 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 (02 and 03) 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.

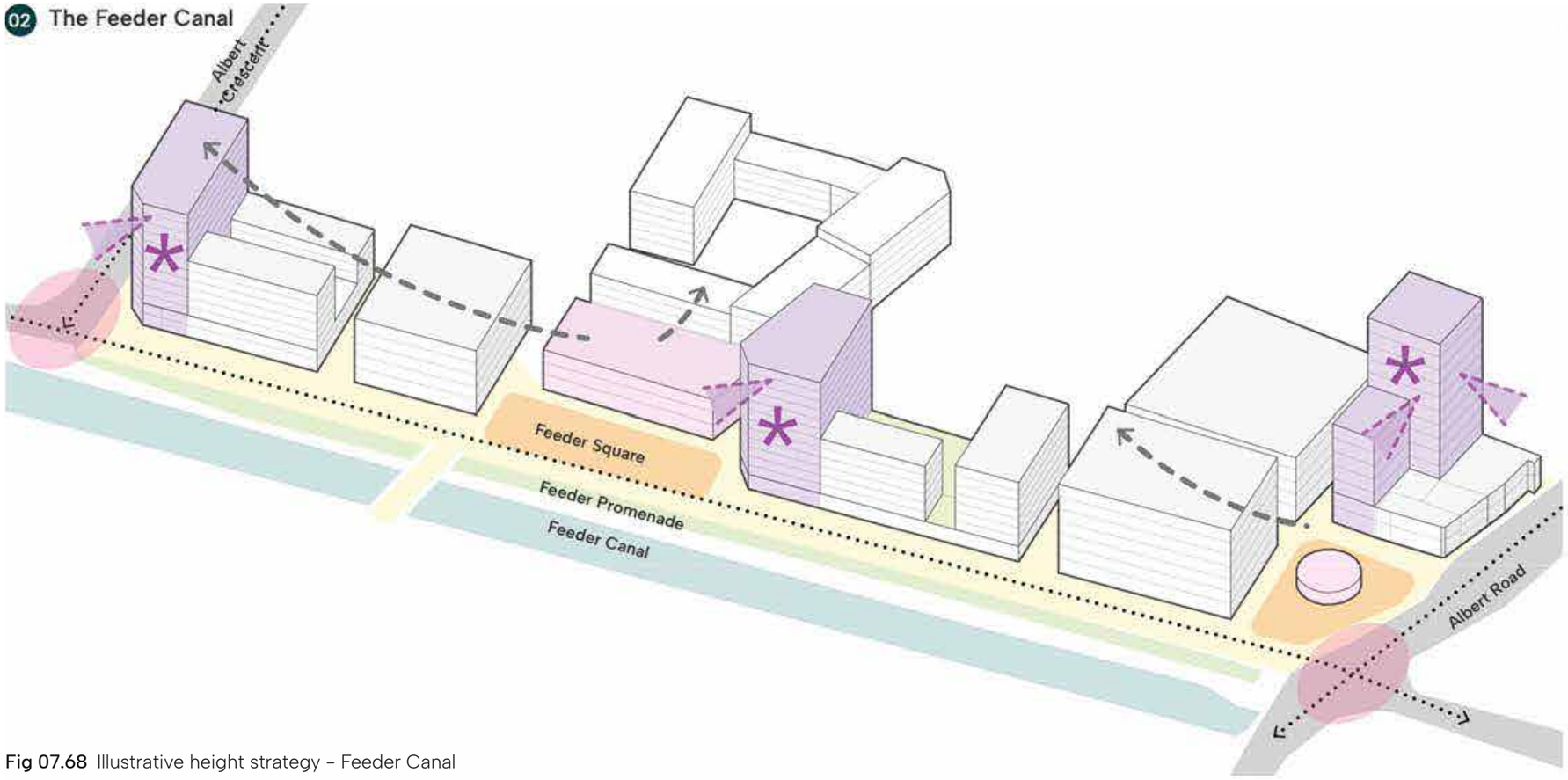
Tall buildings are minimised on the Fruit Market site (04), which sits on higher ground: the elevated level already increases the apparent height of moderate buildings, so concentrating tall buildings there would make them appear taller still. Buildings along Albert Road step down towards the south to avoid overshadowing the public realm (see Fig 07.75), 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 (05).

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.



		Illustrative Heights
01	Silverthorne Lane and Avon Street	Up to 12 storeys (G+11)
02	The Feeder Canal and northern Albert Crescent Junction	Up to 14 storeys (G+13)
03	Fruit Market Gateway	Up to 14 storeys (G+13)
04	Totterdown Gateway and Fruit Market Park	Up to 16 storeys (G+15)
05	Kingsland Depot	Up to 16 storeys (G+15)
06	Sparke Evans Park	Up to 18 storeys (G+17)
07	Temple Island	Up to 21 storeys (G+20)
08	North West St Philip's Marsh – facing the River Avon	Up to 21 storeys (G+20)

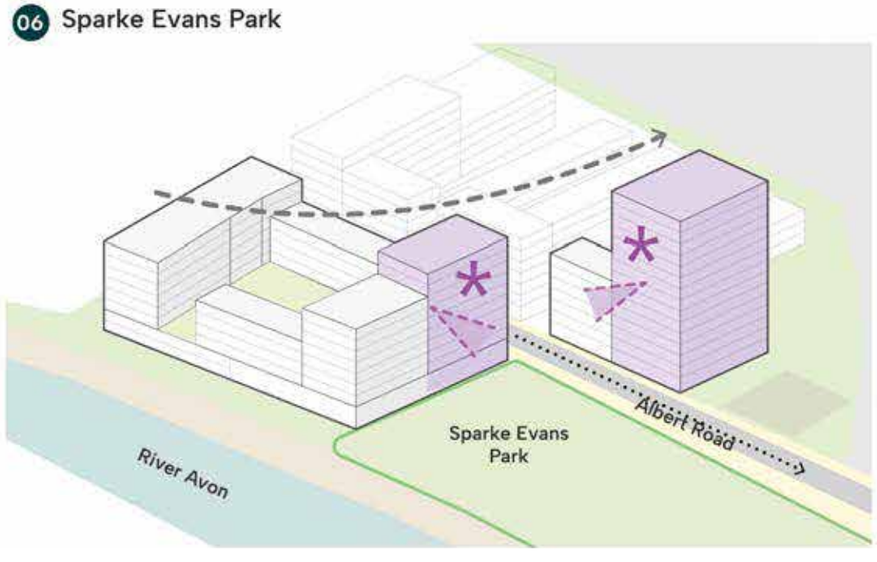
Fig 07.67 Illustrative massing of St Philip's Marsh



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 07.68 Illustrative height strategy – Feeder Canal





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.

Fig 07.69 Illustrative height strategy – Sparke Evans 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.

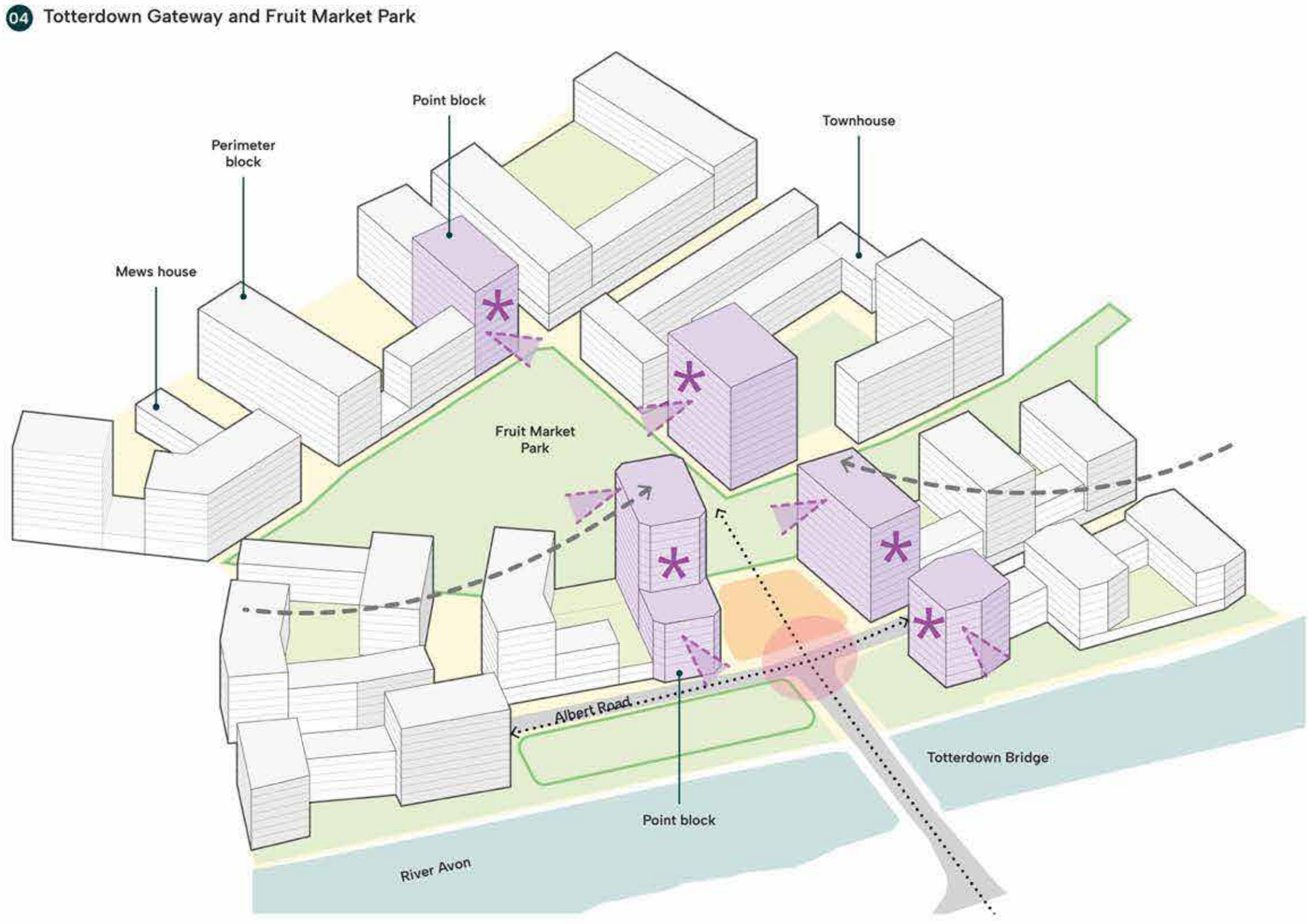


Fig 07.70 Illustrative height strategy – Totterdown Gateway and Fruit Market Park

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 07.71 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.

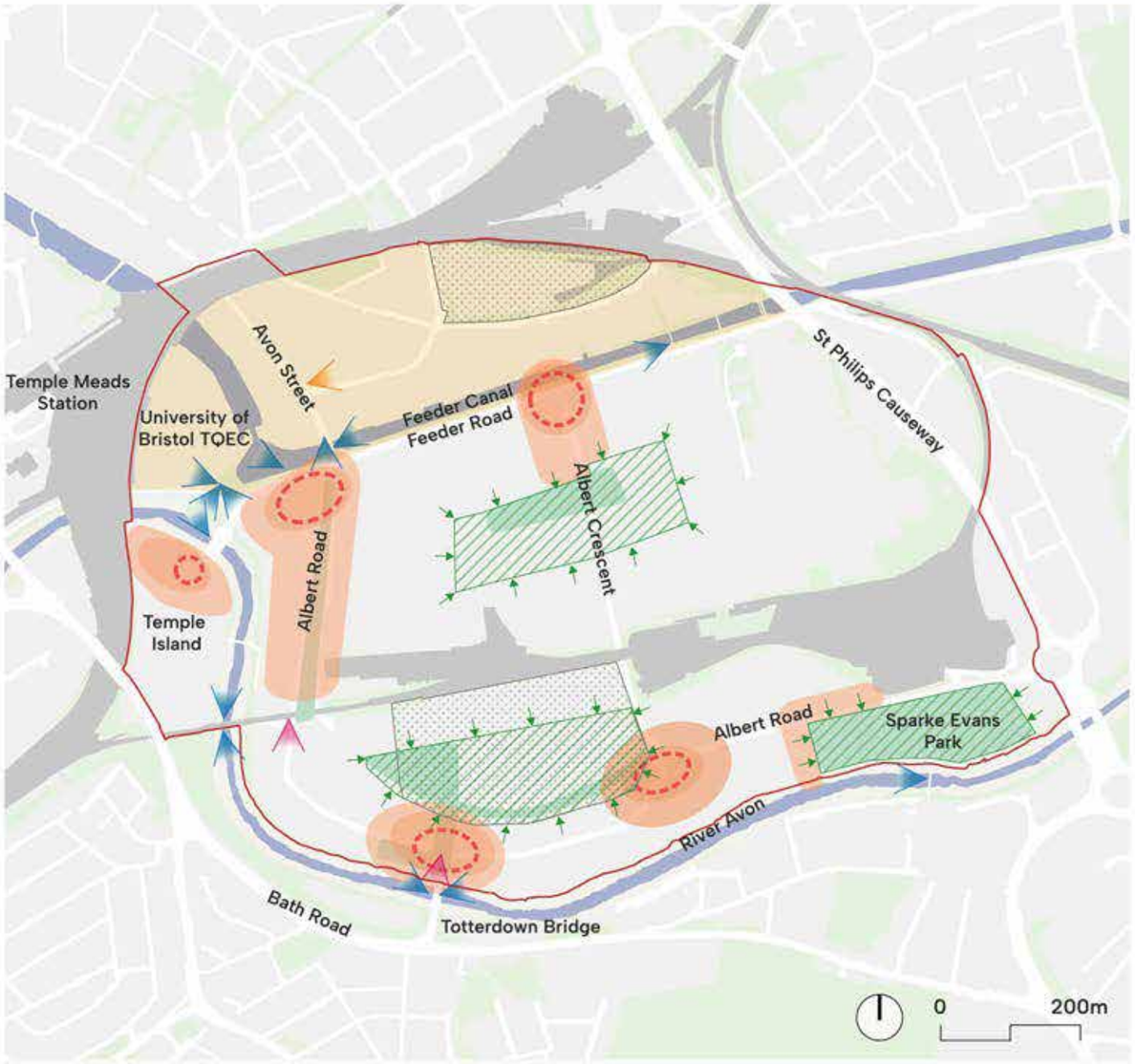
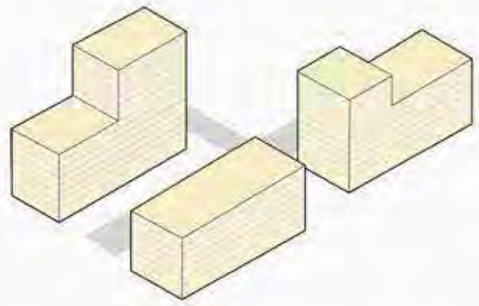
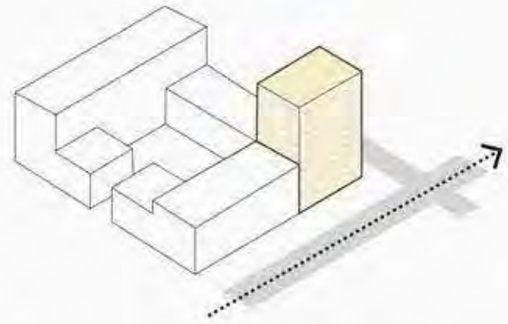


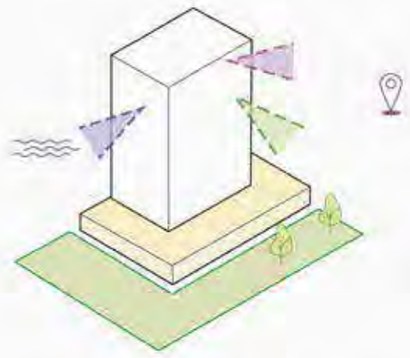
Fig 07.71 Areas showing potential for tall building in relation to key gateways, junctions, open spaces and views



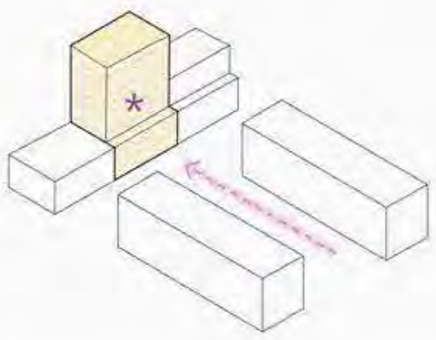
01. Height should be stepped and have a relationship with the surrounding streetscape



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 07.72 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 07.67 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

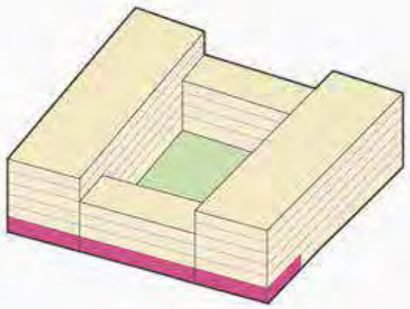
The same density can be achieved through diverse building forms, each offering different qualities and housing types. Building typologies may include:

- **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.

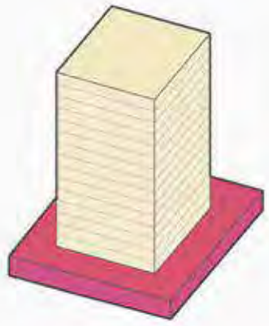
The combination of typologies within plots is encouraged to promote visual interest, accommodate diverse household sizes and create land-efficient development that supports short walking distances between homes and amenities.

Demonstrating Alignment

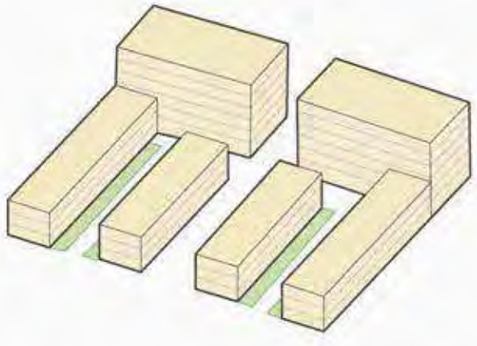
Planning applications will be expected to demonstrate how the proposed densities respond to site context, accessibility and the relevant character area objectives, clearly evidencing the proposed density through a design-led approach.



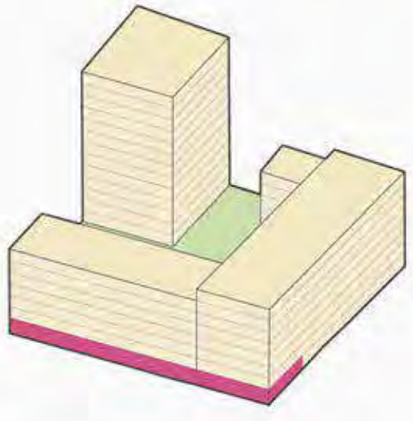
01. Perimeter Block Typologies – with or without podiums



02. Point Block Configurations



03. Townhouses and Mews Houses



04. Mixed Typology Approaches

Fig 07.73 Axonometric diagrams showing how different typologies can be delivered







Fig 07.74 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 07.75 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.

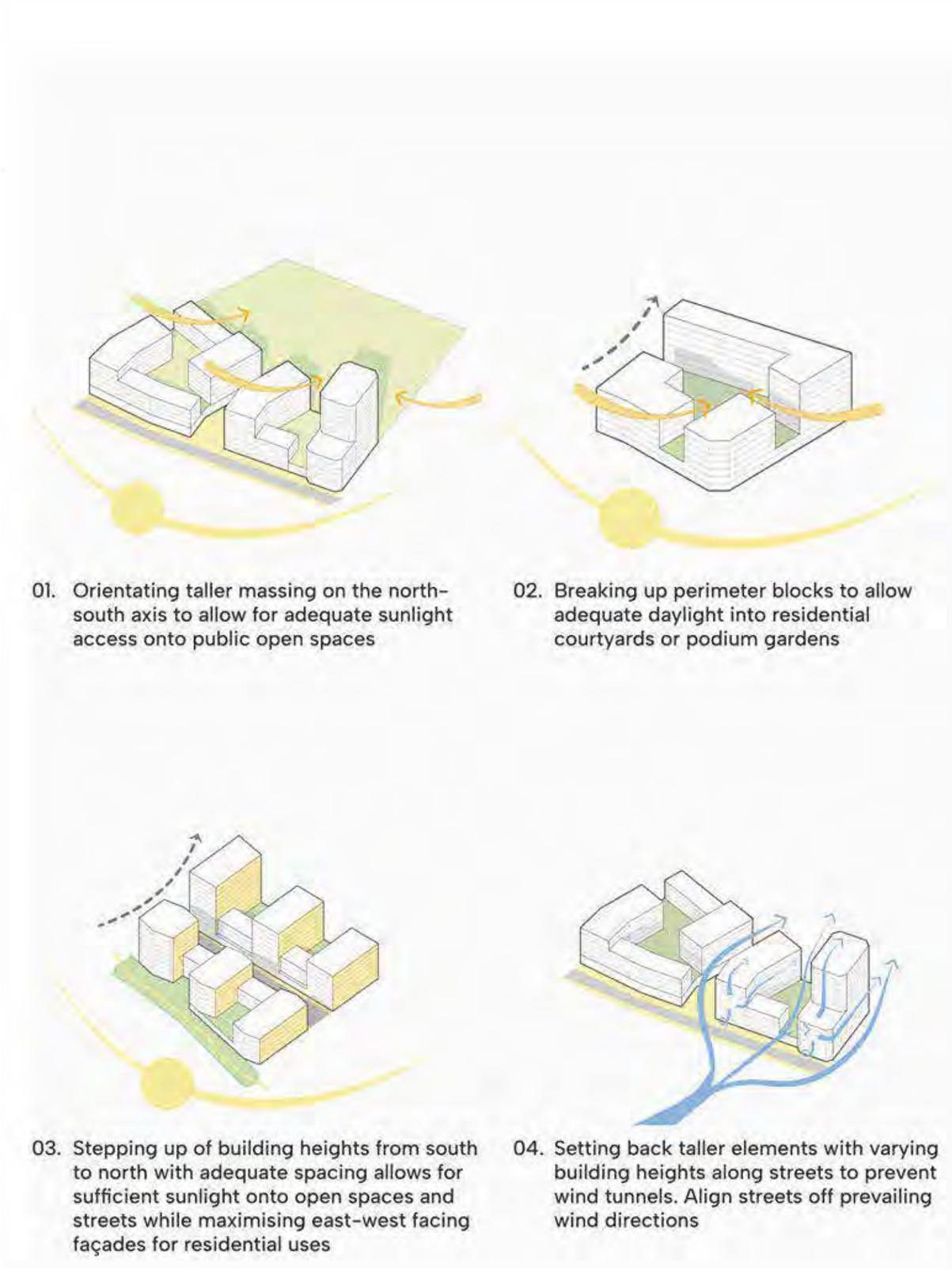


Fig 07.75 Examples of articulating massing in response to sunlight and wind

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 07.76 Precedents of different rooftop treatments

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 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 07.77 Precedent images for accessible public realm

08 Delivery and Infrastructure



Fig 08.01 Illustrative eye level view of a street in north east St Philip's Marsh

08.01 Infrastructure Schedule

St Philip's Marsh will be supported by the appropriate delivery of infrastructure to support the growth of a sustainable neighbourhood providing a high quality life for all.

Key Objectives

Successful proposals will:

- Demonstrate how they contribute to and do not undermine comprehensive development.
- Demonstrate how they contribute to required infrastructure improvements and facilitate the delivery of the infrastructure requirements set out in Tab 08.01. This could be through a variety of mechanisms, including through Section 106 Agreements, Section 278 Agreements and the Community Infrastructure Levy.

Bristol Local Plan Policies:

DS2, DS3, IDC1

The Masterplan sets out a long-term vision and principles for St Philip's Marsh. It seeks a comprehensive approach to masterplanning, land assembly and engagement with landowners, developers and other stakeholders.

Comprehensive development depends on the physical and social infrastructure underpinning regeneration of the area. The scale of growth anticipated at St Philip's Marsh needs to be supported by coordinated infrastructure delivery, in line with Policy IDC1 of the Bristol Local Plan.

This section identifies the Strategic Infrastructure required, though it does not cover every item that may be sought from qualifying development. The infrastructure in the following table aligns with the Bristol Local Plan, notably Policies DS2 and DS3, and provides supplementary detail on the phased delivery of the regeneration area. Themes include transport, utilities, education, healthcare, community facilities, sports and recreation, and open space.

The provision of this infrastructure is critical to creating a sustainable neighbourhood and supports the site's transition to a mixed-use regeneration area.

The infrastructure initiatives are categorised in a hierarchy commonly used in Infrastructure Delivery Plans:

- **Critical:** Infrastructure crucial to the regeneration of St Philip's Marsh. Delivery is often triggered by the commencement of development.
- **Essential:** Infrastructure that mitigates impacts arising from regeneration. This typically addresses demand generated by occupiers of new development.
- **Important:** Infrastructure required to support sustainable growth and place quality. This generally relates to plot-based and operational infrastructure capacity, delivering wider benefits.

The Local Planning Authority (LPA) will explore mechanisms to support the delivery of the identified items, principally through securing contributions from landowners and developers of qualifying development. These will be channelled via Section 106, direct delivery and the Community Infrastructure Levy (as set out in the latest Infrastructure Funding Statement).

The total cost of the infrastructure proposed is substantial, and implementation in full may require public sector funding to be sought alongside developer contributions.

Contributions will be proportionate, fair, and offer the certainty needed to encourage regeneration. In some cases, such as combined community infrastructure, the pooling of contributions across multiple planning applications, including provision of land or financial contributions, will be supported where this enables the delivery of shared infrastructure, notably cultural and community facilities serving the wider area.

The LPA will also explore supporting the creation of equalisation agreements and Framework Section 106 Agreements as potential tools for the comprehensive redevelopment of St Philip's Marsh, and will support the pooling of infrastructure.

Delivery of supporting infrastructure, and the securing of contributions, is essential to the comprehensive regeneration of St Philip's Marsh.

Delivery

The Role of the Public Sector

Regeneration projects are long-term and complex. At St Philip's Marsh, fragmented land ownership, financial viability and the need for coordinated infrastructure mean that the outcomes set out in this Masterplan would be difficult to be realised through the market alone.

Bristol Temple Quarter LLP, the partnership of Bristol City Council and the West of England Combined Authority, has a leading role in promoting the vision and coordinating the delivery of site-wide infrastructure, such as enhancements to the streets, movement, public realm, and cultural network.

To realise this vision, the public sector partners will:

- Work collaboratively with all stakeholders in the St Philip's Marsh area to champion new development that aligns with this Masterplan.
- Act as a broker to facilitate private sector development agreements, and assist with relocation and reprovision of businesses and facilities.
- Work with other public sector bodies to identify and secure funding opportunities to deliver the aspirations of St Philip's Marsh.
- Use public sector landownership to influence the type of development on specific sites and enable infrastructure provision.
- Investigate funding from additional sources to support the delivery of Strategic Infrastructure, in line with national and sub-regional policy objectives.

The Role of the Private Sector

Effective collaboration and engagement between the private sector, public sector and communities are pivotal to the future success of St Philip's Marsh. While much of the land is privately owned, the Masterplan represents a call to action for prospective developers to embed the Place Principles and a broader mix of uses that benefit existing and new residents. Early and ongoing engagement with the partners will help developers demonstrate alignment with the Masterplan and support successful planning applications.

Minimum identified Infrastructure Requirements

Commentary and justification for the minimum infrastructure requirements at St Philip's Marsh are set out below, including how they have been calculated. Triggers, geographic scope and prioritisation are detailed in Tab 08.01 and will be the starting point for identifying mitigation proposals for development within St Phillips Marsh.

Alternative mitigation proposals will be considered on their merits, in line with the Bristol Local Plan policies, although development which aligns with the proposed delivery requirements and strategy will be considered to comply with policy.

Transport

Primary and Secondary Route Network

The Primary and Secondary Route Network will provide the north-south and east-west connections through St Philip's Marsh. Phased delivery of this network to support growth will be supported.

Applications that facilitate the identified connections will be supported, with contributions sought from benefiting applications to mitigate their impact. Relevant planning applications are encouraged to deliver aspects of this network within or adjacent to their red line boundaries, and to ensure onward connectivity.

Access to the North East Character Area

Current access to the North East Character Area is via Albert Crescent, which routes HGVs through areas proposed for residential and mixed-use development. In the long term, this is not compatible with the Masterplan's residential amenity objectives or with the success of the employment cluster.

An alternative access solution will therefore be needed. The future access alignment is not prescriptively defined in this Masterplan and will be coordinated with the Local Planning Authority.

Proposals for future access will require robust justification and must support both the employment cluster and the wider residential and mixed-use Areas.

Feeder Canal Footbridge

To improve Active Travel connectivity between St Philip's Marsh, the Silverthorne Lane Conservation Area and existing communities north of St Philip's Marsh, the delivery of a new footbridge across the Feeder Canal will be supported, together with associated public realm.

Footbridge North of Totterdown Basin

To improve active travel connectivity between the Temple Meads area and Silverthorne Island, the delivery of a new footbridge across the Floating Harbour will be supported.

Underpass Enhancements

The Masterplan's movement strategy delivers a more efficient transport network and improves active travel connectivity and experience.

Enhancements to existing underpasses will be supported, including widened footways, improved lighting and dedicated cycling infrastructure, to strengthen active travel connections through the site.

Public Transport Infrastructure

Sustainable development at St Philip's Marsh should be supported by enhanced public transport services that improve accessibility and expand connectivity into new growth areas. This includes the delivery of a new public bus route and associated infrastructure to support bus use and sustainable transport modes.

Potential bus gates may also be introduced to give bus priority and reduce the use of St Philip's Marsh as a through route for private vehicles.

Utilities

Existing electricity utilities at St Philip's Marsh will need retention and careful consolidation. Overall utilities provision will depend on the scale and type of development delivered within the Masterplan area. Electricity, heat network and surface water utilities will need to be routed through the site and coordinated between proposals.

Power

Primary and secondary substations will be required to facilitate development and meet wider network needs. Two new primary substations are envisaged within the Illustrative Masterplan, one to the north of the depot and one to the south. Each block or standalone building is expected to require its own secondary substation, with further secondary substations serving general amenities and EV charging.

Heat Network

Heat networks are a key part of the city-wide strategy to provide renewable or low-carbon heat to existing buildings and new development. The Bristol Local Plan identifies St Philip's Marsh as an appropriate location for a district heat network. Connecting new development to heat networks supports network expansion and ensures new generating capacity is low-carbon or renewable.

A consolidated Energy Centre is proposed in the Illustrative Masterplan, combining Air Source and Water Source Heat Pumps and connecting to the wider network.

Water / Sewerage

A new surface water piped network is required to collect and convey runoff to adjacent watercourses. There are opportunities for a more sustainable approach to be taken to surface water drainage to alleviate existing capacity inefficiencies and there are opportunities through detailed design to mitigate impact on the existing sewerage system in St Philip's Marsh.

Applicants are encouraged to engage with both potable and foul water providers at the earliest opportunity, given lead times for infrastructure reinforcement to serve development in a phased manner.







Fig 08.02 Precedents of transport and utilities infrastructure

Digital Connectivity

Enhancements to existing digital connectivity will be fundamental to the success of new residential and employment uses on-site. Installed ducting should be future-proofed for technological advances, with delivery aligned to phased growth.

Avon Riversides 2100

A large part of St Philip's Marsh is vulnerable to flooding from the River Avon. Bristol City Council, the West of England Combined Authority and the Environment Agency have established Avon Riversides 2100 as a long-term plan to better protect homes and businesses.

Implementation of the complete Avon Riversides 2100 flood defences is critical to enabling development at St Philip's Marsh. A coordinated approach is required to deliver wider benefits, including improved accessibility, open space and river access.

Education

Early Years

The Early Years pupil place requirements are estimated using the Bristol Child Yield Calculator, as set out in the Urban Living SPD: Making Successful Places at Higher Densities (2017). The calculator provides Child Yield Factors for different housing types and tenures, applied to ages 0 to 4.

The Early Years Foundation Stage Statutory Framework (July 2025) sets statutory guidance on minimum indoor space per nursery place by age, averaging 2.8 sqm.

The Illustrative Masterplan proposes three sources of Early Years provision: Early Years places within the on-site primary school; relocation of the existing nursery to a site west of Albert Crescent framing Chapel Park; and a new nursery on Albert Road connected to the River Avon Walk.

Primary School

The Primary School pupil place requirements are determined using the Bristol Child Yield Calculator, as outlined in the Urban Living SPD. The calculator provides Child Yield Factors for housing types and tenure mixes, calculating the need for primary school places for children aged 5 to 11.

The Illustrative Masterplan proposes one new 2FE primary school adjacent to Chapel Park.

Secondary School

The Secondary School pupil place requirements are determined using the Bristol Child Yield Calculator, which provides Child Yield Factors for housing types and tenure mixes, calculating the need for secondary school places.

Post-16

The Post-16 pupil place requirements are calculated using the Bristol Child Yield Calculator with a 78% retention rate applied. This reflects an assumption that 78% of pupils continue their education in sixth forms or all-through schools, with the remainder seeking training opportunities elsewhere.

Healthcare

To mitigate the impact on existing healthcare services, contributions towards healthcare will be sought. Primary healthcare provision is determined using specific modelling provided by the Bristol, North East Somerset and South Gloucestershire Integrated Care Board.

The Illustrative Masterplan proposes a new healthcare facility in close proximity to the District Centre and the bus network.

Community Facilities

Community facilities at St Philip's Marsh will provide a focus for local people, improving social interaction and supporting quality of life, in line with Policy CF1 of the Bristol Local Plan.

Where major developments generate a need for new or extended provision, contributions towards local community facilities will be sought.

Open Space

The minimum open space requirements are determined using the Bristol Local Plan and Bristol's Parks and Green Space Strategy (2024–2039).







Fig 08.03 Precedents of social infrastructure

Theme	Item	Delivery	Geographic Scope	Prioritisation
Transport	Primary and Secondary Route Network	Direct delivery for relevant applications will be sought in line with Fig 08.04 and Fig 07.27, alongside contributions for network reinforcement as identified in supporting Transport Assessments.	St Philip's Marsh	Critical
	Access to the North East Character Area	Direct delivery or financial contributions (through a pooled-funding approach, via site-specific Section 106 Agreements from relevant planning applications) will be sought in line with Fig 08.04 and Section 07.07. This is required ahead of the pedestrianisation of Albert Crescent, to accommodate HGV access and servicing for the industrial uses in the North East Character Area without compromising residential neighbourhoods within St Philip's Marsh. Delivery is therefore likely to be required ahead of the occupation of employment floorspace in the North East Character Area.	Cluster – North East St Philip's Marsh Character Area	Essential
	Feeder Canal Footbridge	Direct delivery or financial contributions (through a pooled funded approach, via site-specific Section 106 Agreements, from relevant planning applications, e.g. Feeder Canal fronting sites) will be sought in line with Fig 08.04 prior to occupation of the North West St Philip's Marsh Character Area.	Cluster – between the North West St Philip's Marsh and Silverthorne Island Character Areas	Important
	Footbridge North of Totterdown Basin	Development in North West St Philip's Marsh Character Area should facilitate the delivery of a new footbridge over the Floating Harbour, in line with Fig 08.04, between the Temple Meads Area and Silverthorne Island Character Areas.	Cluster – between the Temple Meads Area and Silverthorne Island Character Areas	Important
	Underpass Enhancements	Direct delivery or financial contributions (secured via site-specific Section 106 Agreements) will be sought for development coming forward in proximity to the identified underpasses for enhancement in line with Fig 08.04.	St Philip's Marsh	Essential
	Public Transport Infrastructure	Direct delivery or financial contributions (secured via site-specific Section 106 Agreements) will be sought for a new public bus route and/or diversion of existing services and associated infrastructure, notably stops and bus gates, in line with Fig 07.03.	St Philip's Marsh	Essential
	Public realm enhancement	Whilst these are likely to be included as a key element of the above schemes, for smaller-scale or more isolated proposals, contributions will be sought towards public realm enhancement to improve safety and accessibility.	Plot	Important
	Additional transport items	Contributions will be sought towards Traffic Regulation Order fees, car parking contributions, improvements to signage, monitoring associated with Travel Plans and initiatives to support the target modal share such as contributions to micro-mobility schemes.	Plot	Important

Tab 08.01 Minimum infrastructure requirements identified for comprehensive development at St Philip's Marsh

Theme	Item	Delivery	Geographic Scope	Prioritisation
Education	Early Years	Direct delivery will be supported to ensure the LPA facilitates sufficient Early Years services to meet its duty. The intended strategy is to include provision within the on-site primary school, with the remainder delivered by private partners and providers within community use areas. These areas are identified at ground floor in line with Policy CF1 of the Bristol Local Plan, based on demand near District and Local Centres and residential neighbourhoods.	**Plot**	**Essential**
	Primary School	An on-site primary school will be delivered, funded via financial contributions (through site-specific Section 106 Agreements) sought on an application-by-application basis for qualifying development and pooled for coordinated delivery. The Primary School to serve the area as a whole must be delivered within the Area of Search in line with Fig 08.04 and is currently envisaged to be 2FE, subject to agreement with the BCC education team at the point of application. The school plot should be of sufficient size to accommodate the gross external area (GEA) required for a 2FE school, with dedicated open space provided on plot to reflect its central, urban setting. The primary school will need to be delivered in the earlier stages of regeneration of St Philip's Marsh. Planning applications will need to demonstrate that there is sufficient capacity within the primary school to serve the development, otherwise occupation may not be supported.	**St Philip's Marsh**	**Essential**
	Secondary School	Financial contributions will be sought on an application basis (secured via site-specific Section 106 Agreements). This is envisaged to be used to reinforce existing and planned provision in the vicinity but outside of the Masterplan boundary. Planning applications will need to demonstrate that there is sufficient capacity within the secondary schools to serve the development, otherwise occupation may not be supported.	**Plot**	**Essential**
	Post-16	Financial contributions will be sought on an application basis (secured via site-specific Section 106 Agreements). This is envisaged to be used to reinforce existing and planned provision in the vicinity but outside of the Masterplan boundary.	**Plot**	**Essential**

Theme	Item	Delivery	Geographic Scope	Prioritisation
Utilities	Supporting infrastructure	Direct delivery will be sought for development coming forward which triggers the requirement for additional utilities infrastructure to meet policy requirements and enable the servicing of proposals. Some of these are likely to require both require both on-plot delivery and coordination between applications to ensure an efficient use of space. Additional engagement is required with statutory providers for additional offsite reinforcement required.	**Plot**	**Critical**
	Heating and Cooling Systems	Direct delivery of heating and cooling systems will be sought in line with Policy NZC2 of the Bristol Local Plan. For development which triggers the requirement for the creation of a new heat network, direct delivery will be sought.	**Cluster – North East St Philip's Marsh Character Area**	**Critical**
Integration with Avon Riversides 2100	Open space, ecological connectivity and public realm in addition to the currently funded scheme	Direct delivery or financial contributions (secured via site-specific Section 106 Agreements) will be sought for enhancements to the currently funded Avon Riversides 2100 scheme, to improve Active Travel and provide an ecological corridor along the River Avon. Enhancements are likely to require forward funding and will be coordinated with the open space requirements set out below.	**St Philip's Marsh**	**Critical**
Healthcare	Primary Healthcare Facilities	Direct delivery or financial contributions towards healthcare and GP services will be sought on an application basis in order to ensure the additional impact on existing services is mitigated. It is envisaged healthcare will be delivered in a single mixed-use building in proximity to District and/or Local Centres through a health and wellbeing hub with approximately 2,000–2,500 sqm of healthcare floorspace. The delivery of healthcare facilities will be phased in line with population growth.	**St Philip's Marsh**	**Essential**
Community Facilities	Supporting Community Facilities	Direct delivery of community uses will be sought within the District and Local Centres. Some community uses are expected to be co-located with other town centre uses, with consideration given to impact on existing and proposed residential amenity. Applications that meet an area-wide need will be supported, including through the co-location of community uses with combined facilities and support with pooled funding. The strategy is based on the delivery of a Local Leisure Facility and a Multi-Functional Community Hub (providing blue light and library functions with shared costs), as well as cultural facilities, to meet the needs of the growing population. Community facilities will be phased in line with population growth.	**St Philip's Marsh**	**Important**
Open Space	Overall	Direct delivery (secured via site-specific Section 106 Agreements) of on plot open space will be sought on appropriate applications in line with the Green and Blue Infrastructure Strategy in Fig 08.04 and Fig 07.33. Coordinated delivery of open space across applications will be supported. The delivery of open space will be phased, however early access is likely required to mitigate impact on existing open space.	**Cluster**	**Important**

Fig 08.04 shows graphically the geographic location of the infrastructure initiatives identified in Tab 08.01. It demonstrates the scale and ambition of the regeneration of St Philip's Marsh and is provided as a shared reference point for stakeholders, enabling coordinated delivery.

Note that this does not represent exact design or location requirements but is to aid understanding for stakeholders.

- Existing underpasses requiring enhancements
- New car-free bridge - alignment and location of bridge is flexible
- 01 Feeder Canal footbridge
- 02 Footbridge north of Totterdown Basin
- 03 Interim access to the North East cluster will be as outlined in Section 07.07. Future access solutions will be coordinated with the Local Planning Authority
- 04 Distinction between primary and secondary vehicular streets can be found in Section 07.08
- 05 Distinction between primary and secondary active travel routes can be found in Section 07.08.
- 06 Early years provision within a Local Centre
- 07 Healthcare facility within the District Centre
- 08 Community facility in a Local Centre
- 09 Consolidated Energy Centre combining Air Source and Water Source Heat Pumps connected to the wider network
- 10 Two primary substations, one to the north of the depot and one to the south

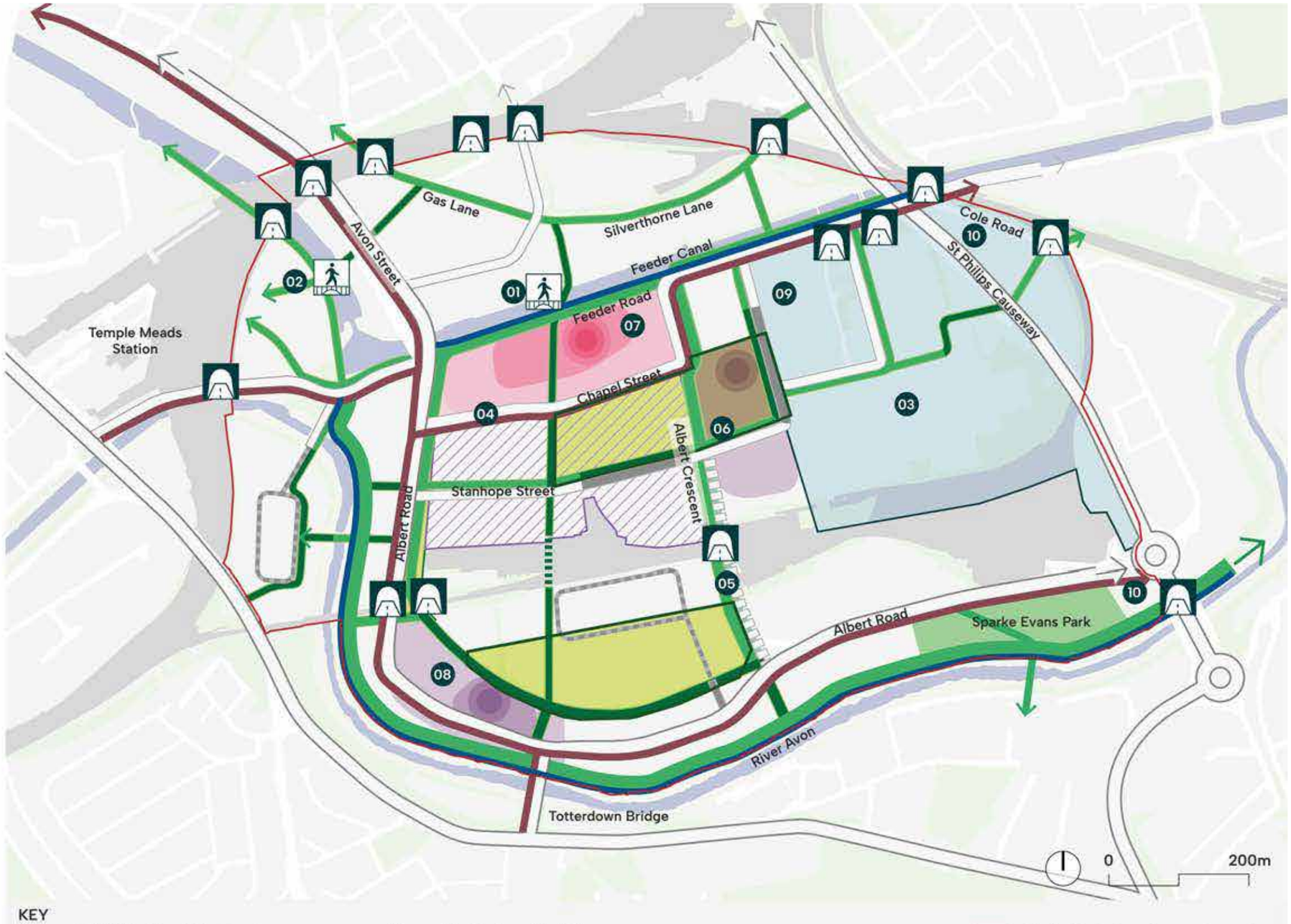


Fig 08.04 Infrastructure initiatives mapped onto Masterplan area

08.02 Phasing

Given the scale of development envisaged at St Philip's Marsh, regeneration proposals are expected to come forward in a phased manner through multiple planning applications. The accompanying timeline illustrates one potential approach; it does not represent a mandatory sequence.

The Masterplan area includes multiple landowners and stakeholders. To avoid piecemeal delivery, landowners and authorities will need to work collaboratively and in a coordinated way to support the delivery of the wider vision and principles. Elements of delivery may also be facilitated by the public sector to help achieve comprehensive development. The operational requirements of existing occupiers will need to be considered throughout.

The timeline identifies key objectives from a placemaking perspective for each stage of development, alongside the infrastructure and interventions required to support their delivery. These are organised by theme: enabling infrastructure, placemaking, connectivity and open space. The aim is to establish a strong sense of place from the earliest stages, with key public realm, open space and connections delivered progressively throughout the regeneration.

While alternative delivery approaches may be acceptable, early development must not prejudice subsequent stages. Development proposals should demonstrate how they contribute to the objectives and associated requirements relevant to their stage of development.

Meanwhile uses that are site and phase specific to be implemented at each phase.

Phase 0

Unlock early development

- Silverthorne Lane development to be completed.
- Energy Centre and first substation to be delivered.

Improve wider connectivity

- Improvements to key underpasses to be completed, particularly Cattle Market Road and Avon Street.
- Delivery of the footbridge north of Totterdown Basin.
- A potential bus gate may be delivered along Avon Street to reduce private vehicle through-movement across St Philip's Marsh (subject to traffic modelling).

Phase 1

- Flood defences to be completed along Feeder Road and the northern stretch of the River Avon.

Deliver District Centre

- Delivery of the Feeder Promenade and Canal Square, with pedestrianisation of Feeder Road, creating a new destination near Temple Meads Station that builds on emerging development in the vicinity.
- Delivery of the pedestrian footbridge across the Feeder Canal to improve connectivity to the Silverthorne Lane Conservation Area and the Dings.
- Early delivery of intensified industrial floorspace to enable relocation of existing businesses from within the impacted area.

Deliver Victoria Road Linear Park

- Limit industrial traffic on Albert Road north of Stanhope Street.

On-site Primary School

- Site and delivery mechanism to be identified, phased alongside early growth.

Phase 2

Deliver Albert Road Local Centre

- Limit industrial traffic on Albert Road south, west of Albert Crescent
- Improvements to Totterdown Bridge to support active travel connectivity to Totterdown, including a potential bus gate to reduce through traffic on Albert Road (subject to traffic modelling).
- Relocation of city-wide infrastructure from within the impacted area.
- Early delivery of intensified industrial floorspace to enable relocation of existing businesses from within the impacted area.

Begin delivery of the River Avon Walk

- Flood defence to be delivered along the River Avon from Cattle Market Road to Albert Crescent.
- Delivery of River Avon Walk from Cattle Market Road to Albert Crescent, including the integrated active travel corridor and landscape.

Deliver the East-West Active Travel route south of Fruit Market site

- Reconfiguration of the associated junction at the Albert Crescent and Albert Road intersection.
- Reprofiling of the Fruit Market boundary to integrate with the new Active Travel route.

Fig 08.05 Illustrative phasing timeline

Phase 3

Enable subsequent phases of development

- Delivery of the second substation.

Deliver Southern Neighbourhood Park and Sparke Evans Park improvements

Complete delivery of the River Avon Walk

- Flood defence to be completed along the River Avon up to Sparke Evans Park.
- Delivery of the remainder of the River Avon Walk, up to Sparke Evans Park.

Phase 4

Deliver Albert Crescent Local Centre

- Delivery of industrial streets to divert HGV traffic away from the Albert Crescent Local Centre.
- Delivery of the Skills Centre.

Deliver Northern Neighbourhood Park

- Delivery of industrial streets required to divert industrial traffic away from the Northern Neighbourhood Park.
- Delivery of intensified industrial floorspace to enable relocation of existing businesses from within the impacted area.

Phase 5

Pedestrianise Albert Crescent south of Stanhope Street

- Delivery of new access to the North East Character Area.

Phase 6

Deliver East-West Active Travel Connection via Cole Road

KEY

- Enabling Infrastructure
- Placemaking
- Connectivity
- Open Space

Note:

- Objectives for each phase have been developed with a focus on placemaking. The timing and delivery of infrastructure, open space and retail or community uses will depend on population growth, housing delivery and identified need.
- Delivery of more vulnerable uses,such as a primary school, health centre or ground-floor residential, will depend on the provision of flood defences and agreement with the Environment Agency.

09 Appendix

09.01
Image References

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02
Context

Section	Figure Number	No.	Source
02.01 Site History	Fig 02.01 St Philip's Marsh timeline	01	Bristol Reference Library (2021) *Late 1700s Map of St Philip's Marsh.* [Photograph of a map] Available at: The Marsh Story -https://storymaps.arcgis.com/stories/9137a861691143cca48b4014c4d91fe7. Accessed 11 June 2026.
		02	Bristol City Council, Somerset City Council, South Gloucestershire Council (2021) *1847 Map of St Philip's Marsh.* [Photograph of a map] Available at: The Marsh Story https://storymaps.arcgis.com/stories/9137a861691143cca48b4014c4d91fe7. Accessed 11 June 2026
		03	O'Neill, H and Bristol Museum and Art Gallery (1821) Totterdown Lock and toll house. [Photograph of a painting] Available at: The Marsh Story https://storymaps.arcgis.com/stories/9137a861691143cca48b4014c4d91fe7. Accessed 11 June 2026.
		04	Bristol City Council, British Library, National Library of Scotland (2021) *1885 Map of St Philip's Marsh.* [Photograph of a map] Available at: The Marsh Story https://storymaps.arcgis.com/stories/9137a861691143cca48b4014c4d91fe7. Accessed 11 June 2026.
		05	Author Unknown, Bristol City Council (1890) *View north up Albert Rd, St Philips, circa 1890.* [Online image] Available at: Know Your Place. https://maps.bristol.gov.uk/kyp/?edition=bristol&layer=Community%20layer&mapbase=BCC%202019%20Q2%20Basemap&overlay=1844-1888%20OS%2025%22%20Ist%20Edition&x=360053.85&y=17198-9.98&extent=544.12. Accessed 11 June 2026.
		06	Bristol City Council (1930) *Bristol from above: St Philip's Marsh & Bath Road, 1930s, BRO 44819/3/56.* [Online image] Available at: Know Your Place. https://maps.bristol.gov.uk/kyp/?edition=bristol&layer=Bristol%20from%20above&mapbase=BCC%202019%20Q2%20Basemap&overlay=1844-1888%20OS%2025%22%20Ist%20Edition&x-=359902.64&y=171942.36&extent=544.12. Accessed 11 June 2026.
		07	Bristol City Council. *Hartley Photographs: 278340* [Online image] Available at: Know Your Place. https://maps.bristol.gov.uk/kyp/?edition=bristol&layer=Hartley%20photographs&mapbase=BCC%202019%20Q2%20Basemap&overlay=1844-1888%20OS%2025%22%20Ist%20Edition&x=360510.46&y=172438.85&extent=544.12. Accessed 11 June 2026.
		08	Author Unknown (1960) *Demolition of houses on one of the Marsh streets in the 1960s.* [Online image] Available at: The Marsh Story https://storymaps.arcgis.com/stories/9137a861691143cca48b4014c4d91fe7. Accessed 11 June 2026.
		09	Author Unknown. *Bristol's island community.* [Online image] Available at: The Marsh Story https://storymaps.arcgis.com/stories/9137a861691143cca48b4014c4d91fe7. Accessed 11 June 2026.
		10	Prior+Partners (2024) *Industrial yard just off Albert Crescent.* [Online image].
		11	Prior+Partners Ltd, Homes England (2024) *Satellite view of St Philip's Marsh with the red line boundary.* [Satellite view].

Section	Figure Number	No.	Source
02.02 Existing Character Areas and Land Uses	Fig 02.02 Drone image of St Philip's Marsh (March, 2024)	01	Bristol Temple Quarter LLP (2024) *Drone photograph of St Philip's Marsh looking westward.*
	Fig 02.03 Eye-level views of modern industrial character in St Philip's Marsh	02	Prior+Partners Ltd (2024) *Holcim Express Asphalt Premises off Albert Road South*. [Online image].
		03	Prior+Partners Ltd (2024) *The Prospect Building* [Online image].
		04	Prior+Partners Ltd (2024) *Feeder Road Shophouses* [Online image].
		05	Prior+Partners Ltd (2024) *Industrial Yard off Albert Crescent* [Online image].
	Fig 02.05 Eye-level views of industrial heritage in St Philip's Marsh	06	Prior+Partners Ltd (2024) *St Vincent's Works* [Online image].
		07	Prior+Partners Ltd (2024) *Feeder Canal, looking from Avon Street Bridge* [Online image].
		08	Prior+Partners Ltd (2024) *St Vincent's Works Factory facade from the southern side of Feeder Canal* [Online image].
	Fig 02.06 Eye-level views of knowledge and innovation in St Philip's Marsh	09	Prior+Partners Ltd (2024) *University of Bristol Temple Quarter Enterprise Campus Phase 1 building under construction* [Online image].
		10	Prior+Partners Ltd (2024) *Office buildings and railway arches from Oxford Street* [Online image]
		11	Prior+Partners Ltd (2024) *Feeder Road Student Accommodation building under construction* [Online image].
	Fig 02.07 Eye-level views of the riverfront character area in St Philip's Marsh	12	Prior+Partners Ltd (2024) *Tree-lined path in Sparke Evans Park* [Online image].
		13	Prior+Partners Ltd (2024) *Riverside, looking west* [Online image].
		14	Prior+Partners Ltd (2024) *Riverside near the Temple Island bridge* [Online image].
		15	Prior+Partners Ltd (2024) *Riverside path near Sparke Evans Park with cyclists* [Online image].
		16	Prior+Partners Ltd (2024) *Deteriorating bandstand in Sparke Evans Park* [Online image].

Section	Figure Number	No.	Source
02.03 Heritage	Fig 02.08 Images of heritage assets within St Philip's Marsh	01	Prior+Partners Ltd (2024) *St Vincent's Works* [Online image].
		02	Prior+Partners Ltd (2024) *St Vincent's Works Factory (Only canalside facing façades have been retained on site)* [Online image].
		03	Bristol Temple Quarter LLP (2026) *Kingsland House* [Online image].
		04	Prior+Partners Ltd (2024) *BDFI Building* [Online image].
		05	Prior+Partners Ltd (2024) *Former premises of Marble Mosaic Company* [Online image].
		06	Prior+Partners Ltd (2024) *Listed perimeter walls of St Vincent's Works – Silverthorne Lane* [Online image].
		07	Bristol Temple Quarter LLP (2026) *Jubilee Room Workmen's Hall* [Online image].
		08	Prior+Partners Ltd (2024) *Former Avon Marble premises* [Online image].
		09	Bristol City Council. *Albert Road Corporation Garage Chimney* [Online image] Available at: Know Your Place. https://utility.arcgis.com/usrsvcs/servers/4333a8e65ab-c4468a15494c84992b49e/rest/services/ext/kyp_new_contributions_bristol/FeatureServer/0/218403/attachments/147601 Accessed 11 June 2026.
		10	Prior+Partners Ltd (2023) *Temple Meads Avoiding Line Avon Bridge with pedestrian footbridge over the River Avon* [Online image].
		11	Prior+Partners Ltd (2024) *Sparke Evans Park* [Online image].
		12	Bristol Temple Quarter LLP (2026) *Sparke Evans Footbridge* [Online image].
02.04 Public Transport and Vehicular Movement	Fig 02.10 Images of existing streets and underpasses in St Philip's Marsh	01	Prior+Partners Ltd (2024) *Cattle Market Road underpass* [Online image].
		02	Prior+Partners Ltd (2024) *Avon Street underpass* [Online image].
		03	Prior+Partners Ltd (2024) *Feeder Road* [Online image].
		04	Prior+Partners Ltd (2024) *Albert Crescent* [Online image].
		05	Prior+Partners Ltd (2024) *Albert Crescent underpass* [Photograph.
		06	Prior+Partners Ltd (2024) *Albert Road* [Photograph.

Section	Figure Number	No.	Source
02.05 Active Travel	Fig 02.12 Images of active travel infrastructure in and around St Philip's Marsh	01	Prior+Partners Ltd (2024) *Cattle Market Road underpass* [Online image].
		02	Prior+Partners Ltd (2024) *Silverthorne Lane underpass* [Online image].
		03	Prior+Partners Ltd (2024) *Feeder Road* [Online image].
		04	Prior+Partners Ltd (2024) *Roundabout at the junction of Albert Crescent and Albert Road* [Online image].
		05	Prior+Partners Ltd (2024) *Riverside walking and cycling path* [Online image].
		06	Prior+Partners Ltd (2024) *Albert Crescent* [Online image].
02.06 Open Space, Play and Sports	Fig 02.14 Open space and recreation plan	01	Bristol Temple Quarter LLP (2026) *St Anne's Park* [Online image].
		04	Bristol Temple Quarter LLP (2026) *Arno's Court Park* [Online image].
		05	Bristol Temple Quarter LLP (2026) *Somerset Square* [Online image].
		06	Bristol Temple Quarter LLP (2026) *Netham Park* [Online image].
		07	Bristol Temple Quarter LLP (2026) *Redcatch Park* [Online image].
		08	Bristol Temple Quarter LLP (2026) *Gaunt's Ham Park* [Online image].
		11	Prior+Partners Ltd (2025) *The Dings Park* [Online image].
		13	Bristol Temple Quarter LLP (2026) *St Matthias Park* [Online image].
		14	Bristol Temple Quarter LLP (2026) *Trinity Community Garden* [Online image].
		15	Bristol Temple Quarter LLP (2026) *Sparke Evans Park* [Online image].
		16	Bristol Temple Quarter LLP (2026) *Victoria Park* [Online image].
		17	Bristol Temple Quarter LLP (2026) *Perrett Park* [Online image].

03
Consultation and Engagement

Section	Figure Number	No.	Source
03.01 Public Engagement and Consultation	Fig 03.01 Community engagement event from June to July 2025		Prior+Partners Ltd (2025) *Image of community engagement event* [Online image].
	Fig 03.02 Community engagement event at the Safe 'Ouse in January to February 2026		Prior+Partners Ltd (2026) *Image of community engagement event* [Online image].
03.02 May to July 2025 Engagement	Fig 03.03 Interactive materials used to gather feedback from St Philip's Marsh engagement events		Prior+Partners Ltd (2025) *Image of community engagement materials* [Online image].
	Fig 03.05 Exhibition boards and letter box for free-text responses		Prior+Partners Ltd (2025) *Image of community engagement materials* [Online image].
03.03 January to February 2026 Engagement	Fig 03.08 Interactive physical model and discussions from events from January to February 2026 on the Draft SPD		Prior+Partners Ltd (2026) *Image of community engagement materials* [Online image].
	Fig 03.09 Community engagement events from January to February 2026 on the Draft SPD		Prior+Partners Ltd (2026) *Image of community engagement event* [Online image].
	Fig 03.11 Engagement workshop with the Temple Quarter Accessibility Advisory Group in November 2025		Prior+Partners Ltd (2025) *Image of community engagement event* [Online image].
03.04 June to July 2026 Consultation	Fig 03.12 Flyers distributed across Redcliffe, Paintworks, Brislington and existing businesses.		Bristol Temple Quarter LLP (2026) *Consultation flyers distributed across Redcliffe, Paintworks, Brislington and existing budinesses* [Flyer].
03.05 How Feedback Shaped the Masterplan	Fig 03.13 Engagement workshop with the Temple Quarter Accessibility Advisory Group in November 2025		Prior+Partners Ltd (2025) *Image of community engagement event* [Online image].

04
Vision and Masterplan Principles

Section	Figure Number	No.	Source
04.01 Vision Statement	Fig 04.02 World-class precedents of canal-side developments, integrating sustainable urban drainage among diverse housing typologies, public realm activation, active travel corridors and open spaces for the future of St Philip's Marsh	01	Dawson, E. (2017) *Central King's Cross Development*. [Online image]. Available at: https://www.alamy.com/central-kings-cross-development-image156832335.html. Accessed: 11 June 2026.
		02	Anthony, B. (2017) *Granary Square at the heart of the regeneration of the King's Cross area along Regent's canal, London, England, U.K.* [Online image]. Available at: https://www.alamy.com/stock-photo-granary-square-at-the-heart-of-the-regeneration-of-the-kings-cross-147352246.html. Accessed: 11 June 2026.
		03	Prior+Partners Ltd (2025) *SUDS in Eddington, Cambridge* [Online image].
		04	Johner Images (2010) *Buildings and tree reflected in canal* [Online image]. Available at: https://www.alamy.com/stock-photo-buildings-and-tree-reflected-in-canal-29817625.html. Accessed: 11 June 2026.
		05	Barnes, R (2019) *East Village, Stratford, East London UK, viewed from the London Olympic Park, in summer* [Online image]. Available at: https://www.alamy.com/east-village-stratford-east-london-uk-viewed-from-the-london-olympic-park-in-summer-image267009255.html Accessed: 11 June 2026
		06	Prior+Partners Ltd (2025) *Person cycling through lushly planted path in Queen Elizabeth Olympic Park, London, UK* [Online image].
04.03 Key Moves	Fig 04.04 Precedents for St Philip's Marsh for Quality Open Spaces, Brilliant Buildings, Creative & Vibrant Communities, Integrated & Connected places and places that deliver Inclusive Economic Growth.	01	Rostunova, E (2026) *London, UK, 3 May 2026, A wide shot captures a vibrant summer day at Hawley Wharf in Camden with people sunbathing and relaxing on a green grassy bank.* [Online image]. Available at: https://www.alamy.com/london-uk-3-may-2026-a-wide-shot-captures-a-vibrant-summer-day-at-hawley-wharf-in-camden-with-people-sunbathing-and-relaxing-on-a-green-grassy-bank-image734606863.html. Accessed: 11 June 2026.
		02	Prior+Partners Ltd (2026) *Sayer Street in Elephant Park* [Online image].
		03	Gaffen, J (2014) *The Lee Valley VeloPark in the Queen Elizabeth Olympic Park, Stratford.* [Online image]. Available at: https://www.alamy.com/east-village-stratford-east-london-uk-viewed-from-the-london-olympic-park-in-summer-image267009255.html. Accessed: 11 June 2026
		04	Taetae (2022) *The newly built Claremont Park in Brent Cross, London, United Kingdom.* [Online image]. Available at: https://www.alamy.com/the-newly-built-claremont-park-in-brent-cross-london-united-kingdom-image475335152.html. Accessed: 11 June 2026.
		05	Prior+Partners Ltd (2025) *Cycle lane in Eddington, Cambridge* [Online image].
		06	Edmund Sumner-VIEW (2023) *Entering exterior courtyard. Osier Way, London, United Kingdom. Architect: Waugh Thistleton Architects, 2024.* [Online image]. Available at: https://www.alamy.com/entering-exterior-courtyard-osier-way-london-united-kingdom-architect-waugh-thistleton-architects-2024-image619925549.html. Accessed: 11 June 2026.

05
Character

Section	Figure Number	No.	Source
05.02 Temple Meads Area, Silverthorne Island and Temple Island	Fig 05.03 Temple Meads Area, Silverthorne Island and Temple Island look and feel	01	Prior+Partners Ltd (2024) *Capricorn Place, Bristol, UK.* [Online image].
		02	Stirling, C (2015) *University of Bristol new Life Sciences building and university library.* [Online image]. Available at: https://www.alamy.com/stock-photo-university-of-bristol-new-life-sciences-building-and-university-library-86609621.html. Accessed: 7 September 2026.
		03	Wells, M (2012) *The trendy Maltby Street Saturday morning artisan food market under the railways arches of Bermondsey, SE London, England, UK.* [Online image]. Available at: https://www.alamy.com/stock-photo-the-trendy-maltby-street-saturday-morning-artisan-food-market-under-50791576.html. Accessed: 7 September 2026.
		04	Prior+Partners Ltd (2024) *Finzel's Reach, Bristol, UK.* [Online image].
		05	Andy Stagg-VIEW (2017) *View along Google Headquarters on 6 Pancras Square with park in the square and reflections in a pond. King's Cross Estate, London, United Kingdom. Arc.* [Online image]. Available at: https://www.alamy.com/view-along-google-headquarters-on-6-pancras-square-with-park-in-the-image159964808.html. Accessed: 7 September 2026.
		06	Gasson, A (2017) *The mShed in the floating harbour in city centre of Bristol, England, UK.* [Online image]. Available at: https://www.alamy.com/the-mshed-in-the-floating-harbour-in-city-centre-of-bristol-england-uk-image556259630.html. Accessed: 7 September 2026.
		07	loweloto (2021) *The Rochdale Canal with the Kampus development at left and Canal Street at right. Manchester, England, UK.* [Online image]. Available at: https://www.alamy.com/the-rochdale-canal-with-the-kampus-development-at-left-and-canal-street-at-right-manchester-england-uk-image435122827.html. Accessed: 7 September 2026.
		08	Lazenby, R (2025) *Octopus Figures, Borough Yards, Borough Market, London, England.* [Online image]. Available at: https://www.alamy.com/octopus-figures-borough-yards-borough-market-london-england-image707385648.html. Accessed: 7 September 2026.
		09	Jacobs, M (2010) *Spain, Madrid, Caixa forum full height view.* [Online image]. Available at: https://www.alamy.com/stock-photo-spain-madrid-caixa-forum-full-height-view-133711843.html. Accessed: 7 September 2026.
	Fig 05.04 Silverthorne Island and Temple Meads Area character	01	Prior+Partners Ltd (2024) *Existing view of St Vincent's Works, Silverthorne Lane, St Philip's Marsh, Bristol* [Online image].
		02	Ashmore, M (2026) *People browsing market stalls the Lower Stable Street Market in The King's Cross area of London, UK.* [Online image]. Available at: https://www.alamy.com/people-browsing-market-stalls-the-lower-stable-street-market-in-the-kings-cross-area-of-london-uk-image731548638.html. Accessed: 7 September 2026.
		03	University of Bristol (2025). *Rendered view of the University of Bristol TQEC campus, St Philip's Marsh, Bristol.* Bristol Temple Quarter. Available at: https://www.bristoltemplequarter.com/project/university-of-bristol-enterprise-campus/. Accessed: 11 June 2026.
	Fig 05.05 Temple Island proposed character	01	Ruzicka, M (2023) *Holland Park Diemen, new, modern neighbourhood on the edge of Amsterdam, The Netherlands.* [Online image]. Available at: https://www.alamy.com/holland-park-diemen-new-modern-neighbourhood-on-the-edge-of-amsterdam-the-netherlands-image553291948.html. Accessed: 11 June 2026.
		02	Tolu.B (2022) *Path within Leamouth Peninsula – Canning Town.* [Online image]. Available at: https://www.alamy.com/path-within-leamouth-peninsula-canning-town-image474934737.html. Accessed: 11 June 2026.
		03	Noir, N (2020) *People enjoying green space by the Regent's Canal towpath, Wharf Road, King's Cross, London, UK.* [Online image]. Available at: https://www.alamy.com/people-enjoying-green-space-by-the-regents-canal-towpath-wharf-road-kings-cross-london-uk-image367009235.html. Accessed: 7 September 2026.
05.03 North West St Philip's Marsh	Fig 05.07 North West St Philip's Marsh look and feel	01	Tregelles, J (2022) Group of stand up paddleboarders in Bristol's Floating Harbour, Bristol Harbourside, City of Bristol, England, UK. [Online image]. Available at: https://www.alamy.com/group-of-stand-up-paddleboarders-in-bristols-floating-harbour-bristol-harbourside-city-of-bristol-england-uk-image500974679.html. Accessed: 7 September 2026.
		02	Dunckley, J (2025) *People sin the sunshine at Eden Dock park in London's Canary Wharf financial district.* [Online image]. Available at: https://www.alamy.com/people-sin-the-sunshine-at-eden-dock-park-in-londons-canary-wharf-financial-district-image716131653.html. Accessed: 7 September 2026.
		03	Noir, N (2022) *People browsing books at the Southbank Centre Book Market stall, London, UK.* [Online image]. Available at: https://www.alamy.com/people-browsing-books-at-the-southbank-centre-book-market-stall-london-uk-image501655897.html. Accessed: 7 September 2026.

Section	Figure Number	No.	Source
05.03 North West St Philip's Marsh	Fig 05.07 North West St Philip's Marsh look and feel	04	Prior+Partners Ltd (2024) *The Highline, New York* [Online image].
		05	Peterswald, H (2015) *Sydney, Australia. 1st September, 2015. Sydney's Goods Line has opened between the Devonshire Street Tunnel and the Powerhouse Museum and opening up views of the Frank Gehry designed Dr Chau Chak Wing building in Ultimo. Credit: MediaServicesAP/Alamy Live News.* [Online image]. Available at: https://www.alamy.com/stock-photo-sydney-australia-1st-september-2015-sydneys-goods-line-has-opened-86915984.html. Accessed: 7 September 2026.
		06	Valcic, V (2021) *London, United Kingdom. 1st June 2021. 'See Through' by Morag Myerscough in Grosvenor Square. The Mayfair Sculpture Trail is an outdoor exhibition in Central London's Mayfair area, which showcases new sculptures as well as permanent public artworks in the area. It takes place 2 – 27 June 2021. (Credit: Vuk Valcic / Alamy Live News).* [Online image]. Available at: https://www.alamy.com/london-united-kingdom-1st-june-2021-see-through-by-morag-myerscough-in-grosvenor-square-the-mayfair-sculpture-trail-is-an-outdoor-exhibition-in-central-londons-mayfair-area-which-showcases-new-sculptures-as-well-as-permanent-public-artworks-in-the-area-it-takes-place-2-27-june-2021-credit-vuk-valcic-alamy-live-news-image430430018.html. Accessed: 7 September 2026.
		07	Waugh, M (2017) *college green Bristol city centre.* [Online image]. Available at: https://www.alamy.com/stock-image-college-green-bristol-city-centre-163542533.html. Accessed: 7 September 2026.
		08	Mulvihill, D (2013) *Superkilen is a public park in the Nørrebro district of Copenhagen, Denmark.* [Online image]. Available at: https://www.alamy.com/superkilen-is-a-public-park-in-the-nrrebro-district-of-copenhagen-image66768491.html. Accessed: 7 September 2026.
		09	University of Bristol (2026) *Temple Quarter Enterprise Campus Aerial image* [Online image].
	Fig 05.08 Existing character of Feeder Canal	01	Prior+Partners Ltd (2024) *Existing canalside conditions of Feeder Canal looking west, St Philip's Marsh, Bristol, UK* [Online image].
		02	Prior+Partners Ltd (2024) *Existing canalside conditions of Feeder Canal looking east, St Philip's Marsh, Bristol, UK* [Online image].
	Fig 05.09 St Philip's Centre proposed character	01	Ohde, C (2008) *Modern building and the Café Kaiserperle with guests sitting along the Dalmannkaipromenade at the new Hafencity at the enlarged* . [Online image]. Available at: https://www.alamy.com/stock-photo-modern-building-and-the-caf-kaiserperle-with-guests-sitting-along-20416900.html. Accessed: 11 June 2026.
		02	Ferrari, N (2017) *View of Wapping Wharf, Bristol, UK with people enjoying the local cafes, shops and restaurants. Wapping Wharf is a new quarter in the historical and c.* [Online image]. Available at: https://www.alamy.com/stock-photo-view-of-wapping-wharf-bristol-uk-with-people-enjoying-the-local-cafes-148029476.html. Accessed: 7 September 2026.
		03	Tuson, P (2018) *Children playing in water fountains, Granary Square, Kings Cross* [Online image]. Available at: https://www.alamy.com/children-playing-in-water-fountains-granary-square-kings-cross-image414238045.html. Accessed: 11 June 2026.
		04	robertharding (2024) *View of boat and sun loungers at the waterfront, Aker Brygge, Oslo, Norway, Scandinavia, Europe* [Online image]. Available at: https://www.alamy.com/view-of-boat-and-sun-loungers-at-the-waterfront-aker-brygge-oslo-norway-scandinavia-europe-image625192594.html Accessed: 11 June 2026.
	Fig 05.10 Creative Quarter proposed character	01	Noir, N (2018) *Children and families splashing in the Princess Diana Memorial Fountain on a hot summer day, Hyde Park, London, UK* [Online image]. Available at: https://www.alamy.com/children-and-families-splashing-in-the-princess-diana-memorial-fountain-on-a-hot-summer-day-hyde-park-london-uk-image396232649.html. Accessed: 11 June 2026.
		02	Turner, S (2017) *The new Castle Leisure Centre at London's Elephant and Castle junction. Part of the major redevelopment of this busy inner-city area* [Online image]. Available at: https://www.alamy.com/stock-photo-the-new-castle-leisure-centre-at-londons-elephant-and-castle-junction-141353523.html. Accessed: 11 June 2026.
		03	Anthony, B (2023) *Elephant & Castle Regeneration Project, Borough of Southwark, London, England, UK.* [Online image]. Available at: https://www.alamy.com/elephant-castle-regeneration-project-borough-of-southwark-london-england-uk-image557931964.html. Accessed: 7 September 2026.

Section	Figure Number	No.	Source
05.03 North West St Philip's Marsh	Fig 05.11 Albert Road West proposed character	01	HelloWorld Images (2018) *Superkilen public park, Norrebro, Copenhagen, Denmark, Scandinavia.* [Online image]. Available at: https://www.alamy.com/superkilen-public-park-norrebro-copenhagen-denmark-scandinavia-image227801251.html. Accessed: 7 September 2026.
		02	Edmund Sumner-VIEW (2024) *Cadence building are from north. Cadence – King's Cross, London, United Kingdom. Architect: Alison Brooks Architects Ltd, 2022.* [Online image]. Available at: https://www.alamy.com/cadence-building-are-from-north-cadence-kings-cross-london-united-kingdom-architect-alison-brooks-architects-ltd-2022-image609206690.html. Accessed: 11 June 2026.
		03	Vi, M (2021) *Residential mid-rise and high-rise apartment buildings on waterfront of Mission Creek Channel in San Francisco, California.* [Online image]. Available at: https://www.alamy.com/residential-mid-rise-and-high-rise-apartment-buildings-on-waterfront-of-mission-creek-channel-in-san-francisco-california-image437747577.html. Accessed: 7 September 2026.
05.04 South St Philip's Marsh	Fig 05.13 South St Philip's Marsh look and feel	01	Tasfoto (2026) *Man sitting on park bench in Zocherpark along Catharijnesingel canal in city of Utrecht, Netherlands.* [Online image]. Available at: https://www.alamy.com/man-sitting-on-park-bench-in-zocherpark-along-catharijnesingel-canal-in-city-of-utrecht-netherlands-image732672269.html. Accessed: 7 September 2026.
		02	Anthony Coleman-VIEW (2019) *Distant view towards housing estate from parkland. Kidbrooke Village Phase 5, Kidbrooke, United Kingdom. Architect: CZWG Architects LLP, 2019.* [Online image]. Available at: https://www.alamy.com/distant-view-towards-housing-estate-from-parkland-kidbrooke-village-phase-5-kidbrooke-united-kingdom-architect-czwg-architects-llp-2019-image260112260.html. Accessed: 7 September 2026.
		03	Luini, S (2014) *Dance House Norway (Dansens Hus), a performance and education space at the Vulkan center in the Grünerløkka neighborhood of Oslo, Norway.* [Online image]. Available at: https://www.alamy.com/dance-house-norway-dansens-hus-a-performance-and-education-space-at-the-vulkan-center-in-the-grnerlkka-neighborhood-of-oslo-norway-image258076454.html. Accessed: 7 September 2026.
		04	Broder Van Dyke, E (2011) *Mission Creek Park Pathway lined with benches at sunrise hour casting long shadows.* [Online image]. Available at: https://www.alamy.com/stock-photo-mission-creek-park-pathway-lined-with-benches-at-sunrise-hour-casting-102798881.html. Accessed: 7 September 2026.
		05	Blackler, J (2014) *Tumbling Bay Playground in Queen Elizabeth Olympic Park, London.* [Online image]. Available at: https://www.alamy.com/tumbling-bay-playground-in-queen-elizabeth-olympic-park-london-image68454551.html. Accessed: 7 September 2026.
		06	Pick, M (2025) *Contemporary, modern architecture at Eddington, University of Cambridge, England.* [Online image]. Available at: https://www.alamy.com/contemporary-modern-architecture-at-eddington-university-of-cambridge-england-image705370905.html. Accessed: 7 September 2026.
		07	Stainforth, R (2014) *The Queen Elizabeth Olympic Park - Stratford - London.* [Online image]. Available at: https://www.alamy.com/the-queen-elizabeth-olympic-park-stratford-london-image69383632.html. Accessed: 7 September 2026.
		08	Hemis (2013) *Germany Baden Wurttemberg Freiburg im Breisgau ecological Vauban quarter playground.* [Online image]. Available at: https://www.alamy.com/stock-photo-germany-baden-wurttemberg-freiburg-im-breisgau-ecological-vauban-quarter-70418490.html. Accessed: 7 September 2026.
		09	Eales, J (2019) *Wildflower borders near houses at Eddington Cambridge UK a new development or district in the north west side of Cambridge City.* [Online image]. Available at: https://www.alamy.com/wildflower-borders-near-houses-at-eddington-cambridge-uk-a-new-development-or-district-in-the-north-west-side-of-cambridge-city-image259780030.html. Accessed: 7 September 2026.
	Fig 05.14 Existing character of the River Avon	01	Prior+Partners Ltd (2024) *River Avon Walking and Cycling Path, looking west near Totterdown Bridge.* [Online image].
		02	Prior+Partners Ltd (2024) *River Avon Walking and Cycling Path, looking west near Sparke Evans Park.* [Online image].
	Fig 05.15 Riverside Community proposed character	01	Everyday Artistry Photography (2019) *The Mathallen indoor food market at the Vulkan shopping center in the Grünerløkka neighborhood of Oslo, Norway.* [Online image]. Available at: https://www.alamy.com/the-mathallen-indoor-food-market-at-the-vulkan-shopping-center-in-the-grnerlkka-neighborhood-of-oslo-norway-image258076375.html. Accessed: 7 September 2026.
		02	Ozdemir, B (2025) *Oslo, Norway - September 7, 2025: Munch Brygge Residential Complex has modern red brick facade designed by Lund Slaatto Architects.* [Online image]. Available at: https://www.alamy.com/oslo-norway-september-7-2025-munch-brygge-residential-complex-has-modern-red-brick-facade-designed-by-lund-slaatto-architects-image706349340.html. Accessed: 11 June 2026.
		03	Ozdemir, B (2022) *Copenhagen, Denmark - Sept 2022: Modern apartment building in Nordhavn waterfront Harbor district.* [Online image]. Available at: https://www.alamy.com/copenhagen-denmark-sept-2022-modern-apartment-building-in-nordhavn-waterfront-harbor-district-image486972051.html. Accessed: 7 September 2026.
		04	Hemis (2019) *France, Paris, the Coulee Verte Rene-Dumont (former Promenade Plantee), on the site of an old railway line.* [Online image]. Available at: https://www.alamy.com/france-paris-the-coulee-verte-rene-dumont-former-promenade-plantee-on-the-site-of-an-old-railway-line-image267857289.html Accessed: 11 June 2026.

Section	Figure Number	No.	Source
05.04 South St Philip's Marsh	Fig 05.16 Fruit Market Neighbourhood proposed character	01	Anthony Coleman-VIEW (2019) *Landscaped green and housing blocks. Kidbrooke Village Phase 5, Kidbrooke, United Kingdom. Architect: CZWG Architects LLP, 2019.* [Online image]. Available at: https://www.alamy.com/landscaped-green-and-housing-blocks-kidbrooke-village-phase-5-kidbrooke-united-kingdom-architect-czwg-architects-llp-2019-image260112065.html. Accessed: 7 September 2026.
		02	Prior+Partners Ltd (2025) *Residential development and tertiary streets, Eddington, North West Cambridge, UK.* [Online image].
		03	Gaffen, J (2014) *A view of the newly opened Tumbling Bay childrens Playground in the Queen Elizabeth Olympic Park, Stratford.* [Online image]. Available at: https://www.alamy.com/a-view-of-the-newly-opened-tumbling-bay-childrens-playground-in-the-image67973833.html. Accessed: 7 September 2026.
	Fig 05.17 Parkside Neighbourhood proposed character	01	Butterfield, I (2016) *Autumn Leaves in Page Park, Staple Hill, Bristol.* [Online image]. Available at: https://www.alamy.com/stock-image-autumn-leaves-in-page-park-staple-hill-bristol-161314280.html. Accessed: 7 September 2026.
		02	Barton, W (2019) *Newly built housing development - Elephant & Castle- London UK* [Online image]. Available at: https://www.alamy.com/newly-built-housing-development-elephant-castle-london-uk-image352340107.html. Accessed: 11 June 2026.
		04	Rogozinski, M (2014) *Gorilla sculpture at East Village London development Stratford E20 London England United Kingdom UK.* [Online image]. Available at: https://www.alamy.com/stock-photo-gorilla-sculpture-at-east-village-london-development-stratford-e20-72680362.html. Accessed: 11 June 2026.
05.05 North East St Philip's Marsh	Fig 05.19 North East St Philip's Marsh proposed character	01	Powell, M (2016) *Diners and drinkers eating outside at a busy row of chain restaurants at the here east site, Queen Elizabeth Olympic Park..* [Online image]. Available at: https://www.alamy.com/diners-and-drinkers-eating-outside-at-a-busy-row-of-chain-restaurants-at-the-here-east-site-queen-elizabeth-olympic-park-image351316340.html. Accessed: 11 June 2026.
		02	Turner, S (2026) *Here East, Stratford - the new technology and work-space hub created from the old 2012 London Olympic media Centre building.* [Online image]. Available at: https://www.alamy.com/here-east-stratford-the-new-technology-and-work-space-hub-created-from-the-old-2012-london-olympic-media-centre-building-image715561297.html. Accessed: 7 September 2026.
		03	Bracegirdle, J (2023) *London Trinity Buoy Wharf Leamouth Peninsular Orchard Place the very colourful studios of Container City.* [Online image]. Available at: https://www.alamy.com/london-trinity-buoy-wharf-leamouth-peninsular-orchard-place-the-very-colourful-studios-of-container-city-image553041506.html. Accessed: 7 September 2026.

06
Land Uses

Section	Figure Number	No.	Source
06.01 Overall Land Use and Illustrative Land Use Plan	Fig 06.13 Precedents of community uses and social infrastructure	01	Image Source Limited (2023) *Customers shopping at Deptford Market Yard, Deptford, London, UK; London, England.* [Online image]. Available at: https://www.alamy.com/customers-shopping-at-deptford-market-yard-deptford-london-uk-london-england-image611409782.html. Accessed: 11 June 2026.
		02	Archimage (2011) *Royal Arsenal Medical Centre in Woolwich.* [Online image]. Available at: https://www.alamy.com/stock-photo-royal-arsenal-medical-centre-in-woolwich-43464853.html. Accessed: 11 June 2026.
		03	Everyday Artistry Photography (2019) *Dance House Norway (Dansens Hus), a performance and education space at the Vulkan center in the Grünerløkka neighborhood of Oslo, Norway.* [Online image]. Available at: https://www.alamy.com/dance-house-norway-dansens-hus-a-performance-and-education-space-at-the-vulkan-center-in-the-grnerlka-neighborhood-of-oslo-norway-image258076454.html. Accessed: 11 June 2026.
		04	Prior+Partners Ltd (2026) *Elephant Park Energy Centre and Nursery, London* [Online image].
		05	Arcaid Images (2011) *Edinburgh Primary School, 97 Queens Road, Walthamstow, London, E17 8QS, Exterior image of playground.* [Online image]. Available at: https://www.alamy.com/edinburgh-primary-school-97-queens-road-walthamstow-london-e17-8qs-exterior-image-of-playground-image415299333.html. Accessed: 11 June 2026.
06.03 Housing	Fig 06.07 Precedents of aspirational housing schemes	01	Turner, S (2019) *New housing on Wansey Street, London UK. Part of Elephant Park - the huge redevelopment project in the formerly run-down Elephant and Castle area.* [Online image]. Available at: https://www.alamy.com/new-housing-on-wansey-street-london-uk-part-of-elephant-park-the-huge-redevelopment-project-in-the-formerly-run-down-elephant-and-castle-area-image264770306.html. Accessed: 11 June 2026.
		02	Edmund Sumner-VIEW (2013) *ST ANDREW'S APARTMENT COMPLEX BROMLEY-BY-BOW, London, United Kingdom. Architect: Allies and Morrison, 2012. Exterior view within.* [Online image]. Available at: https://www.alamy.com/st-andrews-apartment-complex-bromley-by-bow-london-united-kingdom-image62779432.html. Accessed: 11 June 2026.
		03	Turner, S (2020) *Halton Court, a new apartment block at Kidbrooke Village, a huge new residential development in Greenwich, London UK. Shows Cator Park in foreground.* [Online image]. Available at: https://www.alamy.com/halton-court-a-new-apartment-block-at-kidbrooke-village-a-huge-new-residential-development-in-greenwich-london-uk-shows-cator-park-in-foreground-image383248235.html. Accessed: 11 June 2026.
		04	Bristol Temple Quarter LLP (2026) *Residential and active groundfloors, Wapping Wharf, Bristol* [Online image].
06.05 Infrastructure Safeguarding	Fig 06.13 Precedents of community uses and social infrastructure	01	Ray Warren NYC (2011) *People enjoying a relaxing walk in the sunshine through the High Line park, in New York City.* [Online image]. Available at: https://www.alamy.com/stock-photo-people-enjoying-a-relaxing-walk-in-the-sunshine-through-the-high-line-54058387.html. Accessed: 11 June 2026.
		02	Lovette, J (2017) *People enjoying The Promenade Plantée or Coulée verte René-Dumont, Elevated park in 12th arrondissement, Paris, France.* [Online image]. Available at: https://www.alamy.com/people-enjoying-the-promenade-plante-or-coule-verte-ren-dumont-elevated-park-in-12th-arrondissement-paris-france-image184500007.html. Accessed: 11 June 2026.
		03	Waugh, M (2023) *MAYFIELD PARK in Gtr Manchester.* [Online image]. Available at: https://www.alamy.com/mayfield-park-in-gtr-manchester-image559932699.html. Accessed: 11 June 2026.
06.06 District and Local Centre Uses	Fig 06.11 Precedents of district and local centres	01	Everyday Artistry Photography (2019) *The Vulkan center in Oslo, Norway, a mixed-use former industrial property with offices, apartments, hotels, shopping, restaurants, and entertainment.* [Online image]. Available at: https://www.alamy.com/the-vulkan-center-in-oslo-norway-a-mixed-use-former-industrial-property-with-offices-apartments-hotels-shopping-restaurants-and-entertainment-image258076298.html Accessed: 11 June 2026.
		02	Turner, S (2020) *Pegler Square, the central plaza at Kidbrooke Village, a huge new residential development in Greenwich, London UK. Shows Sainsburys supermarket.* [Online image]. Available at: https://www.alamy.com/pegler-square-the-central-plaza-at-kidbrooke-village-a-huge-new-residential-development-in-greenwich-london-uk-shows-sainsburys-supermarket-image383251744.html. Accessed: 11 June 2026.
		03	Wells, M (2024) *Autumn sunshine at Hawley Wharf part of trendy Camden Market, in north London, UK.* [Online image]. Available at: https://www.alamy.com/autumn-sunshine-at-hawley-wharf-part-of-trendy-camden-market-in-north-london-uk-image634522601.html. Accessed: 11 June 2026.

Section	Figure Number	No.	Source
		04	Lee, M (2021) *Playground at Embassy Gardens, Nine Elms, Wandsworth, London, England.* [Online image]. Available at: https://www.alamy.com/playground-at-embassy-gardens-nine-elms-wandsworth-london-england-image443780207.html. Accessed: 11 June 2026.
		05	SMPNEWS (2025) *Castle Park area at the newly developed Elephant and Castle in South London, on the 5th February 2024. Photo credit: SMP.* [Online image]. Available at: https://www.alamy.com/castle-park-area-at-the-newly-developed-elephant-and-castle-in-south-london-on-the-5th-february-2024-photo-credit-smp-image644259893.html. Accessed: 11 June 2026.
		06	Image Source Limited (2023) *Outdoor dining at Deptford Market Yard, Deptford, London, UK; London, England* [Online image]. Available at: https://www.alamy.com/outdoor-dining-at-deptford-market-yard-deptford-london-uk-london-england-image611409781.html. Accessed: 11 June 2026.
06.07 Social Infrastructure and Community Facilities	Fig 06.12 Precedents of social infrastructure	01	Mr Standfast (2013) *Spike Island Artist Space, Bristol City England* [Online image]. Available at: https://www.alamy.com/stock-photo-spike-island-artist-space-bristol-city-england-56156200.html. Accessed: 11 June 2026.
		02	Edmund Sumner-VIEW (2023) *View through during teaching session. Cody Dock - The Growing Space, London, United Kingdom. Architect: Live Design Studio, 2023.* [Online image]. Available at: https://www.alamy.com/view-through-during-teaching-session-cody-dock-the-growing-space-london-united-kingdom-architect-live-design-studio-2023-image605668945.html. Accessed: 11 June 2026.
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	Fig 06.13 Precedents of community uses and social infrastructure	01	Avalon/Construction Photography (2009) *UK The Construction Skills Centre near King's Cross. London.* [Online image]. Available at: https://www.alamy.com/uk-the-construction-skills-centre-near-kings-cross-london-image210340608.html Accessed: 11 June 2026.
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06.09 Cultural and Meanwhile Uses	Fig 06.15 Precedents of cultural and meanwhile uses in Bristol	01	Bristol Temple Quarter LLP (2026) *Cargo, Wapping Wharf, Bristol, UK* [Online image].
		02	Mr Standfast (2015) *Sanctum designed by Theaster Gates at the Temple Church Bristol England. Bards of Avalon perform* [Online image]. Available at: https://www.alamy.com/stock-photo-sanctum-designed-by-theaster-gates-at-the-temple-church-bristol-england-89627315.html?imageid=8172B1FF-B294-4FD5-BA87-E4BBFD6056E3&pn=1&searchId=6afb9dd17fd6aa51e9390cee173dee95&searchtype=0. Accessed: 11 June 2026.
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07
Design Guidance

Section	Figure Number	No.	Source
07.08 Street Hierarchy and Typology	Fig 07.28 Aspirational street network precedents demonstrating good modal balance, green infrastructure provision and pedestrian safety	01	Paul White - Transport Infrastructure (2005) *Bus & Passengers, Bristol, UK.* [Online image]. https://www.alamy.com/bus-passengers-bristol-uk-image5442397.html. Accessed: 11 June 2026.
		02	Dennis Gilbert-VIEW (2017) *Binfield Road bus stop canopy. Stockwell Framework Masterplan, London, United Kingdom. Architect: DSDHA, 2017.* [Online image]. https://www.alamy.com/stock-image-binfield-road-bus-stop-canopy-stockwell-framework-masterplan-london-165966525.html. Accessed: 11 June 2026.
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07.09 Green and Blue Infrastructure Strategy	Fig 07.34 Precedents of aspirational green and blue infrastructure provisions in cities	01	Cripps, P (2017) *Granary Square, Camden, Kings Cross development, privately owned public space in London, UK.* [Online image]. https://www.alamy.com/stock-image-granary-square-camden-kings-cross-development-privately-owned-public-168719250.html. Accessed: 11 June 2026.
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	Fig 07.36 Precedent images for green corridors	01	DGB (2018) *Millennium promenade Bristol.* [Online image]. Available at: https://www.alamy.com/millennium-promenade-apartment-buildings-canons-marsh-bristol-harbourside-england-uk-image18742094l.html. Accessed: 7 September 2026.
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	Fig 07.39 Precedent images for Feeder Square and Feeder Promenade	01	Thulborn-Chapman Photography (2019) *Architecture and Street Photography, Spinningfields, Manchester UK.* [Online image]. https://www.alamy.com/architecture-and-street-photography-spinningfields-manchester-uk-image468245270.html. Accessed: 11 June 2026.
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	Fig 07.41 Precedent images for Feeder Promenade and Feeder Square	01	Wilson, J (2023) *London, UK: Exchange Square at Broadgate, an open space in the City of London. People sit in the square and evening sunlight filters through the trees.* [Online image]. Available at: https://www.alamy.com/london-uk-exchange-square-at-broadgate-an-open-space-in-the-city-of-london-people-sit-in-the-square-and-evening-sunlight-filters-through-the-trees-image555579409.html. Accessed: 7 September 2026.
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Section	Figure Number	No.	Source
07.09 Green and Blue Infrastructure Strategy	Fig 07.44 Precedent images for Chapel Park	01	megapress images (2011) *Playground Jarry Park Montreal Canada.* [Online image]. https://www.alamy.com/stock-photo-playground-jarry-park-montreal-canada-39231945.html. Accessed: 11 June 2026.
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		03	Prior+Partners Ltd (2023) *Queens Square, Bristol, UK.* [Online image].
	Fig 07.46 Precedent images for Chapel Park	01	Lee, M (2021) *Two women enjoy a game of table tennis in Walpole Park, Ealing, London, taking advantage of outdoor summer community activities.* [Online image]. Available at: https://www.alamy.com/two-women-enjoy-a-game-of-table-tennis-in-walpole-park-ealing-london-taking-advantage-of-outdoor-summer-community-activities-image744420546.html. Accessed: 7 September 2026.
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	Fig 07.49 Precedent images for the Fruit Market Park and Albert Gardens	01	Lovette, J (2024) *Crowds in Schuylkill River Park (Fitler Square) and skyline in late spring, Philadelphia, Pennsylvania, USA.* [Online image]. https://www.alamy.com/crowds-in-schuylkill-river-park-fitler-square-and-skyline-in-late-spring-philadelphia-pennsylvania-usa-image622053633.html.
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	Fig 07.51 Precedent images for Fruit Market Park, Totterdown Gateway and Albert Gardens	01	Holt, A (2007) *Blackgang Chine Fantasy Park Isle of Wight England.* [Online image]. Available at: https://www.alamy.com/stock-photo-young-boy-child-on-stainless-steel-slide-in-blackgang-chine-fantasy-20491017.html. Accessed: 7 September 2026.
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	Fig 07.54 Precedent images for Sparke Evans Park improvements	01	Schumacher, J (2023) *Late autumn afternoon walk at Juniper Valley Park.* [Online image]. https://www.alamy.com/late-autumn-afternoon-walk-at-juniper-valley-park-image574141555.html. Accessed: 11 June 2026.
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		03	Prior+Partners Ltd (2025) *Grosvenor Square, London, UK.* [Online image].
	Fig 07.56 Precedent images for Sparke Evans Park	01	Playground Design (2020) *Nature based play Fort Canning Park, Singapore.* [Online image]. Available at: https://www.alamy.com/playground-made-of-logs-for-the-kids-to-move-around-the-spot-image368889687.html. Accessed: 7 September 2026.
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07.09 Green and Blue Infrastructure Strategy	Fig 07.59 Precedent images for Victoria Road Linear park	01	Everyday Artistry Photography (2017) *The green park area at Superkilen in the Norrebro neighborhood of Copenhagen, Denmark, features play spaces and art installations.* , [Online image]. Available at: https://www.alamy.com/the-green-park-area-at-superkilen-in-the-norrebro-neighborhood-of-copenhagen-denmark-features-play-spaces-and-art-installations-image355622084.html. Accessed: 7 September 2026.
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	Fig 07.61 Precedent images for Victoria Road Linear Park	01	Pearson, J (2008) *Skatepark in Marlow Park, Marlow, UK.* [Online image]. Available at: https://www.alamy.com/stock-photo-people-summer-bike-bmx-children-marlow-park-playing-skate-boarding-17941303.html?imageid=2E62D7FF-04AA-46FB-BA43-DAB08587147A7&pn=1&searchId=f6c421bd1f9e416f0d571a93fdca3c81&searchtype=9. Accessed: 7 September 2026.
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07.10 Access to Water Edge and Interaction with Avon Riversides 2100	Fig 07.64 Examples of public realm and landscape integrated with flood defences or flood resilience	01	Rogozinski Zwei, M (2019) *River Lea in Queen Elizabeth Olympic Park, London, England, United Kingdom, UK.* [Online image]. https://www.alamy.com/river-lea-in-queen-elizabeth-olympic-park-london-england-united-kingdom-uk-image241758926.html. Accessed: 11 June 2026.
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07.11 Heritage	Fig 07.66 Precedents of heritage integration within urban development	01	Rogozinski Zwei, M (2019) *Forgotten Streams, London.* [Online image]. Available at: https://www.alamy.com/people-sitting-around-sculpture-forgotten-streams-by-cristina-iglesias-at-bloomberg-european-headquarters-in-london-england-united-kingdom-uk-image241758984.html?imageid=D96D7122-EF64-4CE4-B7C9-09AA1AD11470&pn=1&-searchId=2c58966baac37744a92c6bd34dc59569&searchtype=0. Accessed: 7 September 2026.
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Section	Figure Number	No.	Source
07.13 Density	Fig 07.74 Precedents for density strategy	01	Lemmens, F (2016) *IJburg district. Residential area constructed on island, reclaimed land from lake called IJmeer. In marina old cargo boats, nowadays houseboats, Amste.* [Online image]. https://www.alamy.com/ijburg-district-residential-area-constructed-on-island-reclaimed-land-from-lake-called-ijmeer-in-marina-old-cargo-boats-nowadays-houseboats-amste-image230648099.html. Accessed: 11 June 2026.
		02	Anthony Weller-VIEW (2015) *Mixed sizes of townhouses around courtyard. Mulberry Mews, London, United Kingdom. Architect: HLM Architects, 2015.* [Online image]. https://www.alamy.com/stock-photo-mixed-sizes-of-townhouses-around-courtyard-mulberry-mews-london-united-91700450.html. Accessed: 11 June 2026.
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07.15 Roof Treatment	Fig 07.76 Precedents of different rooftop treatments	01	Schoenen, D and imageBROKER.com (2009) *Solar community, Quartier Vauban, new residential area designed as Freiburg's entry for the EXPO 2010 in Shanghai, Freiburg.* [Online image]. https://www.alamy.com/stock-photo-solar-community-quartier-vauban-new-residential-area-designed-as-freiburgs-35077225.htm. Accessed: 11 June 2026.
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07.17 Accessibility	Fig 07.77 Precedent images for accessible public realm	01	Xavier Fores - Joana Roncero (2010) *Route of the mouth of Gaia River, Altafulla, Tarragones, Tarragona, Spain.* [Online image]. https://www.alamy.com/stock-photo-route-of-the-mouth-of-gaia-river-altafulla-tarragones-tarragona-spain-33470322.html. Accessed: 11 June 2026.
		02	John Peter Photography (2019) *Slessor Gardens with Sensory garden front at harbour near V&A building in Dundee Scotland UK.* [Online image]. https://www.alamy.com/slessor-gardens-with-sensory-garden-front-at-harbour-near-va-building-in-dundee-scotland-uk-image244566109.html. Accessed: 11 June 2026.

08
Delivery and Infrastructure

Section	Figure Number	No.	Source
08.01 Infrastructure Schedule	Fig 08.02 Precedents of transport and utilities infrastructure	01	Tregelles, J (2026) *New Quays bridge over the River Avon in Bath for cyclists & pedestrians links Green Park Road and Bath Quays, Bath City centre, Somerset, England UK.* [Online image]. https://www.alamy.com/new-quays-bridge-over-the-river-avon-in-bath-for-cyclists-pedestrians-links-green-park-road-and-bath-quays-bath-city-centre-somerset-england-uk-image729949843.html. Accessed: 11 June 2026.
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		03	Prior+Partners Ltd (2025) *Olympic Park Energy Centre, Stratford, London* [Online image].
	Fig 08.03 Precedents of social infrastructure	01	Dennis Gilbert-VIEW/Alamy. *HOLLINGDEAN SURE START CENTRE NURSERY.* [Online image]. https://www.alamy.com/stock-photo-hollingdean-sure-start-centre-nursery-42098947.html. Accessed: 11 June 2026.
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		03	Turner, S (2018) *Exterior view of West Norwood Health and Leisure Centre, South London, UK* [Online image]. https://www.alamy.com/exterior-view-of-west-norwood-health-and-leisure-centre-south-london-uk-image209325904.html. Accessed: 11 June 2026.

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