

BRISTOL HARBOUR PLACE SHAPING STRATEGY

PLACE PLAN: CITY & BACKS

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Draft | Confidential



DK-CM



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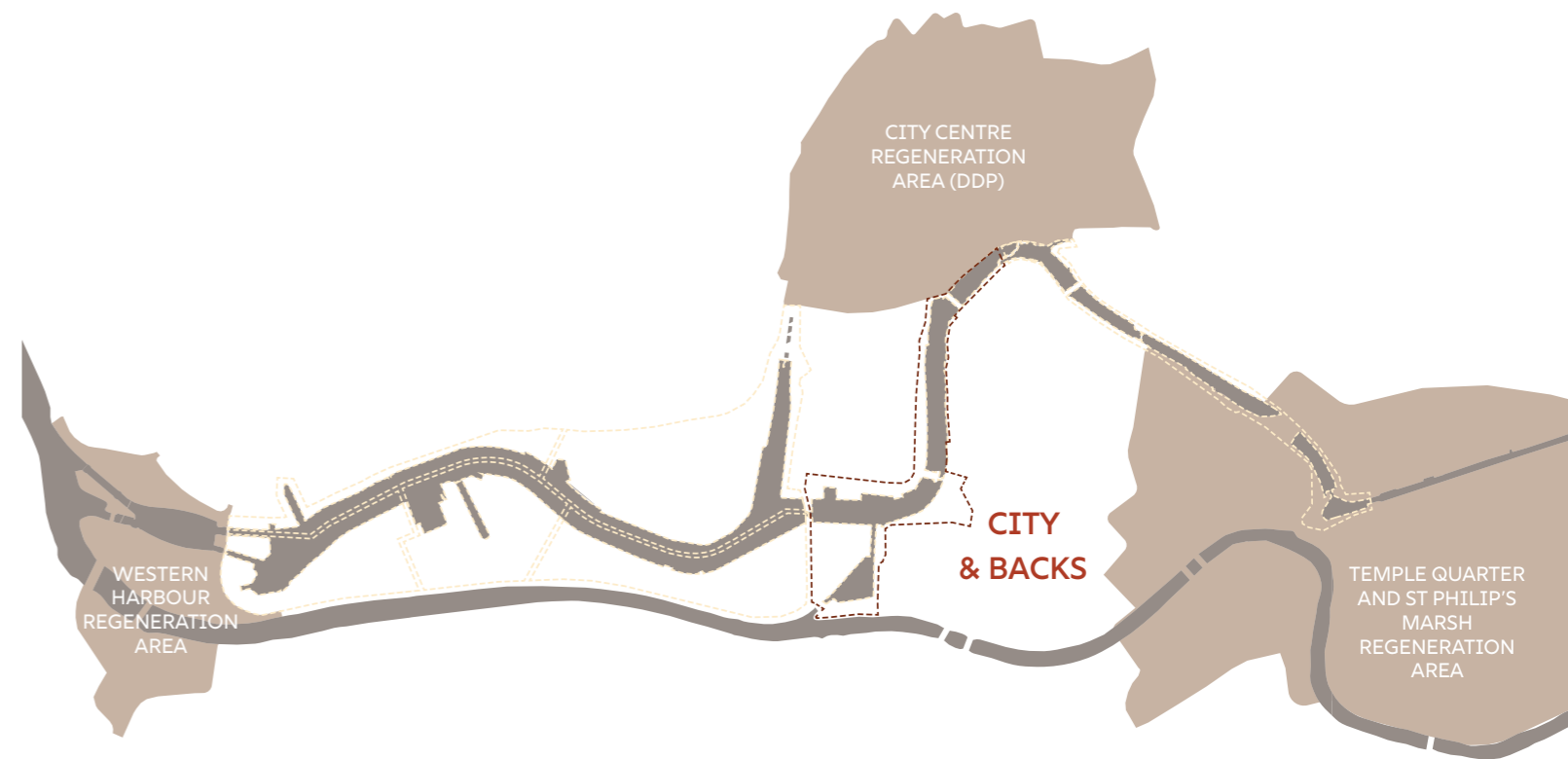
City & Backs Tomorrow XX

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CITY & BACKS TODAY

This part of the harbour is closely intertwined with the surrounding city; the waterspace becomes narrower and more enclosed by buildings when compared to the more western 'places'.

City & Backs contains a number of historic wharves hosting a wide variety of uses, and also includes Bristol Bridge, at the historical centre of the city.



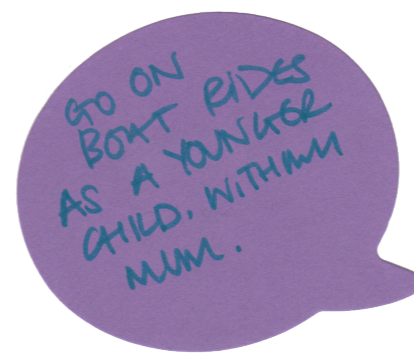
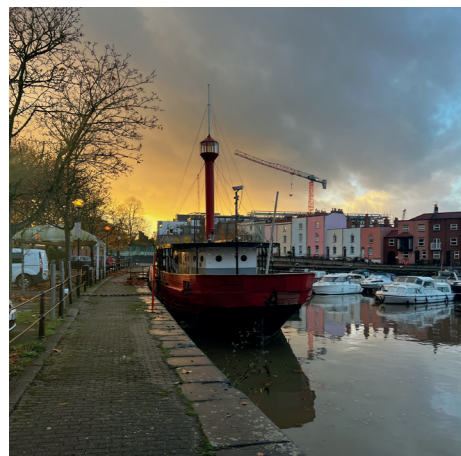
SUMMARY OF ENGAGEMENT

The area is recognised for its distinct series of public spaces and major focal points like Bristol Bridge. People enjoy the numerous food and drink venues with marina views and alfresco eating such as the Ostrich Inn and Riverstation.

The lack of signage, affordable local amenities, toilets and accessibility issues in the public realm are understood as issues and contribute to an incoherent public realm. Public space is often dominated by car parking, exposing notable deficiencies in green open

and play space. The Grove Car Park, especially, is highlighted by people as an opportunity in the heart of the city to provide a space to dwell and engage in a new harbour provision of activities.


There is also a sense that some boater facilities and moorings are underperforming in this place, and that any need to be sensitive to adjacent neighbourhoods.




'I think the area along Merchant's Quay seems like a really nice place, where there are lots of nice pubs and walks but it doesn't feel oversaturated'

SIGNIFICANCE



 Heritage significance

 Maritime significance

 Social / cultural significance

 Ecological significance

① Princes Pantry

② Pot Shop

③ Mud Dock

④ Grove Moorings

⑤ Robinson's Warehouse

⑥ Trinity House Clubhouse

⑦ Bristol General Hospital

⑧ The Ostrich

⑨ Thekla

⑩ Redcliffe Wharf pontoon

⑪ River Station

⑫ Hole In The Wall Bristol

⑬ Harbour House

⑭ Benjamin Perry Boathouse

⑮ Site of outstanding biodiversity interest

⑯ The Custom House

⑰ Boxhall

⑱ Floating Harbour Studios & Films

⑲ Redcliffe Quay

⑳ Adelina Yard

㉑ Kings Street

㉒ Three Brothers

㉓ The Glassboat

㉔ St Nicholas Church

㉕ Castle Park

㉖ St Peter's Church

CHALLENGES



- Quayside Walkway interrupted
- - - Inconsistent water edge safety
- Poor transport services
- ||||| Inactive frontages

- ① Car park dominates waterside space and interrupts Quayside Walkway
- ② Car park dominate waterside space and interrupts Quayside Walkway
- ③ Limited green space and lack of playspace
- ④ Quayside Walkway diverted around beer garden
- ⑤ Incoherent public realm with poor surfacing, parking and ad hoc uses
- ⑥ Stability of cliff walls a concern and limitation on quayside activity
- ⑦ Waterside businesses and spill out space limit access to Quayside Walkway
- ⑧ Underutilised waterfront dominated by parking
- ⑨ Narrow pavement and cobbles along Welsh Back create poor and inaccessible surface for pedestrians and wheeling
- ⑩ Underutilised public realm
- ⑪ Piecemeal access to the waterspace, especially at Redcliffe Quay
- ⑫ Private ownership along waterside limits / interrupts quayside walkway
- ⑬ Pedestrian and cycle path with heavy footfall

SIGNIFICANCE

HERITAGE

The City and Backs area has a few key heritage sites of public and industrial services. This includes Bristol General Hospital; a grade listed healthcare facility opened in 1832, grade II listed Robinson's Warehouse and the Customs House.

The 'place' is adjacent, at its northernmost point, to the historic 'heart' of the city, located just north of Bristol Bridge between the historic rivers Frome and Avon. The bridge itself is a significant landmark.

MARITIME

The quayside immediately adjacent to Prince Street Bridge is significant operationally.

There are also several mooring sites for boaters including Redcliffe Quay and Redcliffe Wharf Pontoon. Grove moorings historically located ships of trade and the 'Great Crane of Bristol', erected in 1735.

BIODIVERSITY

There are two sites of biodiversity interest in the City and Backs area. The first is located in Redcliffe Wharf near the Redcliffe Caves and the surrounding vegetation that envelopes the site. The second site is Castle Park, a popular city park with open green space

SOCIAL / CULTURAL

Located near the heart of the city there are multiple waterside food and drink venues; some of which are moored on the water. Creative businesses such as Floating Harbour Studios and Film, located on a historic dutch barge boat and paint-your-own pottery studio, Potshop, also reflect the wider social and cultural presence of the arts in the area. Other crucial social/cultural spaces intersect with this 'place', especially noted sociable space at King Street

CHALLENGES

PUBLIC REALM

The public realm in and around the City & Backs place, adjacent to and across the water, is largely incoherent with poor surfacing and ad hoc uses. Due to multiple private ownerships alongside the waterside, the quayside walkway is inconsistent and overall underutilised.

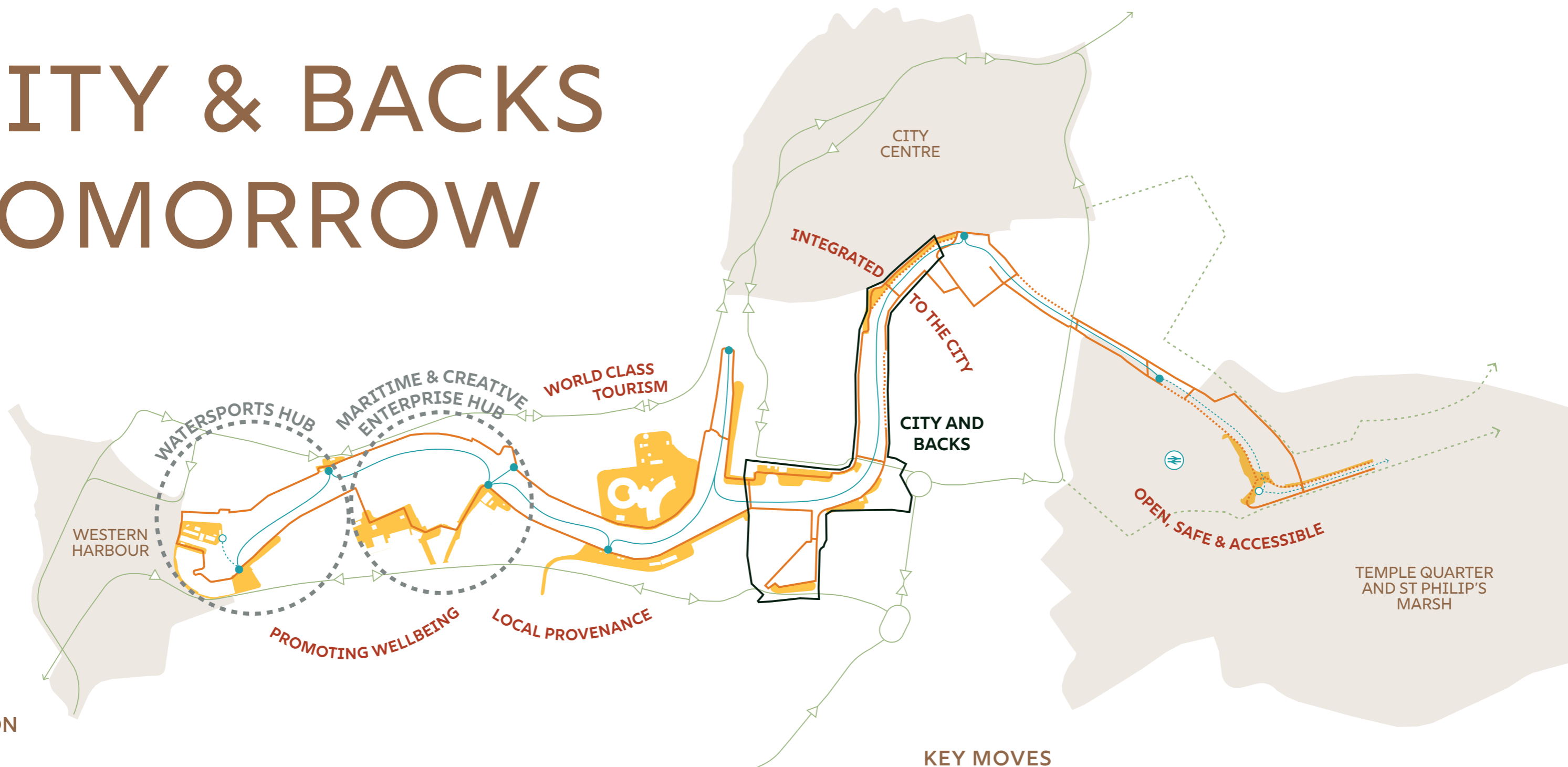
There is ambition that emerging development will have a more positive effect, for example at Redcliffe Wharf, where a coherent public realm at the water's edge is proposed.

Piecemeal access to the water also impacts local and visitor connection to the harbour. Surfacing issues arise along the Welsh Back due to the narrow pavement and cobblestones creating accessibility concerns for pedestrians and wheelchair users. The public realm also lacks green and play space, both which would significantly enhance the social and environmental value of the quayside.

CAR PARKING

Car parking dominates the harbourside space along Bathurst Basin and the Grove car park. This is recognised as currently a key revenue generator but, if retained as such, could potentially be handled in a way that is less disruptive to other public uses and pedestrian movement.

CITY & BACKS TOMORROW



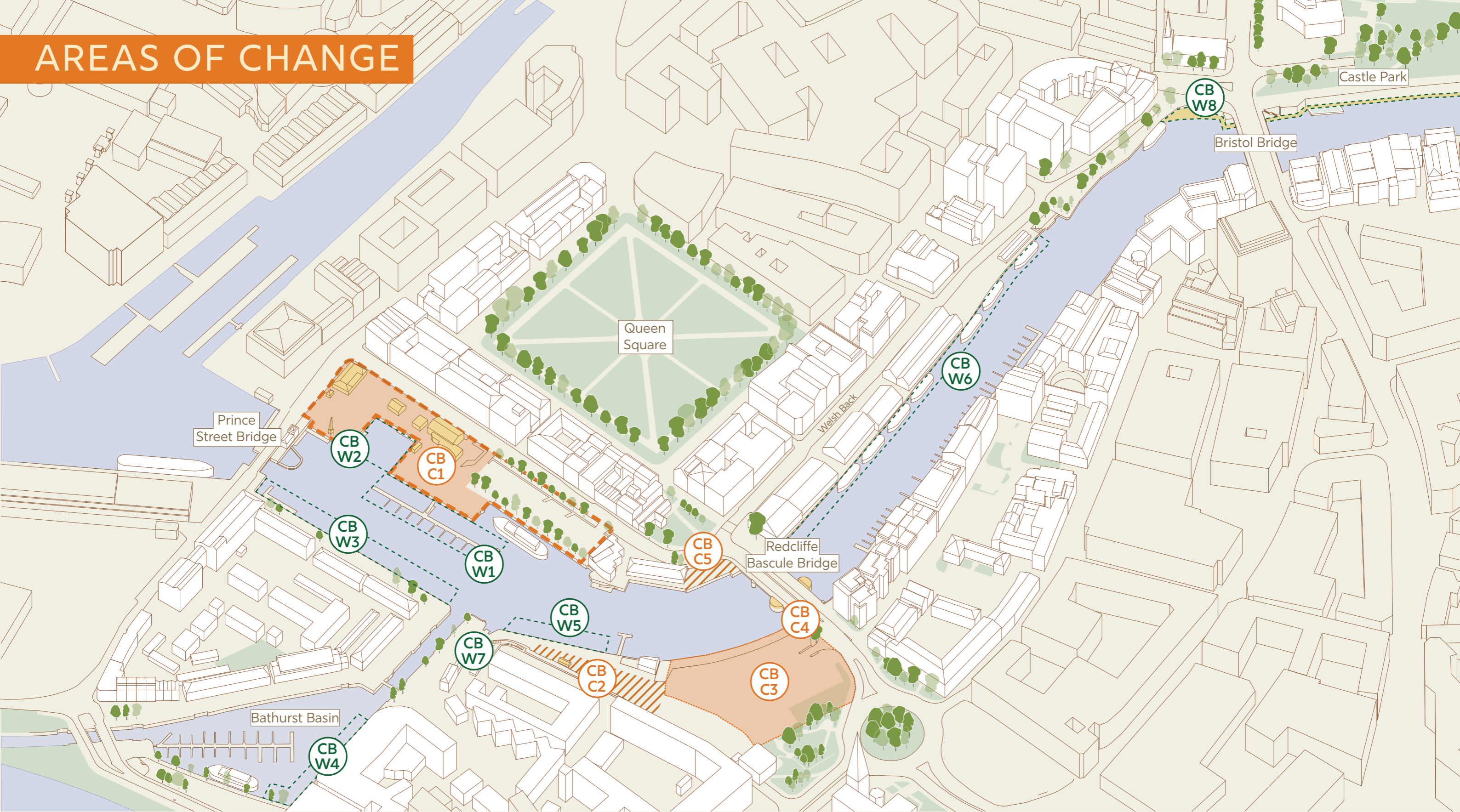
VISION

As a new vibrant part of the harbour, with an enhanced public realm, this area will increasingly be part of people's harbour sidewalk. New mixed use developments will provide new destinations and points of interest around the harbour. A coherent and welcoming public realm will invite people to the water's edge and host an array of activities and programmes appropriate to the city centre. Existing hubs of public life and activity will be consolidated and expanded. At key locations, for example at Bristol Bridge, significant public realm interventions will have brought the water and the city much closer together and creating a new public waterside.

KEY MOVES

- Principle of a publicly-accessible water edge, whilst not realistic throughout the place, should be followed wherever possible and supported by activation proposals.
- The Grove/Mud Dock, whilst successful as a car park, would benefit from intensification of other public and commercial uses reflecting its location in the city and harbour, and adjacency to key routes and spaces.

AREAS OF CHANGE



Key

- Area of potential change
- Underutilised site with potential for increased activity
- Confirmed key development site
- Waterspace change (refer to Waterspace Plan)

Place Specific Interventions

- CB
C1 CBC1: The Grove - Mud Dock
- CB
C2 CBC2: Phoenix Wharf
- CB
C3 CBC3: Redcliffe Wharf
- CB
C4 CBC4: Redcliffe Bascule Bridge
- CB
C5 CBC5: Harbour House

Waterspace Interventions (refer to Waterspace Plan)

- CB
W1 CBW1: The Grove Live / Leisure Moorings
- CB
W2 CBW2: The Grove Commercial Moorings
- CB
W3 CBW3: Merchant's Quay Live / Leisure Moorings
- CB
W4 CBW4: Bathurst Basin Commercial Moorings
- CB
W5 CBW5: Redcliffe Wharf Live / Leisure Moorings
- CB
W6 CBW6: Welsh Backs Commercial Moorings
- CB
W7 CBW7: Ostrich Slipway
- CB
W8 CBW8: Castle Park Waterside

Areas of Change Interventions

The Grove mixed-use development would support the wider ambitions to provide a diverse workspace; sheltered walkway; mooring improvements and commercial live/leisure facilities. The public realm and public areas & spaces of Redcliffe Wharf can also be activated to support surrounding activity. Several underutilised sites and underused buildings present opportunities to renovate for commercial and social use, and contribute to the reactivation of the harbour area here as a place of leisure and enjoyment.



CBC1: The Grove & Mud Dock

There is potential here to enrich the public and commercial life of the harbour through temporary, meanwhile and in due course permanent interventions, reflecting the site's city centre and waterside location.

The western part of the car park is an allocated site for mixed-use development though the car park is today heavily-used and generates significant income. New uses in this location will need to be responsive to this existing situation.

New development here might support wider Harbour ambitions such as the provision of diverse workspace, delivering sheltered waterside rotues, improved moorings and facilities for live / leisure and commercial (Mud Dock inlet) to create a year round destination.

It may be that temporary interventions, sharing the site with other uses, are an effective way of testing a revitalised Mud Dock area.



PLLEK, Amsterdam is a 'temporary; dockside restaurant and events space that recently celebrated 10 years of existence.



The Cargo projects by Alex French Architects for Umberslade has been a very successful 'meanwhile' injection of independent food culture and retail into Wapping Wharf.

Left: Transforming the Grove Car Park into a live and leisure destination with an activated public realm, improved mooring and boater facilities.

CBC2: Phoenix Wharf

Phoenix Wharf presents an opportunity for new and expanded uses and commercialisation, in ways that respect existing leisure, sports and community uses. Among these, exploiting the adjacent slipway, there is a particular opportunity to provide rental services and paddleboard/kayak storage.

CBC3: Redcliffe Wharf

Site allocated for mixed use, housing-led redevelopment with 12 new moorings. Opportunity to programme ground floor uses and public space to active public realm and support surrounding activity.



An example of visitor-focused urban kayaking/ paddle boarding in Norway.

CBC4: Redcliffe Bascule Bridge

Two disused buildings located on the bridge to be renovated for commercial use e.g. cafe or repair/hire shop - these spaces have seen temporary public uses in recent years and it is desirable to see more permanent uses in their place.

CBC5: Harbour House

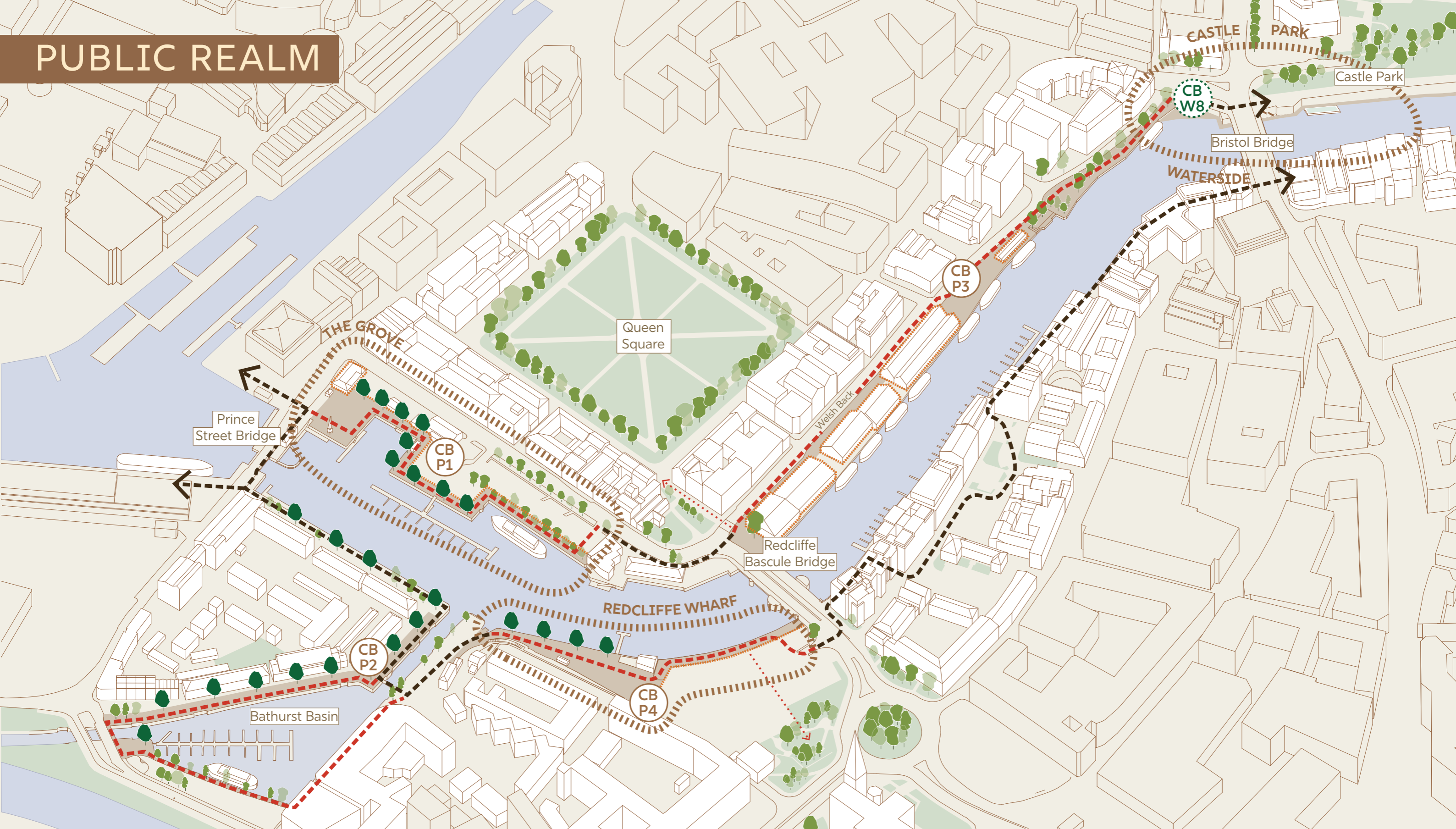
Opportunity to develop the underutilised site on the junction of Redcliffe Bascule Bridge and The Grove for mixed-use or leisure development, potentially in tandem with CBC1.



Community Rowing Boathouse boat storage, Boston, by Anmahian Winton Architects.



PUBLIC REALM



Key

- Priority for public realm improvement
- Existing Quayside Walkway
- Improved Quayside Walkway
- Improved secondary routes
- Active frontages
- Key public paces
- Enhanced greening

Place Specific Interventions

- CB P1 CBP1: The Grove
- CB P2 CBP2: Bathurst Basin Walkway
- CB P3 CBP3: Welsh Backs Walkway
- CB P4 CBP4: Phoenix Wharf Walkway

CB W8 CBW8: Castle Park Waterside (refer to Waterspace Plan)

Public Realm Interventions

Public realm interventions here will prioritise a clearer, generous and permeable Quayside walkway along the Grove, Bathurst Basin, the Welsh Backs and Redcliffe Wharf, supported by improved signage, clearer routes and well distributed seating for pedestrians. Planting and greening along the wider quayside would also improve biodiversity.

Enhancing the generous public space around the Welsh Backs ferry landing and a new floating public space, adjacent to Bristol Bridge, would also increase accessibility to the water edge - refer to the HPSS Waterspace Plan for more on this intervention.

Below: Imagining a lively, new floating public space adjacent to Bristol Bridge activating the water edge near Castle Park



CBP1: The Grove

Creation of a better public realm and quayside walkway in/around the Grove Car park to provide clearer routes, signage, sight lines, seating, shade and celebration of historic buildings such as Mud Dock. Harbour operations area retained. (see CBC1)

CBP2: Bathurst Basin Walkway

Bathurst Parade, Trin Mills, and Merchant's Quay improved with planting, seating and more generous walkways. Obstacles to continuous quayside walkway removed. Planting to provide shade and improve biodiversity net gain. Consideration of neighbouring residential uses taken into consideration when designing public realm and areas to dwell.

CBP3: Welsh Backs Walkway

Improved surfacing, lighting, wider pavements, wayfinding and permeability to the water. More generous public space around Welsh Back ferry landing and new floating public space adjacent to Bristol Bridge.

CBP4: Phoenix Wharf Walkway

Enhance the accessibility of the existing Quayside Walkway and provide space for greening and an improved welcome to Redcliffe Caves. Opportunity to create meanwhile or more permanent community green spaces that provide space for dwelling and play (see CBC2).

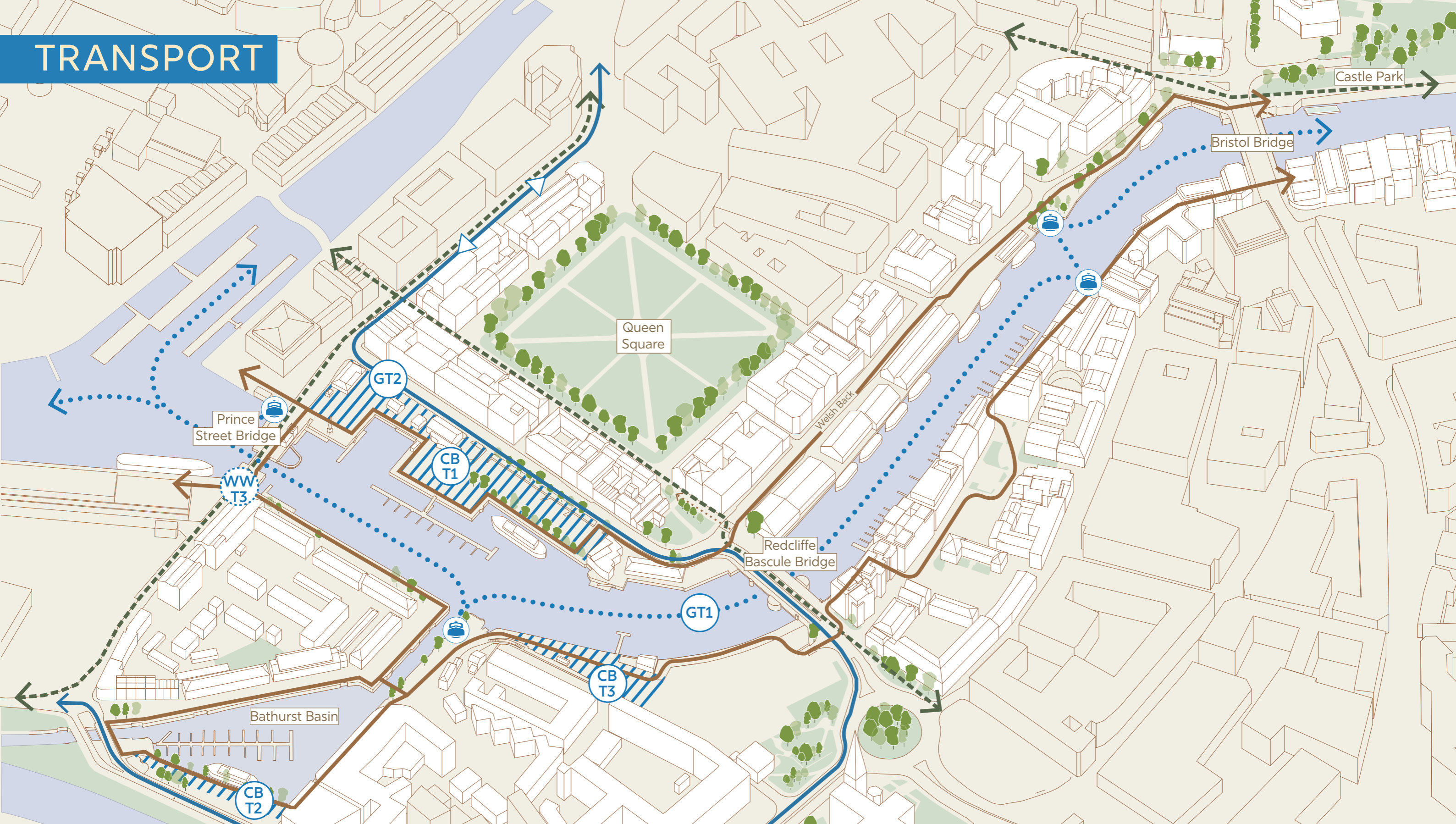


Projects elsewhere in Bristol city centre have demonstrated that historic sett surfaces can be retained whilst significantly boosting accessibility.



A pedestrian-priority waterside at Williamsburg. (James Corner Field Operations)

TRANSPORT



- Key**
- Bus stop
 - Existing ferry landing
 - Improved Bus service
 - Improved Ferry service
 - More efficient land use
 - Primary Pedestrian Route
 - Secondary Pedestrian Route
 - Cycle Route

- Place Specific Interventions**
- CBT1: Parking (The Grove)
 - CBT2: Parking (Bathurst Basin)
 - CBT3: Parking (Phoenix Wharf)
 - WW T3: Prince Street Bridge (refer to Wapping Wharf Place Plan)

- Overarching Interventions**
- GT1: Ferry
 - GT2: Metrobus



Transport Interventions

Parking and vehicle movements, coupled with some legibility and surface issues, are factors that limit pedestrian permeability in this part of the city. Whilst some parking may in future be considered for removal, it is also desirable to explore programmes that might rationalise, consolidate or create efficiencies in existing parking provision whilst opening up opportunities for new uses and greater access to the water. In places shifting parking back from the water's edge is particular desirable.

PLACE-SPECIFIC INTERVENTIONS

CBT1: Parking (The Grove)

Rationalised layout of hartbourside parking to allow more generous Quayside Walkway along and the water's edge and free-up space for diverse meanwhile and event space.

CBT2: Parking (Bathurst Basin)

Consolidation of parking set back from the water's edge to create an enhanced Quayside Walkway.

CBT3: Parking (Phoenix Wharf)

Consolidation of parking set back from the water's edge to allocate space for more beneficial public uses.

OVERARCHING INTERVENTIONS

GT1: Enhanced Ferry Provision

An enhanced and consolidated ferry service with additional capacity and extended services being provided. Route to zig zag along harbour to better connect north and south. Improvements to ferry landing locations including seating, shelter, signage and safety. Opportunity to extend ferry services beyond the floating harbour to serve the Western Harbour and the Feeder Canal.

GT2: Enhanced Metrobus Provision

An enhanced and consolidated ferry service with additional capacity and extended services being provided. Route to zig zag along harbour to better connect north and south. Improvements to ferry landing locations including seating, shelter, signage and safety. Opportunity to extend ferry services beyond the floating harbour to serve the Western Harbour and the Feeder Canal.

TABLE OF OPPORTUNITY PROJECTS & INITIATIVES

- Areas of Change
- Public Realm
- Transport
- Waterspace
- Initiatives
- Quick Wins

CODE	PROJECT	WHAT	VISION OUTCOMES	LEAD / OTHER PARTNERS	TIMEFRAME 1 - short (2 yrs) 2 - medium (2-5 yrs) 3 - long (5+ yrs)	DEPENDENCIES which projects need completing / are dependent upon others	COST £ - below £500K ££ - £500K - £2 million £££ - £2million +	FUNDING OPTIONS
CBC1	The Grove - Mud Dock	There is potential here to enrich the public and commercial life of the harbour through temporary, meanwhile and in due course permanent interventions, reflecting the site's city centre and waterside location.	<ul style="list-style-type: none"> ▪ Open & Accessible ▪ Resilient & Sustainable ▪ Industrious & Creative 					
CBC2	Phoenix Wharf	Phoenix Wharf presents an opportunity for new and expanded uses and commercialisation, in ways that respect existing leisure, sports and community uses. Among these, exploiting the adjacent slipway, there is a particular opportunity to provide rental services and paddleboard/ kayak storage.	<ul style="list-style-type: none"> ▪ Open & Accessible 					
CBC3	Redcliffe Bascule Bridge	Two disused buildings located on the bridge to be renovated for commercial use e.g. cafe or repair/ hire shop - these spaces have seen temporary public uses in recent years and it is desirable to see more permanent uses in their place.	<ul style="list-style-type: none"> ▪ Industrious & Creative 					
CBC4	Harbour House	Opportunity to develop the underutilised site on the junction of Redcliffe Bascule Bridge and The Grove for mixed-use or leisure development, potentially in tandem with CBC1.	<ul style="list-style-type: none"> ▪ Resilient & Sustainable ▪ Industrious & Creative 					

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CBC5	Paddle Sport Storage	Secure and accessible paddle equipment store located along Phoenix Wharf. Opportunity to provide rental services alongside the reopened slipway for paddlesports near the Ostrich pub.	<ul style="list-style-type: none"> Open & Accessible 					
CBP1	The Grove	Creation of a better public realm and quayside walkway in/around the Grove Car park to provide clearer routes, signage, sight lines, seating, shade and celebration of historic buildings such as Mud Dock. Harbour operations area retained. (see CBC1)	<ul style="list-style-type: none"> Open & Accessible Resilient & Sustainable Industrious & Creative 					
CBP2	Bathurst Basin Walkway	Bathurst Parade, Trin Mills, and Merchant's Quay improved with planting, seating and more generous walkways. Obstacles to continuous quayside walkway removed. Planting to provide shade and improve biodiversity net gain. Consideration of neighbouring residential uses taken into consideration when designing public realm and areas to dwell.	<ul style="list-style-type: none"> Open & Accessible Resilient & Sustainable 					
CBP3	Welsh Backs Walkway	Improved surfacing, lighting, wider pavements, wayfinding and permeability to the water. More generous public space around Welsh Back ferry landing and new floating public space adjacent to Bristol Bridge.	<ul style="list-style-type: none"> Open & Accessible 					

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CBP4	Phoenix Wharf Walkway	Enhance the accessibility of the existing Quayside Walkway and provide space for greening and an improved welcome to Redcliffe Caves. Opportunity to create meanwhile or more permanent community green spaces that provide space for dwelling and play (see CBC2).	<ul style="list-style-type: none"> Open & Accessible Resilient & Sustainable Industrious & Creative 					
GT1	Enhanced Ferry Provision	An enhanced and consolidated ferry service with additional capacity and extended services being provided. Route to zig zag along harbour to better connect north and south. Improvements to ferry landing locations including seating, shelter, signage and safety. Opportunity to extend ferry services beyond the floating harbour to serve the Western Harbour and the Feeder Canal.	<ul style="list-style-type: none"> Open & Accessible Resilient & Sustainable 					
GT2	Enhanced Metrobus Provision	Enhanced Metrobus service along Cumberland Road with service expanded to Sundays and evenings. Improved bus connections around the harbour that connect to coach drop-off points and Temple Meads Train Station.	<ul style="list-style-type: none"> Open & Accessible Resilient & Sustainable 					
CBT1	Parking (The Grove)	Rationalised layout of hartbourside parking to allow more generous Quayside Walkway along and the water's edge and free-up space for diverse meanwhile and event space.	<ul style="list-style-type: none"> Open & Accessible Resilient & Sustainable 					
CBT2	Parking (Bathurst Basin)	Consolidation of parking set back from the water's edge to create an enhanced Quayside Walkway.	<ul style="list-style-type: none"> Open & Accessible 					
CBT3	Parking (Phoenix Wharf)	Consolidation of parking set back from the water's edge to create an enhanced Quayside Walkway	<ul style="list-style-type: none"> Open & Accessible 					



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