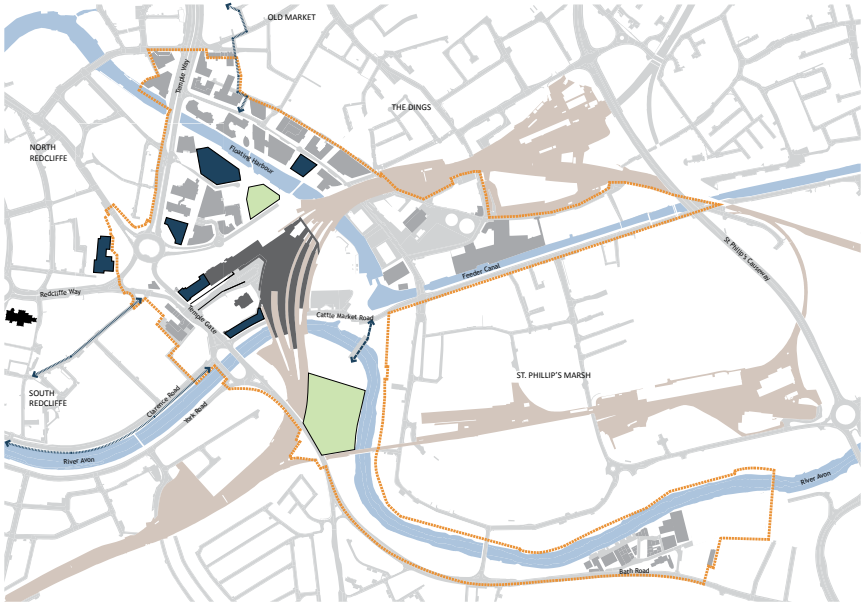


DELIVERING QUALITY PLACES

5



Realising the Spatial Framework



Progress to date 2012-2015

Phasing of development and infrastructure

The Spatial Framework is a tool to guide and shape future development within the zone over the short, medium and long terms. The provision of 21st century infrastructure is key to realising the full potential of major development site opportunities by overcoming barriers to physical accessibility and delivering public realm quality as well as providing efficient energy supplies and digital connectivity. It is therefore crucial in generating developer and investor confidence in this location and enabling a critical mass of economic activity that will grow in the long term. The central government £21m Revolving Infrastructure Fund programme is a major tranche of funding to improve pedestrian, cycle and public transport access to and within the zone up to 2018. Further investment is being made in superfast broadband and sustainable energy systems.

The following plans illustrate progress to date (2012-15) and the planned and anticipated phasing of development and associated infrastructure investment between 2016 – 2020.

Clearly development and infrastructure anticipated post 2020 will be influenced by the success of activity during the next five year period. In particular the delivery of key sites around Temple Meads railway station including Arena Island and the electrification of the railway to London.

Progress to date (2012-15)

- Key infrastructure projects:
- vehicular, cycle and pedestrian bridge to Arena Island
 - improved pedestrian and cycle links to the Redcliffe Hill and Old Market bus hubs
 - Clarence Road cycle link

- Key development schemes:
- No.2 Glass Wharf
 - Temple Studios
 - Engine Shed

- Temporary or meanwhile uses:
- Plot 3 big top performance space, yurt, bars - Creative Common (progressed through the use of Local Development Order)
 - Former Diesel Depot site urban farm project – The Severn Project (progressed through the use of Local Development Order)
 - The Square public space food market (weekly) – Temple Quay Management Company

Short term (2016-2020)

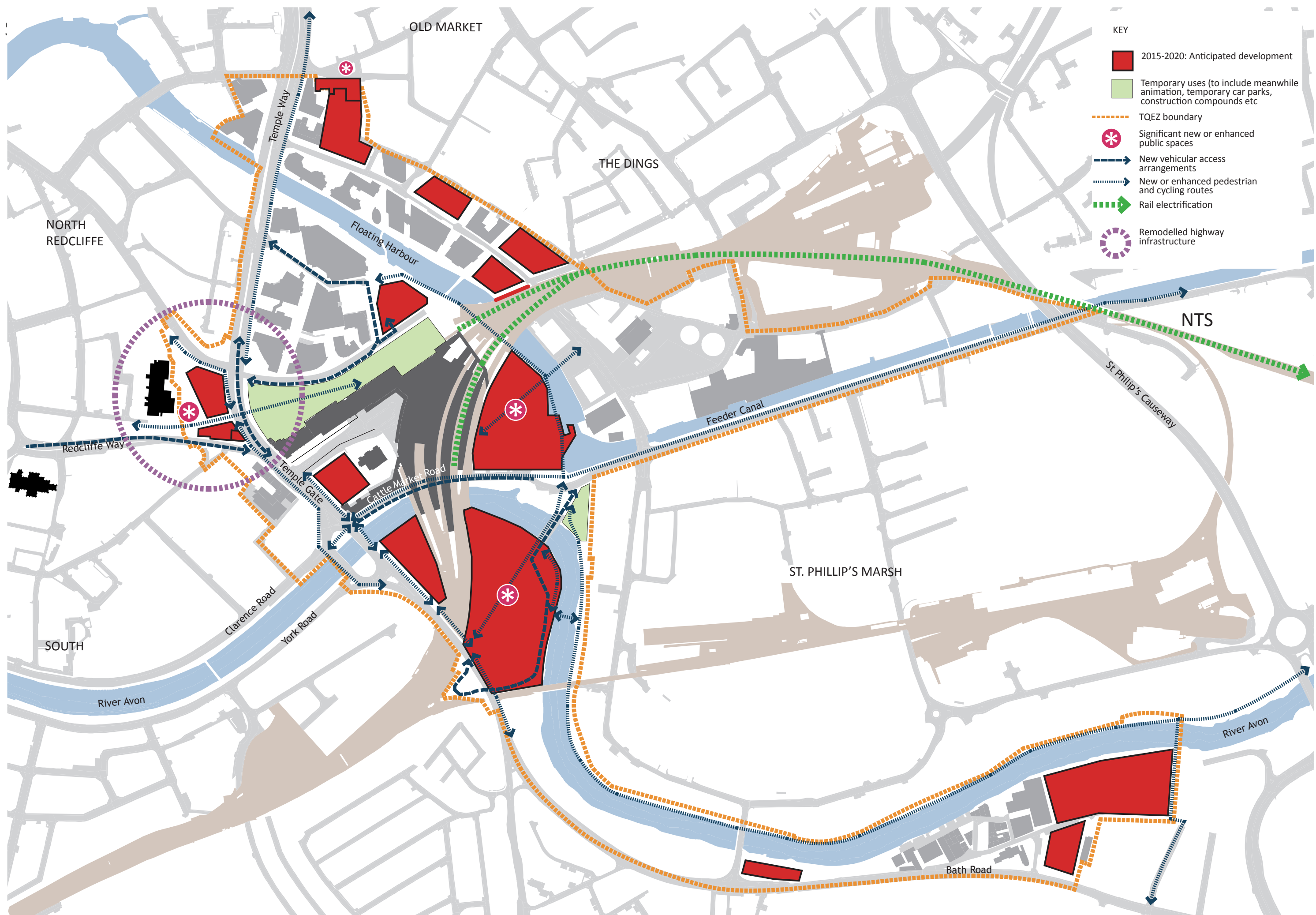
- Key infrastructure projects (many of which still require additional funding to be secured if they are to be delivered):
- Temple Meads station rail electrification (small scale capacity improvements),
 - Temple Gate/The Friary remodelling,
 - Temple Place public space
 - Temple Greenways (Floating Harbour pontoon walkway and Cattle Market Road)
 - MetroBus
 - Superfast broadband
 - Heating networks (first phase)
 - Arena Island Plaza, Arena Terrace link to Bath Road, riverside landscape, Arena Bridge and St. Phillip's Bridge
 - Bath Road Promenade linking Temple Meads to Arena
 - Totterdown Basin
 - Cattle Market Square
 - Avon Riverside path
 - Silverthorne Lane footbridges and tunnel improvements
 - Broad Plain
 - Albert Road bridge highway junction improvements

Key development schemes:

- Arena Island
- The Cattle Market (Former Royal Mail Sorting Office)
- Plot 3 Brunel Dock
- No. 3 Glass Wharf
- Paintworks and environs

Potential sites for 'meanwhile uses':

- Plot 6 The Friary - Boxworks
- Bristol and Exeter Yard
- Arena Island (part)
- The Cattle Market (part)
- Former Pest Control site, Cattle Market Road
- Temple Gate (part)
- 1 – 9 Bath Road /Fish Dock
- Totterdown Reach



KEY

- 2015-2020: Anticipated development
- Temporary uses (to include meanwhile animation, temporary car parks, construction compounds etc)
- TQEZ boundary
- Significant new or enhanced public spaces
- New vehicular access arrangements
- New or enhanced pedestrian and cycling routes
- Rail electrification
- Remodelled highway infrastructure

Realising the Spatial Framework

Partnership working

The Spatial Framework is supported by all key public agency partners with a stake in the future success of the Enterprise Zone. A number of co-ordinated and integrated work streams are being delivered. These work streams are being overseen by a rigorous governance structure.

Bristol City Council is:

- leading on the spatial planning and place making approach to the zone.
- leading on the economic development, inward investment and marketing strategy in association with Invest in Bristol and Bath.
- acquiring land and property assets
- planning, designing and delivering infrastructure which will improve pedestrian, cycle and public transport accessibility.
- acting as the local Planning and Highways Authority, using a dedicated team to co-ordinate and drive the above, drawing on in house specialists from a range of departments.

Network Rail is:

- integrating new electrified train services within Temple Meads Railway Station on existing platforms and within the Passenger and Midland Sheds and, establishing a new northern passenger entrance from Plot 6.
- planning and designing improvements to the main shed, improving the quality of platform environments, signage and information systems.
- leading on the master planning of Temple

Meads Station, establishing the vision, technical parameters and costs for a much bolder series of physical interventions. Delivery would transform the passenger experience on arrival and departure from the station and establish a new connection between the station and the Cattle Market Road development site with onward connectivity to Arena Island.

The Homes and Communities Agency is:

- using land assets to achieve the objectives of the partners.
- facilitating the transfer of HCA land to enable the Arena project to go ahead.
- contributing to a greater understanding of the potential of the Core Area through commissioned studies.
- delivering a bridge to facilitate access to the Arena Island site.

In addition to the above, existing occupiers and developers are making a substantial contribution to realising the potential of the zone. This is particularly in the Temple Quay area where development is already underway, and the local office community is colonising public space for regular events such as a food market. Bristol's artistic community is also contributing to realising the vision for the area with initiatives like Creative Common which, back in 2013, took a formerly derelict piece of land behind Temple Meads railway station and offered an artist-led cultural programme.

New development interest in the Enterprise Zone is welcomed and reflects the significant investment opportunities that Temple Quarter has to offer. The city council and its partners place great emphasis on sustainable urban design and the creation of quality places for people; places that will enhance the character and identity of the city centre and it's economic, community and environmental wellbeing. We value good design, whether architecture, landscape design or public art.

Developers planning to take forward a major development in the Enterprise Zone are invited to take advantage of a range of dedicated services offered by Bristol City Council and its partners.

The Place Directorate at Bristol City Council, Invest in Bristol and Bath, and the Bristol Urban Design Forum have come together to provide a unique advice and enabling service that complements and links to the formal regulatory planning process.

Advice and support are available from a range of inward investment, planning and marketing experts. Contacting the city council at as early a stage as possible can bring developers many benefits, and it is strongly advised. Advice from experienced and knowledgeable staff up to the point a planning application is submitted will be provided free of charge on all major developments (ie. buildings more than 1,000 square metres and developments of 10 dwellings or more). The flow-chart overleaf sets out our Major Schemes Service.

The benefits of good design

The objective is to deliver good design and placemaking across the Enterprise Zone. As stated in the National Planning Policy Framework - 'Good design is indivisible from good planning' and can deliver multiple benefits. Conversely, poor design can lead to long term costs for building owners, occupiers and in some cases whole communities.

Attributes of good design

- suitable for its intended use
- built to last
- adaptable to changing occupant needs
- safe to construct and occupy
- sustainable to construct and use
- positive contribution to its context
- looks good

Benefits of good design

- above average financial return
- reduced whole life costs
- happy healthy occupants
- positive impact on the local economy
- low ecological footprint
- good neighbourliness
- civic pride

Next steps

Companion Documents

The following documents should be read alongside the Spatial Framework:

- a Sustainable Urban Mobility Plan (BCC, 2016)
- b BTQEZ Making People Friendly Streets and Spaces: Public Realm Guide (BCC, 2016)

They have informed the preparation of the Spatial Framework and will be subject to public consultation.

It is proposed to prepare the following additional documents to provide guidance and context for new development and public realm infrastructure:

- 1 Legible City Way-finding Information Strategy
- 2 Public Realm Guide (parts 2 and 3)
- 3 Public Art Strategy (currently in draft)
- 4 Development Prospectus Update

Future updates of the Spatial Framework

The Spatial Framework will be reviewed annually to update it to reflect changing circumstances. Key triggers for an update are likely to include:

- the completion of the Temple Meads Station Masterplan (expected 2017/18);
- the preparation of a detailed masterplan for the pivotal Former Royal Mail Sorting Office site;
- completion of detailed feasibility on key infrastructure projects including Bath Promenade and Three Lamps Junction;
- changes in the wider planning and transport policies; and
- any relevant technical studies e.g. retail, flood risk, community infrastructure etc.

Expanding the enterprise zone

Considerable potential exists to expand the Enterprise Zone. The following potential expansion areas have been identified for further assessment and feasibility.

- Redcliffe
- Bedminster
- Midland Road
- St. Philip’s Marsh
- Brislington

The proposal to extend the Enterprise Zone forms a key part of a growth strategy submitted to the Local Enterprise Zone and central government. This strategy will present the case for major investment in Temple Meads station and the wider enterprise zone.

Major Schemes Service





Appendices



Appendix A: Planning Policy Extracts

All new development proposals within the Enterprise Zone will be assessed with reference to the following hierarchy of planning policy and guidance:

- 1 Bristol Local Plan Core Strategy (Adopted June 2011) - sets out the overall approach towards planning and development in Bristol.
- 2 Bristol Local Plan Site Allocations and Development Management Policies (Adopted July 2014) - contains policies for those sites that can be built on and that should be protected from development. The Development Management Policies comprise detailed policies that will be used by the Council when assessing planning applications.
- 3 Bristol Central Area Plan (Adopted March 2015) - provides area-specific policies for development in central Bristol
- 4 Supplementary Planning Documents and Guidance - provide further detail to the policies in the Local Plan to help applicants make successful applications. SPD1 - Tall Buildings (2005) and SPD 7 – Archaeology and Development (2006) are particularly relevant to the Enterprise Zone.

Applicants for planning permission are strongly advised to refer to the above documents. However, the attention of all developers and their advisers is also drawn to the city council’s Major Schemes Service outlined in Section 5 of this document.

Planning Policy Extracts

The following policies are extracts from the above documents which illustrate the importance placed by the city council on place shaping and sustainable urban design. They are of particular relevance to supporting the Spatial Framework and should be read in conjunction with Section 3 of the document. Development and design proposals should be informed by the full content of these policies and the host Local Plan documents.

Bristol Core Strategy

Policy BCS2: Bristol City Centre

Reinforces the city centre’s strategic role as a regional focus, expanding its boundary into the St Philip’s area north of the Feeder Canal and the former Diesel Depot site (Arena Island).

- Throughout the city centre higher density, mixed use development will be encouraged with active ground floor uses along the busier streets.
- Design of development will be expected to be of the highest standard in terms of appearance, function, conservation of heritage assets, sustainability and maintaining and enhancing green infrastructure.

Policy BCS9: Green Infrastructure

Aims to protect, provide, enhance and expand the city’s green infrastructure assets which contribute to the quality of life within and around Bristol.

Policy BCS10: Transport and Access Improvements

- The council will support the delivery of significant improvements to transport infrastructure to provide an integrated transport system, which improves accessibility within Bristol and supports the proposed levels of development.
- It will support.....Making the best use of existing transport infrastructure through improvement and reshaping of roads and junctions where required to improve accessibility and connectivity and assist regeneration and place shaping.
- Proposals should create places and streets where traffic and other activities are integrated and where buildings, spaces and the needs of people shape the area.

Policies BCS13-BCS16

This suite of policies address the environmental impact of new development. They address climate change, sustainable energy, sustainable design and construction and flood risk and water management.

Policy BCS20: Effective and Efficient Use of Land

Emphasises that development will maximise opportunities to re-use previously developed land, seeking opportunities to use land more efficiently across the city. The policy establishes criteria to inform the appropriate density for individual development sites.

Policy BCS21: Quality Urban Design

New development in Bristol should deliver high quality urban design. Development in Bristol will be expected to:

- Contribute positively to an area’s character and identity, creating or reinforcing local distinctiveness.
- Promote accessibility and permeability by creating places that connect with each other and are easy to move through.
- Promote legibility through the provision of recognisable and understandable places, routes, intersections and points of reference.
- Deliver a coherently structured, integrated and efficient built form that clearly defines public and private space.
- Deliver a safe, healthy, attractive, usable, durable and well-managed built environment comprising high quality inclusive buildings and spaces that integrate green infrastructure.
- Create a multi-functional, lively and well-maintained public realm that integrates different modes of transport, parking and servicing.
- Enable the delivery of permanent and temporary public art.
- Safeguard the amenity of existing development and create a high-quality environment for future occupiers.
- Promote diversity and choice through the delivery of a balanced mix of compatible buildings and uses.
- Create buildings and spaces that are adaptable to changing social, technological, economic and environmental conditions.
- Enable the delivery of permanent and temporary public art, promoting a multi-disciplinary approach to commissioning artists in the design process.

Appendix A: Planning Policy Extracts

BCS22: Conservation and the Historic Environment

The aim of this policy is to ensure that new development safeguards or enhances heritage assets and the character and setting of areas of acknowledged importance.

Site Allocations and Development Management Policies

Policy DM11: Markets

Encourages new street or open markets where they would be beneficial to local shopping provision and would support the vitality, viability and diversity of existing centres.

Policy DM17: Development Involving Existing Green Infrastructure

Sets out the detailed approach towards the protection of existing green infrastructure and green assets.

Policy DM19: Development and Nature Conservation

Provides detailed criteria for the consideration of development proposals affecting nature conservation sites and features of value in Bristol. The River Avon corridor is designated as a Site of Nature Conservation Interest (SNCI) under this policy.

Policy DM22: Development Adjacent to Waterways

Emphasises that development which is adjacent to, or contains, waterways will be expected to maintain, enhance or create suitable public connections to the waterways for walking, cycling and maintenance.

Policy DM23: Transport Development Management

Sets out the transport and traffic considerations that development proposals should address, including parking standards for residential and non-residential development. It also seeks to ensure that new development is accessible by sustainable transport methods such as walking, cycling and public transport.

Policy DM26: Local Character and Distinctiveness

- This policy expands upon the requirements of BCS21. It sets out the criteria against which a development’s response to local character and distinctiveness will be assessed and forms the basis of context appraisal.
- Development should retain existing buildings and structures that contribute positively to local character / distinctiveness.

Policy DM27: Layout and Form

- This policy is concerned with the successful arrangement and form of buildings, structures and spaces. The layout of the built environment makes a key contribution to creating quality urban design as required under the Core Strategy, and as such the policy relates to all aspects of Core Strategy policy BCS21.
- The layout, form, pattern and arrangement of streets, open spaces, development blocks, buildings and landscapes should contribute to the creation of quality urban design and healthy, safe and sustainable places. It should make efficient use of land, provide inclusive access and take account of local climatic conditions.

- Proposals should not prejudice the existing and future development potential of adjoining sites or the potential for the area to achieve a coherent, interconnected and integrated built form. Where such potential may reasonably exist, including on sites with different use or ownership, development will be expected to either progress with a comprehensive scheme or, by means of its layout and form, enable a co-ordinated approach to be adopted towards the development of those sites in the future.

Policy DM28: Public Realm

- Expands upon policy BCS21 by setting out detailed criteria for assessing the public realm element of new development proposals.
- Development should create or contribute to a safe, attractive, high quality, inclusive and legible public realm that adds positively to local character and identity and encourages appropriate levels of activity and social interaction.

Appendix A: Planning Policy Extracts

Policy DM29: Design of New Buildings

- New buildings should be designed to a high standard with design solutions founded upon a coherent concept and rationale.
- DM29 progresses the requirements of policy BCS21 of the Core Strategy to deliver high quality, adaptable buildings that make a positive contribution to an area’s character and identity. The policy also seeks active building frontages that will enable a safe and secure built environment.
 - New buildings should be designed to a high standard of quality, responding appropriately to their importance and reflecting their function and role in relation to the public realm.
- Policy DM30: Alterations to Existing Building**
Deals specifically with extensions and alterations to existing buildings and applies to all building types.
- Policy DM31: Heritage Assets**
- Development that has an impact upon a heritage asset will be expected to conserve and, where appropriate, enhance the asset or its setting.

Policy BSA1101: Bath Road Open Space

- Policy BSA1210: Former Petrol Filling Station, Bath Road**
- Allocates land to the west and east of Totterdown Bridge for new development (Sites AR03A and AR03B within Spatial Framework). A suggested approach for these sites is mixed-use development incorporating housing and business uses. Policies sets out other planning considerations that development proposals will need to take into account.
- Policy BSA1202: Paintworks Phase 3 and adjacent land**
- Allocates land at Paintworks for new development (Sites AR04A and AR04B within Spatial Framework). A suggested approach for these sites is mixed-use development incorporating housing and business uses. Policies sets out other planning considerations that development proposals will need to take into account.
- An extant planning permission exists for residential development of up to 11 live/work and 210 residential units as well as business and retail development, subject to signing Section 106 Planning Agreement (ref. 09/04693/P).

Bristol Central Area Plan

- Policy BCAP3: Family Sized Homes:**
- Throughout the city centre the development of new homes will be expected to contain a proportion of family sized homes, consisting of houses with two or more bedrooms or flats with three or more bedrooms and an element of usable outdoor amenity space.
- Policy BCAP12: Vacant Sites and Temporary Uses**
- Sets the basis against which proposals for temporary uses of vacaant buildings or sites within Bristol city centre will be assessed.
- Policy BCAP18: New Market Provision in Bristol City Centre**
- New or extended market provision will be supported in Bristol city centre where it would support the vitality, viability and diversity of the city centre.
- Policy BCAP21: Connection to Heat Networks**
- Expects development within central Bristol to explore opportunities to share heat resources with adjoining development or to connect to existing heating networks.

Policy BCAP22: Habitat Preservation, Enhancement and Creation on Waterways

- Development adjacent to waterways will be expected to preserve and enhance the existing biodiversity and sustainable drainage role of the waterway, its banks and immediate environs through the protection and enhancement of existing habitats and the creation of new habitats.

Policy BCAP23: Totterdown Basin Enhancement

- Totterdown Basin has recognised natural green space value in the Council’s Parks and Green Spaces Strategy.
- Development of sites bordering the Totterdown Basin area will be expected to complement its enhancement as a fully accessible natural green space with a wildlife function, including provision of pedestrian and cycle links through the area.

Policy BCAP27: Safeguarded Transport Links and Railway Land

Safeguards the necessary land for programmed major transport schemes, including proposed road bridge from Cattle Market Road to the arena site.

Appendix A: Planning Policy Extracts

Policy BCAP28: New Interchange Facilities

- The development of sites adjacent to Temple Meads station will be expected to deliver improved public transport interchange facilities and new and enhanced walking/cycle routes as part of the development of Bristol Temple Quarter.
- The precise location and type of interchange facilities that will be sought will be explored in more detail in the Spatial Framework being prepared for Bristol Temple Quarter. It is likely however that the development of the sites adjoining the station to the north will be required to accommodate this interchange function.

BCAP29: Car and Cycle Parking

Establishes policy position with regard to parking provision within the central area.

- Although the city centre provides a range of employment opportunities and services that reduce the need to travel, an element of residential car parking may continue to be appropriate for many city centre developments that provide new homes.
- The Parking Standards Schedule at Appendix 2 to the Site Allocations and Development Management Policies set out maximum car parking standards and minimum cycle parking and disabled car parking standards for new development in Bristol. These standards will also apply within the Central Area Plan area but, where appropriate in Bristol City Centre, a significantly lower level of car parking provision will be expected.

Policy BCAP30: Pedestrian Routes

- Development on or adjacent to primary and secondary pedestrian routes will be expected to provide an appropriate and proportionate level of public realm improvements to the route.

Policy BCAP31: Active Ground Floor Uses and Active Frontages in Bristol City Centre

Identifies types of location where active ground floor uses may be sought including primary pedestrian routes and other busy streets.

Policy BCAP32: Quayside Walkways

- Development on or adjacent to existing Quayside walkways shown on the Policies Map will be expected to retain and, where appropriate, enhance a continuous and accessible route.

Policy BCAP33: Key City Spaces

- Development on or adjacent to key city spaces will be expected to provide an appropriate level of public realm improvements having regard to the role of each space. Improvements should help to deliver fully accessible spaces.

Policy BCAP34: Coordinating Major Development in Bristol City Centre

- Within Bristol city centre major development proposals will be expected to demonstrate that opportunities have been sought to progress a more comprehensive or co-ordinated form of development with other sites in the locality.
- Masterplans and spatial frameworks will be encouraged as a means of demonstrating a comprehensive or co-ordinated approach to development.

Policy BCAP35: Bristol Temple Quarter

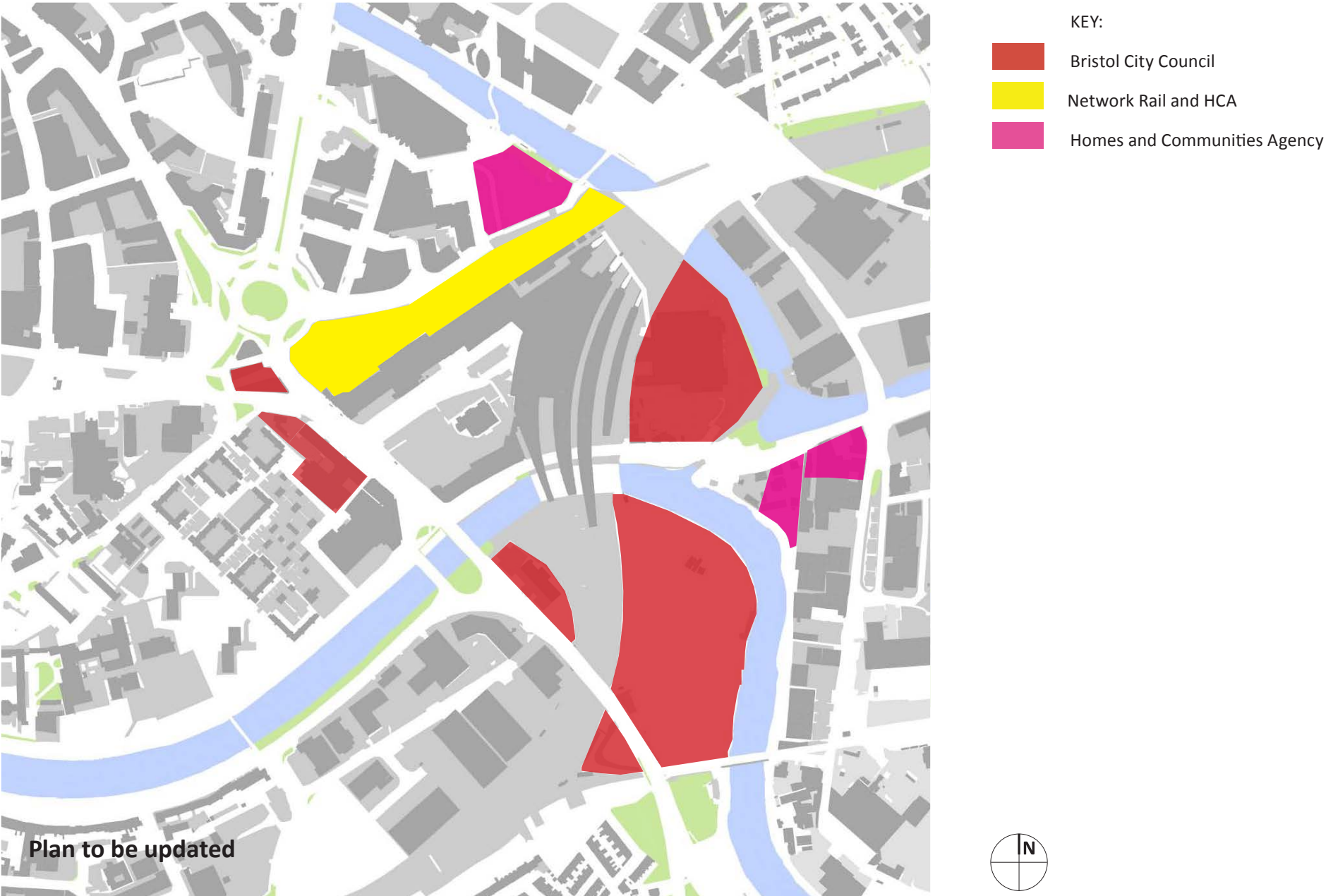
- Sites within Bristol Temple Quarter will be developed for a wide range of uses as part of the growth and regeneration of the area; as an employment-led, mixed-use quarter of the city centre, an exemplar for new initiatives and a hub for all creative minded businesses.
- The layout, form and mix of uses should contribute to delivering this vision for Bristol Temple Quarter and, in doing so, have regard to the Spatial Framework for Bristol Temple Quarter.

Well designed places are successful and valued. They exhibit qualities that benefit users and the wider area. Well designed new or changing places should:

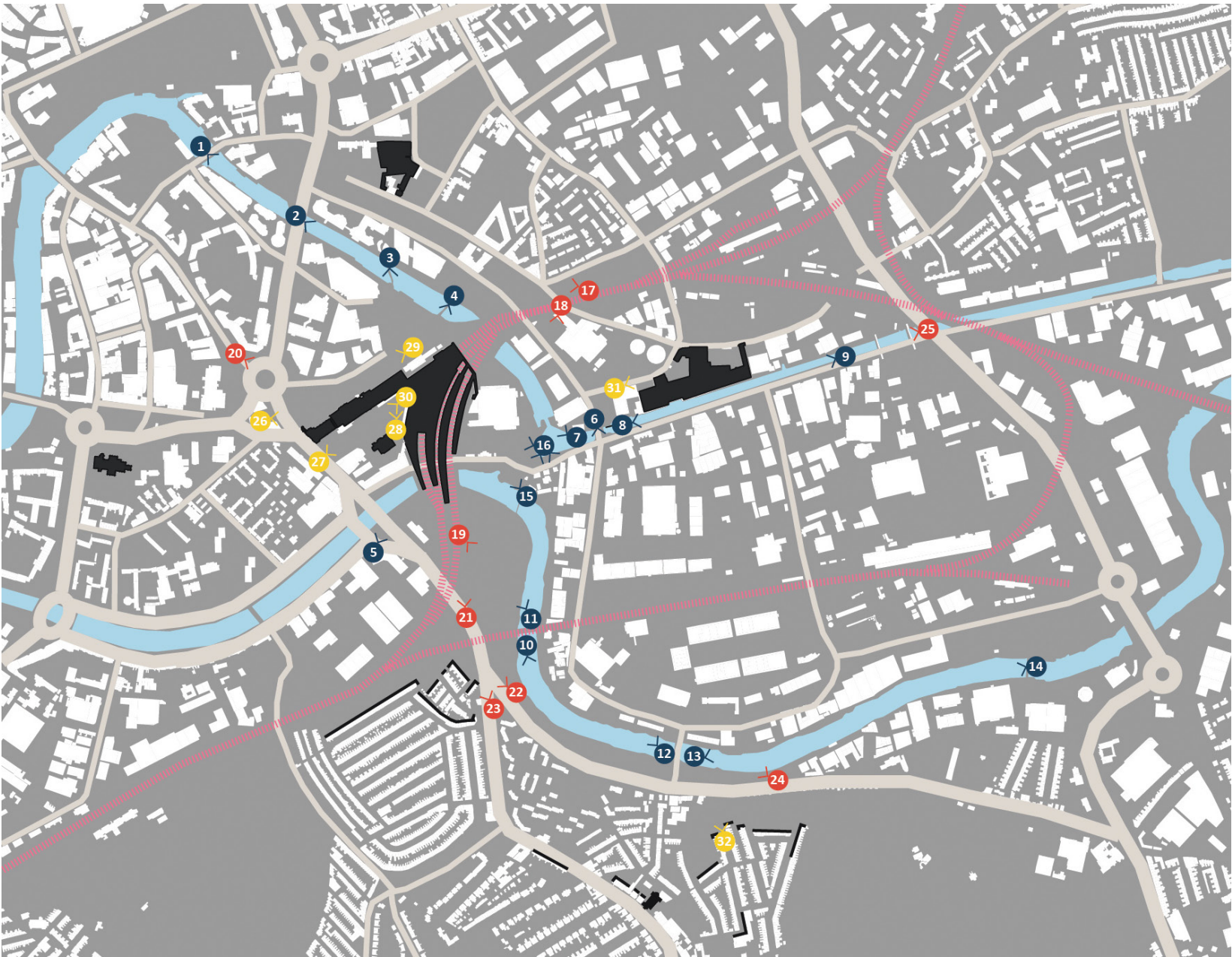
- be functional
- support mixed uses and tenures
- include successful public spaces
- be adaptable and resilient
- have a distinctive character
- be attractive and
- encourage ease of movement.

NPPF Planning Practice Guidance (2014)

Appendix B: Key Sites in Public Ownership Plan (core area)



Appendix C: Heritage assets and views plan



KEY

- 1 Watercourse and open spaces vantage points
- 17 Rail and road corridor vantage points
- 25 Other vantage points
- Listed buildings

Appendix D: Design for flood risk and surface water management

The city’s watercourses have proved to be a desirable landscape feature that its people have wanted to be near. The Floating Harbour, Feeder Canal and River Avon are central to the identity of Temple Quarter. Their proximity, however, also make this an area that is at the risk of flooding.

The Spatial Framework advocates a water sensitive approach to urban design in line with Policy BCS16. It promotes an opportunity to create attractive, successful and resilient places, providing integrated solutions to flood risk management, sustainable water use and supply and the improvement of water quality in the area’s watercourses. In doing this, it builds upon some of the significant successful precedents that can be found elsewhere in the harbourside area, notably Millennium Promenade and Hanover Quay.

Standard responses to the risk of flooding include flood defences, barriers to flood pathways and raising accommodation above the predicted flood level. These measures are often not well integrated with the overall architecture and landscape design, resulting in poor quality and badly functioning neighbourhoods and streetscapes. Flood barriers limit opportunities for linkage as they are often both physically and visually isolating which can result in poor quality public and private spaces. Also, developments characterised by empty undercrofts or dominated by car parking at ground level tend to lack identity and a sense of neighbourhood.(RIBA, Designing for Flood Risk). The Spatial Framework is alive to the tension between flood risk management and quality place-making.

The Spatial Framework makes a series of recommendations for land use planning, flood control and flood mitigation that draws on the plethora of best practice that exists, including:

- Water Sensitive Design in the UK (CIRIA, 2013)
- Designing for Flood Risk (RIBA)
- West of England Sustainable Drainage Guide (BCC, 2015)

Surface water management in the EZ

Within the EZ, the overarching surface water drainage drivers are:

- water quality mitigation and improvement. For surface water systems discharging to the Floating Harbour the enhancement of water quality is paramount in view of the amenity use of the floating Harbour and to satisfy Water Framework Directive requirements
- reduction in existing discharge to combined sewers. A reduction in the volume and rate of discharge to the combined sewer network is required.

Surface water draining to the tidal waterbodies is typically discharged as directly as reasonably possible within the capacity of the drainage system without introducing additional lag. This is to avoid the potential for interaction with flood peaks from upstream.

Surface water drainage should be considered at the start of the design process to ensure drainage systems are effectively delivered. Features should not be shoehorned into a predetermined layout but should be integral to a masterplanning design of development from the outset. This approach should be applied

to all sizes of development site. A ‘proof of concept’ for surface water drainage design at an early stage pre-planning application stage is recommended to pre-empt or reduce the chance of issues that could later arise and conflict with the ability of development proposals to incorporate sustainable drainage.

Land use planning

- Make efficient use of land at risk of flooding by matching a mix of uses with the levels of risk. At the same time create sustainable, mixed-use area where people can live, work and spend their leisure time.
- Work with the natural topography for cost effective and sustainable developments that minimise engineering land movement
- Stack vulnerable uses over robust uses to create active frontages and a positive public realm at street level
- Provide new outdoor amenity space, areas of biodiversity, and new recreational uses within areas of higher flood risk.

Flood control

- Integrate flood defences with new areas of public realm such as riverside walkways, cycle routes and pocket parks
- Design defences to promote biodiversity and create wildlife corridors
- Provide additional flood storage capacity by creating new wetland areas or sub-terranean infiltration and attenuation areas

- Maximise visual and physical connections to the areas river, harbour and canal, to increase the amenity and commercial value of new developments
- Provide safe refuge on site for the duration of a short flood by designing low carbon self sufficient schemes with their own renewable energy, water harvesting and purification
- Enhance the public and private realm with high quality robust landscape designs which promote water conservation and surface water management
- Integrate sustainable drainage systems for the rapid retreat of flood waters.

Flood mitigation

- Put in place early warning systems, increase awareness of occupants and residents
- Integrate escape and rescue points into landscape and building design
- Integrate barriers and baffles into the landscape design in the form of street furniture to reduce water speeds and levels of hazard
- Secondary defences can be integrated with SuDS systems
- Raising ground floor levels and providing flood storage undercrofts
- Resistant construction for shallow flood depths to keep water out
- Amphibious buildings designed to float in the event of a flood for waterside locations
- Resilient buildings designed to minimise internal damage and reinstatement costs in the event of a flood.

Appendix D: Design for flood risk and surface water management

- 1

Vulnerable uses such as housing stacked over less vulnerable uses such as shops (Humberside Street)
- 2

Bioswale amphitheatre - a potential precedent for new spaces such as Temple Place.
- 3

SUDS scheme integrated into a high quality public realm (Millennium Promenade, Bristol)
- 4

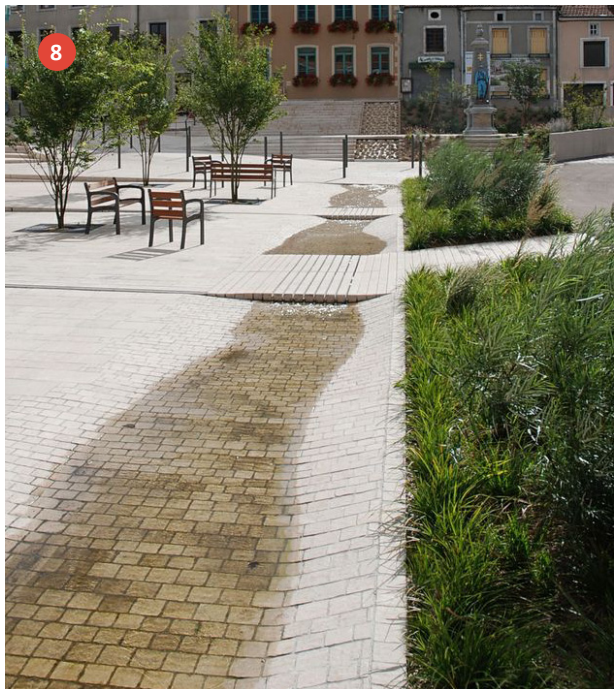
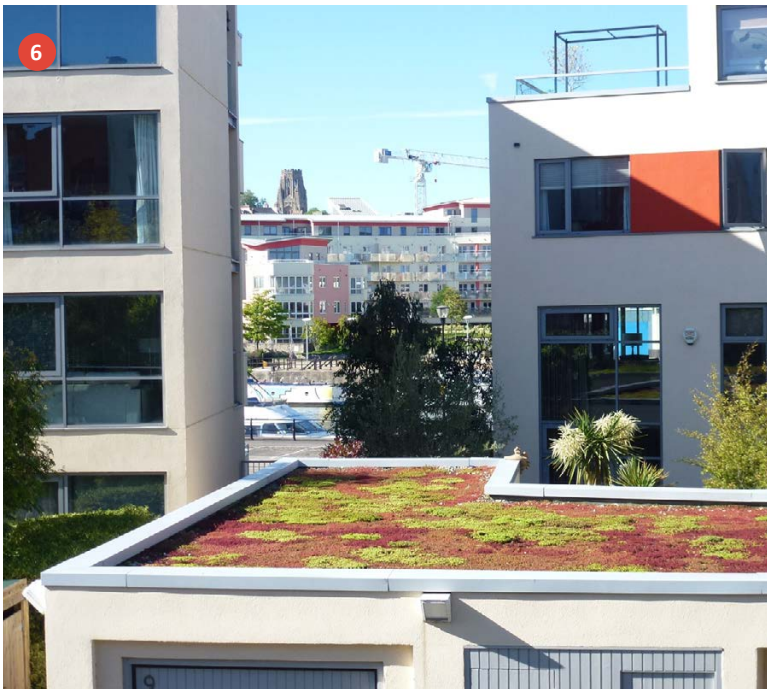
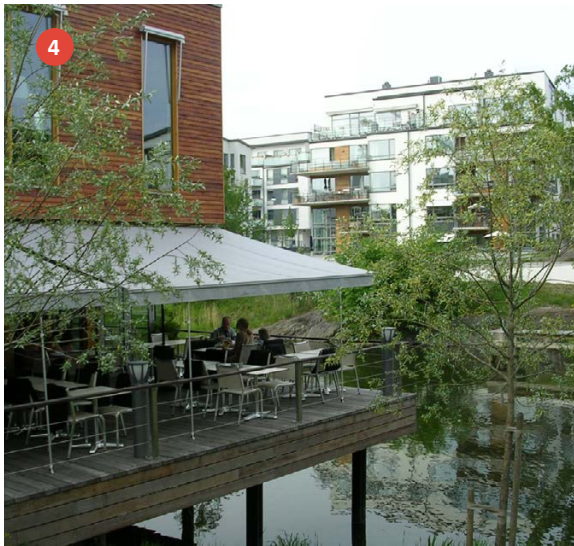
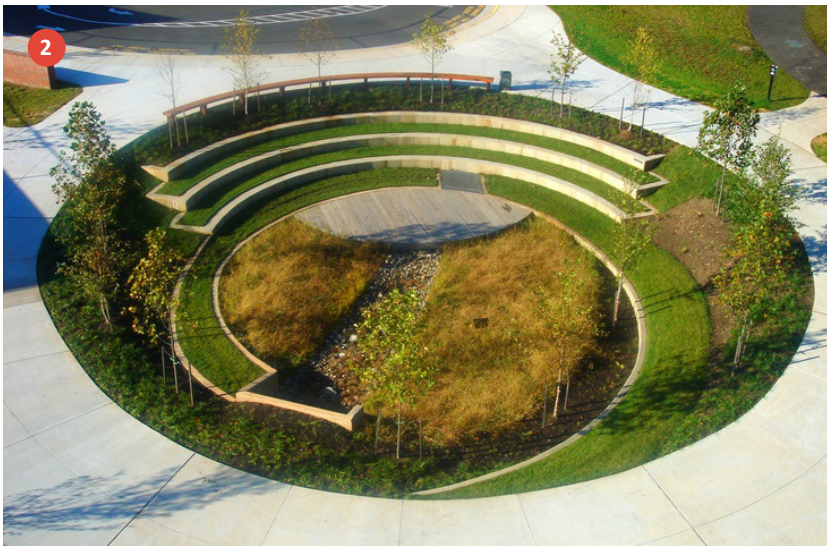
Visual connections to the waterside exploited through new commercial developments (Hammarby Sjostad, Stockholm)
- 5

New outdoor amenity space with high biodiversity which exploits waterside location (Hanover Quay, Bristol)
- 6

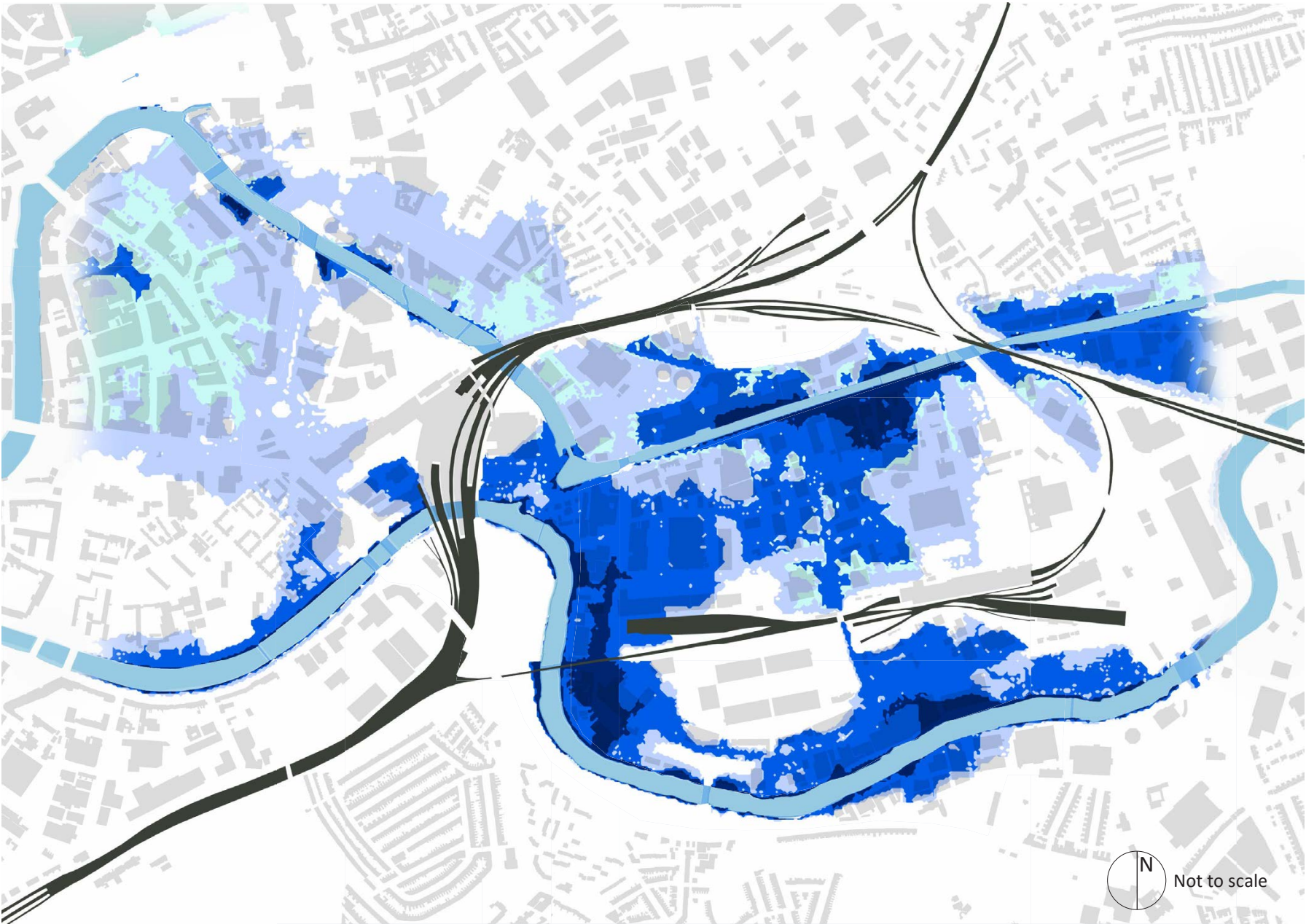
Water harvesting via a green roof - The Point, Bristol.
- 7

New waterside walkways integrated into traditional flood defence measures
- 8

SUDS scheme integrated into a high quality public realm (Gondrecourt-le-Chateau, France)



Appendix D: Design for flood risk and surface water management



- KEY:
- Flood Zone 3b
 - Flood Zone 3a
 - Flood Zone 2
 - Flood Zone 3a incl' climate change (2110 scenario)

Source: Flood Risks to the Site (Level 1 Flood Risk Appraisal 2012)

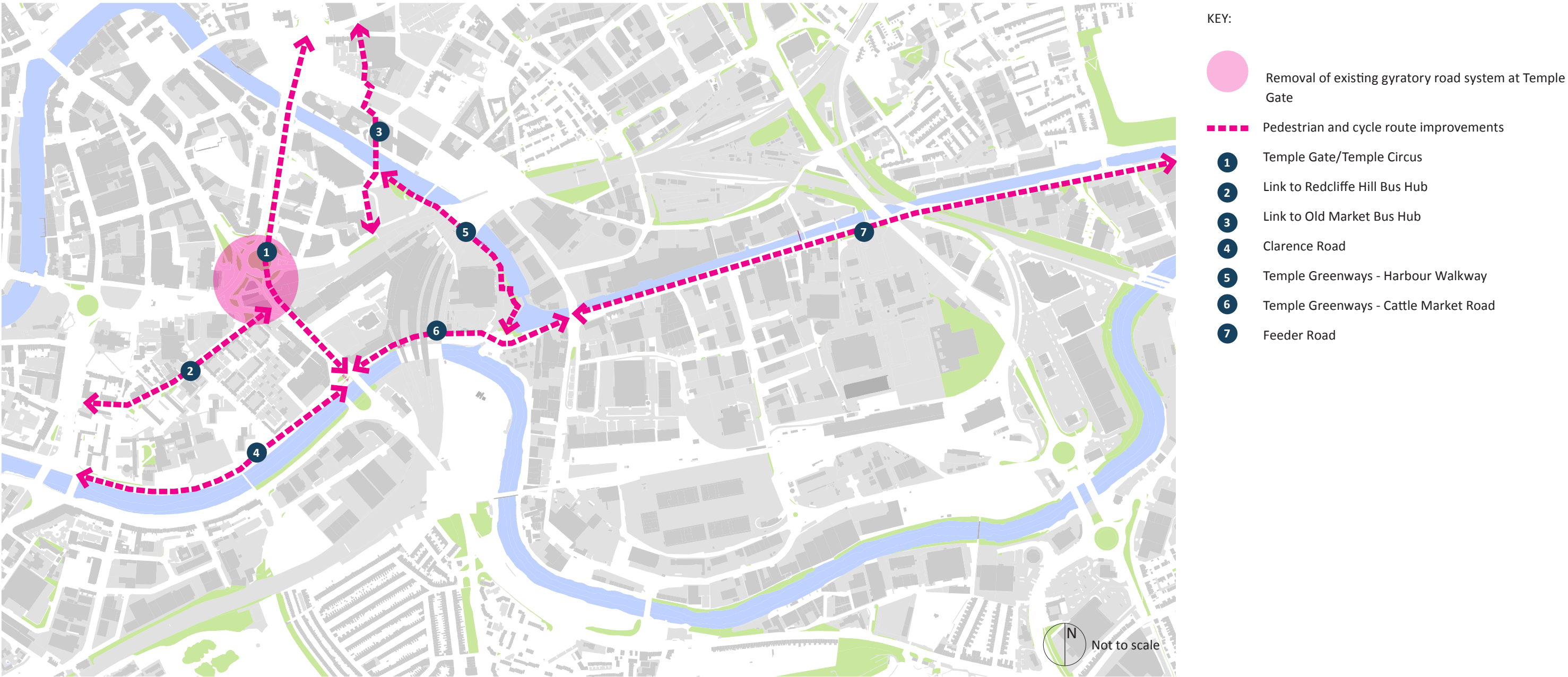
Appendix E: Green Infrastructure Plan



- KEY:
- Significant green space / public park
 - Naturally regenerating areas
 - Miscellaneous green space
 - Watercourse
 - Tree planting

Source: Urban Design Analysis, 2013

Appendix F: Revolving Infrastructure Fund Project Location Plan



Appendix G: Development Quality Standards

Quality Standards

The standards set out below are intended to ensure an appropriate quality of development across the Enterprise Zone area.

Building for Life

Planning proposals should demonstrate, through the submitted Design & Access Statement, how the development would deliver high quality urban design, with reference to the Building for Life 12 assessment questions.

Environmental Performance

In line with Local Plan Policy BCAP20 (Sustainable Design Standards), there is an expectation that development proposals will achieve the following environmental performance standards as a minimum.

- Residential development to achieve an energy performance standard equivalent to Code for Sustainable Homes Level 4. This should be demonstrated as part of the Sustainability Statement and Energy Strategy submitted as part of the planning application.
- Residential development to achieve a water efficiency standard of no more than 110 litres per person per day as required by Building Regulations Approved Document G.
- Non-residential development of 1,000 sqm or greater to achieve BREEAM ‘Excellent’ standard.
- For all super-major developments, a BREEAM for Communities assessment to be submitted with an ‘Excellent’ standard achieved.

- Under Local Plan Policy BCS14, all development to provide sufficient renewable energy generation to reduce carbon dioxide emissions from residual energy use by at least 20%.

Access

There is an expectation that residential development proposals will achieve the following access standards as a minimum

- From 1st October 2015, all dwellings to be built to optional access requirement under Category 2: Accessible and Adaptable Dwellings under Building Regulations Approved Document M Volume 1.
- Two percent of all dwellings to be fully wheelchair accessible, or easily adaptable for residents who are wheelchair users. From 1st October 2015, this will be set under Building Regulations Approved Document M Volume 1 Category 3: Wheelchair User Dwellings.

Residential Space standards

All new dwellings must achieve the internal and external minimum space standard requirements set out below. This will contribute significantly towards the achievement of liveable, adaptable and sustainable housing, providing sufficient communal social space and individual personal space for retreat, relaxation and rest. The standards reference the Local Plan policy requirement (BCS18) to provide sufficient space for everyday activities and to enable flexibility and adaptability.

Internal space standards

The following unit type space standards are based upon the Nationally Described Space Standards (March 2015, DCLG), which will come into effect on 1st October 2015.

Minimum unit size by gross internal floor area:

1Bed 2Person flat – 50 sq m
2Bed 3Person flat/bungalow – 61 sq m
2Bed 4Person flat/bungalow – 70 sq m
3Bed 5Person flat/bungalow – 86 sq m
4Bed 6Person flat/bungalow – 99 sq m
2Bed 3Person house (2 storey) – 70 sq m
2Bed 4Person house (2 storey) – 79 sq m
3Bed 5Person house (2 storey) – 93 sq m
4Bed 6Person house (2 storey) – 106 sq m
3Bed 5Person house (3 storey) – 99 sq m
4Bed 6Person house (3 storey) – 112 sq m
4Bed 7Person house (2+ storey) – 115 - 121 sq m
4 Bed 8 Person house (2+ storey) – 124 - 130 sq m

In addition, all dwellings must meet the Technical Requirements and minimum standards in relation to storage as set out within the Nationally Described Standards.

All new development will be required to provide satisfactory arrangements for the storage of refuse and recyclable materials as an integral part of its design in line with Local Plan Policy DM32 (Recycling and Refuse Provision in New Development).

Floor:ceiling heights in all residential habitable rooms should be a minimum of 2.5 metres. A robust case would need to be made if this standard cannot be achieved.

Any single garages should have minimum internal dimensions of 3.0 metres x 6.0 metres.

In order to minimise noise disturbance, any flats should be configured wherever possible with living rooms:living rooms and bedrooms:bedrooms in vertical and horizontal arrangement.

Addressing these standards should be demonstrated through the submission of clearly scaled and dimensioned typical floorplans, indicating internal room configurations, furniture layouts, storage provision and access/activity zones.

External space standards

An appropriate and usable amount of private amenity space should be provided to flat buildings. Any balconies to flats should have a depth of not less than 1.5 metres.

Appendix H: Promoting meanwhile uses

The Spatial Framework promotes the use of ‘meanwhile uses’ within the enterprise zone in line with Local Plan Policy BCAP12. A meanwhile use is defined here as the temporary use of vacant buildings, spaces, streets and places until such time that they can be developed.

Meanwhile uses have already been use with considerable success within Temple Quarter and have helped raise the zone’s profile, animated the area and encouraged new audiences to visit. They range from some acts of guerilla gardening, to multi-million pound building reuse projects.

By opening up some development areas to temporary uses, the aspiration is that innovative and creative projects can grow in a low risk environment. To this end, Local Development Orders (LDOs) have been prepared by the city council to enable certain sites to be used in the short term, instead of being left vacant whilst longer-term plans are developed. For example, an LDO for temporary uses was prepared for Plot 3 in Temple Quay, which set out a series of planning and design parameters within which a temporary cultural destination could be created on this site. A second LDO was prepared for the former Diesel Depot site to enable a temporary food production use to go ahead. It is unlikely that the city council will be preparing further LDOs as the Council now has an adopted Local Plan Policy dealing with temporary uses - BCAP12.

- A review of meanwhile schemes undertaken in the city to date points to a number of commonly shared success factors:
- the innovative reuse of quirky sites overlooked by the mainstream development industry as they are perceived as being‘off-pitch’, and too complicated or costly to redevelop in prevailing economic conditions.
 - a desire of the scheme promoters to create a new and distinctive place which is human in scale, and offers variety and diversity;
 - the use of low cost buildings, thus enabling affordable rentals to be offered that in turn tend to attract small scale creative businesses;
 - the ability to create a unique destination that is strong enough to overcome any inherent weaknesses the site may have e.g. accessibility, image etc

The Spatial Framework will seek similar success factors in future meanwhile schemes being promoted in Temple Quarter. Whilst all under-utilised sites offer the potential for meanwhile uses, the Spatial Framework particularly encourages the creation of vibrant meanwhile uses on vacant sites enroute to the arena. This would include the following sites: Bristol and Exeter Yard, the Former Royal Mail Sorting Office and Arena Island itself pending full development.

Previous and current meanwhile uses in Temple Quarter

Cultural destination

Creative Common was a new cultural destination created on Plot 3 between 2012 -2014 in a space used for car parking pending redevelopment of the site. A big top tent served as a unique multi-purpose event space for the project. Other temporary structures (including a yurt and shipping containers) provided supporting bars, cafes and eateries and contributed towards creating a sense of place.

Temporary workspace

The resue of vacant buildings and sites to provide affordable business space has been a feature of regeneration initiatives for many years across the UK. Existing buildings prove particuarly successful, providing affordable, adaptable and distinctive buildings to accommodate the creative industries sector in workspace that differs from the mainstream workspace on offer elsewhere in the city. Some of the more successful temporary workspace projects eventually become permanent fixtures to an area. Increasingly, affordable workspace is being provided on vacant sites through the use of low-cost temporary buildings such as shipping containers. This is the approach being taken on a new temporary development on Plot 6 (next to the station). This is called Boxworks (open in 2016)

Social Enterprises

The Severn Project is an innovative social enterprise that helps individuals recover from drug and alcohol dependency through practical horticultural training. It temporarily created a farm on the Diesel Depot site pending the development of the arena, turning it into a thriving market garden comprising 2/3rds of an acre of polytunnels. The Wood Recycling Project is a successful social enterprise operating on Cattle Market Road since 2004 providing affordable wood which would otherwise be wasted.

Temporary events and art commissions

Temple Quarter provides an interesting canvas for the creation of new events that can take advantage of the areas unique heritage, unusual locations and transport links. A collection of temporary projects produced by Watershed in 2012-13 explored the creative potential of Temple Quarter, bringing its expertise in creative technologies to contribute towards the area’s regeneration. The recent popularity of an event held in Cattle Market Road by Alfresco Disco should give confidence to future events organisers about staging events in the area, particularly if the event could be considered to be outside the mainstream. Around 1600 people in their 20s and 30s were attracted to a one-off evening/night-time music event that took advantage of the road closure already in place in Cattle Market Road (October 2015).

Appendix H: Promoting meanwhile uses

Meanwhile uses in Temple Quarter EZ

- 1 Creative Common, Plot 3
- 2 Alfresco Disco, Cattle Market Road
- 3 Severn project, Diesel Depot site
- 4 Guerilla Gardening - Temple Circus
- 5 The Wood Recycling Project, Cattle Market Road



Appendix I: Suggested Parking Levels (employment uses)

Car parking levels for B1 employment uses within the Temple Quarter Enterprise Zone are set out in the ‘Sustainable Urban Mobility Plan’ (BCC, 2016). This document also includes details of a travel plan toolkit.

The area travel plan provides a number of measures that can help increase the use of sustainable transport to the BTQEZ, however in order to achieve greater modal shift and to ensure the transport network can accommodate expected growth, operational measures must seek to restrict the number of cars accessing the BTQEZ. One such measure is to apply restricted maximum car parking levels to new developments in the BTQEZ. Therefore alterations must be made with regards to parking levels through the development management process for all new development within the BTQEZ.

A parking strategy has been developed to identify the maximum parking levels most suited to the BTQEZ, given the highly accessible location by sustainable transport and the impact on the highway network as well as being able to fall in line with existing policy. The parking strategy has been developed for B1 office use, as this is the likely use class that will be developed to accommodate 17,000 new jobs in the BTQEZ.

In addition, the Bristol Central Area Plan states under Policy BCAP29 (Car and Cycle Parking):

New private non-residential parking within the city centre will be limited to the essential operational needs of development such as space for service

vehicles and pool cars and an appropriate level of disabled parking.’

An expected level of parking has been advised to reflect the sustainable setting of the BTQEZ that is accessible by alternative modes of transport to the car and the fact that improvements are proposed through £21m in transport investment (Revolving Infrastructure Fund).

The advised parking level has been derived from extensive modelling to establish levels of car use that can be accommodated on highway networks and research into maximum parking standards in centralised areas of other UK cities. Given the proposed investment in sustainable transport infrastructure, this advised maximum parking level

sits between a restricted standard of central London (1:1500sqm.) and more relaxed standards of other core cities (between 1:100sqm.and 1:200sqm.) and follows that of the inner areas of London (1:600sqm.). As development grows in the BTQEZ, opportunities will be sought to provide innovative cycle storage solutions that can be shared by a number of businesses, therefore funding may be requested from new developments to contribute towards a shared facility. This is designed to support the development and expansion of SMEs in the area.

This advised parking level represents around 2% of the workforce, which gives provision for operational and essential needs, as outlined in the Bristol Central Area Plan. As the vision for the BTQEZ is to enable access by sustainable modes, the focus for new development will be to provide exemplary facilities to encourage the use

of cycling, including secure storage, showers, changing facilities and lockers for staff. Therefore, given the space requirements at basement level for site plant, cycle facilities and disabled parking, the maximum car parking levels are of a suitable level to provide spaces for pool vehicles, car share spaces or visitor spaces without having to provide additional space for large amounts of staff car parking.

The cycle parking standard, EV charging points and disabled parking standards are taken from Bristol Local Plan Site Allocations and Development Management Policies (refer to Appendix A).

Car parking levels (B1 use)	Cycle parking levels (B1 use)	EV charging points (B1 use)	Disabled people (B1 use)
1 space per 600m2	Staff: From a threshold of 200 m², one space per 100 m² Visitor: From a threshold of 200 m²,one space per 1000 m² For schemes where ten or more	car parking spaces are proposed, one electric vehicle charging point should be provided for every five spaces From a threshold of 500 m², 3%	of the parking standard to be provided in addition – minimum of one space

Appendix J: Development quantum

Place Plan area	Gross new floorspace	Gross residential floorspace (assuming 60% floorspace in mixed use sites allocated to residential)	Dwelling numbers (assuming 60% floorspace in mixed use sites allocated to residential)	Affordable housing target	Gross employment floorspace (B1, C1, D2, A1, A2,A3,A4)	Other uses
Temple Meads City Gateway	124,000sqm	38,000sqm	422	168	74,000sqm	12,000sqm multi-storey car park (500 spaces)
Temple Quay	139,000sqm	72,000sqm	800	320	67,000sqm	-
Silverthorne Lane	110,000sqm	66,000sqm	733	293	44,000sqm	-
Avon Riverside	109,000sqm	50,000sqm	555	166	30,000sqm	24,000sqm arena 5,000sqm multi-storey car park (250 spaces)
Total	482,000sqm	226,000sqm	2510	947	215,000sqm	41,000sqm

The table opposite sets out indicative development quantum based on the development scenario illustrated in Section 4 of the Spatial Framework.

Residential

The table illustrates indicative development quantum where 60% of floorspace across the mixed used sites is for residential use (refer to Fig. 3: Land Use Plan on page 37). These figures will be used to monitor the development of new homes to ensure housing delivery objectives are met.

The Spatial Framework has adopted a typical gross dwelling size of 90sqm (including communal hallways etc). This is higher than many recently delivered schemes in the city, in recognition of the aspiration to ensure that a range of housing types and tenures can be delivered in the EZ, including family housing.

Policy BCS17 of the Core Strategy seeks an element of affordable housing from residential developments of 15 dwellings or more. This equates to 40% to the north of the River Avon and 30% to the south. These percentages have been used to generate an affordable housing target in the table opposite.

Employment

The table illustrates indicative development quantum where 40% of floorspace across the mixed use sites is for employment uses (Use Classes A1, A2,A3, A4, B1, C2 uses). These figures will be used to monitor the development of employment uses to ensure employment delivery objectives are met.

Appendix K: Statement of community involvement

A six week formal consultation on the Spatial Framework and two companion documents, the Sustainable Urban Mobility Plan (SUMP) and the Public Realm Guide, took place between 3rd March and 14th April 2016. A primary aim of this consultation was to collect feedback from key stakeholders and members of the public, and then use this feedback to inform the further development of the document. The update of the document also drew on feedback through related consultations on key projects in the Enterprise Zone, including the Bristol Arena, Temple Gate and Temple Greenways.

The consultation was widely publicised through a range of methods, including local postcard distribution; local media; a dedicated webpage; public and stakeholder events; social media and newsletters; public digital signage; and information at libraries.

Public and stakeholder events were well attended and provided an opportunity for informed discussion. 72 people submitted their views via the survey and 24 letters were received (primarily from local amenity groups, landowners and statutory consultees). Almost all respondents had significant ties to the Enterprise Zone, either through working or living in it, visiting or passing through it on a regular basis, owning property in the area or looking to invest in it in the future.

The majority of respondents were supportive of the need for a Spatial Framework and the objectives and approach it set out. Responses were tailored to the relevant sections of the document. Some areas for further development became apparent through the collation of responses, and are discussed below:

Development layout and form – No significant changes proposed despite requests to both increase and decrease heights, other than Bath Parade (City Point) where it has been remodeled at a height of 7-9 stories.

Land use – Guidance has been amended to encourage a greater proportion of residential floorspace. Indicative development quantum have been provided for each Place Plan area (see Appendix J), where 60% of floorspace across the mixed used sites is for residential and 40% of floorspace is for employment uses (Use Classes A1, A2,A3, A4, B1, C2 uses). These figures will be used to monitor developments as they come forward to ensure residential and employment delivery objectives are met. This reflects the growing need to deliver more housing in the city, and to ensure that Temple Quarter becomes a lively mixed community, with a proportion of family housing. The need for affordable housing and community infrastructure including schools has also been recognised.

Transport – Plans have been updated to reflect the latest position in respect to the Arena and Temple Gate projects, as well as an emerging idea to introduce buses along Avon Street/Albert Road. More detailed issues raised in connection to Temple Meads Station will need to be addressed through Network Rail’s proposed Station Masterplan in due course. Widely held concerns about shared space will need to be addressed on an individual scheme level and referring to emerging guidance currently being prepared by Bristol City Council. Additional guidance on ‘way-

finding’ has been prepared, showing how interchange and movement can be better supported in Temple Quarter. The request to provide a protected corridor for a future rapid transit scheme along The Friary was rejected as there are no proposals for rapid transit in this location and the route is not safeguarded in the Local Plan.

Parking - Although suggested parking levels for employment uses were well received, concerns were expressed that they may be too restrictive. The advised parking standard is based on extensive modelling and research; we therefore are not proposing any changes. However, further work is planned to respond to a suggested need for a residential parking standard for the BTQEZ. This will not be included in the 2016 version of the SF but may be added to a future update.

Environmental design and construction – The section on Heat Networks has been redrafted and will incorporate guidance on a range of environmental measures, as well as clarifying environmental performance standards.

A more detailed summary of key issues and responses can be found in the Statement of Community Involvement which can be found at:

<https://bristol.citizenspace.com/place/tqspatialframework>

References

Companion documents to the Spatial Framework

- **BTQEZ Making People-friendly Streets and Spaces - A Public Realm Guide**
(Bristol City Council, 2014).
This sets out the vision for the public realm in the TQEZ and the qualities it must achieve.
- **BTQEZ Development Prospectus**
(Bristol City Council, 2014)
A directory of development opportunities in the Enterprise Zone.
<http://www.bristoltemplequarter.com/sites/development-prospectus>
- **BTQEZ Sustainable Urban Mobility Plan**
(Bristol City Council, 2015).
This builds on the Local Transport Plan setting out a transport vision for the TQEZ.
- **BTQEZ Heritage Assessment**
(Bristol City Council, 2012)
www.bristol.gov.uk/page/planning-and-building-regulations/planning-temple-quarter-enterprise-zone - See under 'Spatial Framework'

Relevant Planning and Transport Policy

- **Bristol's Core Strategy** - Adopted June 2011
Document setting out approach for planning development in Bristol and part of the Local Plan.

- **Bristol Central Area Plan** - Adopted March 2015
This provides policies for development in central Bristol and includes Site Allocations and supplementary Development Management policies.

- **Site Allocations and Development Management document (SADM)** - Adopted July 2014
Sets out site allocations for development, policy designations and development management policies and is part of the Bristol Local Plan, to help deliver Core Strategy policies.

These three documents (above) are available at:
<http://www.bristol.gov.uk/page/planning-and-building-regulations/bristol-local-plan>

- **Supplementary planning documents (SPD) and supplementary planning guidance (SPG)**
A series of documents with greater detail on policies within the Local Plan including:
SPD1 Tall Buildings
SPD3 Future of Redcliffe
SPD5 Sustainable Building Design and Construction
SPD7 Archaeology and Development
www.bristol.gov.uk/page/planning-and-building-regulations/supplementary-planning-documents

- **Public Realm and Movement Framework**
Draft document looking at how people will move around the City Centre in future and what could be done to improve streets and public spaces.
Location TBC

- **Neighbourhood Planning - Redcliffe**
Redcliffe Way Neighbourhood Development Forum (Neighbourhood Plan in development).
<http://www.bristol.gov.uk/page/planning-and-building-regulations/neighbourhood-planning-redcliffe>

- **The Old Market Quarter Neighbourhood Development Plan** - February 2015
www.bristol.gov.uk/page/planning-and-building-regulations/neighbourhood-planning-old-market-quarter

- **Transport Plans and Strategies** - January 2011
Joint Local Transport Plan 3 (2011 to 2026)
www.bristol.gov.uk/page/transport-and-streets/local-transport-plans

Other studies undertaken in Temple Quarter

- Heritage Assessment published in December 2012
- BTQEZ Energy Masterplanning - October 2014
www.cse.org.uk/projects/view/1276
- BTQEZ Extended Phase One Habitat Survey
- BTQEZ Level 1 Flood Risk Assessment and Level 2/3 studies – see TQEZ Development Prospectus
<http://www.bristoltemplequarter.com/sites/development-prospectus>
- BTQEZ Transport Assessment (part of planning application due for completion end of July 2015)
- BTQEZ Tree Survey Report and Recommendations – TBC
- BTQEZ Urban Design Analysis, incorporating Tree Survey and Phase One Habitat Survey results – TBC

Other related workstreams

- Connecting Bristol www.connectingbristol.org
- Gigabit Bristol' Broadband and Wi-Fi investment - www.connectingbristol.org/gigabit-bristol/
- Bristol Futures (link)
- Invest in Bristol: www.investinbristol.com
- Local Development Order for temporary uses on Plot 3, adopted March 2012 (site operated by Creative Common)
- Local Development Order for temporary urban agriculture on the former Diesel Depot, adopted July 2012 (operated by Severn Project)
- STEEP (Systems Thinking for comprehensive city Efficient Energy Planning), BCC, Arup and University of Bristol (ongoing 2013-14)
- Temple Meads Conservation Strategy and Development Framework, Network Rail (ongoing)
- The Network Rail Guide to Station Planning and Design - www.networkrail.co.uk/Guide_to_Station_Planning_and_Design.pdf
- Department for Transport Security in Design of Stations (SIDOS) Guide at: www.gov.uk/government/uploads/system/uploads/attachment_data/file/4345/sidos-guide.pdf
- Homes and Communities Agency (HCA) Asset Delivery Plan, May 2015
Available on request from HCA

Useful contacts

Bristol Temple Quarter Enterprise Zone Team

If you'd like any information about investing in the Bristol Temple Quarter Enterprise Zone, please contact us.

We will:

- Help you to find sites and property.
- Offer you tailored information to support the development of a business case.
- Help link you to key networks and agencies covering a wide range of subject areas, such as recruitment, skills and training.
- Provide you with links to Planning and other key Council departments to help make your investment successful.

We are committed to assisting your company to successfully invest in Bristol and will tailor our support package to meet your needs.

Email: btqez@bristol.gov.uk

Web: www.bristoltemplequarter.com

City Design Group

The Spatial Framework, and accompanying Public Realm Guide and Heritage Assessment were prepared by the City Design Group (CDG) at Bristol City Council. CDG helps to shape new quality places throughout Bristol and improve the quality of existing neighbourhoods and sites.

Email: citydesigngroup@bristol.gov.uk

Web: www.bristol.gov.uk/planning-and-building-regulations-for-business/urban-design

Planning enquiries

The Major Schemes team within the Development Management service is the Council's point of contact for planning proposals in the Enterprise Zone.

Email: development.management@bristol.gov.uk

Web: www.bristol.gov.uk/planning

Transport enquiries

The Strategic City Transport team prepared the Sustainable Urban Mobility Plan for the enterprise zone, and is responsible for delivering transport infrastructure projects in the area

Email: city.transport@bristol.gov.uk

Website: for more information on transport projects and local travel information please visit www.travelwest.info

Building Regulations

The Building Regulations Service provides free pre-application advice at feasibility or detailed design stage.

Email: building.control@bristol.gov.uk

Credits

- 1 Conceptual and Graphic Design © City Design Group
- 2 3D Spatial Model Development Scenarios © City Design Group
- 3 Illustrations © Richard Carman
- 4 Mapping © Crown copyright and database right 2012 OS Survey 100023406 2013
- 5 3D Spatial Model Base (existing) © Z-Mapping Ltd
- 6 Aerial photography by © ASABlom 2012
- 7 Photography: Chris Bahn, © Bristol Design



