

An aerial map of Bristol, England, with the Temple Quarter area highlighted in a bright yellow color. The map shows the city's layout, including the River Avon and various urban blocks. The highlighted area is located in the central part of the city, near the river.

# Temple Quarter Development Framework

April 2023

Bristol City Council, Network Rail, Homes England,  
West of England Combined Authority



# Temple Quarter Development Framework

April 2023

Bristol City Council

Our Partners

**Deloitte.** **AWW** **AVISON  
YOUNG** **3ADAPT**  
**WestonWilliamson+Partners**

Client team



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10 Temple Back  
Bristol  
BS1 6FL  
United Kingdom

T +44 (0)117 906 9500  
[www.mottmac.com](http://www.mottmac.com)  
[bristol@mottmac.com](mailto:bristol@mottmac.com)

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# Contents

## Part 1 | Overview

### 3 Bristol Temple Quarter & St Philip's Marsh Vision and Guiding Principles

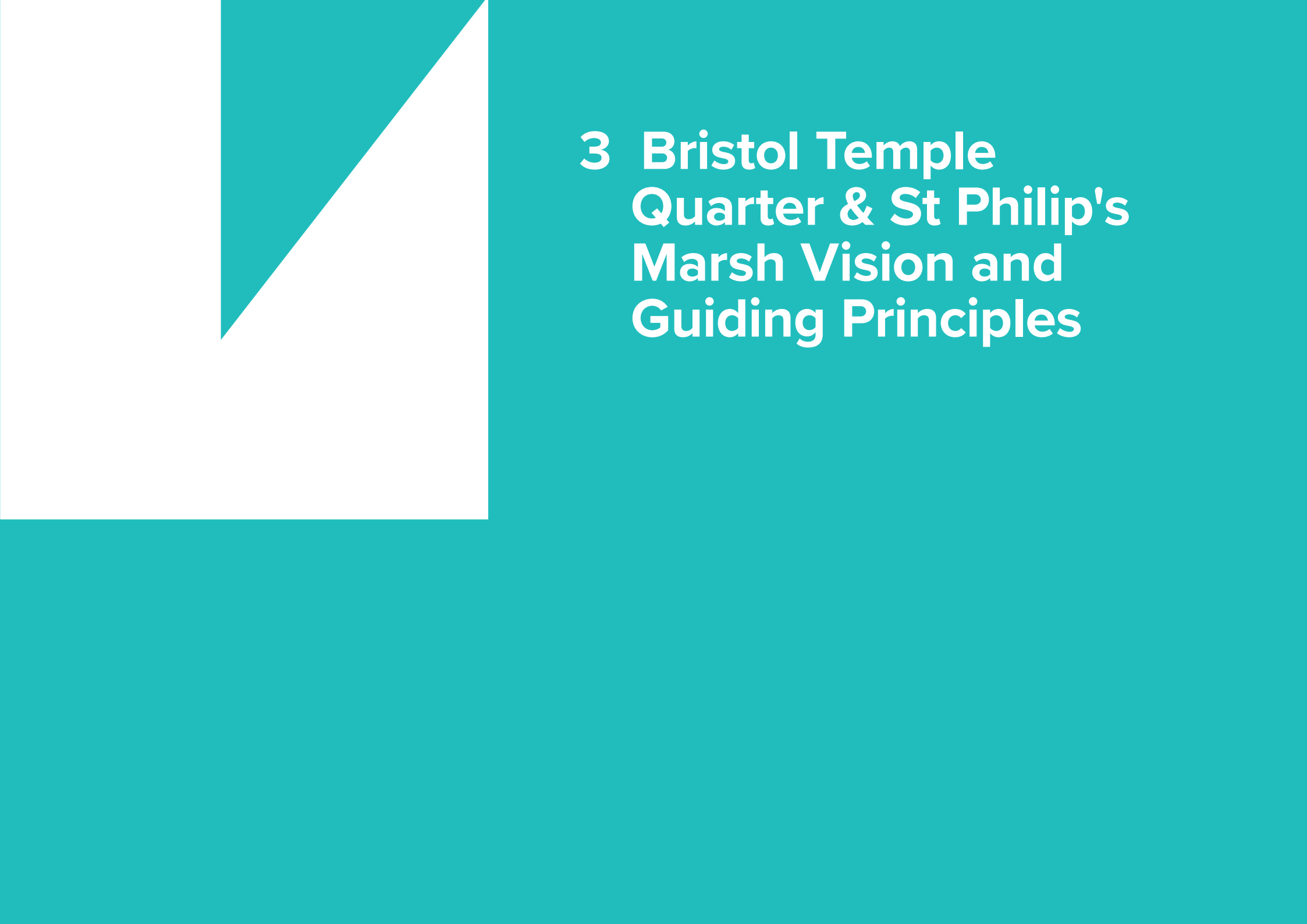
- 3.1 Project process
- 3.2 How this vision has evolved
- 3.3 Our vision for Bristol Temple Quarter & St Philip's Marsh
- 3.4 Guiding Principles

### 4 Temple Quarter Development Framework Overview

- 4.1 Introduction
- 4.2 Development Framework: thematic layers
- 4.3 Overall outcomes
- 4.4 Delivery strategy, consents and procurement
- 4.5 Phasing and early delivery
- 4.6 Next Steps







### **3 Bristol Temple Quarter & St Philip's Marsh Vision and Guiding Principles**

## 3.1 Project process

The process undertaken to develop the vision for this area is depicted in Figure 377, beginning with the original aims and objectives and project inputs.

During this process, key and recurrent themes emerged that revealed the shared needs and aspirations for the area. These are part of the vision and have been consolidated into a set of five guiding principles to guide the design and delivery proposals.

### Guiding Principles:

1. **Integrated and connected**
2. **Inclusive economic growth**
3. **Quality places**
4. **Quality spaces**
5. **Vibrant and creative communities**

Each of these five principles is outlined in more detail in Section 3.4.



### Aims and objectives

- A fitting gateway to Bristol
- A new, mixed use, vibrant and successful quarter
- Up to 11,000 new homes
- Improved and revitalised transport interchange
- Station capacity improvements
- Permeability of the station and project area
- New public space and public realm improvements
- Protection and sensitive reuse of heritage assets
- Phased approach to delivery



### Inputs

#### Chapter 2

Background information and previous schemes

Policy context and drivers

Project brief requirements

Future needs and best practice

Vision workshops

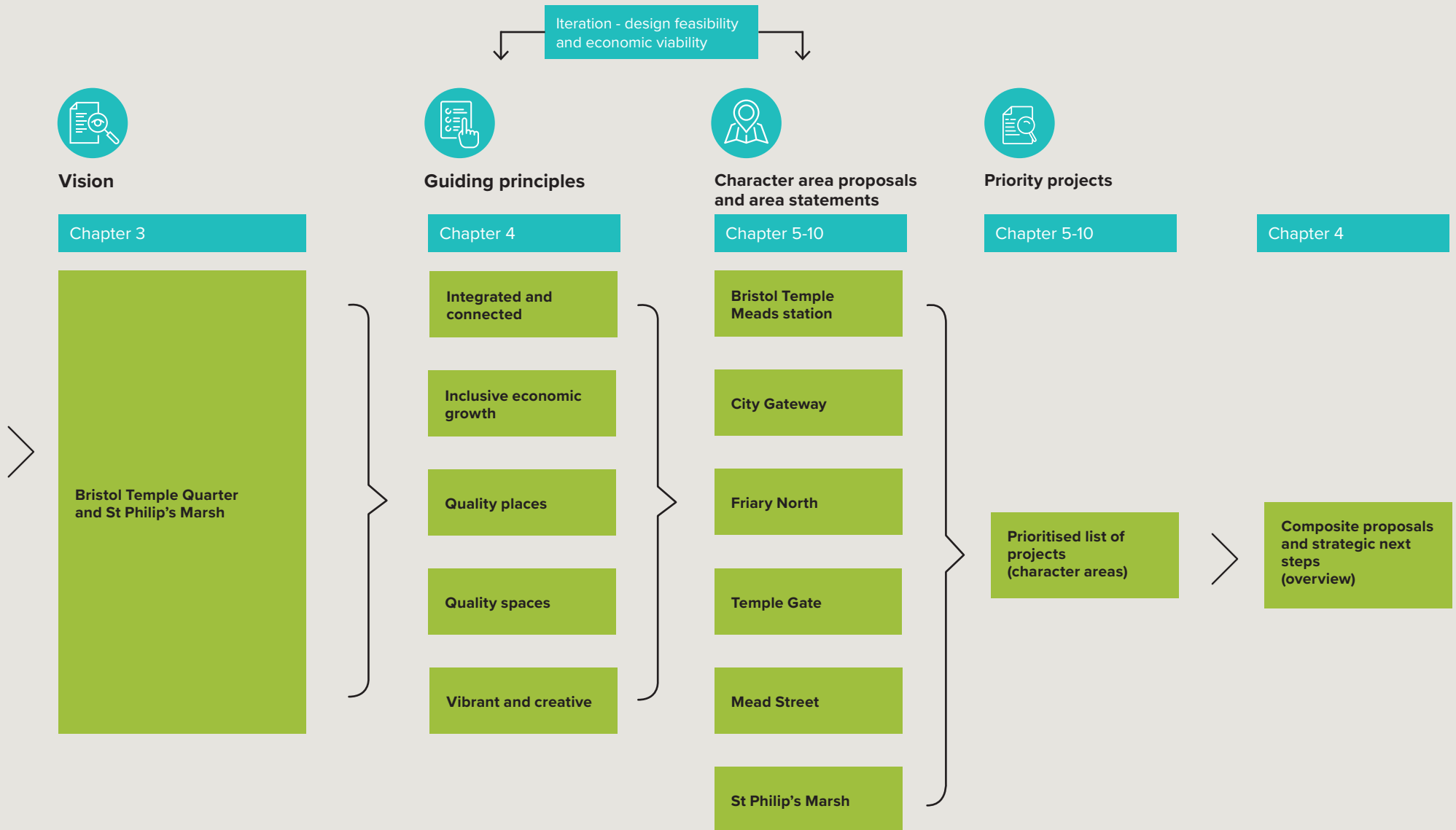
Client workshops and direction

Stakeholder engagement

Strategies

Figure 37 Development Framework process





## 3.2 How this vision has evolved

The vision for Bristol Temple Quarter & St Philip's Marsh was initially conceived by the client partners in the Temple Quarter Masterplan Brief (May 2018) and elaborated in a visioning workshop held on the 20<sup>th</sup> September 2018. This was attended by further senior representatives of Bristol City Council in addition to the project board.

The proposals in this Development Framework were effectively finalised in April 2020. The updated vision presented here builds upon the original vision to reflect the local and national planning and societal context, which has changed significantly since Spring 2018. This includes significant events such as

- The publication of the Bristol One City Plan (January 2019)
- The revised National Planning Policy Framework for England was updated on 19<sup>th</sup> February 2019, comprising the government's planning policies for England and how these are expected to be applied
- The publication of the new Draft Local Plan for Bristol with its specific new policies for the study area (March 2019), which in turn build upon a new evidence base for the city including a new Employment Land Study (JLL, 2019)
- The declaration of a climate emergency by Bristol City Council Nov 2018 (and West of England Combined Authority by July 2019)
- The recommendation of the planning inspectorate to withdraw the West of England Joint Spatial Plan (August 2019)

- The issue of new fluvial and tidal flood modelling by Bristol City Council as part of the development of the Bristol Avon Flood Strategy in Oct 2019
- In December 2019, the introduction of the biggest timetable change on the Great Western Railway network since 1976, bringing faster, more frequent services with thousands more seats across the region
- The adoption of a new Bristol Transport Strategy in July 2019
- The submission of an Outline Business Case for a Traffic Clean Air Zone in November 2019
- The UK stopped being a member of the European Union (EU) on 31<sup>st</sup> January 2020
- Publication of the One City Climate Strategy and other subsequent One City publications for Bristol (March 2020)
- Publication of Progressing Bristol's Development in October 2020
- The update of the National Design Guide for England in January 2021. This guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice
- Work on the Spatial Development Strategy (SDS) has been halted and is not being progressed by the Combined Authority. Strategic planning matters will be addressed through Bristol's Local Plan (planned for 2024), in cooperation with neighbouring councils.

- The referendum results in May 2022 to abolish the Mayoral system, replacing it with a committee system in May 2024

It also reflects stakeholder engagement undertaken in 2019 (summarised in Chapter 2) and the development of an extensive evidence base to cover the study area.

From this evidence base, some subtle changes emerged from the original spring 2018 thinking. Foremost of these was the need to fully acknowledge that St Philip's Marsh is a distinctive place, connected to but separate from Bristol Temple Quarter located to the west. The need to retain employment land of all types has also become a key theme. Growing concerns around climate change and flood resilience are influencing the overall need to plan and design differently for the future.

It is expected that this vision will continue to evolve and iterate beyond this Development Framework, including testing of new land use scenarios to fulfil aspirations for the area.

Finally, the COVID-19 pandemic has focused all levels of society on the needs for resilience, economically and socially, and the importance of local places. This Development Framework study was undertaken before the pandemic, which has introduced uncertainties and potential challenges to some of its outcomes. The impacts of COVID-19 are explored briefly in Section 2.5.15. Nonetheless, there is still a clear desire for high quality placemaking in Bristol, including a fitting City Gateway.

### 3.3 Our vision for Bristol Temple Quarter & St Philip's Marsh

#### A new place of many places

Bristol Temple Quarter & St Philip's Marsh will become a more vibrant and mixed-use collection of distinct places. In these residents, employees and commuters will work, live, learn and play as part of low carbon communities. These are fully integrated within the city centre with a transformed Temple Meads railway station and transport interchange at their heart.



## Overview

An incremental process of transformational change over the next 25 years will deliver new and affordable places to live, new jobs and places to enjoy during the day and into the evening. By design, an environment will be created that supports healthy lifestyles and delivers low carbon building development, including the integration of district heating and extensive green infrastructure. People, collaboration and inclusivity will be placed at the centre of the placemaking process.

Bristol Temple Quarter & St Philip's Marsh offers an exciting opportunity to bring together all that the city has to offer through the renewal of this part of the city. It will be a physical manifestation of the city's ambitions, a gateway to the wider West of England region and a showcase of what the public sector can achieve by working in partnership to realise a shared Vision.

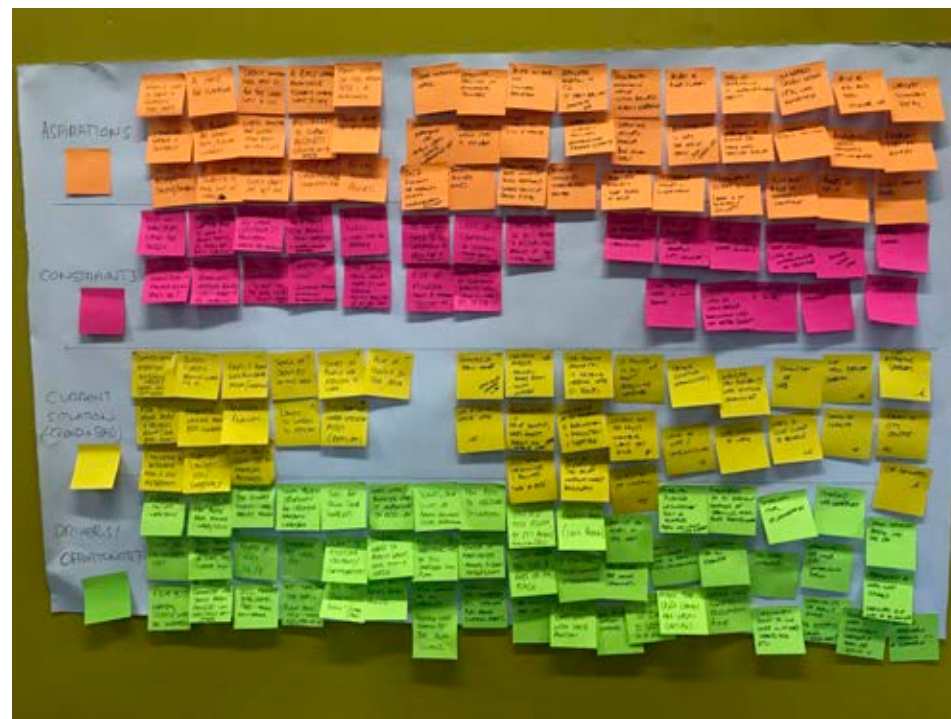
The area will be characterised by a range of distinctively different places that are connected by pedestrian, cycle and public transport routes; places to visit, work, live and learn and that are welcoming and accessible to all.

Our vision for these is as follows.

## Temple Meads Station

A new city gateway at Temple Meads will provide passengers with improved levels of comfort, convenience and assistance with their journey and foster a shift towards sustainable modes of travel. Temple Meads will provide a outstanding welcome to the city and to the West of England and a railway station that Bristolians can be proud of.

The railway station complex, originated by the Great Western Railway and designed by Isambard Kingdom Brunel, will become accessible to passengers travelling to the station from the north, south, east and west of the city for the first time in its history. This new accessibility will be complemented by improvements to passenger facilities and circulation within the station and the provision of new and extensive areas of public realm at each of the main entrances.



### Bristol Temple Quarter

New public spaces will complete the Brunel Mile that links the SS Great Britain to Temple Meads. These spaces will not only assist passenger journeys but become destinations, activated by ground floor restaurants, bars and cafés, cultural facilities and the University of Bristol Enterprise Campus. They will contribute to city life during the day and into the evening.

New employment space will be created to satisfy demand within the Enterprise Zone and make a real contribution to Bristol's economy. Anchored around the station and new city gateway, this area will attract forward-thinking businesses from within the city and further afield.

New housing development south and west of Temple Meads will provide neighbourhood homes of diverse types and tenures, including city-centre living, homes for families and substantial provision for those on lower incomes.

### St Philip's Marsh

St Philip's Marsh will see major investment in infrastructure to protect the area from flooding and to facilitate extensive redevelopment over the long term including new homes, places to work, extensive green infrastructure and improvements to the River Avon greenway and Sparke Evans park.

St Philip's Marsh is an opportunity to extend the city centre eastwards, encouraging a greater diversity of businesses. As a new hub linking to the University of Bristol it will provide a range of workspaces from adapted and reused buildings catering for start-ups and SMEs to new buildings for larger and more mature businesses. This will provide a diversity of job opportunities including those accessible to nearby communities. This new engine of enterprise will be characterised by a physical environment of quality architecture, streets, walkways and public spaces that are recognisably Bristol.

In the south of St Philip's Marsh and extending along the River Avon a new waterside community will be established. This new neighbourhood will link to mixed use and housing developments on the south bank of the river and to adjacent communities.

### Summary

Bristol Temple Quarter & St Philip's Marsh will play a major role in maintaining the economic, social and environmental wellbeing of the entire city centre and will help underpin the success of the West of England for future generations to come.



## 3.4 Guiding Principles

Through the process outlined in Section 3.1, a series of key and recurrent themes have emerged that reveal the shared needs and aspirations for the area. These have been consolidated into a set of five guiding principles:

**Principle #1 Integrated and connected**

**Principle #2 Inclusive economic growth**

**Principle #3 Quality places**

**Principle #4 Quality spaces**

**Principle #5 Vibrant and creative communities**

These principles are applicable across the whole of Bristol Temple Quarter & St Philip's Marsh as well as the different character areas presented in this framework. They reflect a combination of good practice, policy and aspirations.

Recognising the local context, opportunities and constraints, the definition of these five principles includes a degree of flexibility for their application. This is deliberate, intended to set a consistent standard of quality throughout Bristol Temple Quarter & St Philip's Marsh without imposing a homogeneous template.

The five guiding principles have guided the design and delivery proposals to date and can continue to inform and assess future decisions and proposals for the area.



**Principle #1**  
Integrated and connected



**Principle #2**  
Inclusive economic growth



**Principle #3**  
Quality places



**Principle #4**  
Quality spaces



**Principle #5**  
Vibrant and creative communities



## Principle #1

### Integrated and connected

#### Thematic vision for this principle

Bristol Temple Quarter & St Philip's Marsh will become a place for people and business to connect, with ease of movement and accessibility prioritised at every level. The transport network will be simple, convenient and comfortable to use, moving people and goods to, from and within Bristol. Sustainable travel will be prioritised, providing a cohesive network for active and public transport, complemented by high quality street infrastructure. Grand gateways and important thresholds will celebrate arrival into the city and the Temple Quarter in a way that is unmistakably Bristol. The river and green space network will connect the Temple Quarter to the surrounding context, making the everyday commute and leisure activities a more pleasant experience.

Examples of best practice to fulfil this principle include:

- Modal shift towards sustainable and active travel patterns
- Transport network improvements, particularly capacity and continuity of pedestrian and cycle routes, Bristol Temple Meads railway station and the local bus network
- Accessibility improvements, such as step-free routes, public transport connections for key desire lines
- Plentiful public and private cycle parking
- A revitalised and legible transport interchange at Bristol Temple Meads, including improved connections to onward transport links and careful consideration given to location and quality of bus stops
- Minimal provision for private cars, particularly private parking
- Permeability improvements to shorten pedestrian journeys and enhance their experience
- Improved and enhanced connectivity with surrounding neighbourhoods

Key relevant policies include:

#### National Planning Policy Framework

- Promoting healthy and safe communities (paragraphs 91 & 92)
- Promoting sustainable transport (paragraph 102)
- Achieving well-designed places (paragraph 127)

#### Bristol Core Strategy

- BCS9 Green Infrastructure
- BCS10 Transport and Access Improvements
- BCS23 Pollution

#### Bristol Central Area Plan

- BCAP28 New interchange facilities
- BCAP29 Car and cycle parking
- BCAP30 Pedestrian routes
- BCAP35 Bristol Temple Quarter



## Principle #2

### Inclusive economic growth

#### Thematic vision for this principle

Bristol Temple Quarter & St Philip's Marsh will offer a rich new tapestry of housing, employment and education uses, underpinned by infrastructure and lifestyle facilities which will enrich this thriving city and will add value for local communities. The Temple Quarter's diverse economic base will attract global business and nurture home-grown talent, providing opportunities for everyone to excel. This will further cement the city's global reputation for entrepreneurship and innovation in fields such as technology and sustainability. Particular attention will be paid to inclusivity – affordable housing and a diverse range of jobs will help to reduce economic exclusion. Bristol Temple Quarter & St Philip's Marsh will be resilient to the changing climate and address flood risk in the area. For all of these developments, a focus on deliverability will ensure that each phase of the project is feasible and true to the overarching vision.

Examples of best practice to fulfil this principle include:

- Sustainable and inclusive economic growth
- Appropriate and diverse mix of employment land use, including public sector, industry, commercial offices, innovation and creativity
- Collaborative partnerships with key institutions and stakeholders, such as the University of Bristol, Network Rail and Homes England
- Appropriate and diverse range of housing density and types, including a high proportion of affordable housing
- Delivery-focussed proposals, prioritising sites with fewest constraints and opportune funding
- Targeted investment to unlock economic opportunities, e.g. Bristol Temple Meads station, enabling infrastructure and demonstration projects
- Flexible proposals to accommodate social, economic and environmental changes in Bristol to 2043
- Encourage a diverse range of lifestyle facilities such as restaurants, cafes and leisure uses

Key relevant policies include:

#### National Planning Policy Framework

- Delivering a sufficient supply of homes (paragraph 59)
- Building a strong, competitive economy (paragraph 80)
- Ensuring the vitality of town centres (paragraph 85)
- Making effective use of land (paragraphs 117 & 118)
- Meeting the challenge of climate change, flooding and coastal change (paragraph 155)

#### Bristol Core Strategy

- BCS2 Bristol City Centre
- BCS8 Delivering a Thriving Economy
- BCS18 Housing type
- BCS20 Effective and Efficient Use of Land

#### Bristol Central Area Plan

- BCAP6-7, BCAP10-12 Employment, Culture and Tourism
- BCAP13, BCAP15, BCAP17, BCAP19 Shopping, Services and the Evening Economy
- BCAP35—Bristol Temple Quarter





## Principle #3

### Quality places

#### Thematic vision for this principle

The built environment in Bristol Temple Quarter & St Philip's Marsh will exemplify the highest standards of development, assisted by clear and flexible design guidance. Buildings and infrastructure will feature world-class design, distinctly Bristol in character, with excellent environmental performance. Particular attention will be given to Bristol Temple Meads and its environs which will be re-imagined as a vibrant new city gateway and destination for the city. Beyond the station, the quarter will continue to be a place of many places, each with their own distinct identity. New clusters of complementary land uses, such as residential, employment and leisure will enhance the character of these local areas. Building height and density will successfully balance the need for efficient use of land with placemaking aspirations, the surrounding context and desire to create liveable buildings. The principle of quality places will not be synonymous with elitism. The true realisation of this principle is how new places will meet real needs in Bristol, link successfully with existing communities and create lasting change for its citizens.

Examples of best practice to fulfil this principle include:

- Conservation and celebration of heritage features, particularly around Bristol Temple Meads
- Sustainable buildings, aiming for flexible and adaptable, net zero carbon and climate resilient development
- Social infrastructure, such as education, healthcare, community centres
- Arts, culture and recreation, such as flexible event spaces and sports facilities
- Complementary buildings in close proximity, such as live, work and retail
- Socially meaningful meanwhile uses during interim periods
- New buildings to be of high architectural quality and the urban grain should reflect Bristol and its character

Key relevant policies include:

#### National Planning Policy Framework

- Promoting healthy and safe communities (paragraphs 91 & 92)
- Achieving well-designed places (paragraphs 124 & 127)
- Meeting the challenge of climate change, flooding and coastal change (paragraph 148)
- Conserving and enhancing the historic environment (paragraph 184)

#### Bristol Core Strategy

- BCS2 Bristol City Centre
- BCS11 Infrastructure and Developer Contributions
- BCS13 Climate change
- BCS14 Sustainable Energy
- BCS15 Sustainable Design and Construction
- BCS16 Flood Risk and Water Management
- BCS21 Quality Urban Design
- BCS22 Conservation and the Historic Environment

#### Bristol Central Area Plan

- BCAP1-BCAP3, BCAP5 Living in the City Centre
- BCAP6, BCAP9-10, BCAP 12 Employment, Culture and Tourism
- BCAP20 A Greener City Centre
- BCAP35—Bristol Temple Quarter



## Principle #4

### Quality spaces

#### Thematic vision for this principle

Bristol Temple Quarter & St Philip's Marsh outdoor public spaces will become an essential part of healthy urban life. The Temple Meads precinct will be reimagined with new, civic space which creates a sense of arrival to this historic city. In other areas, open space such as plazas and parks will be designed to cater for cultural events and recreation activities as well as places of calm and solace. Bristol's intrinsic connection to the water will be utilised and celebrated to create new waterfront spaces, alive with vibrant activity. A mesh of green infrastructure will create pleasant and interconnected routes for people and wildlife, ensuring that access to high quality, natural amenity is accessible and never far away. Throughout the area, good urban design will be applied to foster inclusivity, interaction and cohesion by removing physical barriers and avoiding monoculture districts.

Examples of best practice to fulfil this principle include:

- High quality, accessible civic spaces and public realm, such as around Bristol Temple Meads
- Public green space and landscapes, including parks, play areas and gardens
- Interconnected and accessible networks, marrying transport routes with green infrastructure, watercourses and the land topography
- Sustainable urban drainage systems
- Multi-functional green infrastructure that protects existing habitats, enhances biodiversity through new habitats, supports climate resilience and provides amenity
- Flexible proposals to accommodate social, economic and environmental changes in Bristol to 2043

Key relevant policies include:

#### National Planning Policy Framework

- Promoting healthy and safe communities (paragraphs 91 & 92)
- Achieving well-designed places (paragraphs 124 & 127)
- Conserving and enhancing the natural environment (paragraph 170)

#### Bristol Core Strategy

- BCS9 Green Infrastructure
- BCS21 Quality Urban Design

#### Bristol Central Area Plan

- BCAP22, BCAP25 A Greener City Centre
- BCAP30–33 Design and Conservation
- BCAP35 Bristol Temple Quarter



## Principle #5

### Vibrant and creative communities

#### Thematic vision for this principle

Bristol Temple Quarter & St Philip's Marsh will eventually become an indispensable piece of the city's civic and cultural heart. Quirky, creative and expressive, the Temple Quarter will appeal to all ages, offering something for everybody. Opportunities for unexpected creativity will be encouraged and new canvas spaces promoted. Adaptive reuse of heritage assets will enhance and protect the character of the city for future generations to enjoy and discover. The future of the area will be shaped through active engagement with the people of Bristol. New development will place inclusivity and equitability at the forefront of the design process, including a diverse range of housing and employment land uses. This will be supported by flexible community facilities and social infrastructure to facilitate meaningful social encounters, reduce isolation, support vulnerable members of the community and ensure that the new quarter can be shared and enjoyed by all.

Examples of best practice to fulfil this principle include:

- Appropriate and diverse range of housing density and types, including a high proportion of affordable housing
- Employment land use suitable for independent businesses, innovation and creative industries
- Mechanisms for local community engagement and decision-making during the development process
- Community buildings for flexible use, such as childcare, places of worship and social gatherings
- Indoor and outdoor spaces suitable for arts and culture events and installations, including meanwhile use
- Smart technology infrastructure, such as mobility services and network connectivity
- Social infrastructure for a new community, such as schools, healthcare and other local services

Key relevant policies include:

#### National Planning Policy Framework

- Decision making (paragraph 39)
- Delivering a sufficient supply of homes (paragraph 59)
- Building a strong, competitive economy (paragraph 80)
- Ensuring the vitality of town centres (paragraph 85)
- Achieving well-designed places (paragraphs 124 & 127)

#### Bristol Core Strategy

- BCS5 Housing Provision
- BCS12 Community Facilities
- BCS17 Affordable Housing Provision
- BCS18 Housing Type

#### Bristol Central Area Plan

- BCAP1–BCAP3 Living in the City Centre
- BCAP13, BCAP15, BCAP17, BCAP19 Shopping, Services and the Evening Economy
- BCAP35–Bristol Temple Quarter



## **4 Bristol Temple Quarter Development Framework Overview**

## 4.1 Introduction

### 4.1.1 Chapter Overview

This chapter presents a composite overview of the Development Framework Study. It sets out the potential scale of the regeneration opportunities over the next 25 years and beyond together with overarching delivery considerations.

The Development Framework overview is summarised in Section 4.2 through a series of four thematic layers, highlighting key strategic issues:

1. Bristol Temple Meads and gateways
2. Movement and other enabling infrastructure
3. Public realm and green infrastructure
4. Land use

Sections 4.3 to 4.6 describe the potential outcomes that could be achieved, delivery considerations, potential timeframes and next steps.

### 4.1.2 A place of many places

The Development Framework is built around the concept of a 'Place of Many Places'. To the west of Temple Meads, this consists of five distinct proposals which combine to form a significant

transformation of the area. To the east of Temple Meads, this includes a potential large-scale transformation which is presented to a conceptual level of detail covering St Philip's Marsh and adjacent areas.

Each of these areas has been defined by its own range of opportunities and constraints, including challenges relating to viability, land ownership and phasing dependencies dictated by external influences. As a result, the level of detail set out for each area is tailored to the current stage of planning and feasibility assessment.

Proposed interventions for each area have been developed by considering the five guiding principles, set out in Chapter 3, which can be applied to achieve desirable placemaking outcomes in that area.

The proposals set out in the Development Framework represent feasible scenarios, with flexibility for further development as design and planning continues to progress. The overall Development Framework is presented in Figure 388 on the following page, including the six areas within the study.

Details for each of the six proposed new places are presented in the following chapters:

<b>Chapter 5</b>	<b>Bristol Temple Meads Station:</b> The operational railway station, including platforms and internal circulation routes
<b>Chapter 6</b>	<b>The City Gateway:</b> The transport interchange, Northern Entrance, Southern Gateway, remodelled ticket hall and Midland Shed
<b>Chapter 7</b>	<b>The Friary North:</b> Potential development plots to the north west of the station totalling 1.5ha, alongside new public realm
<b>Chapter 8</b>	<b>Temple Gate:</b> Potential development plots either side of Temple Gate totalling 2.5ha, including the area around Bristol & Exeter House
<b>Chapter 9</b>	<b>Mead Street:</b> Potential development site south of York Road totalling 5.6ha.
<b>Chapter 10</b>	<b>St Philip's Marsh</b> Potential transformational regeneration of 90ha of industrial and brownfield land to the east of the station, encompassing several significant active development proposals. This is explored as three potential land-use scenarios

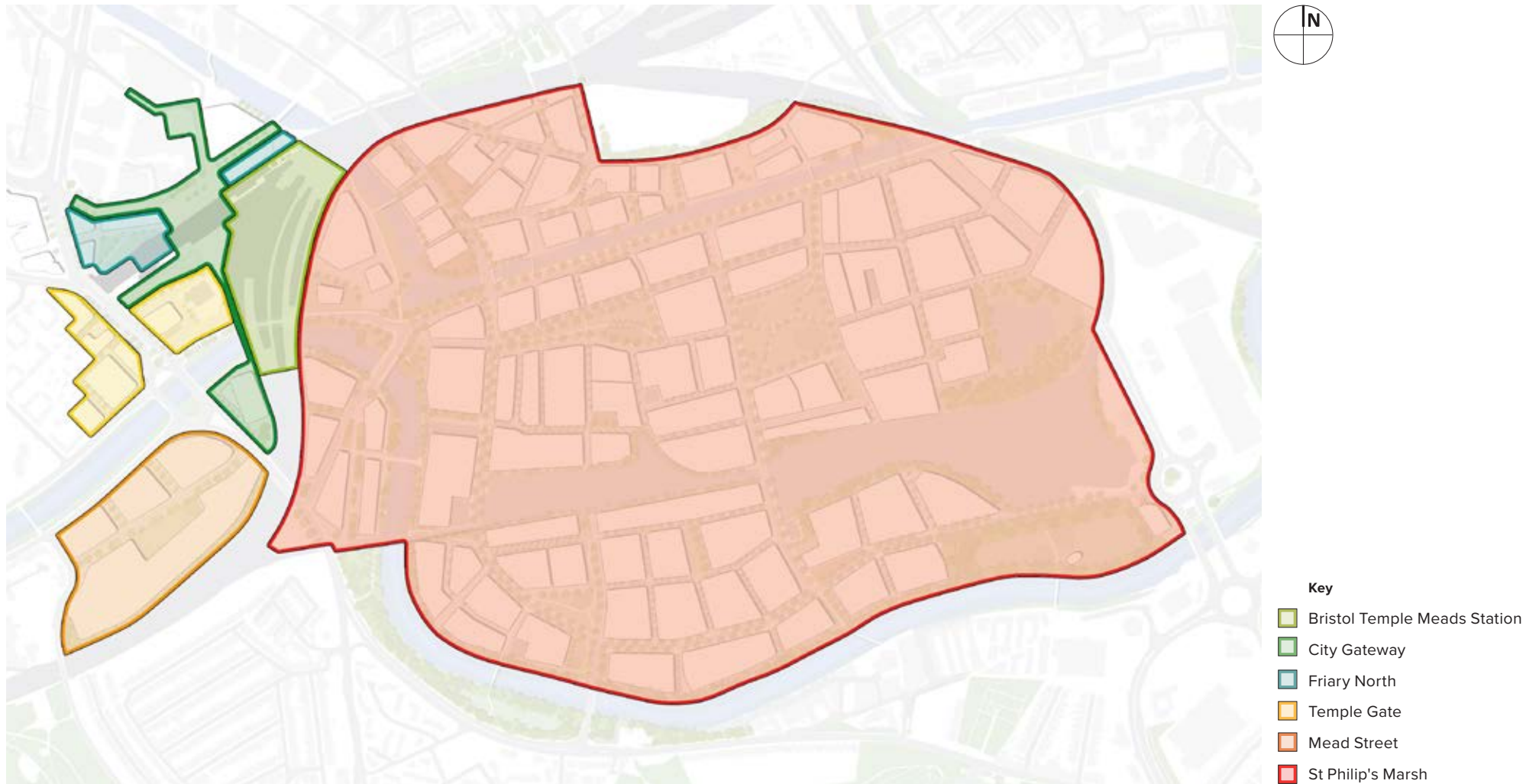


Figure 38 Wider Development Framework Plan and area locations

## 4.2 Development Framework: thematic layers

### 4.2.1 Bristol Temple Meads and gateways

Bristol Temple Meads is at the heart of the city's ambitions to make the West of England better connected, more sustainable and more successful. This Development Framework proposes significant interventions to unlock its potential and celebrate its heritage. In the wider Temple Quarter area, investment in infrastructure could facilitate redevelopment to achieve the desired place outcomes.

#### Towards a 21<sup>st</sup> Century station

The historic Bristol Temple Meads station could undergo several interventions to improve the quality of the station experience, accommodate a forecast doubling of passengers in the next 25 years and create an efficient and resilient station.

The Northern Entrance can be dramatically improved, creating a new station threshold at the culmination of the Brunel Mile. A new Eastern Entrance would reorient the perceived axis of the station, introducing access to/from this side of the city and serving future development in the area.

Internal circulation improvements would reduce the congested passenger routes, including opening up the clock tower ticket hall and realigning gatelines. Stairs to the existing subway could be enhanced and widened to increase capacity. A new circulation route between the platforms would relieve pressure on the subway. There are several feasible options for this, including a new footbridge or subway, subject to further design development.

Passenger facilities and accessibility could be improved across the station, including new platform toilets, new waiting rooms, and the extension of canopies to the end of each platform.

A new Platform 0 could be installed and Platform 1 could be extended to accommodate 6-car trains. Platform 13/15 can be widened to accommodate new stairs and lifts, with some modest track layout changes to reintroduce through-running trains to Platform 13 and accommodate Bristol West Junction works.

The relocation of existing surface car parking is essential to unlock redevelopment. The construction of the new, multi-functional Southern Gateway on the Fish Dock site, will provide parking for the station area. Temporary decant solutions will be avoided as much as possible.

Upgrades to the station utilities and communications systems and platform surfaces are also envisaged, whilst it can be expected that the historic station building fabric will also be repaired where appropriate.

#### A new City Gateway

The area surrounding the station can be reconfigured to create a fitting, legible gateway to Bristol, underpinned by a revitalised transport interchange. Transport components, such as bus stops and taxi ranks, can be dispersed around the station to remove the current movement conflicts on the Station Approach and encourage sustainable travel choices.

At the new Northern Entrance, a procession of pedestrian spaces would provide a real sense of arrival, from an upper terrace area down to a generous public square along the Brunel Mile. The Friary north could be predominantly car-free, creating a link between the Bristol to Bath Railway Path and the Brunel Mile. Cycle parking should be provided in adjacent to the Northern Entrance.

The new Floating Harbour walkway would improve east-west permeability to the north of the station, also linking to the ferry landing at Temple Quay. Opportunities exist for increased north-south permeability beneath the Station Approach to link Bristol & Exeter Yard with the new public square.

Bus stops for terminating services can be relocated to the Friary. Access to Station Approach can be reconfigured recognising the importance for blue badge parking and taxis in this location. A new station drop-off could be created at Temple Back East with step-free access to the entrance.

A new, multi-functional Southern Gateway on the Fish Dock site could unlock redevelopment of the station area. The existing surface car parking around the station could be consolidated for redevelopment. Parking in the Southern Gateway will be prioritised for disabled parking, and provide step-free access to the platforms. This facility offers potential for a cycle parking hub to serve south Bristol, and opportunities for long-term adaptability of the building.



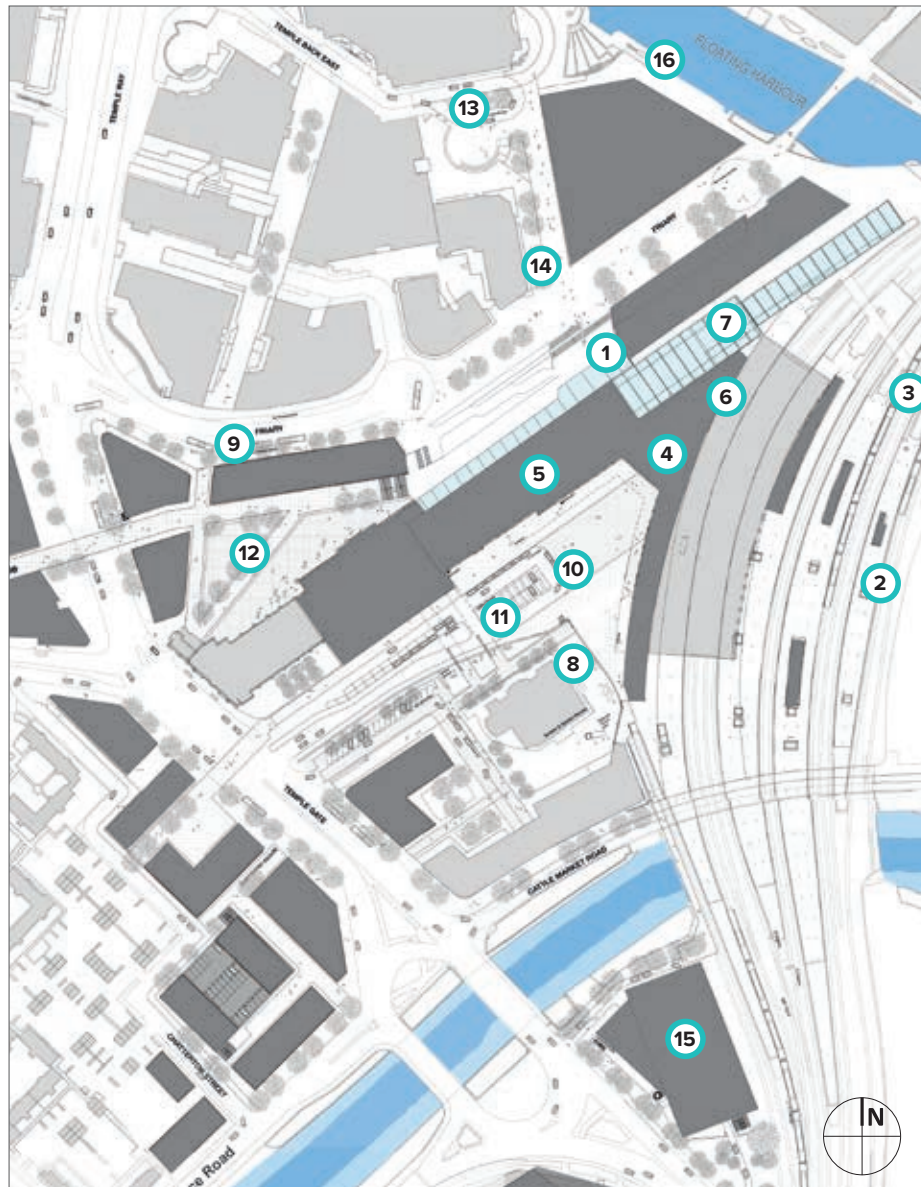


Figure 39 Proposed Bristol Temple Meads and gateways interventions

### Key

#### Bristol Temple Meads Station

- ① Northern Entrance
- ② Eastern Entrance
- ③ Rail capacity improvements
- ④ Internal circulation improvements
- ⑤ Passenger facilities e.g. toilets
- ⑥ Accessibility improvements
- ⑦ New/improved platforms
- ⑧ Retained servicing yard

#### Transport interchange

- ⑨ Relocated bus stops
- ⑩ Reconfigured taxi rank
- ⑪ Dedicated Blue Badge parking
- ⑫ Existing car parking relocated
- ⑬ Private car drop-off
- ⑭ 'Shared space' removed
- ⑮ Southern Gateway
- ⑯ Ferry Landing

### 4.2.2 Movement and other enabling infrastructure

Beyond the railway station environment, movement infrastructure can be enhanced to aid connectivity and promote sustainable patterns of movement. New development also offers the opportunity to deliver other essential infrastructure.

#### Sustainable Travel

New, city-centre neighbourhoods at Temple Gate and Mead Street could be designed to prioritise walking and cycling with improved permeability and new cycling infrastructure. This could include a new route through Mead Street, links through Silverthorne Lane to Barton Hill, and potential enhancements along the Bath Road corridor.

Regeneration of St Philip's Marsh could provide a substantially reconfigured movement network prioritising sustainable travel, creating a distinctive low traffic neighbourhood. This could include a substantial network of new or enhanced traffic free cycling routes including the River Avon Greenway, transforming cycling access between east Bristol and the city centre. The primary street network could also support new public transport routes to connect with communities in east Bristol.

The layout of new development can be designed for intuitive wayfinding and legibility, enhancing the pedestrian experience. Protecting key views, such as Bristol Temple Meads and St Mary Redcliffe church, could support this and help to orient people.

#### Future mobility

There are opportunities to consider future mobility throughout the implementation of the Development Framework, including a potential mass transit system, electric vehicle and bicycle charging points, as well as future technologies such as autonomous vehicles.

#### Flood resilience

The regeneration of St Philip's Marsh and adjacent sites would be dependent on significant infrastructure to improve its flood resilience.

This would include raised flood defences along the Feeder Canal and the River Avon. These could be carefully integrated with the streetscape and landscape of these corridors to ensure positive placemaking outcomes. It is anticipated that implementation could be phased to ensure an initial level of protection to protect existing land uses in the short term.

#### Utilities

The creation of new neighbourhoods would require utilities reinforcement. This would utilise the existing primary distribution network. The combined load of potential new development is likely to require reinforcement of the 11kV network connecting back to the main substation in the St Philip's Marsh area.

District heating is proposed for new developments, extending the existing city network near Redcliffe. This would help to support energy efficient buildings with a reduced carbon footprint.



Figure 40 Potential Bristol Temple Quarter & St Philip's Marsh movement interventions

#### Key

- ↔ Cycle Routes
- ⋯ Pedestrian Routes

↔ Enhanced road corridor  
(Public transport & active travel)

### 4.2.3 Public realm and green infrastructure

The Development Framework can deliver an enhanced environment with people at its heart, building on the principles in the BTQEZ Spatial Framework. This could include a range of significant new and enhanced public spaces.

#### A Sense of Arrival

Public realm improvements around the station could be integrated with the surrounding movement routes and complement the new transport interchange.

The area north of the station could include three distinct public realm areas: the Northern Entrance, the Friary and the Goods Yard. These can be coordinated to create clarity for different modes of transport and easily navigable routes. Similarly, the public realm outside the Station Approach entrance and the Eastern Entrance can be designed to aid onward journeys.

A new, public open space could be created at the bottom of the Friary North, provisionally named the Goods Yard, to reflect Bristol's unique character and provide a real sense of arrival at the commencement of the Brunel Mile.

This area would be largely car-free, including high quality public realm and green infrastructure to create a pleasant refuge in an otherwise busy urban environment, set against the backdrop of the historic Passenger Shed. Active ground floor uses such as cafés and restaurants would help to foster an 18-hour economy, creating activity throughout the day. This area could also offer opportunities for flexible uses, including events, public art and markets.

### Neighbourhoods Open Spaces

Green spaces could be a key component of new city neighbourhoods, helping to shape their identity and provide space for play and recreation. This could include a significant neighbourhood space forming the focal point of the potential Mead Street development.

Temple Gate offers few opportunities for new open spaces. However, communal courtyards could provide amenity space for residents, alongside small areas of public realm and proximity to new spaces such as the Goods Yard.

St Philip's Marsh could provide significant open spaces to serve new neighbourhoods, as well as enhancement to Sparke Evans Park to create a new destination.

### Green infrastructure

Green infrastructure could be integrated throughout the Development Framework area, promoting healthy lifestyles and community cohesion, supporting environmental resilience and enhancing biodiversity in response to the Ecological Emergency declared by Bristol City Council.

Key strategic interventions include enhancements to the River Avon Greenway and Feeder Canal, incorporating flood resilience measures, movement routes and riverside habitats.

Biodiversity could be integrated into building and public realm design, including green walls and roofs, sustainable drainage and features as bat boxes and bird boxes, wherever the opportunity exists.

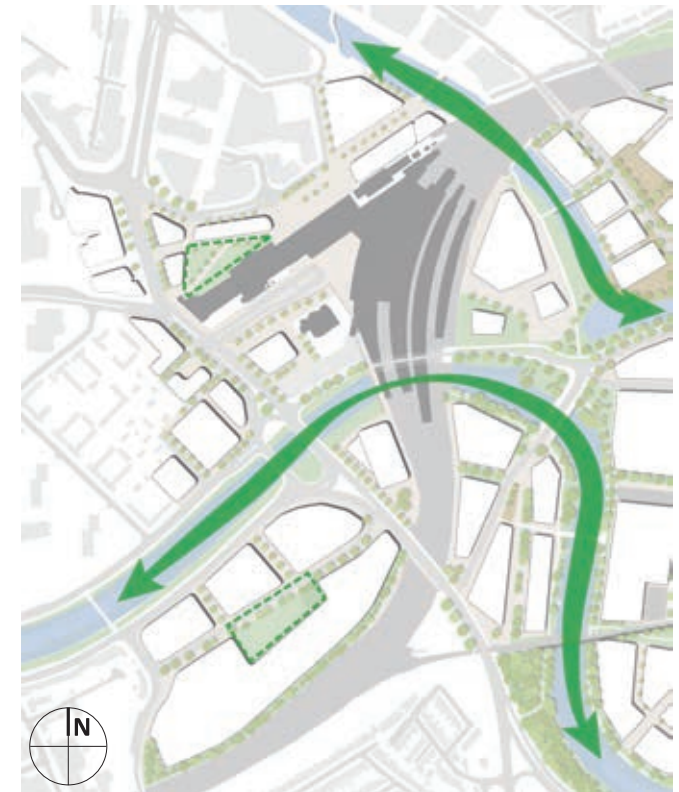
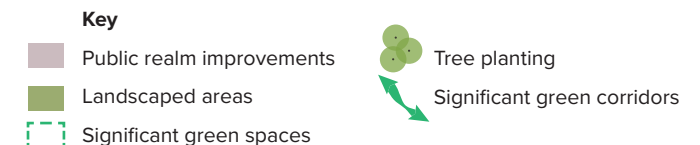


Figure 41 Potential new and enhanced green infrastructure





#### 4.2.4 Land use

Phased reallocation of land use is proposed to help meet the needs of the growing city. This includes new homes, workplaces and leisure facilities. Development to the west of Bristol Temple Meads represents a feasible development scenario. Development to the east represents a longer-term development concept, requiring additional feasibility testing.

##### City Centre Living

New, medium- to high-density residential neighbourhoods could be created in Mead Street, Temple Gate and Temple Island to contribute to Bristol's housing targets and satisfy city-centre demand.

An affordable housing target of 40% has been assumed in the viability modelling, with a mix of social rent and shared ownership, to embed inclusive design within the proposals.

##### Communities Infrastructure

Redevelopment of Mead Street includes a proposed community building for flexible, mixed-use.

##### Employment

Several new commercial office buildings could be added to the Bristol Temple Quarter Enterprise Zone on all sides of the station. Building on the principles in the Spatial Framework, these could be predominantly suitable for medium to large businesses in sectors such as creative, digital, clean energy and financial.

##### Retail, food and drink

The redevelopment of the Midland Shed could include on-the-go retail outside the ticket gates, such as a small supermarket and takeaway food and drink. The Goods Yard is envisaged as a new city destination with restaurants and bars fostering an 18-hour economy. Temple Gate could include convenience retail to serve new and existing residents, as well as passing trade.

##### St Philip's Marsh

The potential longer-term regeneration of the areas to the east of Bristol Temple Meads present the opportunity for a range of land-uses. This includes the creation of series of mixed-use neighbourhoods providing a significant amount of employment and residential development, alongside supporting community infrastructure such as schools and local centres. Three potential land-use scenarios are set out in Chapter 10. Further stages of planning, design and feasibility work are required to establish an appropriate and feasible mix of uses.

The opportunity exists to create an 'innovation district' centred around creative and knowledge based industry, supporting start-ups, established small and medium-sized enterprises (SMEs) and larger scale businesses in areas such as science and technology. This would be focused around mixed use developments currently proposed to the east of the station, including the proposed University of Bristol Enterprise Campus.

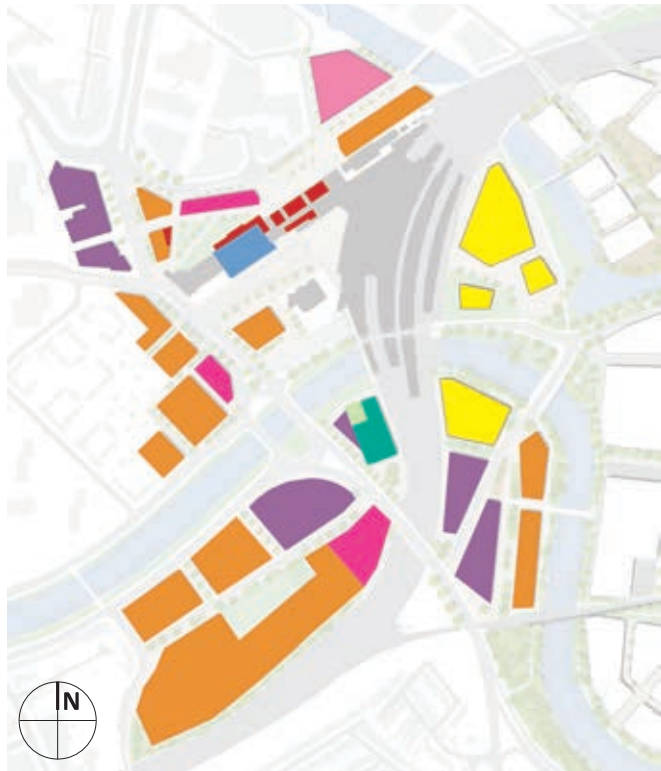


Figure 42 Potential mixed land use scenario

##### Key

Orange	Residential	Light Pink	Hotel
Pink	Mixed-use residential	Yellow	Education
Purple	Employment / Offices	Teal	Southern Gateway
Red	Retail (g/f)	Light Green	Cycle Parking (g/f)
Blue	Leisure		

## 4.3 Overall outcomes

### 4.3.1 Business and socio-economic case

This Development Framework sets out a strategy for securing sustainable, inclusive growth through new development and investment in infrastructure. This will help to deliver in excess of £700m of identified new development (Gross Development Value), as well as potentially catalysing longer-term redevelopment of the St Philip's Marsh area.

The wider economic benefits shown to the right represent a potential outcome. With different assumptions, other scenarios could be considered, such as higher density housing. This would have the potential to increase the viability of these sites, delivering more than 2,350 units in the areas west of Temple Meads.

The following pages set out the wider qualitative social benefits of development include significant social value, increased mobility, enhanced community wellbeing, contribution to achieving net-zero carbon targets and the United Nations Sustainable Development Goals. These highlight the beneficial impact of development for future residents and visitors alike, while also contributing to the wider city of Bristol and West of England economy.

The Development Framework will also support significant surrounding proposed developments which are independent of the study, including Temple Square, University of Bristol Enterprise Campus, Temple Island and Silverthorne Lane, which will contribute to the momentum of new development.

Delivery of the Development Framework would be a step-change in sustainable regeneration which transforms a key area of the city for enjoyment by future generations and contribute to Bristol's leadership of the global climate emergency response.

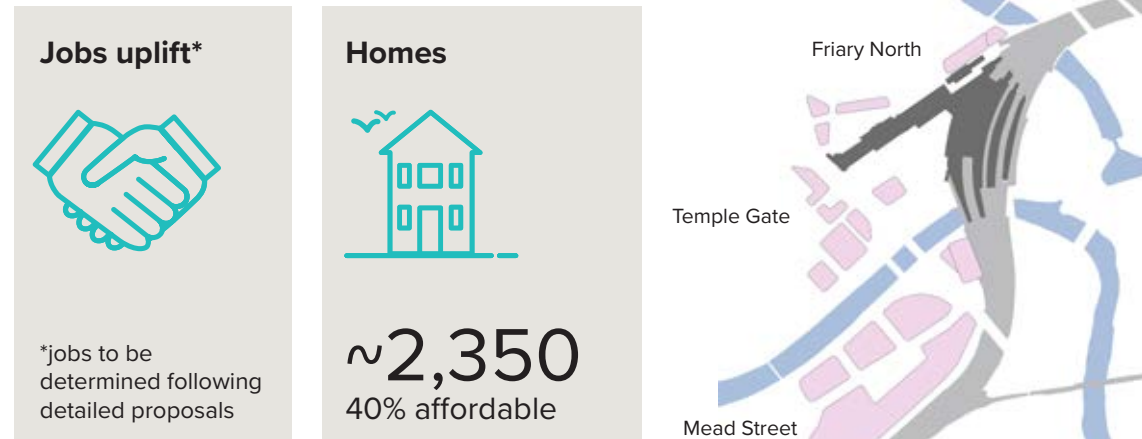


Figure 43 Key performance indicator outcomes – Friary North, Temple Gate and Mead Street (excluding St Philip's Marsh)

## SOCIAL INFRASTRUCTURE



## SOCIAL VALUE



## NET ZERO CARBON CONTRIBUTION



### MIXED-USE PLACES TO VISIT, WORK, REST AND PLAY



- Facilitates multi-purpose trips and convenient access to amenities within the community
- Resilience to future changes through diversification of land-use which support social sustainability
- Creation of locally distinct places, each with unique character and facilities to meet demographic needs.
- Spaces for play and recreation support positive mental health and childhood development
- Spaces for rest improve mental health, community engagement, and accessibility for people with limited mobility

- Reduces need to travel by co-locating amenities, residential development and employment sites
- Encourages walking and cycling for local trips
- Integration of green space within developments benefits biodiversity, climate resilience and air quality

### NEW HOUSING, INCLUDING AFFORDABLE HOMES



- Variety of housing and tenure types would give a broad range of people access to housing
- Housing served by public transport would reduce the need to travel by private car with associated health and community engagement benefits. Improved access to amenities/jobs for people without access to cars.
- High quality housing reduces stress and improves economic performance and community cohesion
- Defensible space and sense of ownership results in reduced crime and greater community engagement
- Reduced operating costs, including energy efficiency and reduced fuel poverty
- Community open spaces can support mental, physical health and engagement with local groups and neighbours

- Use of low-carbon construction techniques and materials
- Improved operational efficiency reduces lifespan carbon emissions of new homes
- Sustainable location of housing can reduce emissions generated by vehicular travel
- Inclusion of green spaces benefits biodiversity, climate resilience and air quality
- Potential to connect to new low carbon district heat network

### WILDLIFE CORRIDORS AND ECOLOGICAL BIODIVERSITY



- Access to green spaces provides mental and physical health benefits
- Improves ecological resilience and engagement with conservation for residents and visitors

- Green spaces benefit air quality
- Engagement with conservation encourages reduced carbon use by residents
- Well designed green space can reduce Urban Heat Island effect

## SOCIAL INFRASTRUCTURE



## SOCIAL VALUE



## NET ZERO CARBON CONTRIBUTION



### NEW WORKPLACES TO BOLSTER THE CITY'S ECONOMY



- Development spaces for both established and emerging industries
- Jobs in sustainable locations facilitate reduced commuting time with associated wellbeing benefits
- Training and education opportunities
- Range of employment types would support a diverse population with a variety of skills, backgrounds and ages

- Reduces need to travel by co-locating amenities, residential development and employment sites
- Use of sustainable/low-carbon building techniques and materials
- Increased building efficiency reduces carbon emissions over building lifespan
- Potential to connect to Council new low carbon district heat network

### LOCAL AMENITIES FOR RESIDENTS



- Reduce need to leave the community to complete errands or access amenities, which creates a self-supporting community.
- Creation of distinctive local centres with unique businesses and spaces which embeds a strong sense of place and associated social sustainability.

- Reduces need to travel by co-locating amenities, residential development and employment sites

### 18-HOUR ECONOMY WITH NEW DESTINATIONS



- Improved perception of safety and vitality
- Distinctive local centres throughout day and evening, enhances local engagement and civic pride.
- Creates sense of place for residents and visitors alike.
- Attracts visitors and establishes the community within the wider Bristol context.

- Reduces need to travel by co-locating amenities, residential development and employment sites.

## SOCIAL INFRASTRUCTURE



## SOCIAL VALUE



## NET ZERO CARBON CONTRIBUTION



### SUSTAINABLE ACCESS, CONNECTIVITY, WAYFINDING AND PERMEABILITY



- Walking and cycling access with associated physical and mental health benefits
- Enhanced pedestrian confidence through legibility and wayfinding
- Access to amenities and jobs for people without access to cars
- Decreased perception of severance which supports engagement and confidence in navigation
- Increased activity, including footfall for local businesses, and improved perception of safety in previously under-used areas
- Reduction in the need to travel by private car and associated air quality, safety and public health impacts
- Improved convenience for modern, diverse commuter patterns

- Reduces need to travel by co-locating amenities, residential development and employment sites
- Encourages use of low-carbon modes
- Reduces reliance on the private car by providing attractive alternatives

### HIGH QUALITY PUBLIC REALM



- Improved civic pride, engagement and sense of ownership within the community
- Inclusive and accessible spaces for all users with associated social and wellbeing benefits
- Opportunities for community involvement in tactical urbanism interventions to improve public realm and embed a sense of ownership
- Improved perception of safety through lighting, over-looked spaces and activity throughout the day and evening
- Spaces for physical activity and associated health benefits

- Provision of green spaces improves air quality and encourages community engagement with conservation
- Use of sustainable and low-carbon building materials
- Use of resilient materials reduces the carbon emissions caused by maintenance and replacement
- Well designed green space benefits biodiversity, climate resilience and air quality

### LEISURE AND EVENT SPACES



- Supports community engagement and local identity through spaces to gather and hold events.
- Reduces the need to leave the community to access leisure amenities, which creates stronger sense of local identity
- Attracts visitors to events and amenities which establishes the place within the wider Bristol context.

- Reduces the need to travel to access events and leisure opportunities by co-locating with residential development
- Use of sustainable and low-carbon building materials for indoor and outdoor events spaces



### 4.3.2 Sustainability Outcomes

The matrix shows potential positive and negative impacts of the Bristol Temple Meads Station Masterplan (see chapter 5) on each of the United Nations Sustainable Development Goals. An assessment of the other areas within the Development Framework should be undertaken as part of future stages of work when appropriate details are available.

Figure 44 Bristol Temple Meads Station Masterplan sustainability assessment using UN SDGs

Aspect of scheme	1 NO POVERTY	2 ZERO HUNGER	3 GOOD HEALTH AND WELL-BEING	4 QUALITY EDUCATION	5 GENDER EQUALITY	6 CLEAN WATER AND SANITATION	7 AFFORDABLE AND CLEAN ENERGY	8 DECENT WORK AND ECONOMIC GROWTH	9 INDUSTRY, INNOVATION AND INFRASTRUCTURE	10 REDUCED INEQUALITIES	11 SUSTAINABLE CITIES AND COMMUNITIES	12 RESPONSIBLE CONSUMPTION AND PRODUCTION	13 CLIMATE ACTION	14 LIFE BELOW WATER	15 LIFE ON LAND	16 PEACE, JUSTICE AND STRONG INSTITUTIONS	Partnerships for the Goals
Large amounts of construction	+		-	+	+	+	+	+	+	+	+	+	-	-	-	+	+
Temple Meads capacity increase	+							+	+	+	+		+				+
New station entrance			+				+	+	+		+		+				+
Reduction in car parking + New MSCP			+						+	+	+		+				
Increased public realm			+								+		+	+	+		
New public transport nodes and modes	+	+	+	+	+		+	+	+				+		+		+
Revised accessibility to station	+		+							+							
Changes to wayfinding of area and transport links			+							+							
New provision of office spaces	+		+	+	+		+	+		+	+						
New provision of housing	+		+				+	+		+	+						
New retail outlets (amenities)	+	+	+		+		+	+	+	+	+	+					



## 4.4 Delivery strategy, consents and procurement

The Development Framework has been subject to iteration and refinement to improve its deliverability and establish a compelling economic case for progressing the proposed interventions. The proposals presented are one potential scenario to achieve placemaking benefits, based on knowledge at the time of production (2018-20). Further analysis in the future may be undertaken to test the viability of other scenarios and adapt to changing market conditions.

This section summarises the main delivery considerations. For more detail on each character area, refer to the 'Making it happen' section at the end of Chapters 5-10.

### 4.4.1 Delivery strategy

The approach to delivering this programme of works recognises that the Development Framework is, in reality, at least three separate development programmes, with different needs and requirements. This includes significant differences in constraints and opportunities, including:

- Land ownership structure
- Existing uses
- Governance arrangements
- Degree of control
- Public-sector powers
- Basis of private-sector participation
- Delivery time-frame

For the purpose of delivery strategy, the three grouped areas are:

#### 1. Bristol Temple Meads Station, City Gateway, Friary North and Temple Gate

This area includes the sites with the highest land value, with the most immediate delivery time-frames and the greatest support from existing policy.

There are several potential strategic avenues to deliver this station-led programme of development which is characterised by multiple public-sector landowners and clear physical dependencies. Formal decisions on the delivery strategy are to be considered in the next stages of design, and could involve a coordinated partnership approach or smaller, discrete packages of work.

The delivery of the internal station works is best suited to Network Rail working independently as the sole sponsor and delivery client, as Bristol Temple Meads is a major directly managed station with complex heritage issues to be addressed. The funding arrangements for these core station works is to be determined, although the scenario modelled assumes core station works would be funded by the DfT's rail network enhancements pipeline (RNEP).

The City Gateway, Friary North and Temple Gate proposals have clear overlap between the public-sector partner interests. The governance arrangements for delivering these are yet to be determined, but much of the capital costs for public

assets are expected to be grant funded, including transport components and some of the public realm around the station.

For the private-sector owned sites in Temple Gate, there is potential that landowners could develop their sites independently, with Bristol City Council relying on a local supplementary planning document to guide development in this area. Alternatively, they may be interested in a site disposal to the public-sector.

Enabling infrastructure is required in order to unlock maximum development capacity in this area. Investment in transport connectivity and infrastructure can result in economic growth and increased land values. Public sector intervention would set standards for quality and give confidence and boost the market to regenerate the area.

Investing in the station and improving the quality of its environment would create a stronger, more distinct sense of place, provide a strong signal to the market, increase investor confidence, and act as a major catalyst for change.

## 2. Mead Street

The primary public-sector body involved in the development is Bristol City Council, with several private landowners in the area. This development will be catalysed by the station works but has few phasing dependencies.

A Development Brief has been prepared in 2022 for Mead Street, setting out a more detailed approach to delivery.

## 3. St Philip's Marsh

St Philip's Marsh represents a longer-term, large-scale regeneration opportunity with complex phasing dependencies including significant enabling infrastructure, existing land-uses and multiple land ownerships.

To enable significant development to come forward, area wide strategic infrastructure is needed, which would require significant public and private sector funding and leadership to deliver.

Significant developments are being actively promoted in the area, including the Bristol University Enterprise Campus, Temple Island and Silverthorne Island. These could be delivered independently of the Development Framework.

## Strategic Public Sector Approach

Although this Development Framework represents a series of distinct programmes of work, there are clear benefits to be gained from a coordinated approach to delivery. This would require collaboration between interested public-sector organisations to realise their common aims for Bristol and the wider West of England. This could be an evolution of the Strategic Board established as part of the governance for this study (see Section 1.1.5), broadened to include other redevelopment schemes.

As a result of successful collaboration, government funding was granted in June 2022 to further our vision for Bristol Temple Quarter & St Philip's Marsh.

## 4.5 Phasing and early delivery

### 4.5.1 Phasing strategy

Indicative phasing for this Development Framework is presented in Figure 455 overleaf. The primary considerations and dependencies that have informed this phasing are summarised below.

For more detail, refer to the 'Making it happen' section at the end of Chapters 5-10.

#### Bristol Temple Meads City Gateway (2023-2027)

The station and its immediate surrounds presents a natural first target for public investment but also a logical first phase for interventions as these works would transform the opportunities on the surrounding sites. This includes the new Northern Entrance, Eastern Entrance, public realm and reconfigured transport interchange, planned for the early 2020s. As the station works unfold, already committed development by the University and Bristol and through the Temple Island project can build momentum in the regeneration of this area.

The internal station works, driven by the need for increased train and passenger capacity, are likely to be delivered in stages, determined by a series of funding grants and in conjunction with other planned rail schemes nearby.

Relocation of surface car parking along the north side of the station and inside the Midland Shed is a crucial first step in the creation of the new city gateway and subsequent developments. The importance of this

cannot be overstated – a necessary physical move that would trigger a series of 'chess move' improvements and a symbolic demonstration to investors that real change is imminent.

#### Friary North and Goods Yard (2027-2029)

Once the Southern Gateway is delivered, the new development along the north side of the station can come forward. It is anticipated that this would be delivered over a three to four year period, subject to market conditions. This would have a materially positive impact on the overall Development Framework through the completion of a new city destination, and there are opportunities to accelerate some of the enabling infrastructure in these areas to maintain momentum.

#### Temple Gate (2022-2030)

The Temple Gate area could be expected to respond to the Friary North scheme, wider regeneration at Temple Island and around the new University campus. This area is characterised by multiple occupiers and owners, including Bristol City Council, thus its redevelopment is likely to be influenced by local market conditions and decision-makers.

#### Bristol & Exeter Yard (2033-2037)

Bristol & Exeter Yard has been provisionally sequenced as a later stage of development due to the need for clarification on whether the site is required for mass transit, being led by the CA. This could be delivered earlier, although its owner may wish to benefit from the wider regeneration programme before progressing.

#### Mead Street (2025-2029)

The Mead Street area will be empowered by the station works and other developments but has fewer dependencies. A decant of current uses is required, coupled with policy changes for the re-allocation of this site away from industrial use. The freehold owners development plots would need to extinguish leasehold interests on their sites, or come to a negotiated arrangement, to allow the sites to be taken forward for development.

#### St Philip's Marsh (2025-2045)

The complex constraints in St Philip's Marsh mean that this project is dependent on wider strategic decisions and substantial investment in infrastructure, including flood defences. This is set out separately in Chapter 10.



Figure 45 Potential delivery phasing west of the railway

## 4.6 Next Steps

The following strategic enabling activities have been identified as high priority for the next few years. They have been selected based on the outcomes they would enable, their benefits, and deliverability considerations.

More detailed next steps and prioritised lists of projects are presented in the 'Making it happen' section at the end of Chapters 5 to 10 for each of those character areas, including a list of known dependencies that could influence the exact parcelling of projects and sequence of delivery.

- 1. Continue to form an effective delivery and governance structure between the client partners, including an integrated programme for all planned schemes**
- 2. Explore further funding opportunities for necessary enabling infrastructure and to deliver St. Philip's Marsh**
- 3. Engage further with key stakeholders to build momentum behind the regeneration opportunities in this Development Framework, outlined in more detail overleaf**
- 4. Continue to advocate the principles and outcomes of this Development Framework in shaping local and regional planning policy. Establish the process and phasing of planning tools e.g. SPDs, AAPs**

### Next steps – stakeholder engagement

The Development Framework sets out the vision for Temple Quarter, however, continued stakeholder engagement will be critical throughout the lifetime of the programme.

Some particularly important activities to progress with the short-term projects include engagement with:

- Temple Quay estate for the new Northern Entrance, Friary and Goods Yard
- Private car parking owners in Temple Gate and Temple Quay
- Bristol City Council and transport operators for the reconfigured transport interchange
- Network Rail for the renewed Midland Shed and concourse
- Historic England and the Local Council Conservation Officer for alterations around the station
- Land owners and tenants in Temple Gate South and Mead Street, including Temple Gate car park
- Plans for the Skanska/Herbert House site (Skanska)
- Businesses in St Philip's Marsh

### Potential Future Stakeholders

#### Bristol City Council

- Mayor's Office
- Councillors
- Management
- Planning (Policy & Development Management, Heritage)
- City Design
- Regeneration
- Parks
- Flooding
- Transport
- Transport Delivery Board
- Communications
- Property
- District Heating
- Waste
- Education

#### Network Rail

- Property Team

#### Homes England

#### Temple Quay Estate

- Management Board

#### West of England Combined Authority

#### University of Bristol

#### Department for Transport

#### Property Development Community (engagement session)

#### Train Operating Companies

#### Statutory Consultees

- Historic England
- Natural England
- Environment Agency

**NB.** List is not comprehensive. Subject to detailed stakeholder mapping in next stages