

Temple Quarter Development Framework

April 2023

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



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Bristol City Council

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7 Friary North

7.1 Area statement



Figure 98 Aerial view of Friary North

Our vision is for an area that delivers a distinctive street that celebrates Bristol and complements the improved station interchange. This area will be transformed to provide a lively destination; a place to live, work and enjoy leisure time during the day and the evening. By capitalising on the sustainable travel opportunities, the aim is to attract people, businesses, activity and investment. The public realm will be safe, inclusive and attractive, responding to the local context and connecting with Bristol's wider movement network.

Indicative Timeframe | 5 to 10 years



Figure 99 Friary North/Goods Yard illustrative view

7.2 Introduction

7.2.1 The Friary North today

The Friary North area comprises 1.2 hectares of land immediately north of Bristol Temple Meads, flanked by the Brunel train sheds and Midland Shed and the Temple Quay estate. This site is also sometimes referred to as Plot 6.

This area is predominantly used as surface car parking, with one short pedestrian route to the station entrance. It is bounded by the Friary and Temple Gate highway, which has recently been remodelled. A new single-stage crossing has been installed across Temple Gate, part of the long-planned Brunel Mile between Temple Meads and the SS Great Britain. This currently reaches an abrupt end at the west end of this site, with pedestrians diverted via the Friary to reach the northern entrance.

The topography of the area is gradually sloped from Meads Reach footbridge in the north east to Temple Gate in the south west. The main area alongside the Brunel sheds is raised up from the Friary by an historic, stone-masonry retaining wall. There is a small strip of vegetation along the Friary.

7.2.2 Area history

The Friary North area is immediately south of the Portwall, the 13th Century boundary to the city. The route of that wall ran along the present Rivergate and across the south side of Temple Circus.

This area has been part of the Temple Meads station precinct since its incarnation in the mid-19th Century. It was first used for the Bristol Harbour Railway tracks which ran beside the Brunel Sheds, linking the Great Western Railway to the City Docks. At the west end of the site the railway was raised onto viaducts over Victoria Street.

The surrounding area has experienced several changes in use as the railway station developed. Immediately to the north (today's Temple Quay estate) were several large goods sheds, first built by Brunel in 1842 with a dock to connect to the Floating Harbour. These goods sheds were extended in 1878 and replaced in 1924.

This area was removed from railway use with the closure of the Brunel Station and Midland Shed in 1965, including the closure of the Harbour Railway. North of this, the goods shed was demolished in 1982 and redeveloped as Temple Quay around 1997. The last part of the viaduct was not finally removed until 2011.

For more information on the history of the station and surrounding area, refer to the Bristol Temple Meads Conservation and Asset Management Strategy, listed in Appendix A.

7.2.3 Heritage assets and significance

Below-ground significant features

The medieval Portwall and associated ditch are known to lie beneath the south west corner. Brunel's barge dock is outside this area, beneath Plot 3 north of the station.

Above ground designated assets

- Grade I listed Bristol Old Station, including the Brunel Sheds and retaining wall (list entry no. 1209622)
- Grade I listed Temple Meads Station, including the Digby Wyatt Buildings, the Main Shed and the Culverhouse Extension (list entry no. 1282106)
- Grade II listed George Railway Hotel (list entry no. 1291650), opposite Temple Gate

Other structures and spaces

- Refer to the BTM Conservation & Asset Management Plan for features in the surrounding station
- Grosvenor Hotel, opposite Temple Gate

7.2.4 Proposed development context

Planning policy considerations

Policy BS2 of the Core Strategy relates to Bristol City Centre and requires the continued improvement of city centre gateways, including Temple Meads. Development in the city centre will include mixed uses for offices, residential, retail, leisure, tourism, entertainment and arts and cultural facilities.

Adopted planning policy in the Bristol Central Plan designates the majority of the Temple Gate area as a 'key site' (Bristol Temple Quarter). Policy BCAP35 states that 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.

Policy BCAP35 also identifies that development will include a variety of uses including at least 100,000m² of net additional high quality office and flexible workspace; up to 2,200 new homes including live/work space; hotel and conference facilities; complementary retail and leisure uses, particularly within and adjacent to Bristol Temple Meads station; new walking and cycle routes to connect the developments to the rest of the city centre and surrounding neighbourhoods; and

green infrastructure and public realm enhancements.

Policy BCAP28 (Bristol Central Area Plan) requires the development of sites adjacent to Temple Meads Station to deliver improved public transport interchange facilities and new and enhanced walking/cycle routes as part of the development of Bristol Temple Quarter.

In the draft Local Plan Review, this area is part of the 'Bristol Temple Quarter' area (Draft Policy DS2). This policy also supports the redevelopment of the area for a wide range of uses, including the provision of additional high quality office and flexible workspace; substantial numbers of new and affordable homes including live/work space; hotel and conference/ convention facilities; complementary retail and leisure uses, particularly within and adjacent to the station; new walking and cycle routes; infrastructure and services to support the new development; and new and enhanced public realm and green infrastructure.

Approved developments and relevant planning history

For the latest planned development, refer to the Bristol City Council Planning Online website.



Figure 100 Local Plan policies map © Bristol City Council



Figure 102 Bristol Portwall map © Bristol City Council

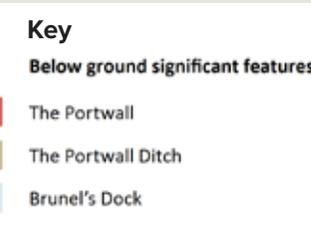
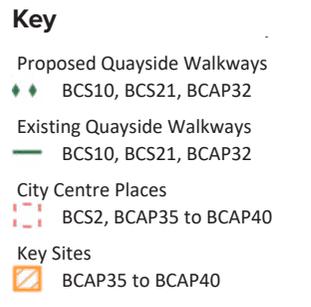


Figure 101 Spatial Framework land use plan © Bristol City Council

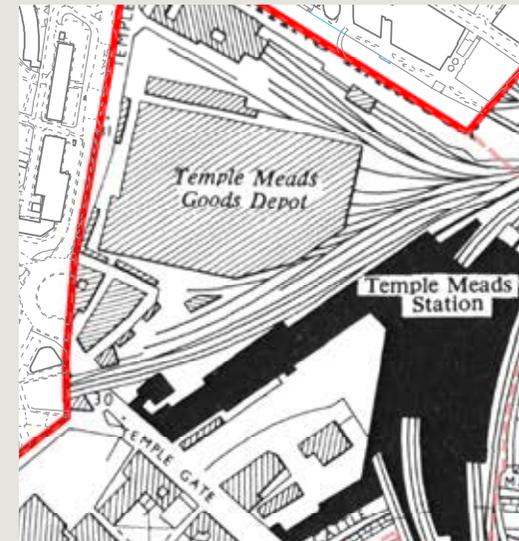
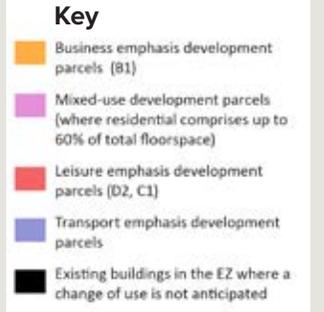


Figure 103 Historic map (1955) © Groundsure

7.2.5 Land use

The Friary North area is currently characterised by surface car parking. The northern portion is used for long-stay, public parking, with a portion allocated for staff only. The southern end is private car parking for users of the Temple Quay estate.

The south end of the site houses Boxworks, a two-storey shipping container workspace (part of the Engine Shed hub) and Yurt Lush, a bar/restaurant in several tent structures.

The adjacent Midland Shed is predominantly used for public car parking. The upper floor of Brunel's Passenger Shed is used as event space and the ground floor arches are used for more occasional, unusual events. The ground floor of the Carriage Shed houses a cafe and crèche with the Engine Shed co-working hub above.

7.2.6 Movement

Public transport

The Friary North area is exceptionally located for access to public transport, being immediately adjacent to Bristol Temple Meads Station.

The nearest bus stops are dispersed on Temple Gate, Redcliffe Way and Station Approach, less than 5 minutes walk.

Highway network

There are two main highway access points to the site:

- Via the Friary
- Via an arch from Temple Gate (southbound) that is part of Brunel's street frontage

There is a further, entry-only access point from inside the Midland Shed via the Station Approach.

It should be noted that the highways inside Temple Quay estate are not adopted.

Pedestrian and cycle network

Pedestrian routes in this area are predominantly footways alongside carriageways, with the exception of the Brunel Mile, a generous, segregated route toward the SS Great Britain. The adjacent Temple Quay estate includes confusing 'shared space' with high flows of pedestrians and vehicles at peak times.

Permeability through this site is poor due to its use as car parking. This requires station users to walk around the site and enter/exit via a narrow link to the northern entrance. The long Brunel Sheds and Midland Shed also form an effective barrier. There is one arch passageway through the Carriage Shed, but this leads to a dead-end corridor beside the approach ramp.

A key cycle route runs along the north edge of the site, from Meads Reach Bridge (the 'Cheesegrater'), along the Friary to join cycle routes around Temple Gate, which have recently been improved.

Railway access points

The Friary North area currently includes one track access point:

Engineer's Line Reference – miles and yards (chains)	Location description	Current mode of access
MLN 118.0122-118.0420 (118m 5.5ch -118m 19ch)	High level siding	Vehicular access through car park

Servicing

This area is used as parking for station maintenance and operational staff, but is not the main servicing point for supplies and waste.

The lower end of the Goods Yard is used to service the cafe, crèche and Engine Shed hub inside the Brunel Station.

7.2.7 Land ownership

Network Rail and Homes England are freeholders for this site, with the boundary following the line of the Harbour Railway/retaining wall.

The adjacent Midland Shed and Brunel Station (Passenger Shed and Carriage Shed) are owned by Network Rail and Bristol City Council, respectively.

The existing land ownership is shown in Figure 1044.

7.2.8 Ecology

A high-level appraisal of existing habitats has been undertaken.

- The Floating Harbour which borders the north of the site is a wildlife corridor/Bristol Wildlife Network site
- There are some small areas of amenity grassland and broadleaved trees

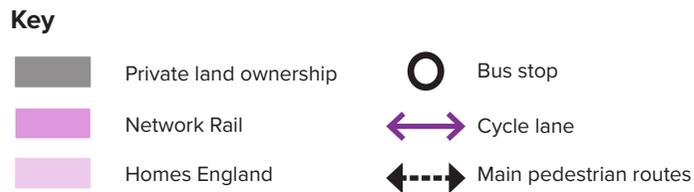
7.2.9 Contamination potential

A high-level assessment of contamination potential has been undertaken using the historical land use information. This area is classified as moderate risk (Category B) in accordance with “Guidance on dereliction, demolition and remediation costs” (Homes and Communities Agency, 2015).

There are other geotechnical risks associated with this site. For example, the site has moderate hazard potential for unexploded ordnance.



Figure 104 Existing movement and land ownership



7.3 Constraints and opportunities summary

This area is adjacent to some of the oldest parts of the station. This introduces both opportunities and constraints for design of fitting architectural buildings and public realm. The site topography, being sloped towards the highway, also presents challenges for designing permeable, accessible routes.

The redevelopment of this site is currently constrained by its existing land uses, such as surface car parking and the panel signal box, which must be relocated to enable development. During design, the interface with the Temple Quay estate, City Gateway and rail station will impose constraints and functional requirements, such as the continued need for access and servicing.

The Friary North area presents an opportunity to create a new city destination at the culmination of the Brunel Mile, complementing the renewal of the station and City Gateway with enhance public realm, improved accessibility and new development within the Enterprise Zone which delivers jobs, homes and social value.



Figure 105 Existing Friary North area

7.4 Guiding principles

Opportunities and recommendations for application of the five guiding principles to achieve placemaking outcomes in the Friary North area.



Integrated and Connected

The location of this site naturally lends it towards transport-oriented development. This addition to the Enterprise Zone will be exceptionally located next to the station and offer some of the best-connected office space in West of England. The new development will have a vital role to play in supporting the transport interchange, by providing an accessible and legible transition to the city. At the south end, intentional priority will be given to pedestrians, recognising the high footfall and different desire lines. Permeability, sight-lines and intuitive wayfinding will be integrated through design of layout and built form. Access for vehicles will be strictly limited to create a safe and pleasant environment for all.



Inclusive Economic Growth

The land use in this area will be re-assigned to make a much more meaningful contribution to the Enterprise Zone. Intensified use of this area will be a welcome addition to Bristol's thriving economy, and a commercially deliverable development. The mix of land use will be flexible to respond to market demand, envisaged as premium office space and residential. New offices with outstanding public transport connectivity will suit organisations ready to embrace sustainable mobility. Apartments will be relatively high density for city centre lifestyles. In addition, ground floor uses such as food and beverage will complement the existing Temple Quay offer and animate the new public square without competing with other city centre destinations.



Quality places

This development will form part of a new gateway to the city, creating a real sense of arrival into Bristol and a flagship destination for the West of England. The Brunel sheds will be celebrated as a majestic backdrop to the development, with active ground floor use in the historic Passenger Shed. Building layout and form will introduce a softer edge than the current business estate, including active frontages and high architectural merit. Sustainable building design will be incorporated throughout, underpinned by infrastructure such as district heating. In particular, new buildings on Temple Gate will create a grand new entrance to the square, further adding to the sense of destination.



Quality spaces

A new public square will be created at the centre of the new development to create a sense of arrival into Bristol. The Brunel Mile will be a clear and integrated pedestrian route through the space, with the historic setting of the station lending a certain civic quality at the transition between the station and the city. This open space will achieve a delicate balance between thoroughfare and destination, including places to dwell, relax and meet; a chance to pause before making an onward journey. Design will also include green infrastructure and landscaping – much needed softness in an otherwise hard surrounding. Facing onto the square, active ground floor uses such as cafés and restaurants will create a gentle bubble of activity throughout the day. At the north end, a generous street will also create pleasant walking and cycling routes to approach the station from this side.



Vibrant and Creative Communities

This area will form part of a new city gateway, a fitting introduction to a vibrant and creative city. The public square will be flexibly designed for people to stumble upon an expression of Bristol's creativity, including opportunities for public art, performances, events and markets. Around the square, ground floor uses such as retail, food and drink will activate the space throughout the day, including weekends. This will be supplemented by new housing, offering a mix of tenures and affordability for people attracted to city centre lifestyles and low carbon mobility.

7.5 Friary North masterplan

7.5.1 Site preparation and enabling infrastructure

This Masterplan has identified several enabling infrastructure projects which would start to underpin this new chapter in the Friary North area and act as a catalyst for redevelopment.

City Gateway

This site is immediately adjacent to the new City Gateway, including the new Northern Entrance, public realm and reconfigured transport interchange, as presented in Chapter 6. It is envisioned that these works be completed before any new development buildings.

Car parking relocation

While a portion of the existing car parking will be relocated to facilitate construction of the Northern Entrance, the remainder at the southern end of this site will need to be removed before construction can begin. This includes private car parking on Homes England land.

Railway access points

The existing, high-level siding at the north of the site is to be permanently removed for the addition of Platform 0. However, access to this new platform is still likely to be required for a single maintenance vehicle. The exact location and access route are to be agreed with Network Rail at the next stage of design.

Railway signal box demolition

Ideally, the existing signal box to the north of the Midland Shed would be removed and Platform 0 constructed before construction of new buildings at

this north end of the site. The buildings can, however, be delivered with the signal box in situ. Network Rail are reviewing proposals to decommission and remove the signal box but the timescales for this are currently unknown.

Public realm open space

This Masterplan proposes a new civic space at the heart of this area.

It is desirable to introduce this area early in the construction programme, including the final Brunel Mile pedestrian route to the Northern Entrance. However, this is dependent on construction phasing and plans for construction access, which are likely to introduce multiple temporary cases and constrain movement through the area.

Passenger Shed re-activation

As part of the creation of a new civic square, re-activation of the ground floor Passenger Shed frontage is proposed to complement similar use in the surrounding development.

This ground floor frontage comprises long, but shallow, rooms facing the yard with arches behind. Some refurbishment is likely to be necessary, to be assessed in more detail at the next stage of design.

HV electricity reinforcement

It is highly likely that, due to the combined load of the overall masterplan proposal, including station upgrades, additional reinforcement of the 11kV network will be required from Temple Gate, along Cattle Market

Road back to the main substation in St Philip's Marsh area.

New electricity infrastructure will be required to facilitate development on this site, as well as the proposed station upgrades.

Land remediation

Remediation of contaminated land is likely to be required across most of this area to enable its change of use. This could be undertaken over the whole area or in smaller portions, dependent on construction phasing.

Surface water drainage

For this location it is assumed that the outfall would be free flowing during a 1 in 100 annual probability (including climate change) rainfall event, with no restriction to forward flow or discharge. Incorporation of SuDS features within the green infrastructure should be considered at the next stage of design.

District heating

With reference to the existing policy base and Bristol's commitment to net zero emissions (Section 2.2), district heating is proposed for these new buildings as a suitable alternative to potentially higher carbon sources of heating.

7.5.2 Movement framework

Movement network

For the Friary North area the sustainable hierarchy of modes outlined in Section 2.5.8 has been adopted, giving priority to active and public transport over private vehicles. The proposed movement network is as shown in Figure 1066, complementing the renewed transport interchange presented in Chapter 6.

The southern portion of this site will include the culmination of the Brunel Mile, a high-quality route from the Temple Gate crossing to the Northern Entrance. This civic square is proposed as pedestrian-only to create a new city destination which is safe and calm. Permeability between this square and the surrounding streets is essential due to high footfall and multiple desire lines. Thus, links are proposed to the Friary bus stops and the arch adjacent to Brunel's street frontage.

The northern portion of this site is immediately adjacent to the Friary pedestrian and cycle route across Meads Reach Bridge. This area represents the link between the Bristol to Bath Railway Path and the Portway route toward the City Centre, with high numbers of cyclists travelling east-west past the station. Careful design will be needed to minimise movement conflicts between pedestrians and cyclists. It is anticipated that new buildings would be accessed from the north/Friary side only, with no public access at the upper level between buildings Ea/Eb and Platform O.

There is potential for a new walking and cycling link between the Goods Yard and Bristol & Exeter Yard to aid the future activation of this space. The arches beneath Station Approach provide an ideal opportunity, with the most suitable arches being those further up as they have the greatest headroom. Two arches could be used to create this link: one for cyclists and one for pedestrians, each then continuing through the arch passage adjacent to the Passenger Shed.

Service and emergency vehicles

The vision for the new civic square at the lower end of this site is a predominantly vehicle-free space. However, some controlled access for servicing and emergency vehicles will be required, either off the Friary or Temple Gate.

Similarly, the area outside the Northern Entrance will experience high flows of pedestrians and cyclists, making vehicle movements undesirable in this area.

Indicative access to these new buildings for service and emergency vehicles is shown in Figure 1066. This requires more detailed consideration during the next stage of design, including potential control measures.

Cycle parking

There is an aspiration to provide 950 cycle parking spaces to maximise the number of spaces and encourage cycling to the station. This could be an exemplar facility including:

- cycle hire and a maintenance shop
- Two-tier racks to make efficient use of the space
- 5-10% spaces reserved with wider spacing nearest the entrance dedicated for disability, cargo and tandem bicycles.
- CCTV coverage

New commercial and residential buildings could include an allowance for cycle parking at ground floor level to achieve higher than the minimum levels outlined in the Site Allocations and Development Management Policies.

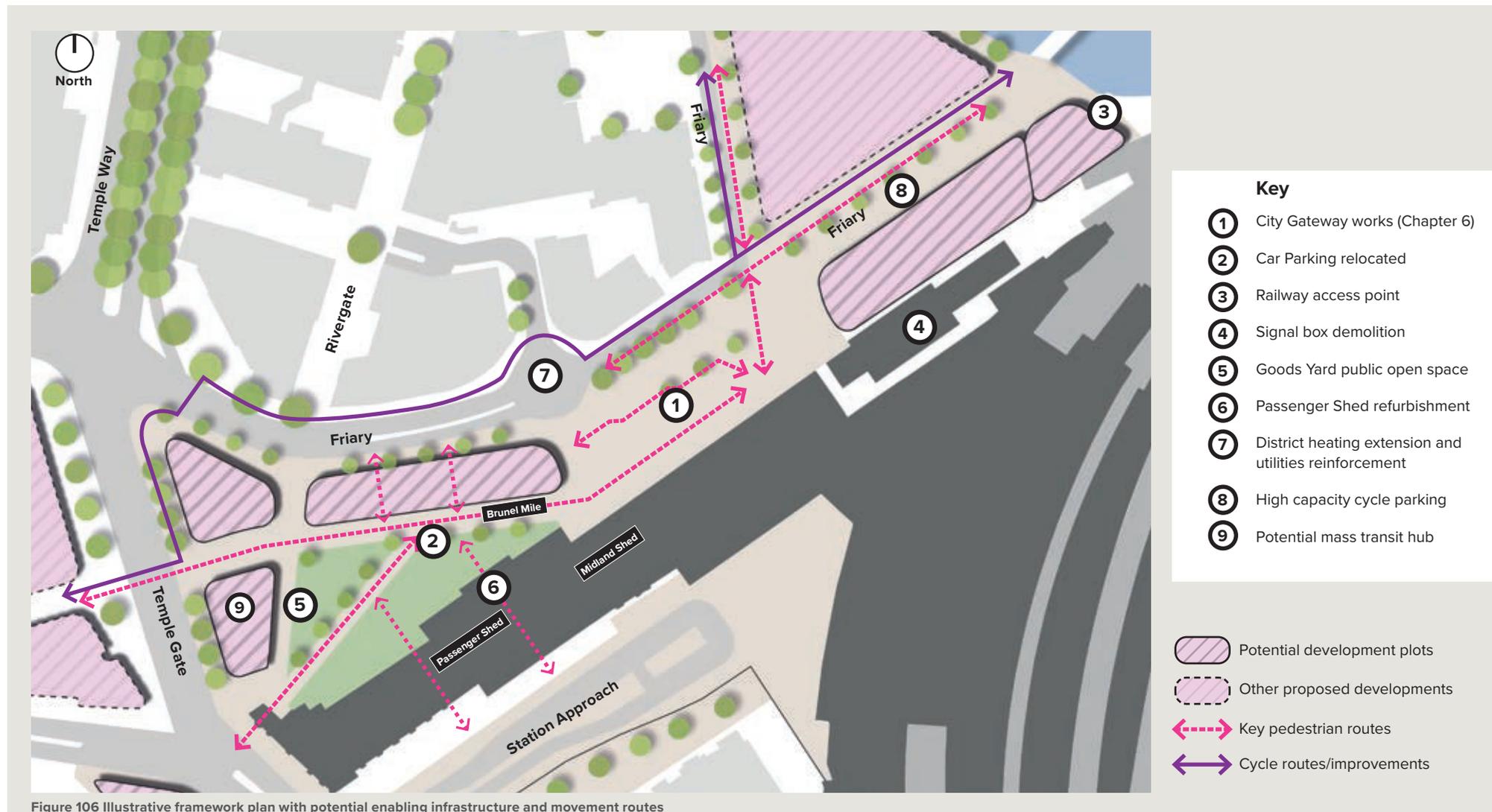


Figure 106 Illustrative framework plan with potential enabling infrastructure and movement routes

Vehicle parking

There is no allowance for undercroft or basement parking beneath the new buildings in this site due to their exceptional location next to a public transport interchange. Any significant number of cars would conflict with the vision for this area (as outlined in Chapter 6) and potentially be unsafe. That said, a few designated off-street parking spaces will be required for servicing/emergency vehicles. The exact locations are to be considered in more detail at the next stage of design.

For new office buildings within the Enterprise Zone, this approach is supported by policy BCAP29 which states that, *“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”*.

Similarly, for residential buildings, policy BCAP29 states that, *“An appropriate level of new residential car parking...will be acceptable in the city centre where it is properly integrated into the broader design of the development or the existing street scene.”* In this instance, the vision for high-quality public realm and pedestrian/cycle routes around the new Northern Entrance is imperative, warranting the most minimal levels of access for vehicles.

7.5.3 Land use framework

This Masterplan proposes a mix of land uses to create an extension of the Enterprise Zone that enhances the station setting. The parameters below have been used to establish an initial baseline within the viability model, but can accommodate some flexibility to respond to market demand.

The section below represents one possible development scenario that has been used to form the basis of infrastructure needs, placemaking principles and viability testing. The quantities mentioned are illustrative and flexible to respond to market demand.

Employment

The proposed mix of new employment space is 7000m² of multi-storey, commercial office space. This would suit medium to large businesses as an extension of the BTQ Enterprise Zone, especially those ready to embrace the regional connectivity of the site and low car parking.

This new employment space is supported by Policy BCS8 of the Core Strategy to, “Provide a sufficient and flexible supply of employment land, addressing barriers to employment and promoting the city as a place to invest”.

Public realm open space

A 0.1 hectare area of open space is proposed, funded using Section 106/CIL funds. This would be a grand, civic destination to create a real sense of arrival in Bristol, fulfilling the creation of an ‘Exceptional Place’, as described in the BTQEZ Spatial Framework Public Realm Guide.

The vision for this space is an enclosed refuge at the culmination of the Brunel Mile, providing a sense of calm

in a busy urban environment. The space could be complemented by active frontage of the surrounding buildings and cater for activities throughout the year, with the new adjacent development and Passenger Shed providing a theatrical backdrop.

This new civic space could be of the highest quality and include:

- Green landscaping
- Generous, pleasant walking routes
- Seating and focal meeting points
- Permeability links to the surrounding areas
- Digital and non-digital wayfinding and information components
- Permanent public art and opportunities for temporary installations
- Opportunities for pop-up events, including evening events
- New lighting for the historic Passenger Shed

Although fully open to the public, it is assumed that this space will be funded and maintained by the private owner of the development, to be confirmed during later stages of design.

Retail

New retail is proposed as restaurant/food & beverage units to enhance this square as a new civic destination. An approximate total of 850m² of retail space is proposed, including small-format retail units in the Passenger Shed frontage.

Leisure

The transfer in ownership of the Passenger Shed from Bristol City Council to Network Rail provides an opportunity to reevaluate its use and purpose. This could include expanded use for leisure and events, enhancing this destination as part of Bristol's 18-hour economy.

Housing

Being within the Enterprise Zone, this area could accommodate high-density city centre apartments with a mix of dwelling types and tenures.

Optimum densities outlined in the Urban Living SPD range from 120 units/ha to 200 units/ha, but does not preclude higher housing densities, subject to demonstration of successful and liveable places. The Draft Policy UL2 suggests a minimum density of 200 units/ha in the city centre area, however, densities below the minimum are acceptable if it impacts character and heritage.

New developments should propose a density in line with the Draft Policy UL2. With different assumptions, other scenarios could be considered, such as higher density housing. Any variations on density would be subject to further scenario testing, balanced with the housing needs of the city, and would be dependent on planning policy and public consultation.

Affordable housing

Affordable housing should be compliant with current policy, including the Affordable Housing Practice Note (Bristol City Council, 2022). The aspiration of this Development Framework is that 40% of the total dwellings will be affordable: 70% social rented and 30% shared ownership. This matches the Core Strategy Policy BCS17 which sets a target of 40% affordable housing for developments of 15+ dwellings in the Bristol Inner East Affordable Housing Zone. The Bristol Local Plan Review did not include revised targets for affordable homes.

Mass transit

The south end of this site has potential to incorporate a future mass transit stop if acquired by Bristol City Council. If a new mass transit alignment were to loosely follow the Temple Gate highway, this site is well positioned to serve that route and complement the new bus stops on the Friary.

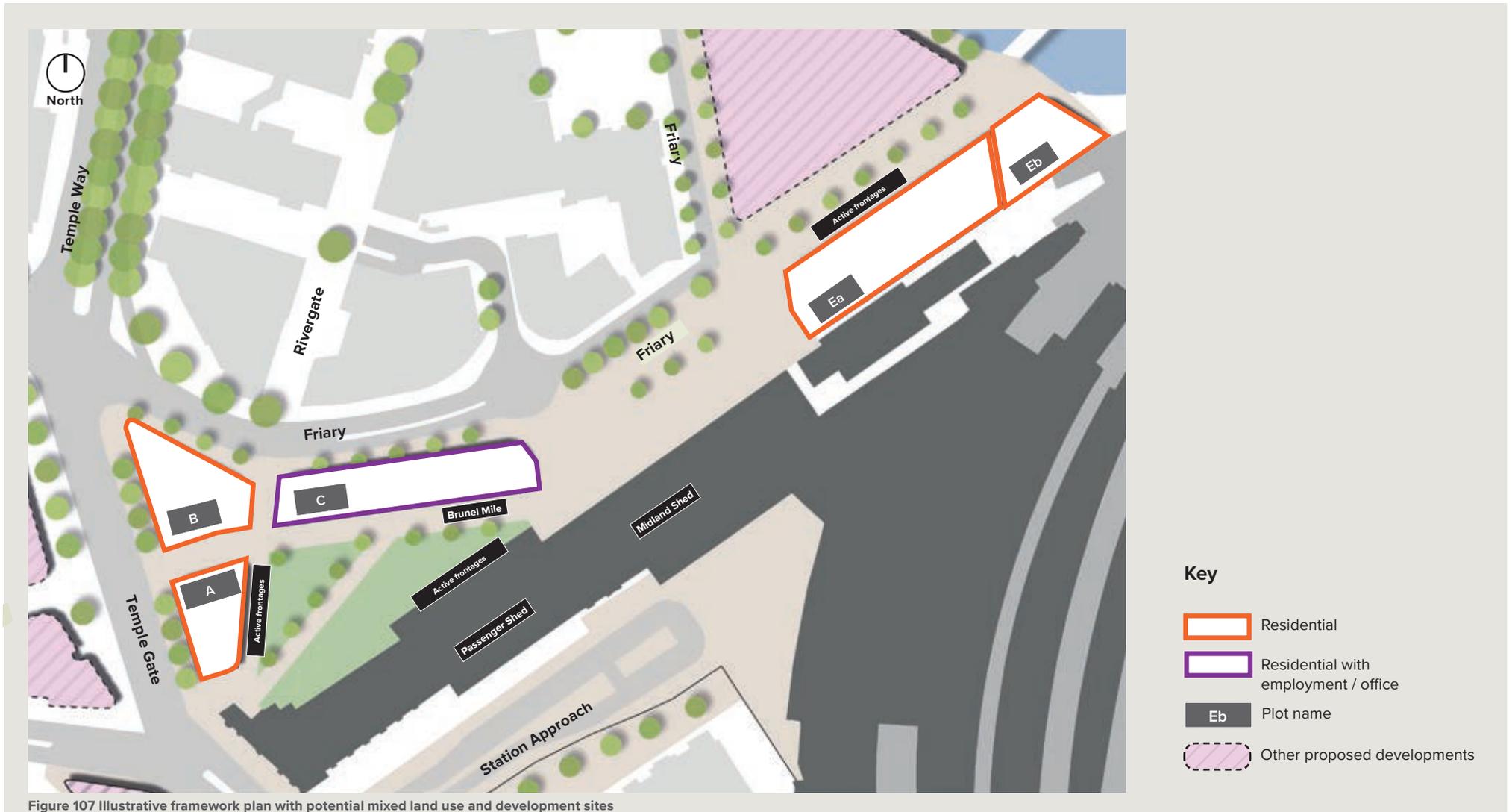


Figure 107 Illustrative framework plan with potential mixed land use and development sites

7.5.4 Urban design objectives

The following objectives are summarised to guide an appropriate urban design and architectural response in the Friary North area.

Streets and spaces

The proposed development layout at the south end of this site is an envelope of buildings around a central, civic square. This generous public space would recreate the 1840s departures forecourt with the Brunel Shed façades as a background. Given the change in level, a terraced landscape could be created, with key routes delineated to help wayfinding.

New buildings along Temple Gate and the Friary would create a sense of enclosure from the surrounding highway while maximising permeability at key locations. Plots A and B could provide a grand, 'gateway' entrance at the culmination of the Brunel Mile. There are also opportunities to include permeable routes through the ground floor of Building C to the bus stops.

The new buildings Ea and Eb at the north of the site, together with new development on Plot 3, would create an active street between the station and Meads Reach Bridge.

Building height and form

New development should be of a height and scale that is appropriate for the area in accordance with Draft Policy UL2 of the Local Plan Review which suggests at least 200 units/ha for the Temple Quarter and St Philip's Marsh.

This site is considered suitable for a range of building heights, responding to the station and Temple Quay estate. It should be noted that building heights will be subject to future detailed design and planning applications. The scale, massing and detailing of buildings will also need to respond to distinctive heritage of the surrounding area.

Building character and standards

The following building design parameters are proposed to create an attractive, welcoming neighbourhood. Particular attention should be given to sustainable design in accordance with Core Strategy Policy BCS15.

- Active ground floor use facing the new square to animate the space throughout the day
- Active building frontages (regular doors, windows and balconies)
- Outstanding architectural design to create a sense of destination and enhance the setting of the Brunel Station
- Optimise massing and orientation to improve microclimate, protect against temperatures extremes and enhance performance of sustainable systems.

Important views and vistas

Redevelopment of Friary North presents an excellent opportunity to improve the setting of the Brunel Station.

Important views were previously identified in the Temple Quarter Heritage Assessment and BTQEZ Spatial Framework (listed in Appendix A).

New development should fulfil Draft Policy DC3 (Local Character and Distinctiveness) with respect to views. The proposals presented in this Masterplan for layout, form and massing should be assessed in more detail at the next stage of design, including consultation with Historic England to preserve and enhance this historic setting.

7.5.5 Illustrative masterplan

These images present a series of visual concepts and precedents to illustrate the vision for the Friary North area.

These images present a series of visual concepts and precedents to illustrate the vision for the Friary North area.



Figure 108 Somerset House, London



Figure 112 Durham Lumiere Festival



Figure 110 Public realm with pop-up events



Figure 111 Public realm with pop-up events



Figure 109 High capacity, indoor cycle parking

7.6 Making it happen

This section presents a set of strategic considerations and objectives to inform the next steps for the Friary North area. These recommendations have been developed in response to the constraints and opportunities (Section 7.3) and the financial modelling undertaken as part of this study.

7.6.1 Infrastructure and enabling works costs

Indicative costs for the main infrastructure and enabling works components for the Friary North are outlined below, to be read in conjunction with City Gateway items in 6.7.1. These include an allowance for risk, but costs of land acquisition for infrastructure works have been excluded from this analysis.

Item	Total cost
Public square - Goods Yard	£3m
HV electricity reinforcement	£0.5-1m
Permeability to Bristol & Exeter Yard	£0.5-1m

All costs are to Q4 2019 base rate, not including any inflation to the anticipated mid-point of construction.

7.6.2 Outputs of development appraisals

These sites are the most valuable sites in the overall BTQ Development Framework, based on the development appraisals, given their proximity to the station and existing commercial development, and to the city centre.

Overall, all plots return a positive residual land value (RLV) under the core scenario. This suggests that the land value of each of these plots as a result of these proposed developments can accommodate a developer's costs and profit expectations, and therefore could be of interest to developers and the market.

Regarding housing policy, Friary North could accommodate policy compliant levels of affordable housing, contributing to the place making outcomes and objectives of this Development Framework.

The proposals presented in this Development Framework are only one scenario to achieve placemaking benefits in the future development of this area. Further analysis may be undertaken to test the viability of other scenarios, including land use change, adjusting the cost of finance and affordable housing provision.

7.6.3 Delivery strategy

There are several potential strategic avenues to deliver the Friary North and Goods Yard, which should be considered in tandem with the City Gateway works, as described in Chapter 6. For example, the public-sector partners could consider a formal joint venture structure to share in the uplift in land value arising in a growing market and the value uplift associated with station upgrade and wider improvement works to infrastructure in and around the area.

The proposed development plots contain overlapping land interests between the public-sector partners and a number of plots are dependent on actions taken by another public-sector partners. For this reasons, the strategic approach should be structured to deliver the desired quality of place outcomes for this key commercial hub that City Gateway opens up.

The public sector landowners could consider working with a developer partner to deliver core neighbourhoods like Goods Yard, which includes plots A-C. The Passenger Shed refurbishment into retail units could follow a similar route or potentially be delivered directly by Network Rail. For plot E,

the choice of delivery route should incorporate the need for the new cycle parking spaces to serve the station, a critical factor in the overall redevelopment around the station.

Beyond the Core Station and City Gateway connectivity works, there are number of enabling infrastructure requirements that are likely to need additional funding beyond that which is viable from development proceeds of Friary North. These include reinforcement of electricity supply, the Goods Yard public realm and permeability to Bristol & Exeter Yard. These could potentially be delivered by public sector partners, funded by local contributions or grant funding, but formal decisions on delivery strategy should be considered in more detail in the next stages of design to achieve desired outcomes and placemaking benefits.

7.6.4 Planning conformity and strategy

The principle of the proposed office, residential and retail uses in this area is supported by the adopted Local Plan, in particular, Core Strategy policy BCS2 (City Centre) and policy BCAP35 (Bristol Temple Quarter).

Future planning applications would be assessed in relation to Core Strategy policy BCS21 (Quality Urban Design) and Draft policy UL2 (Residential Densities). The Urban Living SPD should be used as a tool to support design development and planning submissions.

Planning applications would need to be prepared and depending on the final delivery strategy these could be any combination of outline, fully detailed or hybrid planning applications for single or multiple sites. Pre-application advice should be sought from Bristol City Council by applicants to agree the details of individual applications, determine the requirement for supporting materials and establish who to engage with in the local community.

EIA screening will be required to determine if proposals fall within the remit of the EIA Regulations (for example, where a development includes more than 1 hectare of urban development or includes more than 150 dwellings), whether they are likely to have a significant effect on the environment and therefore whether EIA is required. Where EIA is deemed necessary, an Environmental Statement must be prepared and submitted alongside the planning application.

7.6.5 Prioritised list of projects

The following projects and activities have been identified as high priority for the next few years to progress the Friary North masterplan. These have been selected based on the outcomes they would enable, their benefit cost ratio and deliverability considerations. It is recognised that the exact parcelling of projects and sequence of delivery may change as the project continues to develop, thus a list of known dependencies are presented in the following section.

This list excludes interfacing projects that are subject to their own process but makes reference to them where they introduce a significant interface.

Development and design

2020-2024

1. Explore options for delivery route and structure, including soft market testing for potential developers
2. Stakeholder engagement with owners and leaseholders
3. Further market analysis for exact land use mix e.g. residential, commercial office
4. Strategic utilities design (Masterplan) for main routes through/around the area incl. district heating and HV reinforcement
5. Develop brief for the cycle parking, including number of spaces required to accommodate modal shift
6. Commission study on the Passenger Shed, including condition survey, to develop the brief for this space
7. Prepare development brief for this site. Include definition and performance specification for the public transport interchange, public square and requirements for future mass transit hub, if appropriate
8. Proceed with design and planning application
9. Undertake ground/archaeological investigation of the Portwall and Portwall Ditch

7.6.6 Phasing dependencies

Key phasing dependencies and considerations for redevelopment of the Friary North are as follows:

- The construction of the new City Gateway is to be completed before commencing with new buildings. This includes the new Northern Entrance, public realm and reconfigured transport interchange, as presented in Chapter 6
- The private car parking (Homes England) will need to be re-allocated for temporary station use before construction of the City Gateway can begin, as outlined in Section 6.7. The terms of existing leasehold agreements for the private spaces on Homes England land are unknown
- Having been re-allocated to construct the City Gateway, all surface car parking will then need to be removed before construction around the Goods Yard can begin (Plots A to C). This requires construction of a new, permanent home for station parking, proposed as part of the Southern Gateway on the 1-9 Bath Road/Fish Dock site (see Section 6.6.5). This, in turn, requires design, planning approval, lease extinguishment of the current tenant and demolition of the existing garage building. There are also issues to be resolved regarding Network Rail access to the Fish Dock site for rail maintenance
- The existing signal box to the north of the Midland Shed will need to be removed and new Platform 0 constructed before construction of new buildings can begin at this north end of the site (Plot E). Demolition is expected in the mid-2020s
- HV electricity reinforcement is required due to anticipated load requirements
- There may be a dependency on Plot 3 construction (the

Homes England site to the north of the Friary) if these overlap, although timescales for this are unknown

7.6.7 Phasing strategy

An indicative programme has been produced to illustrate the potential sequence of construction and phased opening of new buildings. These dates are subject to change, noting the dependencies listed above.

Plot Group	No of years	Construction period																	
		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Plots A, B, C and Passenger Shed	5																		
Plots Ea, Eb	5																		
Public square - Goods Yard	2																		
HV electricity reinforcement	1																		
Permeability to Bristol & Exeter Yard	2																		

7.6.8 Key performance indicator outcomes

The adjacent figure summarises indicative outcome opportunities for the Friary North area presented in this Masterplan. It should be noted that these are underpinned by several high-level assumptions that are considered reasonable and appropriate at this stage, but will be tested and refined through further studies and stages of design.

The figures presented here represent the outcomes of this study to achieve placemaking benefits. 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, subject to alignment with planning policy.

Figure 113 Friary North potential key performance indicator outcomes

