

THE FRAMEWORK

3



A liveable city quarter by design

The Spatial Framework promotes the creation of a liveable city quarter.

A liveable city is marked by a healthy and happy community, a vibrant and responsible urban economy, and intelligent, flexible and resilient infrastructure. It will be thriving, socially inclusive, biodiverse and energy efficient. It will promote physical activity and encourage healthy lifestyles as the normal, easy choice.

The liveable city offers a high quality of life. Livability and quality of place are key factors in attracting and retaining high value knowledge and creative industries and their highly skilled and mobile workers. A liveable city is a competitive city.

The Bristol Temple Quarter Enterprise Zone represents a unique opportunity for Bristol to demonstrate its commitment to quality development that befits a Green Capital. This suggests taking a holistic and integrated approach to sustainable urban design and place making and setting high expectations for development in the Zone. This will involve working with key partners to plan and deliver the necessary infrastructure to make that development achievable and by exploiting the creative energy that exists in abundance in the city to find innovative ways of attracting the right investment.

These high expectations will include not just meeting but routinely exceeding 'green' standards for housing, commercial development and adaptive re-use of existing buildings. It will involve the use of local and renewable resources in construction and future flexibility and for smart energy use and waste management. It will include an approach to accessibility which places walking, cycling and public transport as primary considerations above private cars. Movement will be integrated with greening of the urban environment.

Development proposals will be expected to make a positive contribution towards social inclusion, community health and wellbeing, and the historic and natural environment.

Major public infrastructure investment at Temple Meads station and connecting walking, cycling and public transport networks combined with high speed broadband provision will place connectivity and convenience at the heart of the Zone. Plans for a 12,000 seat arena will raise the city's cultural ambitions. Both will be catalysts for future investment and should be inspirational examples of how Bristol can reinforce its competitive strengths, attract inward investment, create social capital, promote entrepreneurship and achieve its Green Capital ambitions.

Placeshaping – the creation of prosperous and safe communities; places where people want to live, work and do business is at the heart of the vision for the Enterprise Zone.

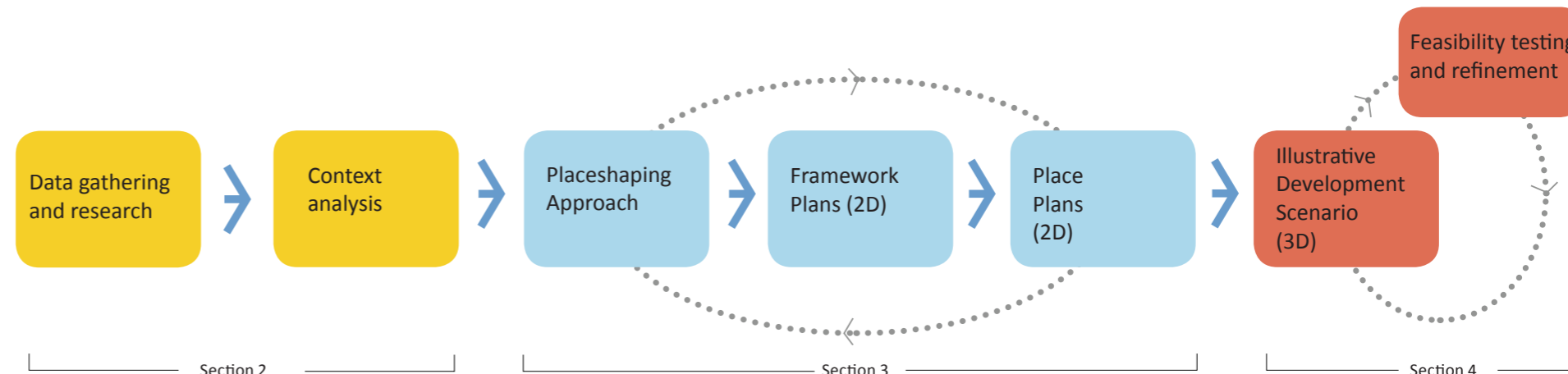
Temple Quarter is a generational opportunity to go well beyond the reinvigoration of part of the city centre, and to make Temple Meads railway station and surrounding area a regional driver for growth and connectivity. It has the potential to become a hub for developing new technologies and jobs, greatly improved transport infrastructure and a high quality working, living and leisure environment. Without a co-ordinating Spatial Framework to guide and shape new and existing places in an integrated manner it is likely that piecemeal development will occur.

This section sets out a placeshaping approach consisting of two aspects central to the Spatial Framework and a number of inter related layers. Each of these layers are described in detail and illustrated in two-dimensional plans for the whole Enterprise Zone on pages 32 to 47.

From understanding the context in section two, four distinctive character areas of the Enterprise Zone have been identified offering different development opportunities. For each character area the existing features, a vision, the objectives and a two-dimensional place plan are presented. The final page of this section provides a summary plan of the placeshaping approach.



Placeshaping approach



Spatial Framework preparation process

Preparation process

The Spatial Framework sets out how existing adopted planning and design policies and principles should be implemented across Temple Quarter and areas immediately adjacent to it. It has been prepared to co-ordinate development over a wide area, comprising sites in multiple ownership with widely differing delivery timetables. It provides flexibility for subsequent masterplans to develop ideas in greater precision and levels of detail. The framework will be used to spatially co-ordinate new development and the delivery of infrastructure and public realm interventions. The framework has been prepared through an iterative process, as the above diagram illustrates.

Key Aspects

Two key aspects have been central to the development of the Spatial Framework. They are:

- a The urban structure; and
- b The public realm.

a The Urban Structure

Urban structure is the spatial arrangement and form of streets, open spaces, infrastructure, buildings and land uses influenced by topography, waterways and landscape setting.

The Spatial Framework is a tool to guide and shape a more responsive urban structure that:

- 1 supports a resilient and dynamic mix of buildings and land uses
- 2 is founded upon a deeper understanding of the relationships and interactions between built and natural environment, community, economy, infrastructure
- 3 has an adaptive ability to accommodate change
- 4 can evolve incrementally over time

The objective is to shape an urban structure that helps to deliver the vision for the Enterprise Zone. This can bring multiple benefits including:

- Fostering economic and social innovation
- Facilitating enterprise
- Building social capital
- Creating competitive advantage

b The Public Realm

The public realm is all those parts of the Enterprise Zone (whether publicly or privately owned) that are available, without charge, for everyone to see, use and enjoy, including streets, squares and parks; all land to which everyone has ready, free and legal access 24 hours a day.

The public realm is experienced by all of us most of the time. How well it is planned, designed, constructed and maintained affects our experience of the city and contributes greatly to its image, identity and the quality of life it offers.

Over the 25 years Temple Quarter’s streets and spaces are expected to change to meet the needs of the people who will live, work and visit. While these needs are diverse there are common expectations; people want their streets and spaces to be convenient, safe, friendly, attractive, sustainable and respectful of local context and character.

Investment in the public realm delivers multiple benefits to employees, business owners, potential investors, public transport users and visitors. A public realm network, with both re-invigorated and new components, will be the glue that binds the Enterprise Zone together. It is therefore of critical importance. Major new routes and spaces will become destinations in their own right whilst linking its diverse places and surrounding neighbourhood areas.

Achieving a consistent, high-quality, people-friendly public realm, through the use of this Spatial Framework, will be key in establishing a successful and sustainable future for Temple Quarter and the wider city centre.

The Spatial Framework promotes the following public realm qualities

- 1 **Characterful** - responds to local context delivering a Temple Quarter that is rich in built and natural character
- 2 **Comfortable** - is safe, inclusive and attractive to meet, gather, work, relax and move through
- 3 **Connected** - connects well with Bristol’s wider movement network, reducing or removing through-vehicular traffic, and making it easy for all users to move around
- 4 **Resilient** - uses timeless, attractive, durable materials, exploit best available techniques, high environmental performance and are easily maintainable
- 5 **Convivial** - encourages positive interaction for all members of the community
- 6 **Animated** - is designed to inspire; providing the canvas for the creative, artistic, sociable and playful opportunities of city life
- 7 **Versatile** - is flexible enough to accommodate future change without significant re-design

Placeshaping approach

The Spatial Framework seeks to address the following challenges that arise in the existing context. For each of the challenges, a placeshaping response is identified. The placeshaping response has in turn informed the preparation of the Spatial Framework.

Key challenge in the existing context



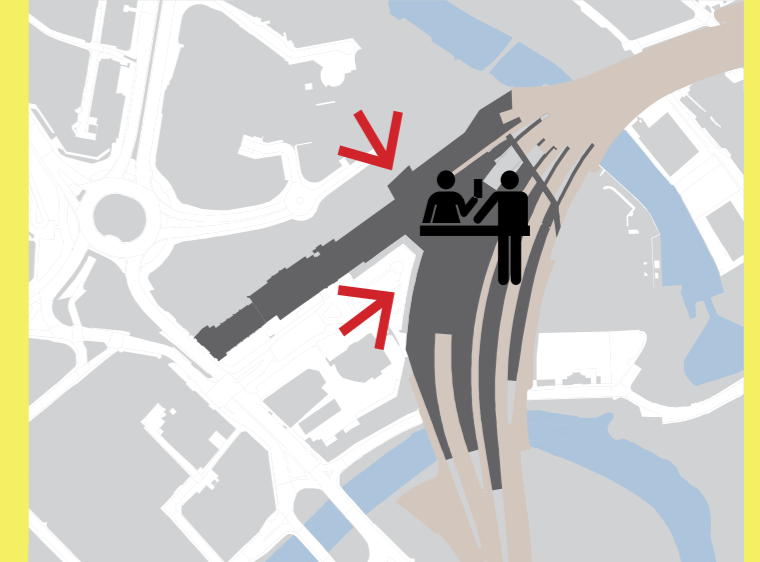
Limited reasons for visiting the area



A busy, car dominated inner ring road cuts the area off from the city centre

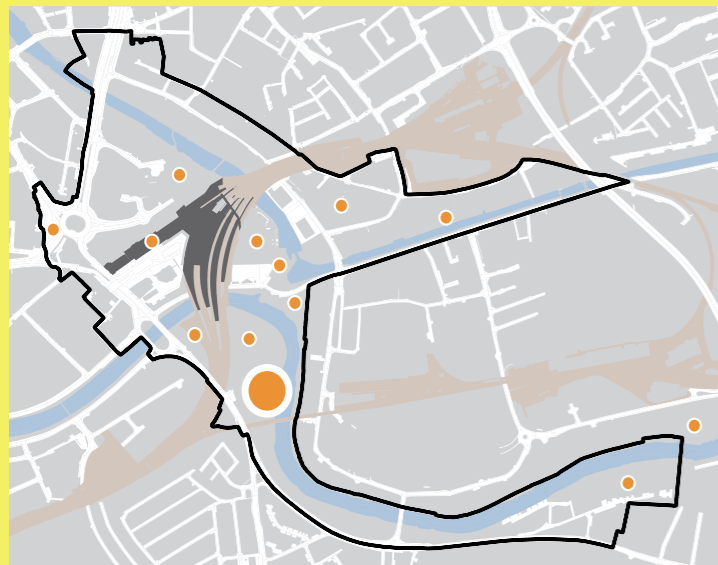


Predominance of vacant and underutilised sites



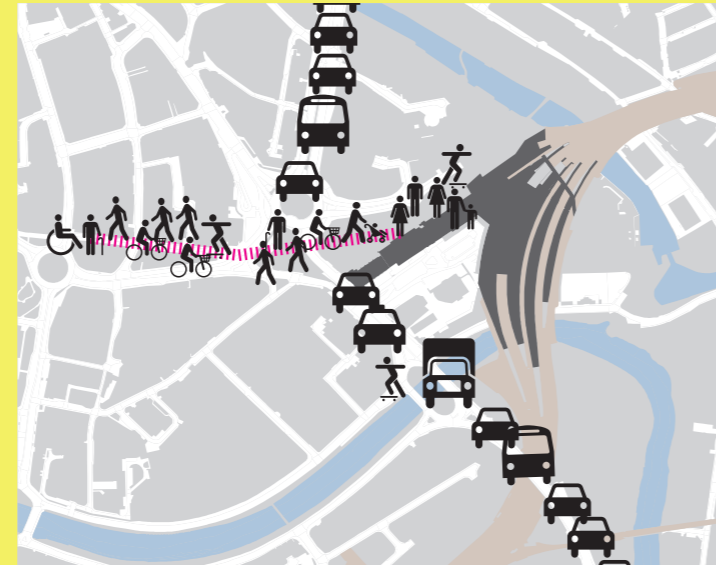
Cramped transport interchange with no access from the south and east

Placeshaping Approach



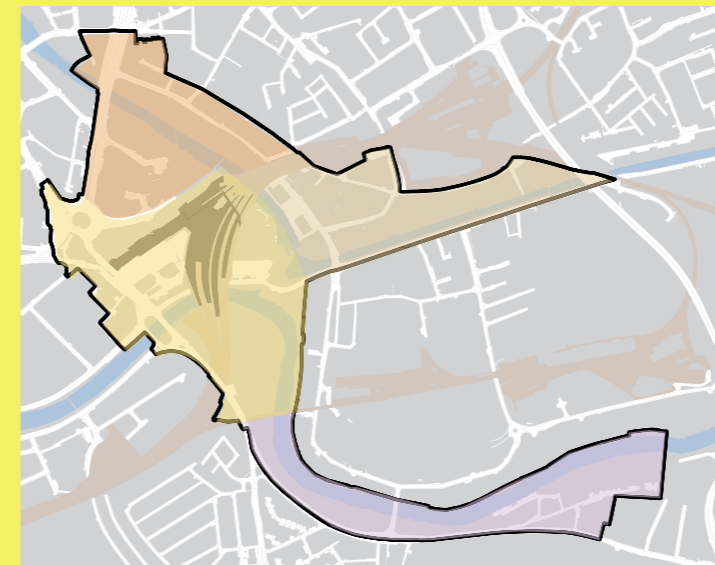
Destination befitting a European Green Capital

Temple Quarter will become a destination in its own right, with the arena acting as a catalyst for a rich mix of complementary activities (some permanent, some temporary), all supported by a vibrant public realm.



A more direct link to the city centre

The Temple Gate/Temple Circus road corridor will be remodelled so that it is no longer such a barrier for people moving on foot or cycle between the railway station and the city centre.



Distinctive places

Temple Quarter's vacant sites will be imaginatively redeveloped to create a number of distinct places each with their own unique character. An increasingly vibrant city-facing gateway will flourish alongside a rejuvenated, more tranquil neighbourhood backwater.



A 21st century transport interchange

Investment in Temple Meads station will create a spacious station with pedestrian access from all directions and beneath. The station will sit within a wider interchange zone, which provides clear and convenient movement between transport modes.

Placeshaping approach

Key challenge in the existing context



Rail and water infrastructure create barriers to movement



Inaccessible under-utilised waterways

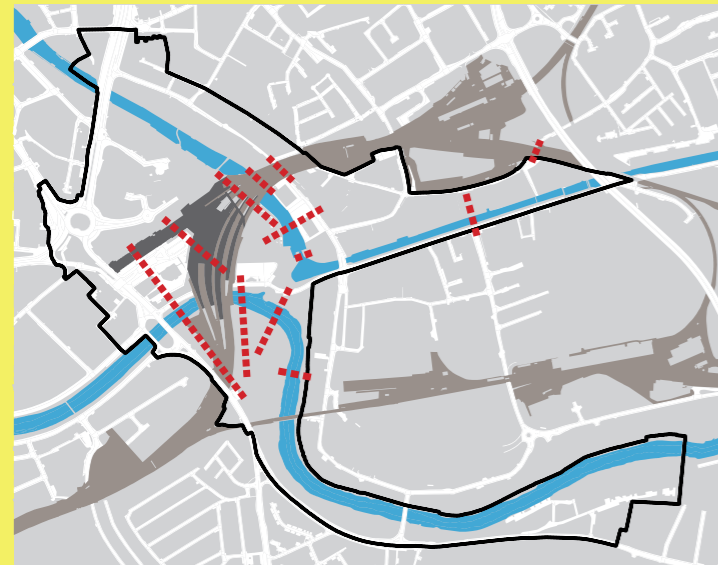


Lack of safe, accessible and usable public space



Poor legibility and under-utilised heritage assets

Placeshaping Approach



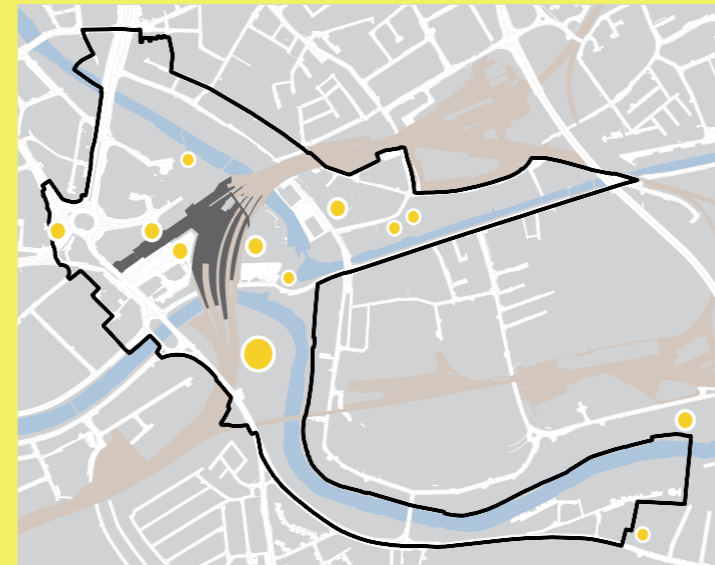
A Reconnected, Walkable Neighbourhood

A series of new bridges, tunnels and waterfront walkways will help pedestrians and cyclists to move through the area, removing barriers currently created by rail infrastructure and watercourses.



Waterways Reanimated

Temple Quarter's extensive water front will become teeming with life, the focus being Totterdown Basin where harbour, canal and river converge. New boat moorings, boardwalks, cafes and bars will attract people both day and evening.



A Network of New and Rediscovered Public Spaces

Temple Quarter will put the public realm at the heart of its rejuvenation, whether it is spacious arrival spaces (Temple Meads station), well-used event spaces (Arena Plaza), or off the beaten track 'found' spaces (Silverthorne Lane).



Legible Landmarks

Temple Quarter's existing rich heritage such as the station will be allowed to shine, and will be complemented by new landmark buildings and spaces located to provide greater wayfinding through the area

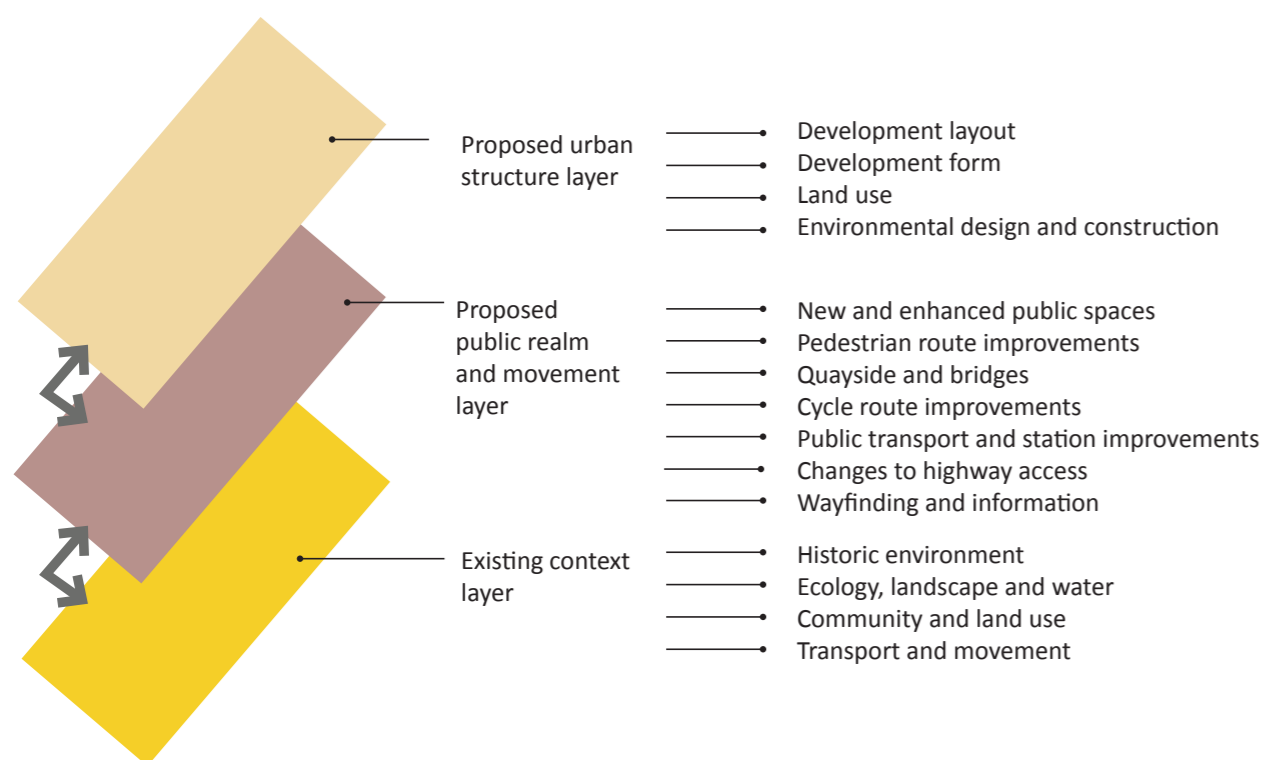
Placeshaping approach

Inter related layers

The Spatial Framework comprises a number of inter related layers shown in the diagram below.

The 'Urban Structure' and 'Public Realm and Movement' layers are introduced opposite. The detail of each of these layers is then described and illustrated spatially on the following pages. The 'Existing Context' layers have been covered in section 2.

The placeshaping approach is embedded in the statutory planning process and the relevant references to the local policies are provided. References to Local Plan Policies should be read in conjunction with the content of Appendix A.



i. Proposed urban structure

Development layout

The Spatial Framework proposes a coherent and coordinated development layout which provides a positive relationship between development, streets, spaces, green infrastructure and heritage assets. As such it builds on the expectations of Local Plan Policies BCS9 (Green Infrastructure), BCS21 (Quality Urban Design), BCS22 (Conservation and the Historic Environment), DM17 (Development Involving Existing Green Infrastructure), DM26 (Local Character and Distinctiveness), DM27 (Layout and Form), DM31 (Heritage Assets) and BCAP34 (Coordinating Major Development in Bristol City Centre).

Development form

The Spatial Framework proposes a height, scale and massing of development considered to be appropriate to the immediate context, site constraints, and character of adjoining streets and spaces. The parameters also reflect the neighbourhood's highly sustainable location and the requirement to use development land efficiently. As such it builds on Local Plan Policies BCS2 (Bristol City Centre), BCS20 (Effective and Efficient Use of Land), BCS21 (Quality Urban Design), BCS22 (Conservation and the Historic Environment), DM26 (Local Character and Distinctiveness), DM27 (Layout and Form), DM31 (Heritage Assets) and SPD1 (Tall Buildings).

Land use

The Spatial Framework supports Policy BCAP35 (Temple Quarter) of the Bristol Central Area Plan (adopted March 2015), which proposes that sites within Temple Quarter 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. In designating landuses, the Spatial Framework is mindful of Planning Policy Statement 25 (Development and Flood Risk) which indicates compatible land uses for areas prone to flooding.

Environmental design and construction

Development in the zone will be required to meet BCC's adopted planning policies relating to mitigating and adapting to climate change (Policy BCS13), the use of renewable and low-carbon energy (Policy BCS14), the use of sustainable design and construction measures (Policy BCS15), and a response to the risk of flooding (Policy BCS16).

Placeshaping approach

ii. Proposed public realm and movement improvements

New and enhanced public spaces

The Spatial Framework proposes the creation of a series of new and enhanced connected public spaces, each with its own character and purpose. As such it builds on Local Plan Policies BCS9 (Green Infrastructure), BCS21 (Quality Urban Design), DM28 (Public Realm) and BCAP33 (Key City Spaces).

A companion document 'BTQEZ Making People-Friendly Streets and Spaces - A Public Realm Guide' (Bristol City Council, 2016), sets out the vision for the public realm in Temple Quarter and the qualities it must achieve. The Public Realm Guide is not an adopted policy document but is a material consideration for new development.

Pedestrian route improvements

The Spatial Framework proposes significant improvements to the way pedestrians are able to move through the area. As such it builds on Local Plan Policies BCS10 (Transport and Access Improvements), BCS21 (Quality Urban Design), DM22 (Development Adjacent to Waterways), DM23 (Transport Policies), DM28 (Public Realm), BCAP22 (Habitat Preservation, Enhancement and Creation on Waterways), BCAP30 (Pedestrian Routes) and BCAP32 (Quayside Walkways).

Proposals include:

- the extension and enhancement of a number of existing routes through the area, rebalancing them in favour of the pedestrian

- incrementally opening up pedestrian access to the area's 1km of waterfront, to create a continuous waterside path
- public access through the Temple Meads station complex, integrating Network Rail's aspirations to significantly increase station capacity and usability over the next 10 years.

Cycle route improvements

The Spatial Framework proposes significant improvements to the strategic cycling network in and around the EZ. As such it builds on Local Plan Policies BCS10 (Transport and Access Improvements), BCS21 (Quality Urban Design), DM22 (Development Adjacent to Waterways), DM23 (Transport Policies), DM28 (Public Realm) and BCAP22 (Habitat Preservation, Enhancement and Creation on Waterways).

Temple Quarter is a location where several strategic routes converge and the Spatial Framework demonstrates how linkages between these route may be enhanced.

Public transport and station improvements

The Spatial Framework proposes the following:

- the delivery of a world-class railway hub with outstanding station facilities
- the creation of a user-friendly, dispersed interchange zone with the station and the Brunel Mile at its heart

In this regard, the Framework builds upon Local Plan Policies BCS10 (Transport and Access Improvements), DM23 (Transport Development Management), BCAP27

(Safeguarded Transport Links and Railway Land) and BCAP28 (New Interchange Facilities)

A companion document 'Sustainable Urban Mobility Plan' (SUMP, Bristol City Council, 2016) sets out the vision for transport and movement in Temple Quarter. The SUMP draws together the major projects identified in the Joint Local Transport Plan (JLTP3) that influence movement to and through the BTQEZ. It presents the major projects in line with other supporting measures that will contribute towards improving sustainable mobility and all the benefits that come with it as the area develops. The SUMP is not an adopted policy document but is a material consideration for new development.

Changes to highway access

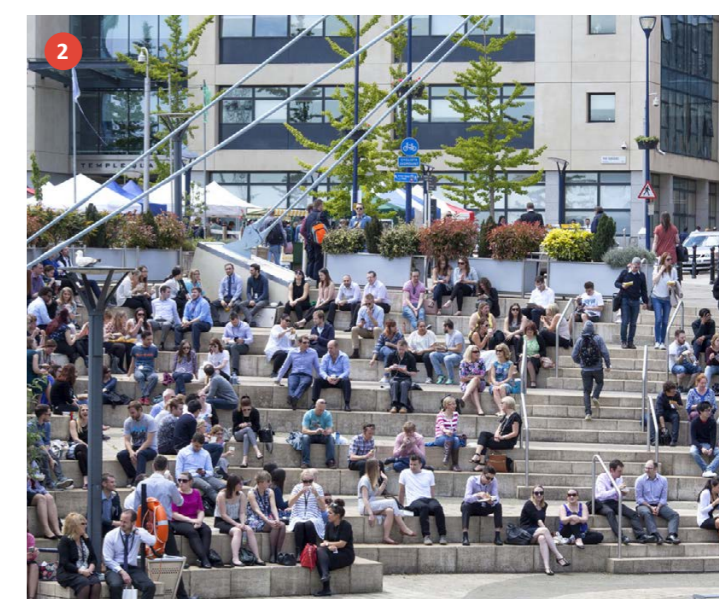
The Spatial Framework proposes the following:

- the rebalancing of the strategic highway network to improve access by walking, cycling and public transport without reducing traffic capacity (Temple Gate)
- the creation of new vehicular access arrangements to both the arena and Temple Meads station

Way-finding and information provision

The Spatial Framework proposes a co-ordinated approach to wayfinding, extending the Bristol Legible City information system south and east of the station complex. In the short term, wayfinding improvements will assist access to the arena and through a reconfigured Temple Gate area. In the longer term, it will support the remodelling of Temple Meads Station as the city's transport gateway.

- 1 The Thursday Market held in The Square public space helps to bring activity and animation albeit on a temporary basis.
- 2 The Amphitheatre adjacent to Plot 3 is well used by existing office workers.



Development layout

Policy Background

The Spatial Framework promotes an urban structure which is considered to be in accordance with the expectations of Local Plan Policies and in particular Policy DM27: Layout and Form. DM27 sets out detailed requirements to ensure quality layout, form, pattern and arrangement of streets, open spaces, development blocks, buildings and landscapes. An urban structure is promoted which seeks to protect and enhance the areas rich heritage assets in line with Policy DM31.

Development layout

The proposed development block layout is founded upon a rigorous understanding of local character including landscape structure, the local pattern and grain of development, retained historic assets and important views.

The development layout has been significantly informed through the BTQEZ Heritage Assessment (BCC, 2012) which identifies the following four character areas:

- Temple Quay
- Temple Meads City Gateway
- Silverthorne Lane
- Avon Riverside

Each character area presents very different opportunities and constraints for future placemaking.

The layout defines an inter-connected network of streets and public spaces. This forms the basis of a logical and legible hierarchy of routes and intersections, the design of which will vary dependent upon movement, activities and uses supported. The block structure is designed to be flexible and adaptable

and to facilitate a co-ordinated approach towards the area's comprehensive development.

Wherever possible, development is predominantly arranged into perimeter blocks, providing continuity of development edge that fronts and defines the public realm whilst physically securing private space to the rear. Both the Bristol Arena site and the Former Post Office Sorting Depot sites provide opportunities for perimeter blocks.

In the Temple Quay area, the Spatial Framework promotes a block layout based on the partially implemented 1990s masterplan. It will be important that viewing corridors identified in this masterplan are respected through future phases of development in this area.

In the Silverthorne Lane area, part of the area's character is defined by high pennant walls and enclosed yards. The Spatial Framework promotes the reanimation of these historic yard spaces, reusing buildings and inserting new buildings to create context-led developments similar to the early phases of Paintworks.

The proposed layout protects and enhances the strategic green infrastructure network in relation to the River Avon Corridor and the Feeder Canal.

Public fronts/private backs

In line with Local Plan policy expectations, development will be arranged to create public/active fronts and private/passive backs. Making frontages 'active' adds interest, life and vitality to the public realm. The Spatial Framework promotes active frontages throughout. This would involve maximising



Wapping Wharf, Harbourside, Bristol - demonstrating a well designed private interior to a block, with private threshold space to ground level apartments and a secure communal space serving residents



Wapping Wharf, Harbourside, Bristol - a local exemplar demonstrating a coherent spatial arrangement with active ground level uses, regular front doors, and overlooking balconies (under construction)

the potential for building entrances and windows to front on to streets and public spaces, with the most public and populated internal activities focussed along these active edges. Conversely, the more private and secluded internal functions should be contained to the rear.

Building retention and reuse

The Spatial Framework is considered to provide the appropriate balance between protection of heritage assets and opportunities for reuse and adaptation, consistent with national planning policy and legislation. It has been informed by the Heritage Assessment which considers the inherited heritage assets throughout Temple Quarter, including below ground significant features, above ground designated assets, other structures, streets and spaces. The Spatial Framework highlights opportunities for the sustainable reuse of former industrial buildings and the spaces around them to create a distinctive, vibrant economic quarter with a blend of old and the new. As well as constructively conserving and reusing the area's significant listed assets (for example, St. Vincent's Works), the Spatial Framework is keen to retain and reuse buildings, structures and sites that are locally listed as valued buildings and are considered worthy of preservation. Bristol's local list is periodically updated and currently includes the Grosvenor Hotel. At the time of writing the Cattle Market Tavern is being reviewed for inclusion. The Spatial Framework is also keen to retain and reuse a number of other locally valued buildings including the former Gas Works building on Avon Street/Gas Lane, Kingsland House (Silverthorne Lane), GWR Loco Sheds (Bristol Arena site) and a small building adjacent to the Feeder Canal inlet which by virtue to its scale adds interest to the townscape.

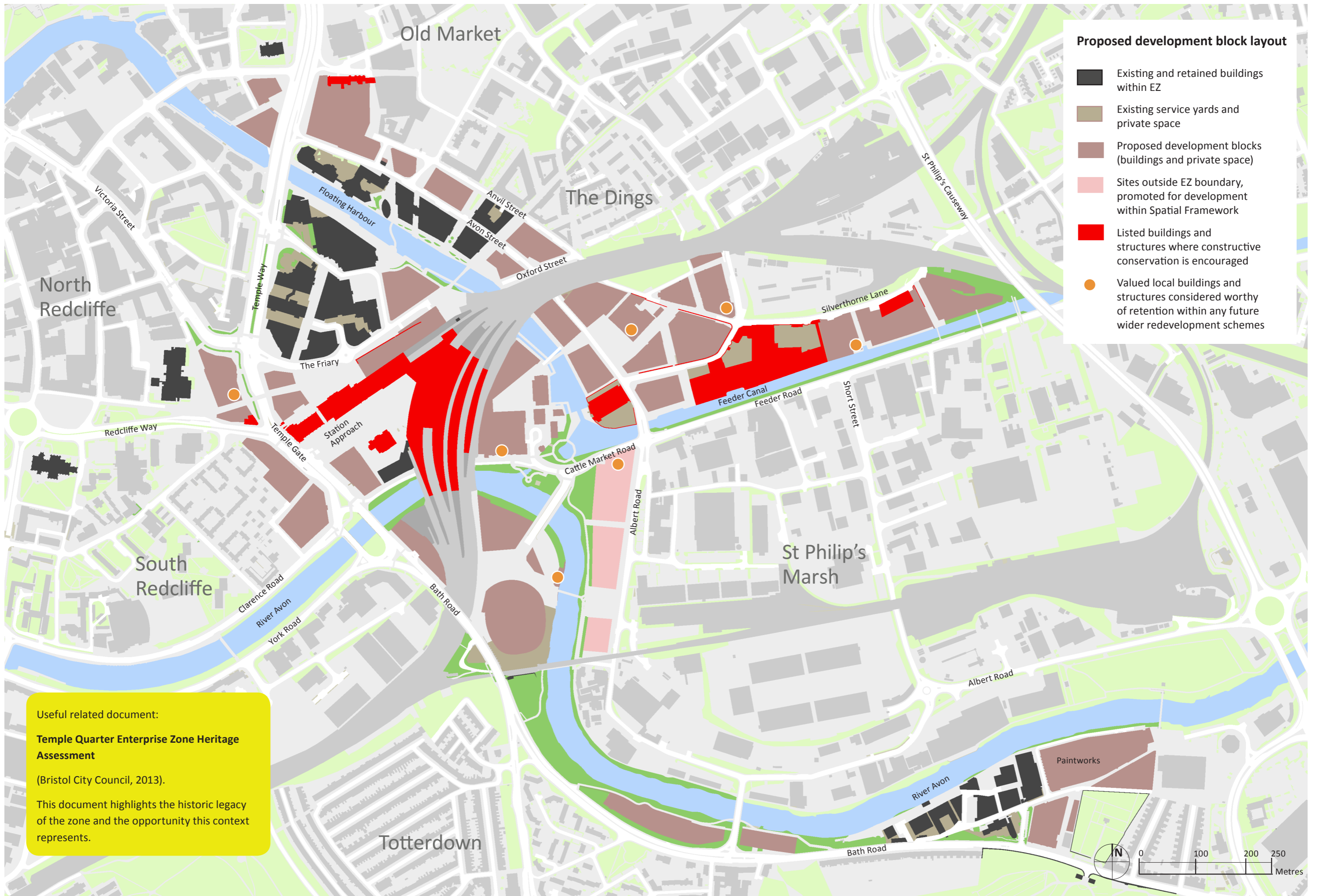


Fig 1: Proposed development block layout

Development form

Policy background

The Spatial Framework promotes a height and scale of development throughout the Enterprise Zone which is considered to be in accordance with Local Plan Policy requirements, and in particular DM27 which says that the height, scale and massing of development should be appropriate to the immediate context, site constraints, character of adjoining streets and spaces, the setting, public function and/or importance of the proposed development and the location within the townscape. The Spatial Framework balances Policy BCS20 (Effective and Efficient Use of Land) which seeks higher densities of development in and around the city centre and along or close to main public transport routes, against Policy DM31 (Heritage Assets) which seeks to conserve and enhance the setting of historic assets.

Building Height

In Bristol's city centre, background buildings typically tend to be four to six storeys high. Temple Quarter offers the potential to increase building heights to make the most of its highly sustainable location. However, greater building height should only be allowed where it would not be harmful to local character and distinctiveness. Any proposals would need to be carefully tested in relation to their landscape and visual impact in this regard.

The Spatial Framework identifies four bands of building height:

- Wharf-type sheds (1-2 storeys)
- Low-rise (2-4 storeys)
- Medium-rise (5-8 storeys)
- High-rise (9+ storeys)

Broadly speaking, the EZ is considered an appropriate location for medium-rise buildings (5-8 storeys). However, as the plan opposite shows, buildings of a lower height are promoted immediately adjacent to the station complex to ensure that buildings do not appear above the roofline of the station when viewed from the ramp. This also ensures that buildings do not excessively dominate views eastwards from the station platform. Low rise buildings are also promoted in the historic core to the Silverthorne Lane area where the existing tightly grained street pattern of narrow streets still exists, and immediately adjacent to Totterdown Basin. Low rise buildings are also promoted along Bath Road to ensure views to the attractive Totterdown escarpment are not spoilt.

In the right place, well-designed tall buildings can make a positive contribution to urban life, but ill-considered proposals can have a disproportionate impact on the character, appearance and enjoyment of places. A number of potential locations have been identified for tall buildings (9+storeys). These are positioned in locations where a more varied height profile is considered desirable, and a tall element would assist legibility. An initial assessment would suggest that tall buildings in these locations would not have a detrimental impact on key views. However, applicants coming forward with proposals for tall buildings in this locations (or any other within the EZ) will still be expected to undertake a 360 degree visual impact assessment in accordance with the guidance in SPD1. It should be noted that SPD1 Tall Buildings (Bristol City Council, 2005) indicates that parts of Temple Quarter may be appropriate for tall buildings subject

to meeting the identified Assessment Criteria. Sites highlighted include the site of Bristol Arena and the Former Royal Mail Sorting Office. When assessing proposals, the Planning Authority will also take into account advice on tall buildings in Historic England Advice Note 4 (2015), and the Good Practice Advice Note: Setting of Heritage Assets (GPA3).

Focal buildings

The EZ has a number of focal buildings within it or close by that because of their design and/or purpose act as a focal point. Temple Meads station (ticket office) and St. Mary Redcliffe Church are the most significant focal buildings, with Bristol and Exeter House and the Gardiner Haskins building providing lesser focal buildings.

The Spatial Framework promotes the creation of a number of new focal buildings. Clearly the most significant of these will be the arena. Whilst the arena will be highly visible from the train, Totterdown Basin and the River Avon footpath, it will not be as visible for people approaching on foot from the city centre via Temple Gate. For this reason, the Spatial Framework promotes the creation of an eye-catching structure immediately opposite the arena on Bath Road to act as a way-finding signifier for the arena.

Other focal buildings promoted by the Spatial Framework include the enhanced northern entrance into Temple Meads station and the proposed eastern entrance, as well as the proposed market hall building promoted within the Silverthorne Lane area.

It should be noted that whilst a focal building will

require visual accentuation this does not necessarily imply a tall building and could be achieved, by example, through the employment of a particularly striking or innovative design solution.

Important views and vistas

The Spatial Framework identifies a number of important existing views that will require protection and possibly enhancement. These tend to short and long range views to the tower of Temple Meads station and long-range views from the EZ to St. Mary Redcliffe Church.

The Spatial Framework also identifies new views to new focal buildings.

Further views and vantage points are identified in Appendix C. These particularly relate to views from watercourses, open spaces, road and rail corridors.

Applicants will also be expected to identify key views for their particular site. It is expected that these views will be explored through the Design and Access Statement accompanying any application.

Quantum of development

The height, scale and massing parameters have been tested extensively through the use of the 3D model. Appendix J provides further details on the quantum of development likely to be delivered in the EZ based on the development layout and form promoted here.

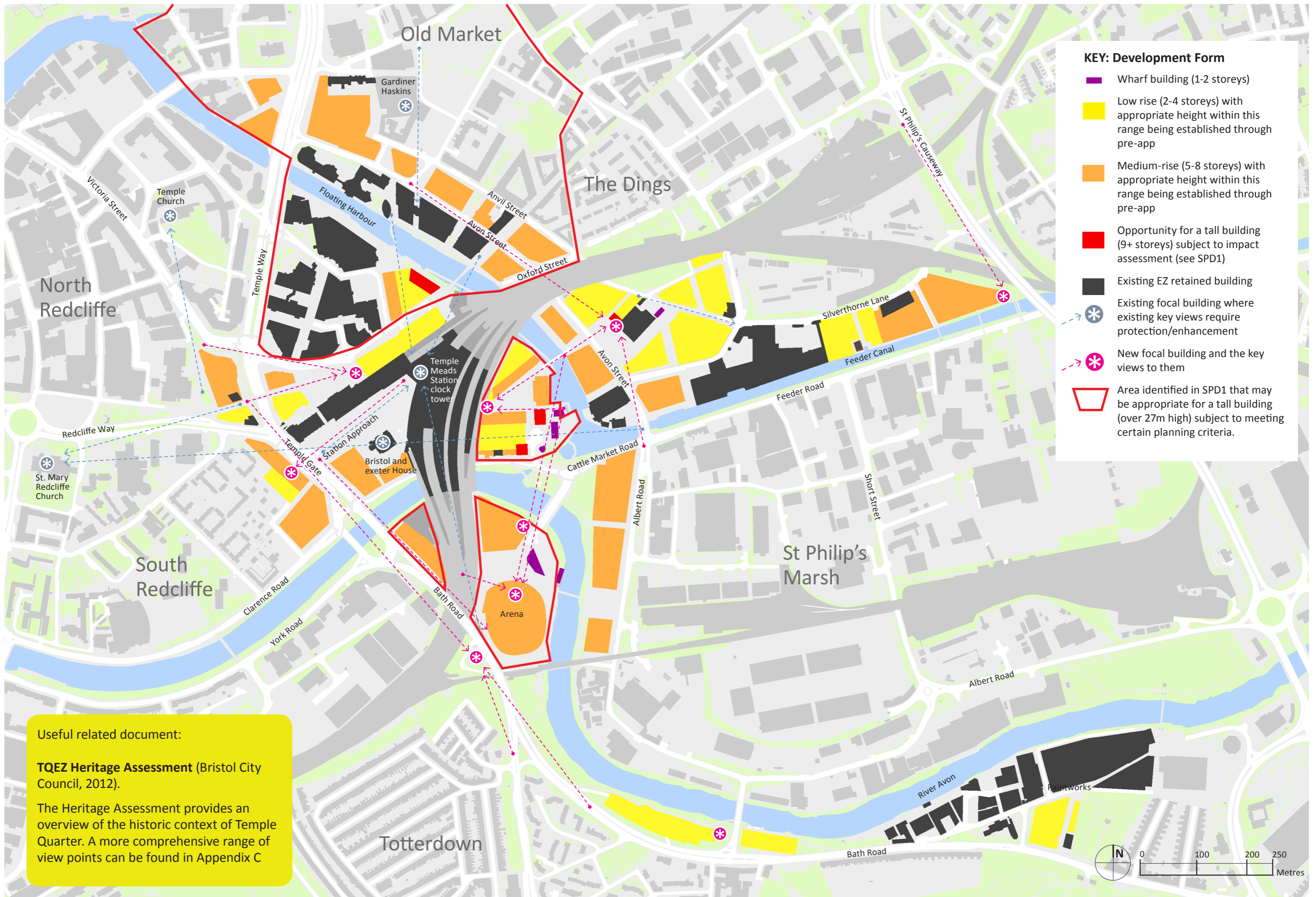


Fig 2: Development form

Land use

Policy background

In line with Policy BCAP35 of the Bristol Central Area Plan, the Spatial Framework proposes that sites within Temple Quarter 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. A number of sites have specific land use requirements: a major indoor arena; hotel and conference facilities; transport interchange; and complementary retail and leisure uses. The Spatial Framework demonstrates how targets in BCAP35 for at least 100,000m² of net additional high quality office and flexible workspace and up to 2,200 new homes including live/work space can be met (and significantly exceeded). The Avon Riverside area east of the Diesel Depot falls outside the area covered by BCAP35. The Site Allocations and Development Management Policies provide the policy context for these sites.

Mixed-use development

Temple Quarter is a transition zone between the city centre, the residential inner suburbs and industrial estates. As such, it provides a fertile area for mixing of land uses, building types and character. The Spatial Framework promotes much of the area for mixed use development, where residential comprises up to 60% of the total floorspace, subject to development proposals meeting the requirements of planning policy for flood risk (BCAP5). The remaining 40% will provide employment generating floorspace. Appendix J sets out indicative development quantum for each Place Plan area, and these figures will be used to monitor the development of residential and employment uses to ensure residential and employment delivery objectives are met.

Business

The Spatial Framework promotes development with a business emphasis (B1) immediately adjacent to the front of the station and along Albert Road. Business uses are also expected to form a significant proportion of mixed use sites. The Spatial Framework promotes the area as an exemplar for new initiatives and a hub for all creative minded businesses in line with BCAP35. Policy BCAP35 refers to “flexible workspace” being created in Temple Quarter. The Paintworks, Temple Studios and Engine Shed are successful local examples of this type of workspace. These are work hubs housed in creatively adapted historic buildings, with their own intimate shared spaces which facilitate economic and social interaction. Such hubs are proving attractive to small scale, independent businesses, particularly from the creative industries and digital technology sectors. New building schemes should aim to emulate these successful and attractive work hubs.

Residential

The Spatial Framework promotes the creation of a mixed and balanced new residential community, primarily accommodated in apartments, with a diverse tenure mix, including Private Rented Sector housing. Family sized dwellings will be sought in the mix. Dwellings will be expected to provide useable outside space, and conform with the space standards set out in Appendix G. Opportunities for live/work spaces will also be encouraged. Policy BCS17 of the Core Strategy seeks an element of affordable housing from residential developments of 15 dwellings or more. This equates to 40% to the north of the River Avon and 30% to the south. See Appendix J for further details on quantum, including affordable housing targets.

Leisure

Leisure uses, defined here as C1 (Hotels), D2 (Assembly and Leisure), A1 (shops), A3 (Food and Drink) and A4 (Drinking Establishments), have an important contribution to make towards the vibrancy of the area as well as achieving the 17,000 jobs target for the area. The Spatial Framework promotes the creation of retail and leisure uses that complement the proposed arena. It envisages these being located at ground level on key routes to the arena, including in a cluster around Totterdown Basin, which will incorporate the popular Motion nightclub. In locating new development close to businesses such as Motion, Policy BCS23 will apply which seeks to safeguard existing uses. The Spatial Framework does not envisage Temple Quarter as a retail destination, beyond complementary uses associated with the station and the arena. This reflects the findings of the City Centre Retail Study (2013). Policy BCS7 says that developments in all centres should include provision for a mix of units including opportunities for small shops and independent traders, the nearby Wapping Wharf development providing a useful local precedent. Car-free hotels are encouraged in recognition of the areas central location with good public transport links.

Active ground floor uses

In those areas with highest footfall, the Spatial Framework promotes lively ground floor uses (shops, restaurants, bars and cafes). This could also include community facilities, workspace or leisure uses where there is a high degree of transparency between the inside and out, and a corresponding high degree of activity. This builds upon Local Plan Policy BCAP31.

Community facilities

A new residential community of upwards of 4000 people requires a range of community facilities including nursery, primary school, health centre, local shop, post office, and community centre. Where these facilities are not currently adequately provided within a reasonable walking distance, these uses will need to be provided within or close to Temple Quarter. In addition there is a need to find a site for a new secondary school to serve the Central East area of the city. A range of sites are currently being considered including the potential for a site in Temple Quarter.

Land use planning for areas at risk of flooding

The National Planning Policy Framework and Local Plan policies BCS16 and BCAP5 set out planning policies for development in areas at risk of flooding. Policy BCAP35 requires the development of sites at risk of flooding to be supported by a flood risk sequential test taking account of all reasonably available sites within Bristol Temple Quarter the area. In recognition of the risk of flooding and the surface water drainage drivers for the area, the Spatial Framework promotes some urban design guidance for flood risk and surface water management. Further details can be found in Appendix D.

Meanwhile Use

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

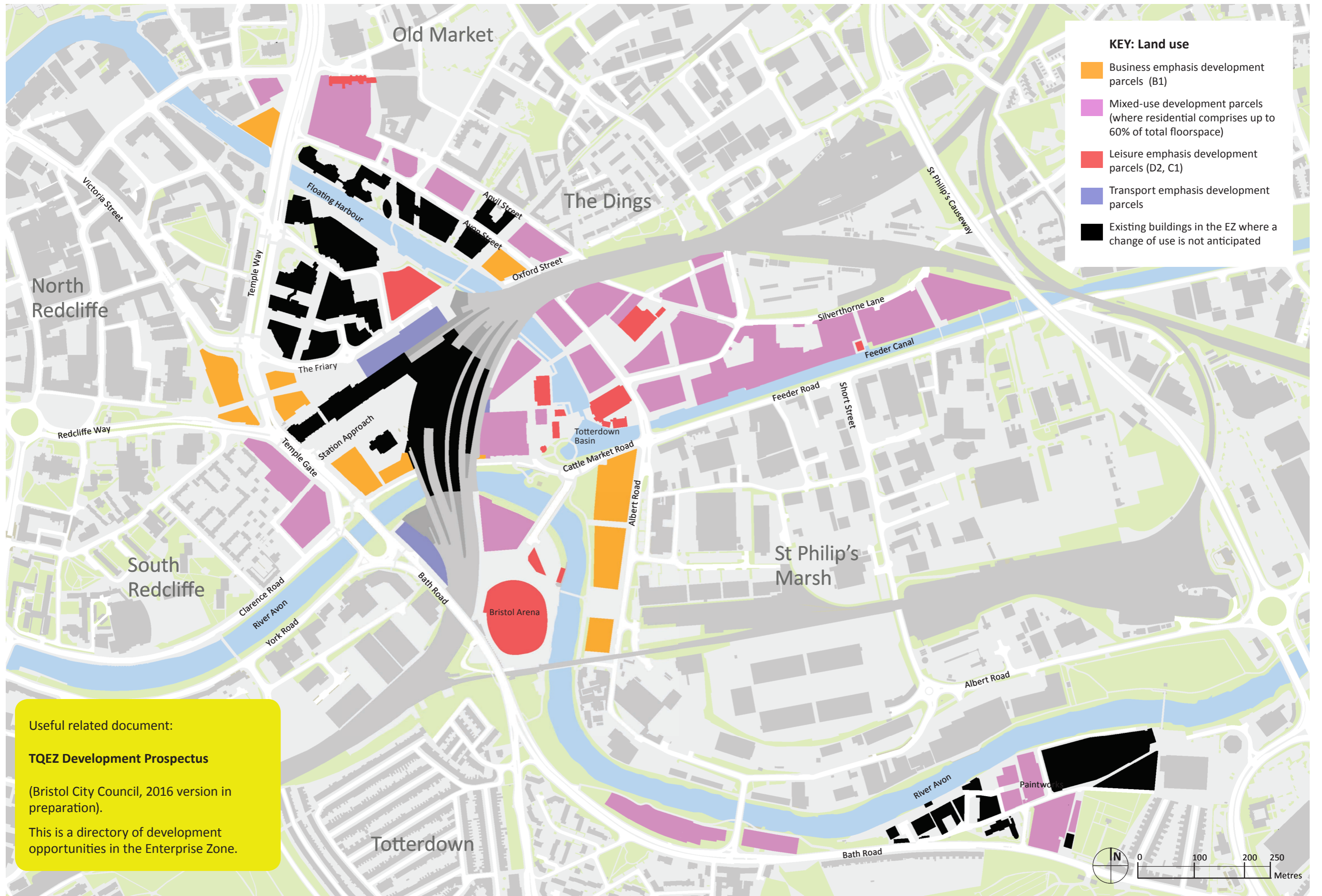


Fig 3: Land use

Environmental design and construction

Policy Background

Development in the zone will be required to meet BCC's adopted planning policies relating to mitigating and adapting to climate change (Policy BCS13), the use of renewable and low-carbon energy (Policy BCS14), the use of sustainable design and construction measures (Policy BCS15), and a response to the risk of flooding (Policy BCS16).

Climate change adaptation

All development in Bristol must be designed to be resilient to future climate change. With summer temperatures predicted to increase significantly, developments should be designed to minimise cooling energy demand through passive measures. These could include reduced plan depths to enable natural ventilation, provision of green roofs and urban greening to provide cooling, increased thermal mass and external shading. The use of renewable energy technology, such as water source heat pumps to meet any cooling demands that cannot be 'designed out' should be investigated. BCC will be investigating the feasibility of a cooling network within the zone, which may in the future form a cost effective means of transporting low-carbon cooling solutions to buildings.

Tree coverage is currently low in Temple Quarter at approximately 7.5%, and in line with Policy BCS9 of the Core Strategy, a considerable increase in tree canopy coverage is sought. The Spatial Framework promotes tree planting along all streets in the EZ where this is technically possible, ensuring that the area benefits from the shade, cooling, pollution and noise attenuation, surface water flood reduction and aesthetic value they bring.

Climate change mitigation, sustainable energy and heat networks

Bristol City Council is committed, through the Core Cities Climate Change Declaration and the Climate Change Act 2008, to an 80% reduction in CO2 emissions by 2050, with the revised Climate Change and Energy Framework (currently in preparation) setting a revised target of carbon neutral by 2050.

Development within Temple Quarter must provide sufficient renewable energy generation to reduce carbon dioxide emissions from residual energy use in the buildings by at least 20% in line with BCC's planning policy BCS14.

A sustainable energy masterplan was completed for Temple Quarter in 2014. This identified that a heat network, fuelled by a large biomass CHP would be the most promising energy supply option in terms of contributing to a zero carbon scenario.

Heat networks, sometimes referred to as 'district heating', are a series of insulated underground pipes connected to one or more energy centres. These generate heat for connected buildings, and sometimes electricity via Combined Heat and Power (CHP) plants. Connection to heat networks not only assist towards the city's ambitions to be a carbon neutral city, but also benefit developers by reducing the cost and space consumed by traditional plant-rooms; and benefit building occupiers by reducing energy bills.

BCC is already installing a heat network in Temple Quarter, and designing expansion plans. Where feasible, the pipes are being installed within a General Purpose Service Trench (GPST) alongside other infrastructure, including high speed broadband.

Smaller biomass or gas CHP fuelled network(s) may be needed in the short-term to fuel the network. Over time, the technologies fuelling the heat network will evolve and renewable technologies will be prioritised where feasible.

When connection to the BCC heat network is not technically or commercially possible, (e.g. because a site is too far for connection costs to be viable), a developer could in the short term provide its own heat network with a view to connecting to the BCC network when a future opportunity arises. BCC will work with developers to ensure commercial heat networks can integrate with the BCC heat network, creating low carbon energy infrastructure throughout Temple Quarter.

Where a heat network is not possible, developers should still include measures to reduce carbon dioxide emissions from energy use in accordance with the energy hierarchy contained within Policy BCS14.

Sustainable design and construction

New developments should be designed and constructed to minimise their environmental impact, and contribute to meeting targets for reductions in carbon dioxide (CO2) emissions in line with Policy BCS15. Environmental design and construction measures should be creatively integrated into developments in ways that are both functional, technically appropriate and aesthetically pleasing rather than as bolt-ons.

In line with BCS15, buildings in the development in the zone must achieve a BREEAM 'excellent' rating. Super major development must also achieve a BREEAM communities 'excellent' rating. Some of the ground

Heat Network: location of energy centres

- 1 An existing network primarily fuelled by a 1MWth wood pellet boiler in Broughton House, connected to neighbouring BCC housing blocks
- 2 Investigating the potential of additional gas CHP generation at 100 Temple St
- 3 Investigating the potential of a containerised energy centre to fuel the Arena. The newly installed Arena Bridge has had insulated pipework integrated into its design
- 4 There is potential for a large biomass energy centre at a waste recovery centre operated by BCC on Days Road

work for this assessment is already being undertaken and could in future be made available to developers.

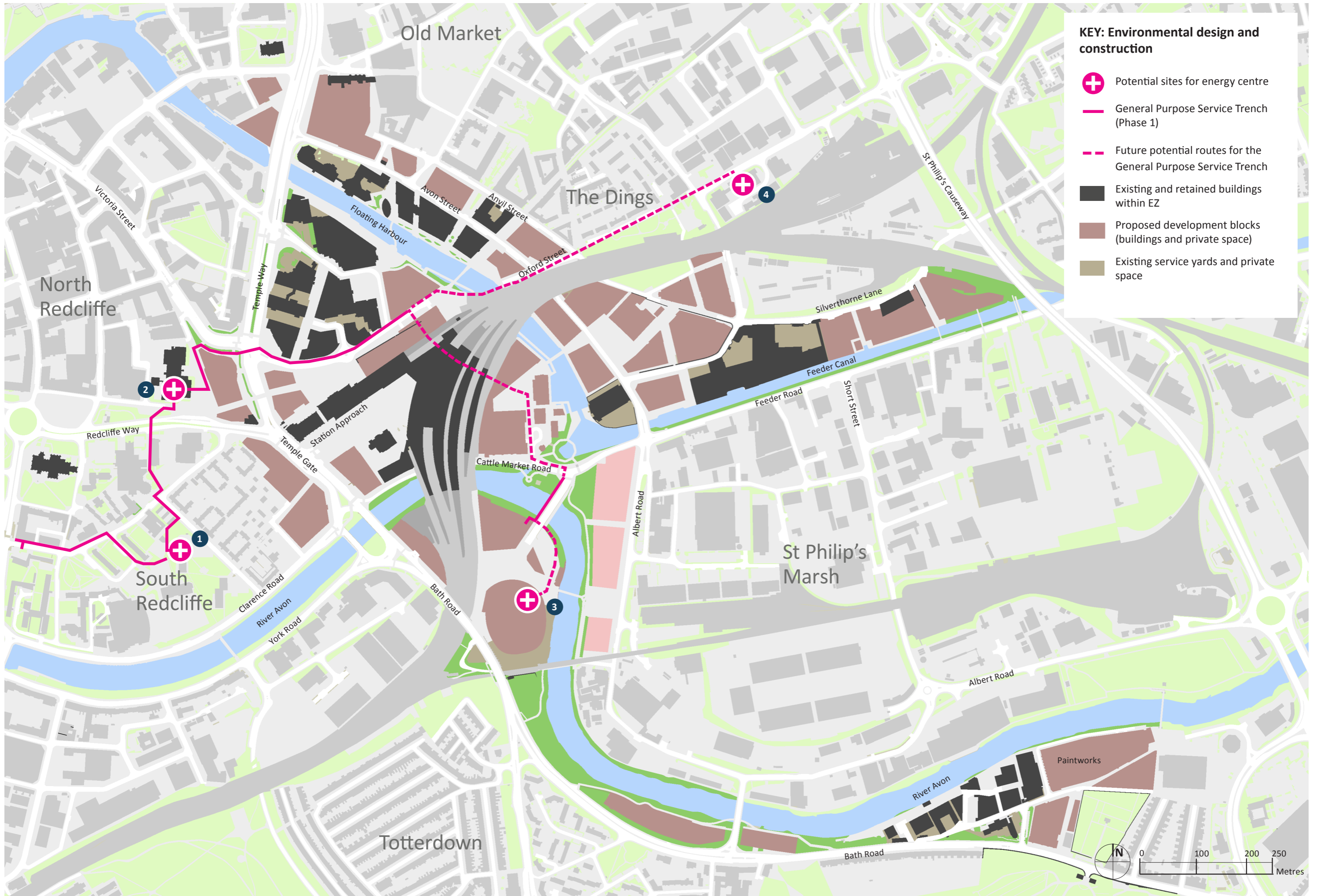
Given the intensity of development in the area, the cumulative operational and construction phase impacts (e.g. dust, noise, waste, recycling, construction traffic etc.) must be recognised, managed and coordinated. BCC has already established a Construction Working Group which meets regularly to co-ordinate construction in the core area.

High speed broadband will be provided across the zone via the GPST to assist towards meeting BCS15, which requires new development to provide access to high speed broadband and enable provision of next generation broadband.

Flood risk and water management

Bristol's Local Flood Risk Management Strategy, together with Policy BCS16, advocate and encourage the use of sustainable drainage and water sensitive urban design to increase the city's resilience to flooding. The Spatial Framework advocates this approach throughout Temple Quarter (see Appendix D for further details). SUDS schemes are already being designed as part of the Temple Gate, and Temple Greenways schemes.

Provision of sustainable drainage within public spaces for use by surrounding developments would require collaboration across a number of partners but could see benefits in terms of increased levels of greening across the site improving associated biodiversity, water quality and cooling benefits. Sustainable drainage features could contribute to a joined up network of green spaces between public and private spaces to support resilient wildlife habitats.



KEY: Environmental design and construction

- + Potential sites for energy centre
- General Purpose Service Trench (Phase 1)
- - - Future potential routes for the General Purpose Service Trench
- Existing and retained buildings within EZ
- Proposed development blocks (buildings and private space)
- Existing service yards and private space

Fig 4: Environmental design and construction

New and enhanced public spaces

Policy Background

The Spatial Framework promotes development which should create or contribute to a safe, attractive, high quality, inclusive and legible public realm in line with Local Plan policy expectations, and in particular policies BCS9 Green Infrastructure, BCS21 Quality Urban Design and DM28 Public Realm. It promotes a public realm that has the qualities set out in the BTQEZ Making People-Friendly Streets and Spaces (BCC, 2016).

The Spatial Framework supports the creation of places that foster economic and social inclusion within an intimate urban environment, including both larger public squares and smaller spaces that create a sense of place as people move through and interact with the area.

Temple Quarter currently has very little publically accessible and useable open space. The Spatial Framework promotes the creation of approximately 4ha new public space, and improvements to significant areas of existing space. Opportunities for new play spaces are highlighted. It also seeks greater public access to the area's historic yard spaces, encouraging such spaces to be used as social hubs. And finally, in recognition of the needs of a new residential community, the Spatial Framework seeks improvements to spaces just outside the EZ.

New public spaces

1 Temple Place

A new public square to the front of 100 Temple Street in an area currently dominated by roads. A safe and vibrant orientation space.

2 Brunel Square

A welcoming arrival space serving a relocated and improved northern entrance to Temple Meads Station. It also marks the start of the Brunel Mile, the pedestrian/cycle route to the ss Great Britain.

3 Cattle Market Square

A focal space at a new eastern entrance into Temple Meads station. The square is lined with active uses and connects across the harbour to the Silverthorne Lane area and across the river to Bristol Arena.

4 Totterdown Basin

The 'green heart' to Temple Quarter where the Floating Harbour meets the Feeder Canal. An ecologically rich landscape accommodates a generous waterfront walkway/cycle route and a range of water-related leisure uses, including a new wharf to accommodate boat moorings. Totterdown Basin is designated as an Important Open Space within the Local Plan, with policies BCS9, DM17 and BCAP23 applying.

5 Avon Street Market Place

A new local marketplace providing a focal point to a rejuvenated Silverthorne Lane area. The space is connected to Cattle Market Square via a new pedestrian and cycle bridge. The space has the potential to incorporate a small children's play area.

6 Arena Plaza

The gathering and meeting place for people attending events at the Arena – large enough and with sufficient activity and interest around the space to create a destination in itself.

7 Arena Terrace

A processional route taking pedestrians down from the Bath Road down into the heart of the Bristol Arena site and onwards to Temple Meads station.

8 Victor Place

A small, yet important gateway space providing access to the river from St. Philip's, and onwards to Bristol Arena.

Improvements to existing public spaces

9 Broad Plain

An historic space on a key gateway to the EZ, sympathetically restored to create a vibrant pocket park to escape the car dominated surrounding environment

10 The Square and Amphitheatre

Modest improvements to these existing gathering spaces to sympathetically integrate the new harbour walkway and new station arrangements (Isambard Walk).

11 Friary and Isambard Walk

An important, high quality linking space that supports pedestrians, cyclists, public transport and vehicles.

12 Station Approach

A welcoming arrival space into the city, with more direct access into the street level concourse, and new links between Brunel's Old Station and the Bristol and Exeter site. Relocation of buses and short term parking from this space will create an enhanced pedestrian environment.

13 Cattle Market Green

The northern bank of New Cut will be improved with new walks and native planting, providing spaces to enjoy views across the water to the site of Bristol Arena. The space has the potential to incorporate a small children's play area.

14 Totterdown Reserve

Woodland retained but with effective woodland management, and selective thinning along path edges. Protection of existing habitats.

Reanimated historic yard spaces

15 Brunel Yard

A yard space serving the creative communities in the Engine Shed and future development on Plot 6. Accessed via Brunel's historic archway.

16 Bristol and Exeter Yard

A yard space serving the creative communities in the existing Bristol and Exeter House and Collett House and any future development at the front of the site along Temple Gate.

17 Motion Nightclub

An existing yard space belonging to the Motion nightclub, opened up to improve accessibility and animation to Totterdown Basin.

18 St. Vincent's Works yards

Any future proposals for St. Vincent's Works should seek to remove parking from the existing historic yards exploiting the place shaping potential of these spaces.

Spaces outside the EZ

19 The Dings Park

An upgrade to the nearest park to the EZ, improving accessibility and safety

20 Sparke Evans Park

A new lease of life for this relatively unknown and under-utilised park. Opportunities for community-led initiatives including food growing, city farms, garden centres etc.

21 St. Mary Redcliffe Cemetery

An historic restoration of a neglected space, potentially opening up a new public route linking Sparke Evans Park and Arnos Vale Cemetery.

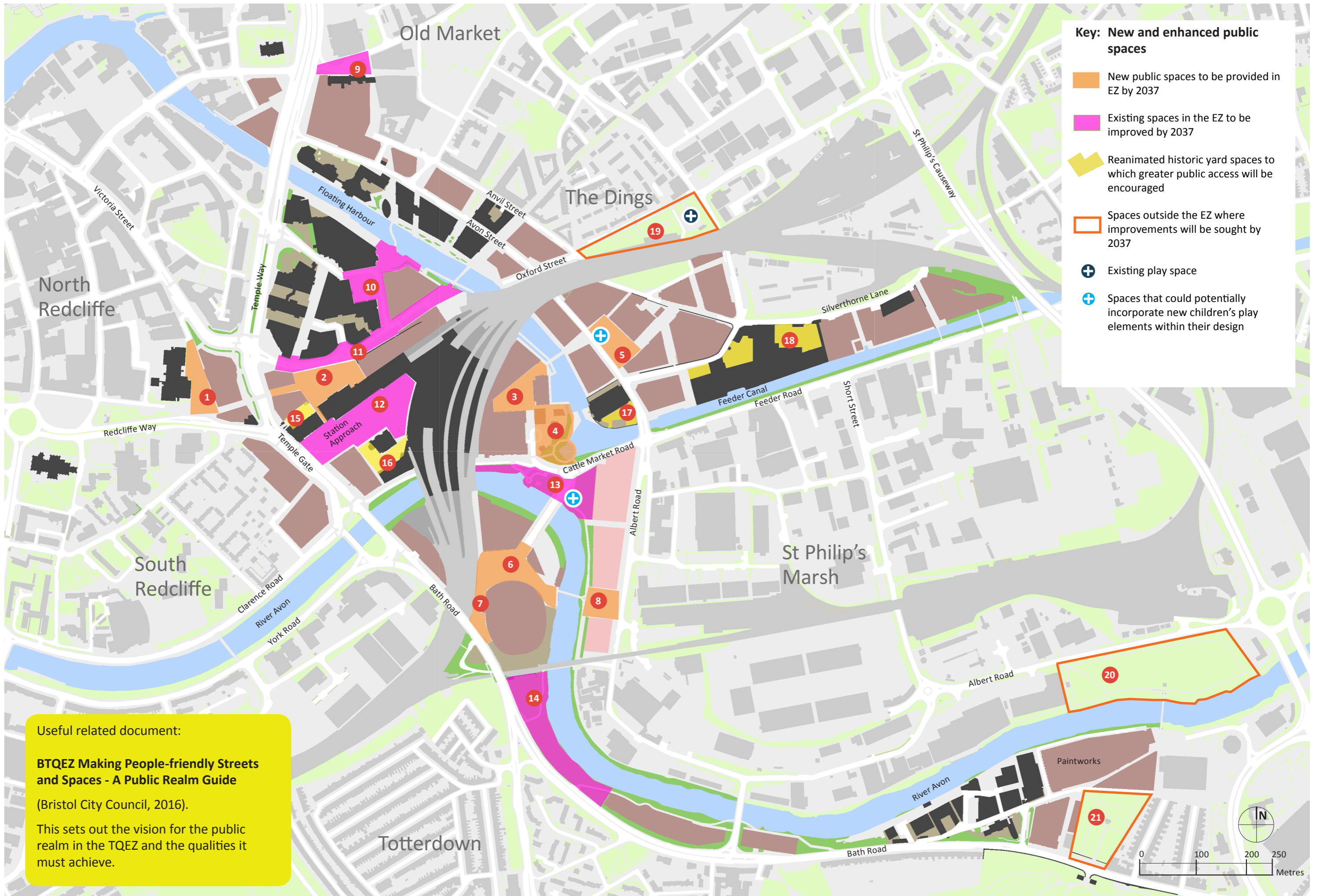


Fig 5: New and enhanced public spaces

Pedestrian route improvements

Policy Background

Policy BCAP30 of the Bristol Central Area Plan identifies a network of primary and secondary pedestrian routes serving the city centre.

Primary routes provide high quality pedestrian routes between a series of key city centre destinations and reflect the areas for growth or regeneration identified by the Core Strategy.

Secondary pedestrian routes create links to other key routes, provide access to the primary pedestrian route network from areas outside the city centre and provide alternatives to the main routes.

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

Development that would be harmful to the amenity or accessibility of primary or secondary pedestrian routes will not be permitted.

Delivering attractive, accessible and safe pedestrian routes in Temple Quarter

The Spatial Framework identifies the scope of any improvements required to the primary pedestrian route network within and adjacent to the EZ. The qualities required for these pedestrian routes are set out in the companion document to the Spatial Framework - 'BTQEZ Making People-friendly Streets and Spaces - A Public Realm Guide'.

The Spatial Framework does not prescribe whether cycle routes within Temple Quarter are shared or segregated – this more detailed issue will be addressed at individual scheme level drawing on emerging guidance on shared space policy currently being prepared by Bristol City Council.

Individual highway interventions within the BTQEZ will be subject to rigorous Equality Impact Assessments which will ensure that the needs of vulnerable users are built into the design of schemes.

The Spatial Framework proposes the extension and enhancement of a number of existing routes through the area, as well as the creation of some new routes

1 Brunel Mile

A more direct road layout, removing the Temple Circus roundabout and replacing it with a simplified, light-controlled cross road. This high quality pedestrian and cycle route designed to connect Temple and Harbourside can then be extended to an improved northern entrance into Temple Meads Station. A new one stage crossing will make it easier for people to cross Temple Gate (first phase to be funded through the RIF).

2 Victoria Street

An attractive, pedestrian priority car-free route will link Victoria Street and the Brunel Mile. (First phase to be funded through the RIF). Victoria Street will ultimately provide direct access into Castle Park and onwards to Cabot Circus via a new bridge at Finzel's Reach.

3 Old Market Bus Hub Link

Enhanced, more legible pedestrian links to the existing bus hubs at Old Market (to be funded through the RIF).

4 Bristol to Bath Railway Path

A well-used, important commuter route for people from the east of Bristol. The Bristol to Bath railway path will connect seamlessly to the Brunel Mile, enabling pedestrians (and cyclists) to move easily between the city centre and the eastern suburbs, as well as better accessing the station via Brunel Square. Longer term improvements to this path could see it extending past the waste transfer depot creating more legible and convenient onward journeys.

5 Silverthorne Lane- Wesley Way

A new pedestrian (and cycle) route connecting a potential new eastern entrance to the Station across the Floating Harbour to Silverthorne Lane area, and onward to East Bristol. On-street parking restrictions, coupled with streetscape improvements will enhance this important pedestrian route serving the Barton Hill community.

6 Site of Bristol Arena

A new pedestrian and cycle route through the Bristol Arena site, connecting Bath Road to a new eastern entrance into the station via a revitalised Totterdown Basin

7 Bath Road Promenade

A generous pedestrian and cyclist promenade created alongside the existing Bath Road, enhancing the route to the arena and onwards to Bristol's southern neighbourhoods. The route will extend from the station to Three Lamps junction. New bridges will be required across the river and railway lines. (This is a significant infrastructure project and will be subject to further feasibility to establish a technical specification and viability). The section of this route from the arena to Three Lamps junction will be delivered via the arena project.

8 Redcliffe Hill Bus Hub Link

Enhanced, more legible pedestrian link to the existing bus hub at Redcliffe Hill (to be funded through the RIF).

9 Station Street

A new public street beneath the train station to provide direct pedestrian access between the city centre, the Enterprise Zone and the neighbourhoods beyond. (This is a significant infrastructure project and will be subject to further feasibility to establish a technical specification and viability).

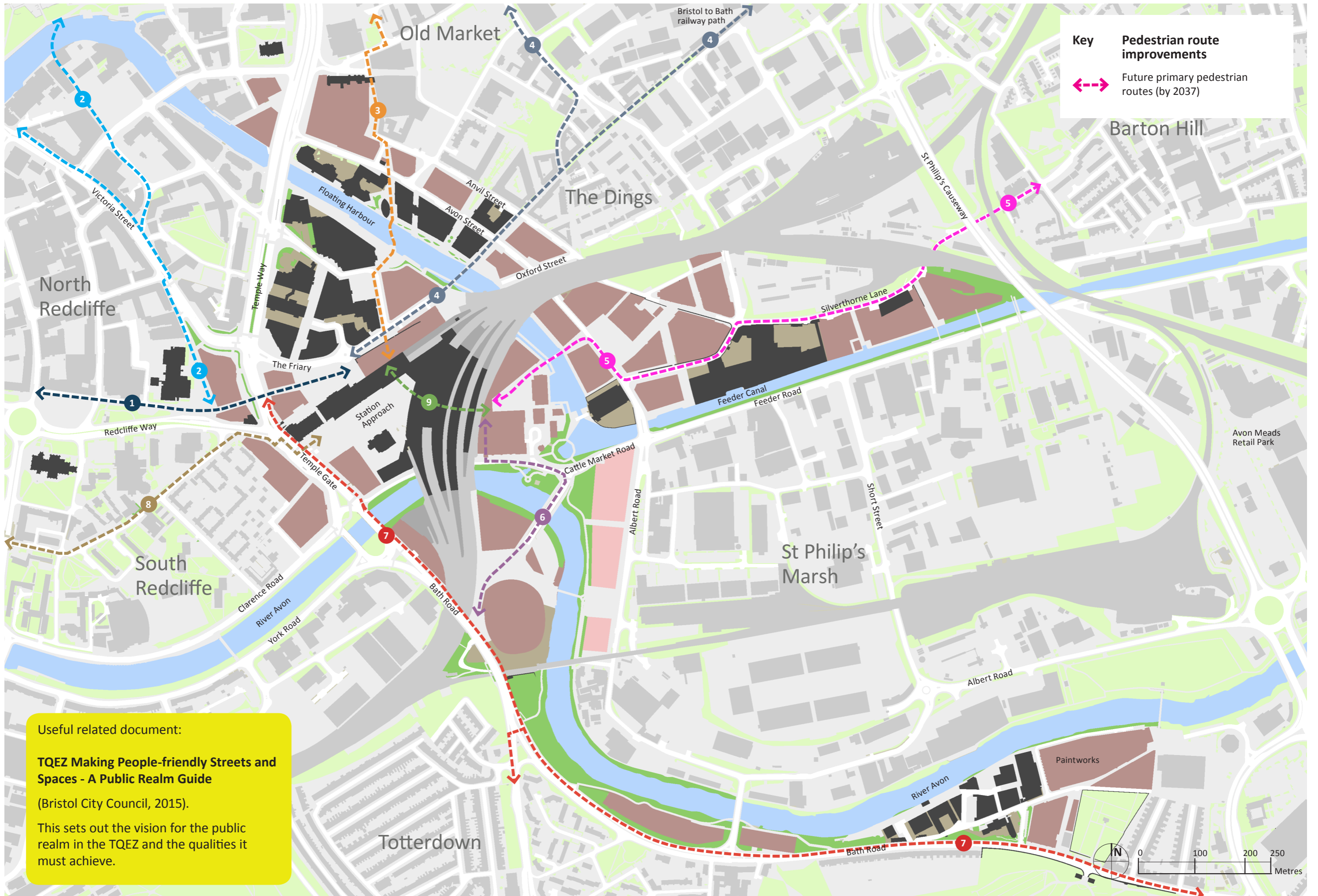


Fig 6: Pedestrian route improvements

Quayside walkways and bridges

Policy Background

Policy BCAP32 of the Bristol Central Area Plan promotes the completion of a traffic free quayside walkway around the Floating Harbour for both recreational and pedestrian use and in many cases cyclists. Policy BCAP32 extends that aspiration to all city centre waterways.

Policy BCAP32 expects the following:

- Development on or adjacent to existing Quayside Walkways will be expected to retain and, where appropriate, enhance a continuous and accessible route finished to a high standard of design including, where practical, seating and appropriate landscaping.
- Buildings lining existing or proposed Quayside Walkways will be expected to have active frontages onto the walkway where feasible.
- Development that would be harmful to the amenity or accessibility of an existing or proposed Quayside Walkway will not be permitted.
- An open walkway should usually be provided on the existing quayside or banks of the waterway. However, where buildings are required for conservation or other reasons to directly abut the water's edge, consideration will be given to canted, colonnaded and floating solutions.

Delivering a vibrant waterfront in Temple Quarter

The Spatial Framework supports Policy BCAP32 in promoting access to the areas extensive waterways. It is envisaged that this section of the harbour could in the future become as well loved and used as other parts of the harbour such as Narrow Quay for example. The qualities required for the quayside are set out in the companion document to the Spatial Framework - 'BTQEZ Making People-friendly Streets and Spaces - A Public Realm Guide'.

Key to delivering a vibrant quayside will be the provision of a number of new bridges to open up access to the relatively isolated areas of Silverthorne Lane and the Bristol Arena site. With the exception of Brock's Bridge, these will not be vehicular bridges.

Wherever possible, new waterside access is promoted on the quayside. Where this is not possible for either technical or landownership reasons, a pontoon walkway solution is promoted using waterspace.

It should be noted that in a limited number of locations, water access is considered to be either undesirable or impractical. For example, the Spatial Framework does not promote creating access to all parts of the River Avon, as some sections of this route would have very poor natural surveillance, would impact on natural habitats, and are constrained by the natural topography. In this instance, a good alternative walking and cycling route is provided on the opposite bank.

The design approach to the quayside will differ throughout the EZ. For example, the scale of the Floating Harbour is greater than the Feeder Canal, as is its likely footfall. This would suggest that wider paths are required along the Floating Harbour, with a higher proportion of active uses.

As well as creating a continuous waterside route, it will also be important to open up new routes to the waterside. This will include selective opening up of routes which are currently privatised (e.g. from Cheese Lane).

1 Finzel's Reach

Whilst outside the EZ, it is worth noting that quayside access is currently being created adjacent to the EZ along the edge of this key development site. A new pedestrian bridge will connect across to Castle Park

2 Floating Harbour- North Shore

A new pontoon boardwalk will provide an alternative to the rather fragmented and unsatisfactory quayside path linking **St. Philips Bridge to Valentine's Bridge**

3 Floating Harbour - North Shore

A new quayside path connecting Temple Quay North and Totterdown Basin, utilising an existing arch beneath the railway

4 Floating Harbour - South Shore

A new floating pontoon boardwalk connecting the ferry landing stage at Temple Quay southwards to Totterdown Basin. In time, a temporary section of the pontoon could be removed to create an inlet with mooring spaces which would add interest to this new waterfront route. The pedestrian route will be reprovided on the quayside

5 Feeder Canal - North Shore

A new waterside link connecting an upgraded St. Vincent's Bridge with a new space created next to the existing harbour inlet. A route to enjoy the tranquillity of the canal

6 Riverside

A riverside route, allowing people to move on foot and bike between the new bridges over to the Bristol Arena

7 Totterdown Reach

A new riverside path providing an alternative to Bath Road and linking directly into Paintworks

8 Paintworks

An extension of the riverside path through Paintworks and onto the existing bridge across to Sparke Evans Park

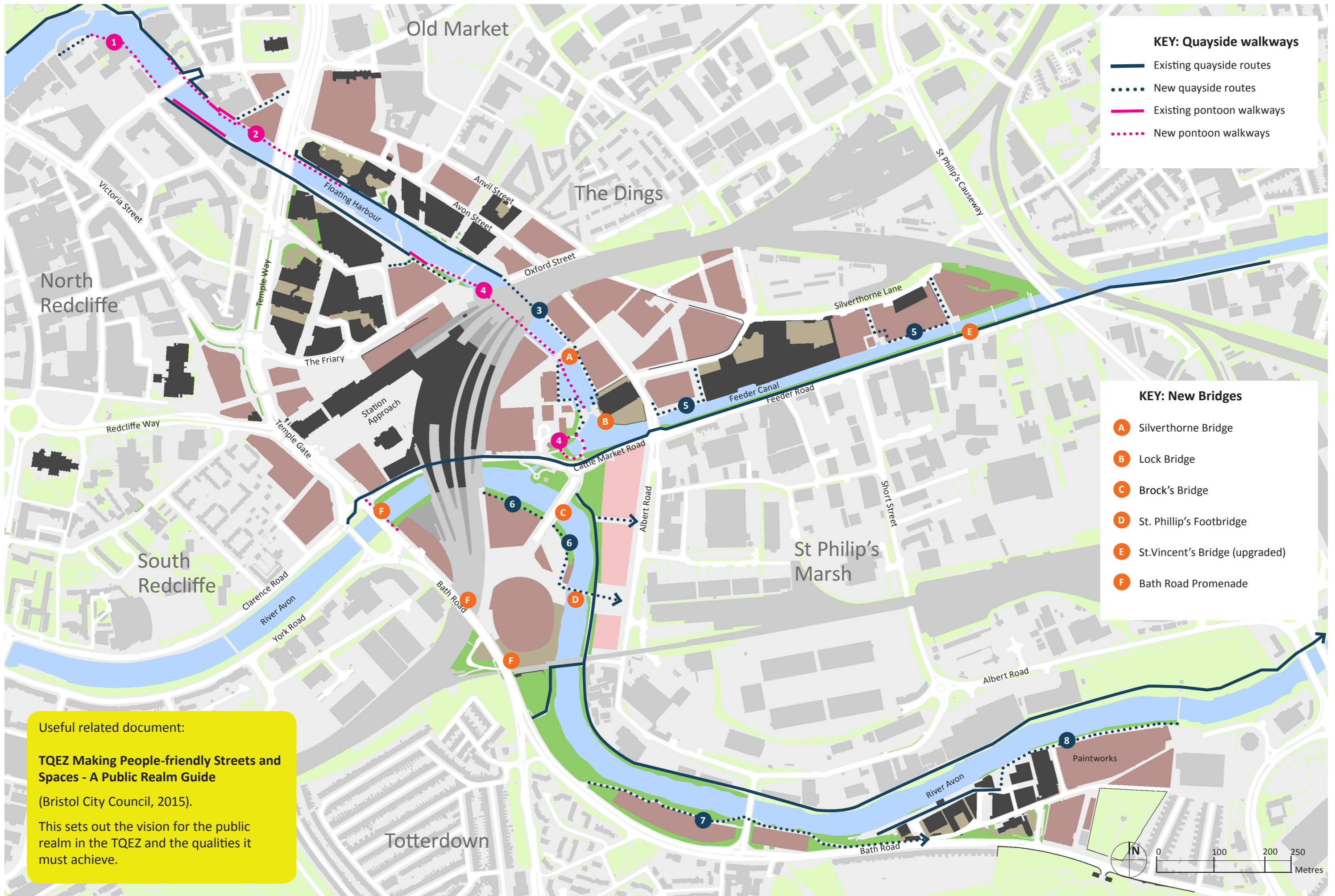


Fig 7: Quayside walkways and bridges

Cycle route improvements

Background

A number of cycle route improvements are being delivered across Temple Quarter and the wider area. Many of these projects are funded through the Revolving Infrastructure Fund as part of an initial £21 million programme of road, cycle and pedestrian improvements across the EZ. Work on all these projects will be completed by mid 2017, in time for the opening of the arena in 2018.

The qualities required for these cycling routes are set out in the companion document to the Spatial Framework - 'BTQEZ Making People-friendly Streets and Spaces - A Public Realm Guide'. Bristol City Council's 'Shared Pedestrian/Cycle Space Review' (Urban Movement, 2015) provides further best practice guidance on the design of such routes.

Significant new cycle parking facilities will be created serving both the station and the arena.

There will be an expectation that cyclists will dismount within the demise of the station, including the key arrival spaces of the Station Approach, Brunel Square and Square.

The Spatial Framework does not prescribe whether cycle routes within Temple Quarter are shared or segregated – this more detailed issue will be addressed at individual scheme level drawing on emerging guidance on shared space policy currently being prepared by Bristol City Council.

Individual highway interventions within the BTQEZ will be subject to rigorous Equality Impact Assessments which will ensure that the needs of vulnerable users are built into the design of schemes.

1 Brunel Mile

A more direct road layout, removing the Temple Circus roundabout and replacing it with a simplified, light-controlled cross road. This high quality pedestrian and cycle route designed to connect Temple and Harbourside can then be extended to an improved northern entrance into Temple Meads Station. A new one stage crossing will make it easier for people to cross Temple Gate (first phase to be funded through the RIF).

2 Temple Gate - Temple Way

Off-carriageway two-way cycle routes will provide safe passage through this busy area, running along the west side of Temple Way and then continuing along the east side of Temple Gate. This will improve cycle connections between the city centre, the station and south of the city. (To be funded through the RIF)

3 Bristol to Bath Railway Path (Route 4 National Cycle Network)

Currently, the east-west link between the Brunel Mile and the Bristol to Bath Railway Path (both strategically important cycle routes) is highly unsatisfactory. The RIF funded remodelling of the Temple Circus roundabout replacing it with a simplified, signal-controlled cross road junction, will create more direct and convenient crossing of Temple Gate. How this cycle route is then extended alongside The Friary, to Meads Reach bridge (aka the Cheese Grater) will be subject to further feasibility. Longer term improvements to this path could see it extending past the waste transfer depot creating more legible and convenient onward journeys.

4 Silverthorne Lane- Wesley Way

A new cycle route connecting a potential new eastern entrance to the Station across the Floating Harbour to Silverthorne Lane area, and onward to East Bristol. On-street parking restrictions, coupled with streetscape improvements will enhance this important route serving the Barton Hill community.

5 Clarence Road - Cattle Market Road - Feeder Road

RIF-funded improvements are already underway providing a new segregated cycle path along Clarence Road and Cattle Market Road improving this east-west link. Improvements will be extended eastwards in 2016 to Feeder Road where a shared path will be enhanced alongside the Feeder Canal extending up to Netham Lock. These routes will provide direct access to the new bridge to the Bristol Arena. A future spur from this route could provide better links to the Avon Meads retail and leisure park.

6 River Avon (Route 3 National Cycle Network)

Improvements such as path widening and lighting are proposed to the section of the cycle path between Cattle Market Road and Sparke Evans Park. The impetus for the improvements is the proposed opening of the arena. A new footbridge (St. Phillips Bridge) will connect this path with the site of Bristol Arena. (Funding to be identified).

7 Bath Road Promenade

A generous pedestrian and cyclist promenade created alongside the existing Bath Road, enhancing the route to the arena and onwards to Bristol's southern neighbourhoods. The route will extend from the station to Three Lamps junction. New bridges will be required across the river and railway lines. (This is a significant infrastructure project and will be subject to further feasibility to establish a technical specification and viability). The section of this route from the arena to Three Lamps junction will be delivered via the arena project. Improvements are also sought on the inbound side of Bath Road

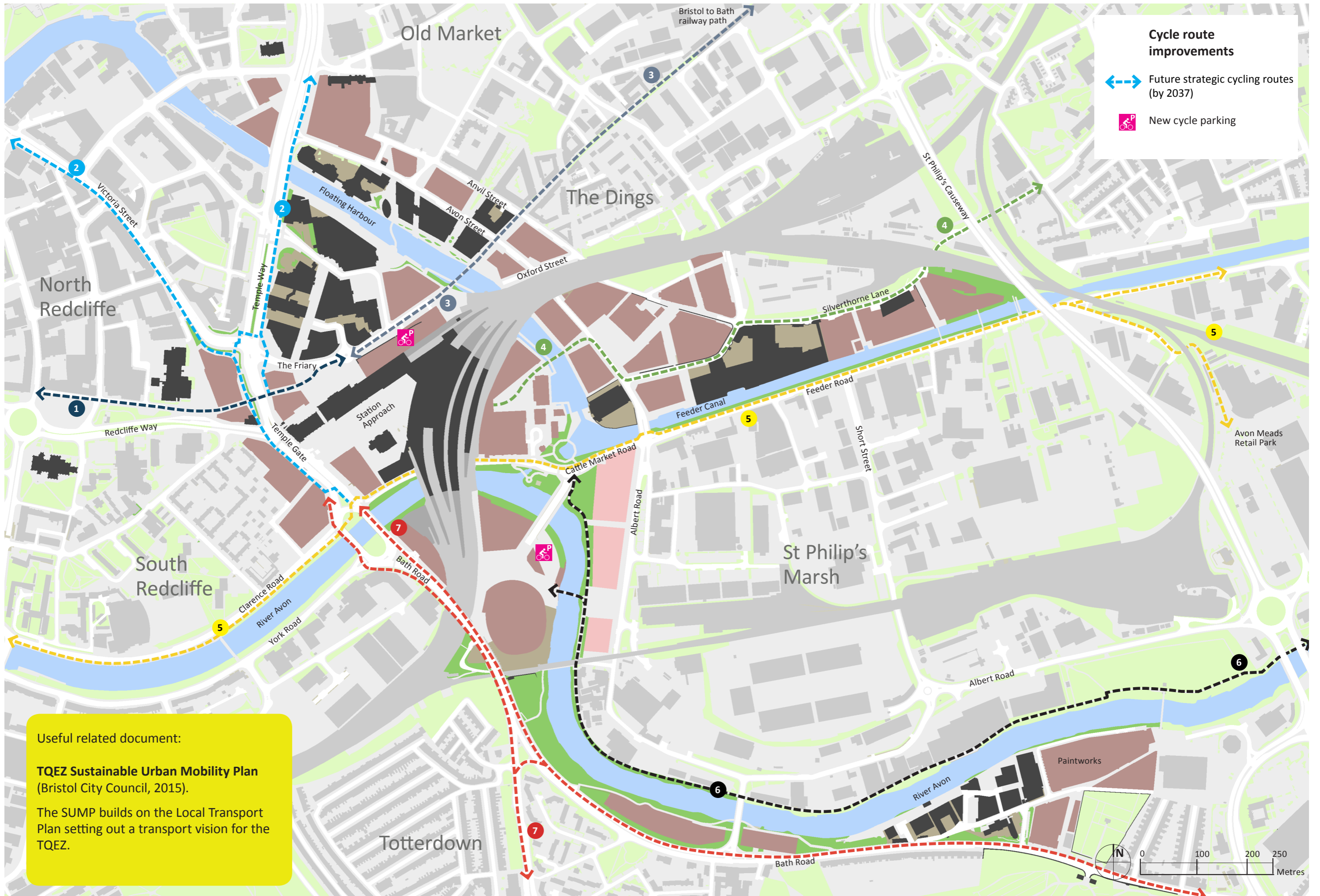


Fig 8: Cycle route improvements

Public transport and station improvements

Background

The Spatial Framework supports the City Council's and Network Rail's aspiration to deliver a world-class railway hub with outstanding station facilities. This is supported by Local Plan Policy BCAP28 (New Interchange Facilities). Very significant improvement in railway infrastructure and station capacity are required to cater for predicted demand in Bristol and the wider sub region. The passenger experience will be central to the integrated design process that will be necessary to deliver this ambition.

The opportunity exists to place Temple Meads railway station at the heart of an expanded transport interchange zone where people move seamlessly between transport modes. The Spatial Framework recognises the need for a dispersed zone approach given the constraints and opportunities that are represented at this pivotal location. The need for the physical layout of new buildings and outdoor spaces to facilitate onward journeys to the city and sub region is also recognised. An extended interchange zone will include Temple Gate, Station Approach and Friary.

Proposed station interchange zone (short term to 2020)

In the short term, the Temple Gate project will transform the arrival experience of pedestrians and cyclists moving between the station and the city centre. A more direct one-stage crossing over a remodelled Temple Gate will reduce journey times and aid wayfinding. A new MetroBus stop will be located next to this crossing, as will a relocated Park and Ride stop.

In the short term, terminating buses, taxis, coach and passenger drop-off will remain on Station Approach. Network Rail are also looking at opportunities to relieve passenger congestion but no significant external interventions will be delivered.

A reconfigured station interchange zone (long term beyond 2020)

In the long term, Network Rail and the City Council will be jointly commissioning a masterplan to explore an ambitious station upgrade. However, the Station Masterplan is reliant on third party funding and the City Council and Network Rail are in partnership to explore funding sources.

The aspiration is to eventually provide street level concourse access from both the northern entrance and main Station Approach, and a new ticketed eastern entrance into the station from the Former Royal Mail Sorting Office site. A new public street that will run under the station parallel to the ticketed station concourse is also being considered to enhance movement through the station complex.

Terminating bus services are likely to be relocated from the Station Approach to The Friary and a new multi-storey car park at the eastern end of Plot 6 could accommodate station parking, passenger drop-off, and cycle parking. Taxis are likely to remain on Station Approach.

Upgraded and welcoming arrival spaces will be created at all the entrances into the station. These will link to the central street level concourse space with ticketing, gate lines, retail and other improved station facilities.

1 New platform capacity in Midland (Digby Wyatt) Shed and Brunel's Passenger Shed

Reused rail sheds, with two additional platforms being reinstated, easing congestion in the rest of the station. This may accommodate the arrival of InterCity Express high-speed train service and MetroWest suburban services

2 New northern station entrance

A new, more legible entrance, providing comfortable and convenient passenger access at street level

3 New station ticket hall

A more spacious ticket hall, at street level, with legible onward wayfinding and information systems to support onward travel

4 New eastern station entrance

A new station entrance, created by extending the existing ticketed concourse eastwards into the Former Royal Mail Sorting Office site

5 New station street

A new tunnel beneath the station providing a publicly accessible route, better connecting the city centre with the areas behind the station, including the arena

6 Multi-storey station car park

A 500 space dedicated long-stay car park, short-stay passenger drop-off/pick up, and 800 space cycle park accommodated within a transit shed inspired building

7 Metrobus stop

A new MetroBus stop serving Temple Meads station, located adjacent to the new Temple Gate crossing. Commuters will be provided with access to an express bus service with faster and more reliable journey times through a sub-regional rapid transit network

8 Park and Ride stop

A relocated Park and Ride stop, located adjacent to the new Temple Gate crossing

9 Bus stops on The Friary

Bus services relocated from the Station Approach to the Friary, with capacity for new services to be introduced over time.

10 Bus stops on Temple Gate

Following the removal of Temple Circus, existing inbound bus stops along Temple Gate will be relocated closer to the new Temple Gate crossing, in locations with wider pavements than current stop locations. Outbound bus stops on Temple Gate will be consolidated into one location, and facilities improved

11 Links to bus hubs at Old Market and Redcliffe

Enhanced, more legible pedestrian links to the existing bus hubs at Old Market and Redcliffe Hill

12 Taxi Ranks (Station Approach)

Reconfigured, and better organised taxi ranks for both pick-up and drop-off, with more space for laying over and better waiting facilities for passengers

13 Ferry Services

A new ferry landing stage at Totterdown Basin serving the arena, with a possible future extension to a new stop on the inlet along the Feeder Canal

13 New taxi ranks

New taxi ranks designed primarily to serve the arena but offering the potential to serve a future eastern entrance to Temple Meads Station

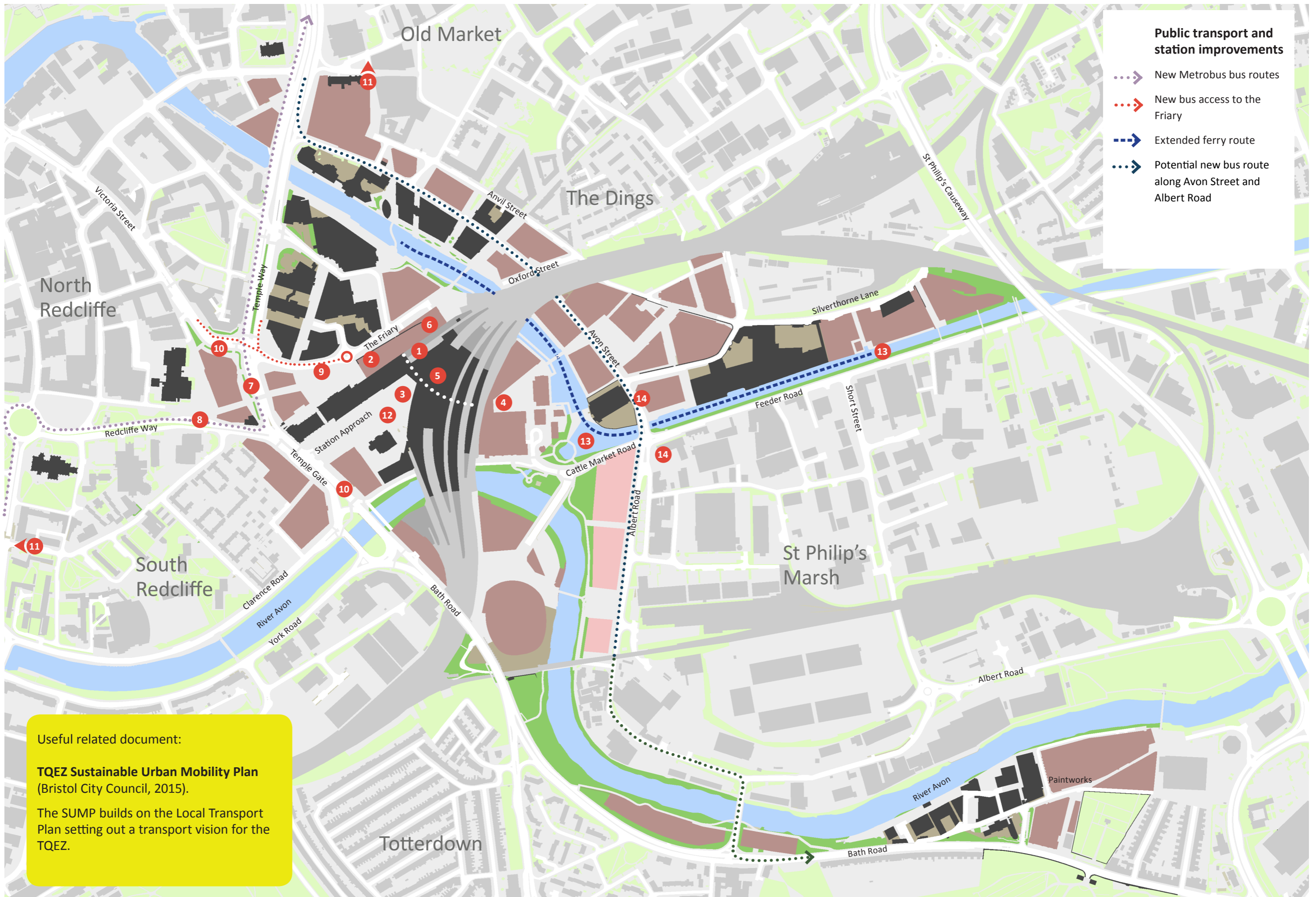


Fig 9: Public transport and station improvements

Changes to highway access

Policy background

A number of changes are proposed to the highway network within and close to Temple Quarter. These proposals are considered to be consistent with planning and transport policies and in particular Policy BCS10: Transport & Access Improvements and the SUMP. BCS10 seeks to minimise the need to travel, especially by private car, and maximise opportunities for the use of walking, cycling and public transport. It seeks proposals that create places and streets where traffic and other activities are integrated and where buildings, spaces and the needs of people shape the area.

The Spatial Framework proposes the following:

- improving access by walking, cycling and public transport along and across the A4 corridor without reducing traffic capacity along this strategically important highway
- the creation of new vehicular access arrangements to both Temple Meads station and the arena

Improving access by walking, cycling and public transport along and across the A4 corridor

The A4 (comprising Bath Road and Temple Gate) is a major arterial traffic route into the city centre. To the south it has a major junction with the A37 Wells Road at Three Lamps. To the north the Temple Circus junction connects it to the A4044 Temple Way (and onwards to the M32), and to the city centre via either Redcliffe Way or Victoria Street. This is a busy route important to pedestrians, cyclists, public transport and vehicles alike.

Temple Gate/Temple Circus

Proposals for the removal of Temple Circus roundabout and its replacement with a simplified, signal controlled cross road have already been consulted upon. Support was given to traffic routing which will be more direct with fewer traffic lights. Pedestrian, cycling and public transport along and across Temple Gate will be significantly improved. Detailed design proposals are currently being worked up with a view to implementing this scheme in 2017, using the Revolving Infrastructure Fund (RIF). Key changes to highway access include:

- 1 Roundabout replaced with new signal controlled cross road
- 2 No right turn into the Friary
- 3 No left turn into Temple Back West

Bath Road

In the longer term, the Spatial Framework seeks to extend the improvements already planned for Temple Gate southwards as far as Three Lamps Junction. This will incorporate the Bath Bridges junction and Bath Road itself. Further feasibility is required to explore whether there are changes that can be made to the highway network that could further enhance pedestrian, cycling and public transport access, whilst maintaining traffic capacity.

The creation of new vehicular access arrangements to both the arena and Temple Meads station

Temple Meads Station

New access arrangements are proposed in the vicinity of the station. In the short terms, these facilitate the delivery of Plot 3 and the remodelling of Temple Gate. In the longer term, these new arrangements could facilitate the anticipated upgrade of the station, including the provision of a new multi-storey station car park located at the back of Plot 6. Access to the multi-storey car park will require further detailed design through a holistic approach to the development of Plot 6 (Temple Meads North).

Key features to the proposed access arrangements are as follows:

- 4 Isambard Walk Access
New section of road alongside Isambard Walk linking Temple Back East with the Friary.

Arena

The Transport Assessment for the Arena outlines a package of measures consistent with the SUMP that form an overall strategy for discouraging car use, promoting sustainable journeys, maximising sustainable accessibility, whilst balancing the need to ensure that remaining car access and parking is accommodated. Key features to the proposed access arrangements are as follows:

- 5 Primary Vehicular Access - Arena Bride (aka HCA Bridge)

This will be via a three lane bridge spanning the River Avon, connecting Cattle Market Road to the site of Bristol Arena (under construction). This will be used by HGVs servicing the arena, vehicles accessing the limited amount of on-site arena parking and vehicles accessing the other development plots adjacent to Bristol Arena

- 6 Secondary Vehicular Access - from the A4

This will be via the existing access route on the A4 and will be for the use of tour buses and emergency services only.

- 7 Albert Road

The northern part of Albert Road is identified as the main location for coach pick-up / drop-off. People arriving here will access Bristol Arena via the new St. Philips pedestrian/cycle bridge.

- 8 Cattle Market Road

This will become eastbound only, providing more space for pedestrian and cyclists and improving the flow of traffic at Bath Bridges junction.

- 9 Temporary Road Closures

Temporary road closures are proposed on both Cattle Market Road and the northern end of Albert Road to coincide with large events at the arena. During such times, a temporary waiting area for taxis will be provided on the Feeder Road approach to the Albert Road junction utilising the redundant left/ahead lane. A number of locations are currently being explored for public drop off/pick up to the arena including Albert Road (to the south of Stanhope Street), Avon Street, and part of the Former Royal Mail Sorting Depot. Further information can be found in the Transport Assessment for the arena.

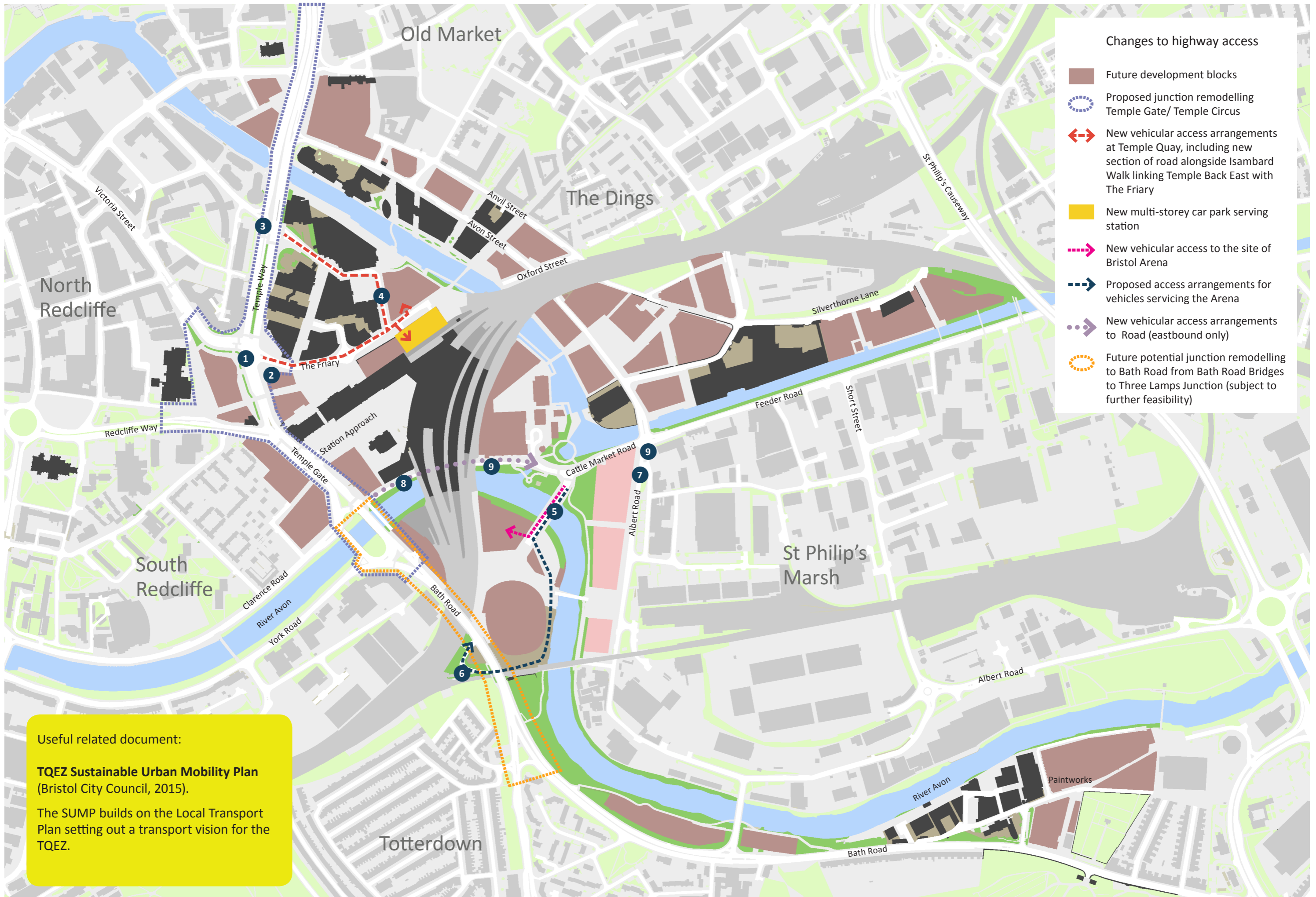


Fig 10: Changes to highway access

Wayfinding

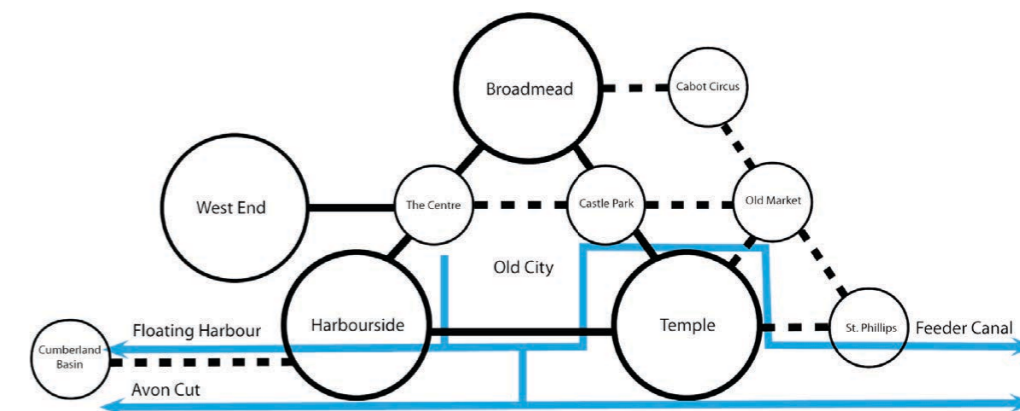


Fig 11 Public Realm and Movement Framework (BCC 2012) - Legible City Movement Concept

Bristol Legible City

Bristol Legible City (BLC) is an innovative city information and wayfinding project that has shaped the city’s approach to public realm and movement since the mid 1990s.

The BLC programme was developed to provide an open, easy and connected movement and information network for the city that would encourage modal shift to more sustainable modes of transport and reveal Bristol’s offer. Figure 11 shows the walking network concept for the city.

The most recognisable outcome of the project is Bristol’s groundbreaking pedestrian wayfinding network across the central area. The instantly recognisable blue map monoliths and fingerposts provide reassurance to residents and visitors in exploring the city.

BLC’s innovative, user-centred approach to city information was a first and has since been replicated in cities across the UK and internationally.

The broader ambition of the BLC initiative has always been to extend the project concepts into the whole of the city’s transport and movement system.

One of the city’s biggest challenges to ensuring its continuing success is in providing a fit-for-purpose transport and movement system integrated into the city’s streets and spaces. This system should realise the full value of an inter-modal approach to city movement providing flexibility and user-tailored journey-planning.

Recent and current investment in the development of Bristol’s transport and movement infrastructure and public realm provides an opportunity to develop a more joined-up approach to user-information.

Current investment includes the ongoing development of Bristol’s cycle network, the implementation of the MetroBus project and the upgrade and expansion of the pedestrian wayfinding system in conjunction with the Arena.

Wayfinding strategy

It is crucial that a coordinated approach is taken to wayfinding and information for the residents, workers and visitors that will use the zone.

A number of strategically important walking and cycling routes converge on Temple Quarter, including the Bristol to Bath Railway Bath, Brunel Mile and the Avon Valley route. User numbers are increasing significantly on all these routes. However, at present the physical links between these routes are inadequate, as is the wayfinding infrastructure along these routes. As a result, many visitors arriving in the city by train still opt to travel by taxi to the city centre rather than walk.

The proposed pedestrian and cycling route improvements have been integrated onto a single plan (opposite). BLC monoliths and fingerposts are proposed at key points of orientation along these routes. It will be important that the wayfinding infrastructure communicates those routes that have primarily been designed for pedestrians), those that

have been primarily designed for cyclists and those that are strategically important to both.

BLC currently provides way-finding from the city centre to the station but no further. Anticipated investment in the enterprise zone provides an opportunity to expand way-finding east and south of the station, benefitting communities that lie adjacent to Temple Quarter.

An upgrade of the wayfinding system in the short term is driven by the need to assist people move to and from the proposed arena, and to reflect improvements being made to the Temple Gate area, including removal of the traffic island and creation of an expanded interchange zone.

Longer term, a further expansion of the wayfinding system will be required to assist the anticipated upgrade of Temple Meads Station, and in particular the creation of an eastern entrance and a publicly accessible street beneath the station complex. BLC offers the potential to better communicate how this important interchange links with both citywide and regional networks. Network Rail are keen to work with BLC to further strengthen links between the zone, city and the station through wayfinding and information projects.

Old Market and Redcliffe Hill are recognised as key entry points to the zone for bus users coming from the south and the east. A BLC project to strengthen links from these two hubs is underway.

The implementation of the MetroBus network further strengthens the zone and Temple Meads as a major movement hub in the city.

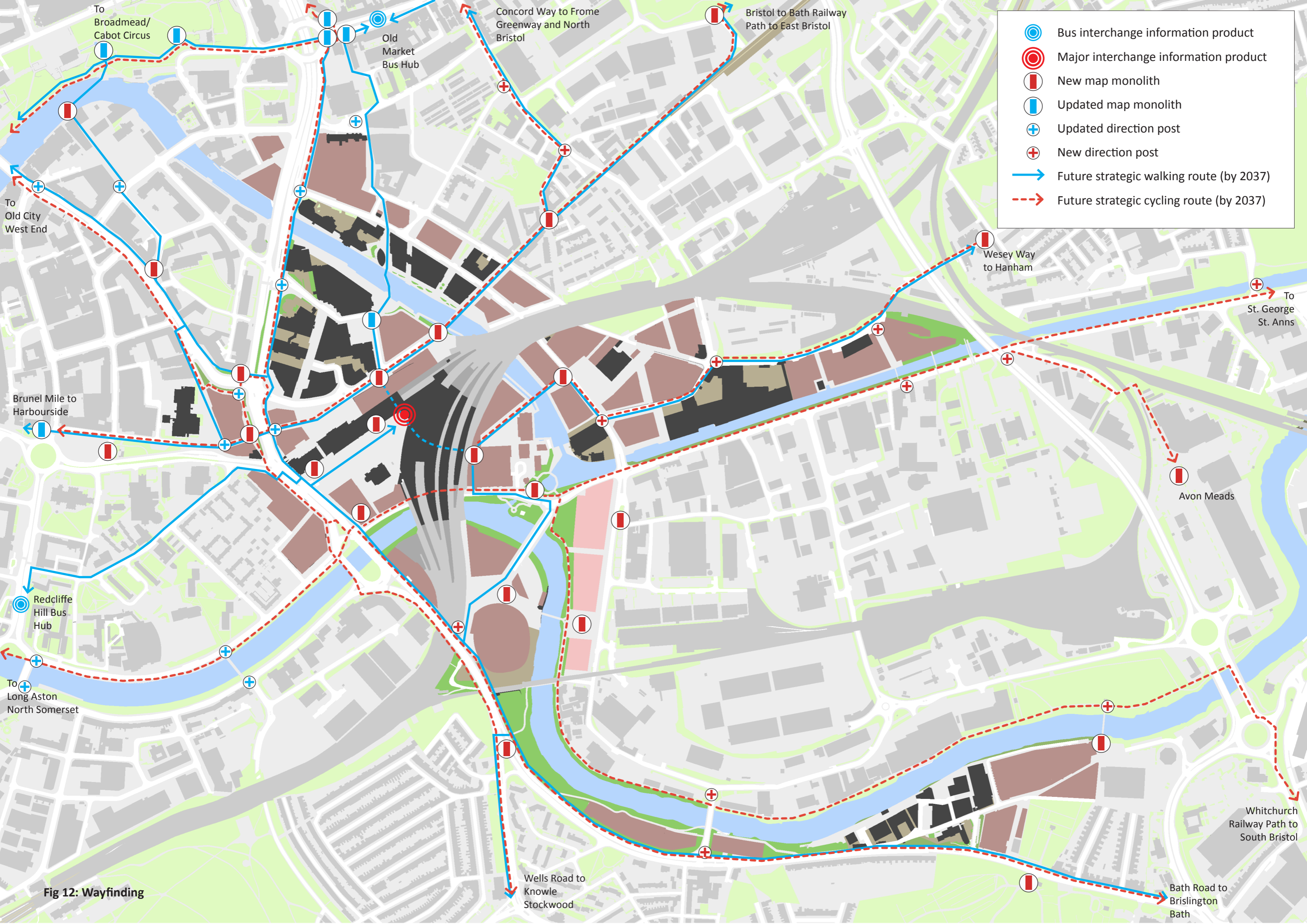
Incremental investment in the public realm, such as the gradual opening up of quaysides to public access, will also need to be reflected in future upgrades of the way-finding system.

The plan opposite illustrates a long-term vision for movement to 2037. In the short term, it is likely that there will be a requirement for a number of temporary links, and these will require signing. For example, in the short term Albert Road drop-off will connect to the arena footbridge via an existing path adjacent to the Dog’s Home, before being relocated over the longer term as shown on the plan.

Drawing on experience from elsewhere in the city where BLC kit has already been installed, it is likely that the types monoliths and finger posts used in fringe suburban locations will be different to those typically used in city centre locations.

The following actions are proposed

- Work with the LEP to develop a movement and wayfinding masterplan for the zone.
- Develop and implement a wayfinding provision for the Bristol Arena
- Work with Network Rail to deliver a better interface between the station and the city.
- Upgrade existing wayfinding assets to provide clear, continuous and comfortable routes into and out of the zone.











-  Bus interchange information product
-  Major interchange information product
-  New map monolith
-  Updated map monolith
-  Updated direction post
-  New direction post
-  Future strategic walking route (by 2037)
-  Future strategic cycling route (by 2037)

Fig 12: Wayfinding

Section 3. The Framework



Place Plans

Temple Quarter Enterprise Zone covers 70 hectares on the eastern edge of Bristol City Centre. Four distinctive character areas have been identified within the Zone which offer different opportunities to developers.

The waterways and railway have influenced development cycles over the past two centuries, carving the area now covered by the EZ into separate compartments, with interconnections restricted to bridges and tunnels.

The different character of buildings, streets, spaces and natural features found in each area will set the tone for future development. Opportunities will range from shovel-ready fully consented sites looking for potential occupiers, to possibilities for the re-imagining of historic industrial townscapes, to open sites ripe for innovative development approaches.

The four distinctive character areas are shown on the plan opposite. A Place Plan has been prepared for each area and is set out in the following pages of the document.

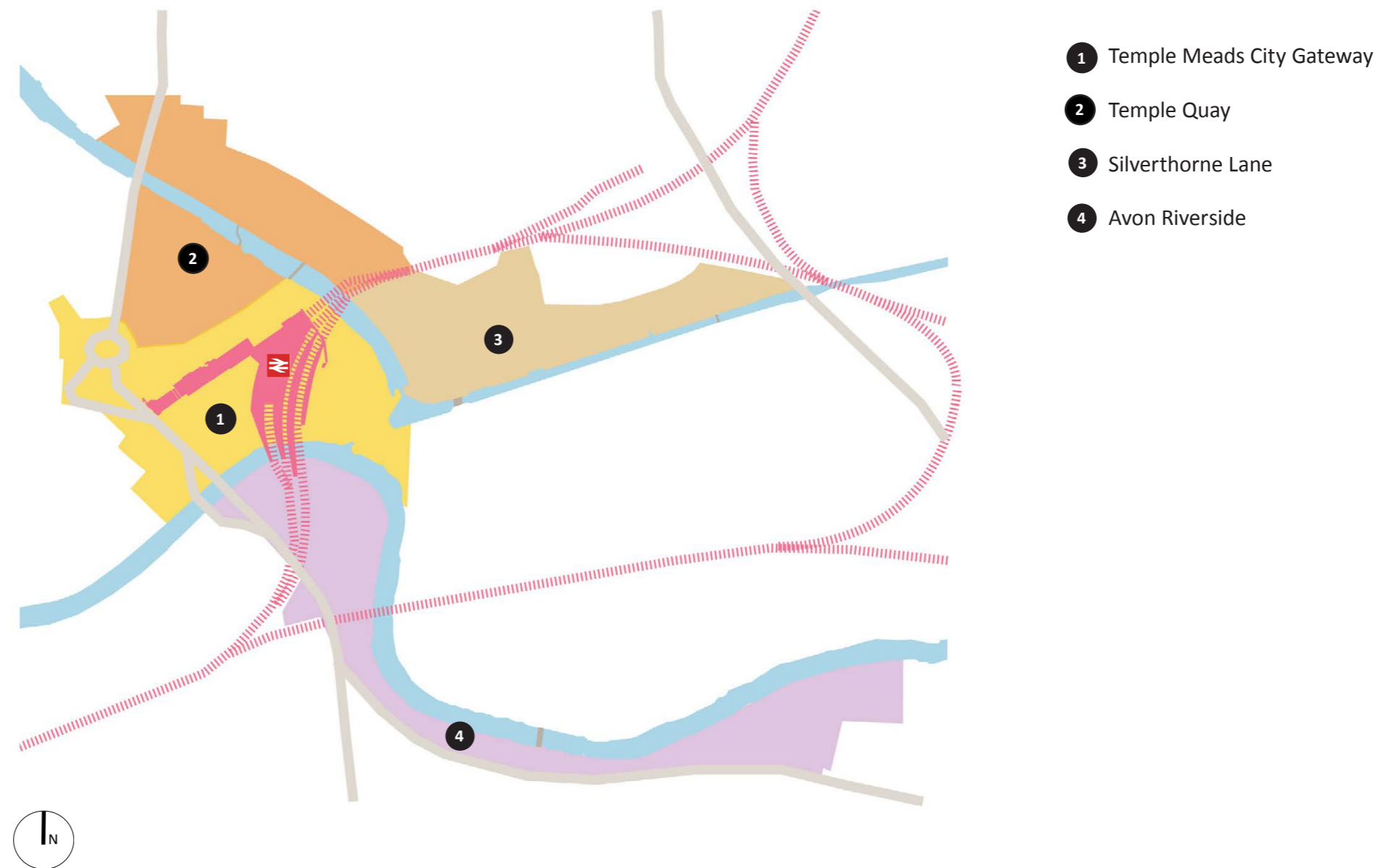


Fig 13: Place Plan areas

Temple Meads City Gateway: Existing

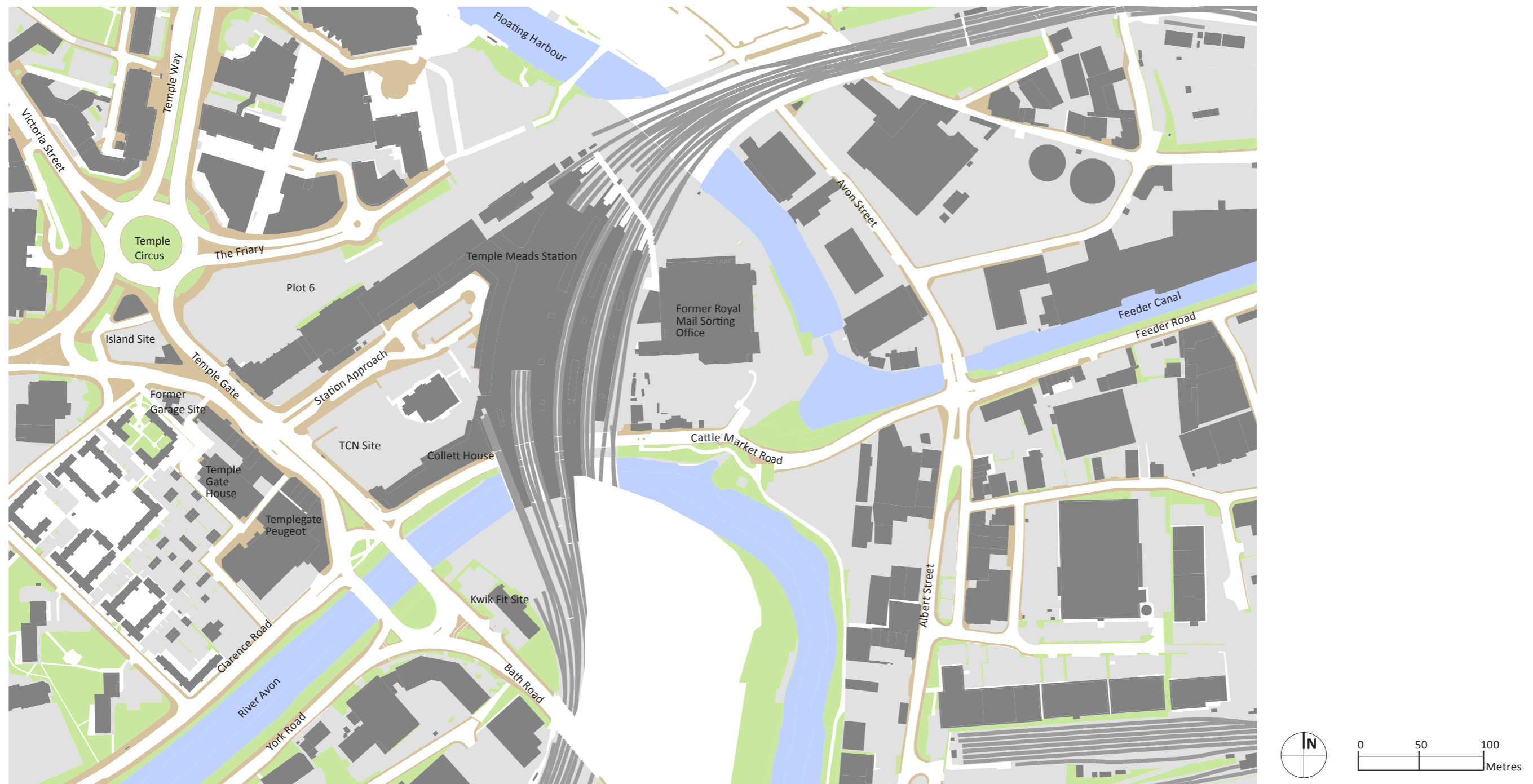


Fig 14: Temple Meads City Gateway -existing plan

1

Temple Meads City Gateway



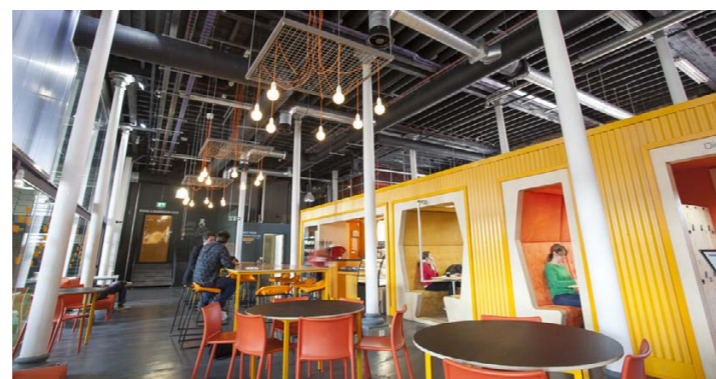
The area today

This area is dominated by the station complex, perched above the surrounding street level on its viaduct. It has no direct relationship with the street, apart from the former GWR offices which are currently occupied by a business start-up hub. Instead, the station entrance stands back up a ramp which is often congested with waiting taxis, private cars dropping-off and picking-up and buses. The gothic splendour of the long northern flank of the original station building is corralled behind temporary car parks. A secondary pedestrian entrance, which carries 50% of rail users, accesses the station from the north through the long-stay car park.

To the south of the ramp stands the listed Bristol and Exeter Railway office in a courtyard space contained by a 1930s warehouse and office building. Together these have been refurbished for letting to small businesses in the 'creative' sector, as has Brunel's former Engine Shed.

Opposite the station approach is a range of nondescript post-war buildings, including an hotel. Behind the hotel stands a multi-storey car park which used to be linked to the station by a footbridge which emerged from the face of the building at second floor level. This was removed over a decade ago and the car park is now largely let on contract to local business occupiers.

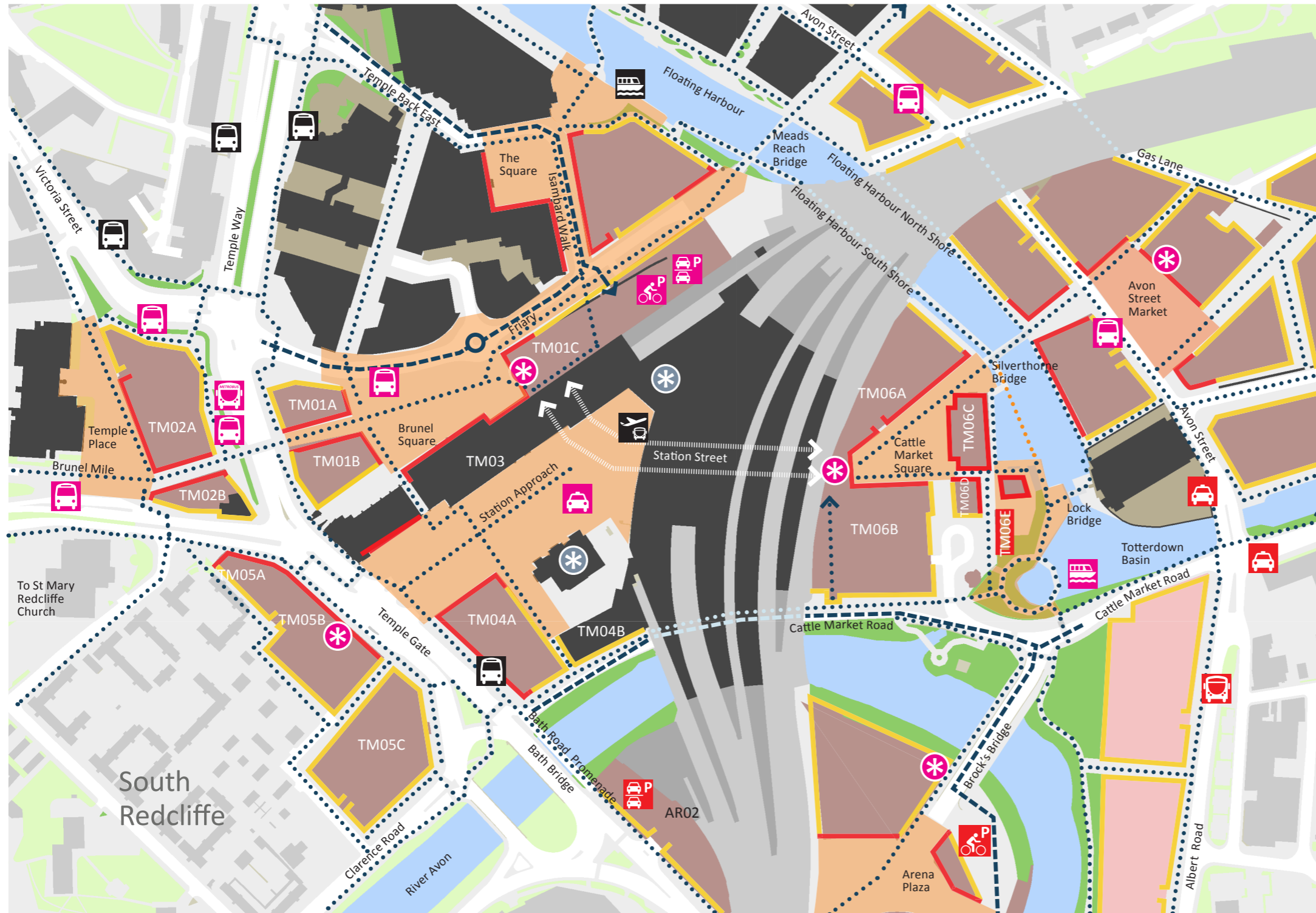
Beyond the station to the east stands the monumental derelict shell of the former Post Office sorting depot which adds to the generally desolate feeling surrounding the station and is an unfortunate landmark greeting visitors arriving by rail.



1

Temple Meads City Gateway

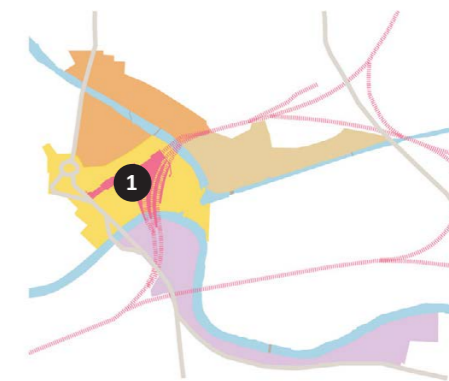
KEY: Temple Meads City Gateway Place Plan



- Proposed development blocks - buildings and private space
- Existing retained EZ building
- New public spaces and improvements to existing public spaces
- Sites outside EZ boundary promoted for redevelopment
- Yard/servicing space
- Network Rail operational land
- Active building frontage (regular doors and windows, balconies etc)
- Active ground floor uses (cafes, restaurants, shops)
- * Existing and potential new focal building
- Pedestrian routes (primary and local)
- New underground street (station street)
- New vehicular access arrangement
- Section of the pontoon walkway which could be replaced with new wharf and quayside route
- Existing ferry stop
- Existing multi-storey car park (potential for redevelopment)
- Existing bus stops (Temple Gate outbound stop improved)
- Existing Airport Flyer coach service
- Potential future Ferry Stop
- Station Car Park
- Station Cycle Park
- Station Taxi Rank reorganised
- Future Bus Stop locations
- Future MetroBus location
- Arena Coach Drop-off and Pick-up
- Arena Taxi Drop-off and Pick-up
- Potential future Arena Car Park
- Arena Cycle Park

1

Temple Meads City Gateway



Vision

A 21st-century transport interchange at the heart of a regenerated mixed use quarter. A destination, where people can meet their travelling needs, move easily and conveniently between transport modes and connect with the city centre and surrounding neighbourhoods.

Objectives

- 1 Temple Meads transformed into a city gateway befitting a Green Capital City
- 2 A world-class railway hub with outstanding station facilities
- 3 Sensitive adaptation of the station's nationally important heritage assets
- 4 A rejuvenated and expanded transport interchange
- 5 New mixed use development, including commercial, shops, restaurants and bars
- 6 More direct and pleasant pedestrian and cycle routes between the station and the city centre
- 7 New public access beneath and around the station complex which kick starts regeneration east of Temple Meads
- 8 A rediscovered green heart to the Quarter at Totterdown Basin

Supporting transport measures

Bristol Temple Meads is among the busiest and fastest-growing rail interchanges in the country. Network Rail and the City Council aim to deliver a world-class railway hub with outstanding station facilities within ten years. Temple Circus roundabout will be removed

and replaced with a simplified, signal controlled cross road. As a result, traffic routing will be more direct with fewer traffic lights, and pedestrians will have a simple and direct one-phase crossing. The transport interchange zone will be expanded to include The Friary.

Key public realm and movement projects

Temple Place - A new public square to the front of 100 Temple Street in an area currently dominated by roads. A safe and vibrant orientation space.

Brunel Square - A welcoming arrival space serving a relocated and improved northern entrance to Temple Meads Station. It also marks the start of the Brunel Mile, the pedestrian/cycle route to the ss Great Britain.

Friary and Isambard Walk - An important, high quality linking space that supports pedestrians, cyclists, public transport and vehicles.

Station Approach - A welcoming arrival space into the city, with more space allocated to the public realm following the relocation of buses to the Friary. Opportunities to be explored for creating direct access into a new street ticket hall.

Brunel Yard/Bristol and Exeter Yard - Reanimated and linked historic yard spaces, providing semi-public social spaces serving the surrounding creative industries hubs

Cattle Market Square - A focal space at a new eastern entrance into Temple Meads Station. The square is lined with active uses and connects across the harbour to the Silverthorne Lane area and across the river to Bristol Arena.

Totterdown Basin - The 'green heart' to Temple Quarter where the Floating Harbour meets the Feeder Canal. An ecologically rich landscape accommodates a generous waterfront walkway/cycle route and a range of water-related leisure uses, including a new wharf to accommodate boat moorings. Totterdown Basin is designated as an Important Open Space within the Local Plan, with policies BCS9, DM17 and BCAP23 applying.

Key development projects

TM01 Temple Meads North (Plot 6) - A new multi-storey car park serving the station will be located at the eastern end of the site. The building will also accommodate a new northern entrance into the station at street level; retail, food and drinks outlets; cycle parking; and passenger drop-off /pick-up. Commercial development to the west of the site will preserve a view between St. Mary Redcliffe Church and the Station Clock Tower, and provide an active front to Brunel Square, and enclosure to Brunel Yard.

TM02 Temple Gate (The Island site and Temple Circus) - Gateway buildings on a prominent site opposite the Bristol City Council office hub at 100 Temple Street. Existing buildings refurbished and integrated into the wider development. Mixed use, including commercial office space, creative industries space, a new 'city room', with active ground floor uses spilling out into a new public square.

TM03 Temple Meads Station - A world class, 21st century remodelled station. At the heart of the proposals will be the reintroduction of trains back into

the Digby Wyatt Shed, with a range of 'convenience' and 'destination' retail space beneath. A new, naturally lit street level ticket hall will be created to the front of the station beneath the ramp. This may eventually link to a new station street connecting to the Former Royal Mail Sorting Office and beyond.

TM04 Bristol and Exeter Yard (including TCN and Collett House site) - New buildings will provide activity to the station forecourt, Temple Gate and Cattle Market Road, and a better setting to Bristol and Exeter House. Buildings will be set back from Temple Gate creating more space for pedestrians, cyclists, bus stops and tree planting. Opportunities will be explored to create a more direct pedestrian route between the station entrance and Cattle Market Road, passing through a reanimated yard space.

TM05 Bath Parade (Former Garage site, Temple Gate House, Templegate Peugeot and multi-storey car park) - A new fitting gateway to the city at the end of Station Approach. Mixed use with active ground floor uses. Buildings will be set back from Temple Gate creating more space for pedestrians, cyclists, bus stops and tree planting.

TM06 The (Former Royal Mail Sorting Office and environs) - A destination location with the site's water frontage brought back into use with wharf-type buildings accommodating restaurants, cafes and water recreation uses. At the heart of the site, a high density, mixed use development will be accommodated in either new or creatively reused buildings, arranged on a major public space with direct access to a new station entrance.

Section 3. The Framework

Temple Quay: Existing

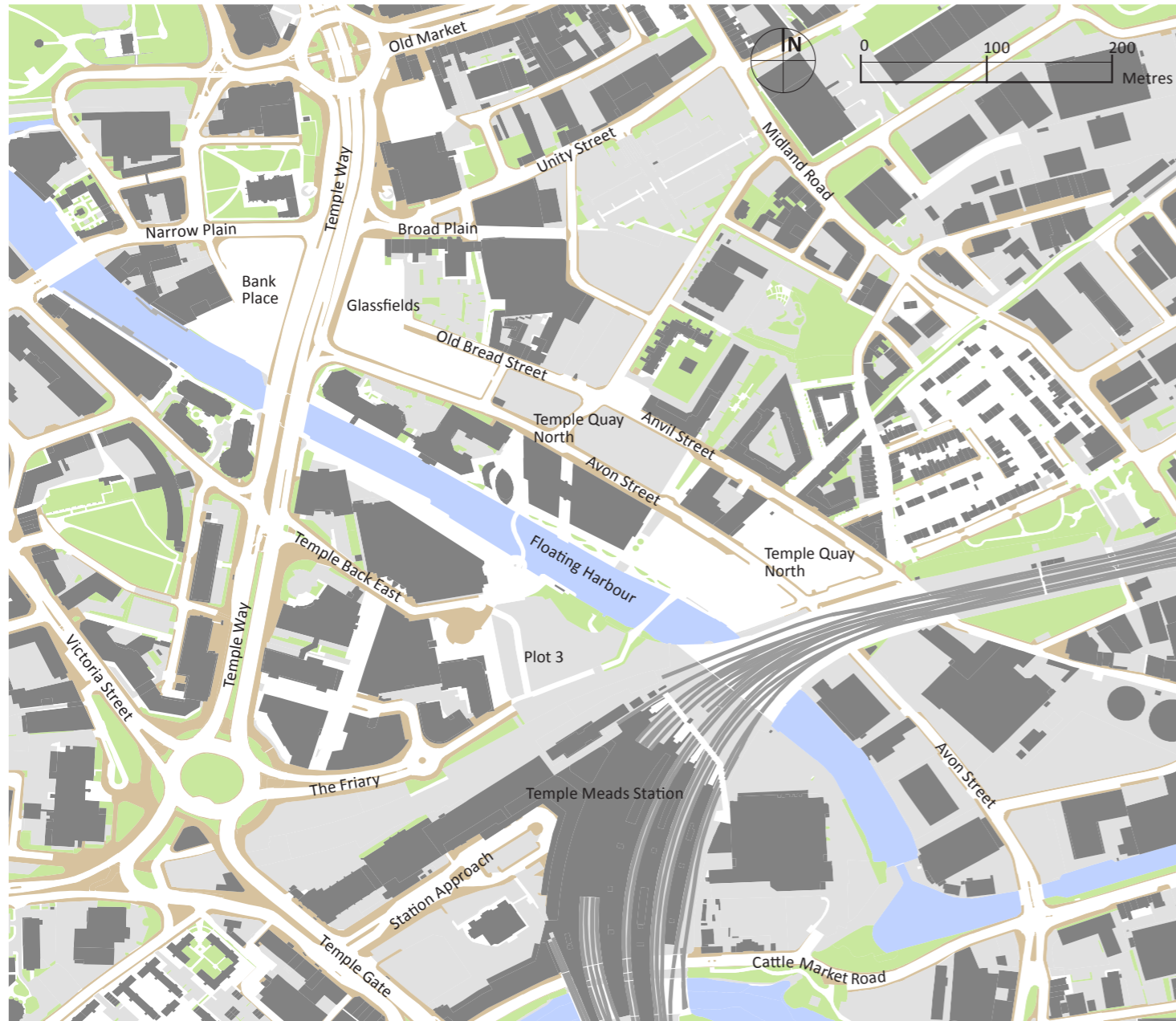
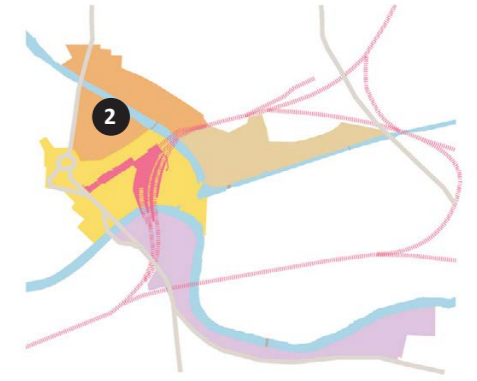


Fig 16: Temple Quay -existing plan



Temple Quay -existing aerial photograph from the south

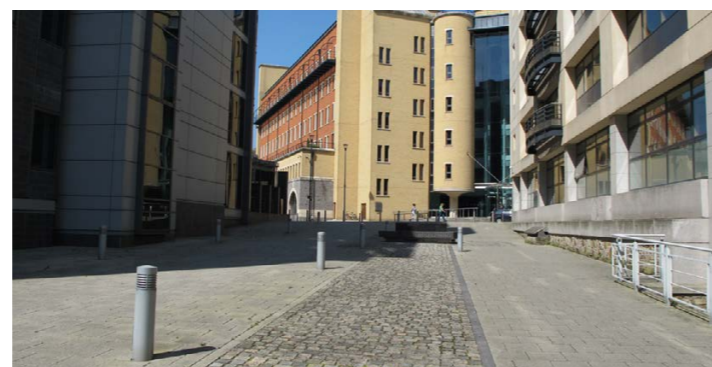
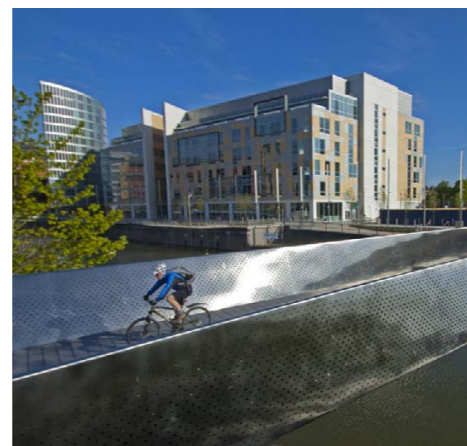
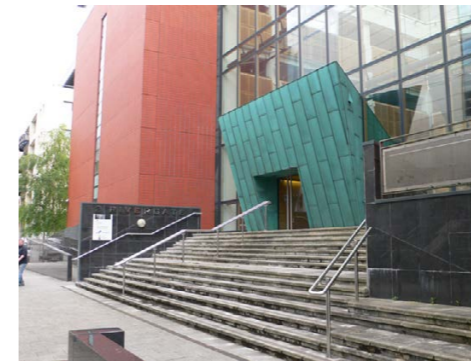
2 Temple Quay

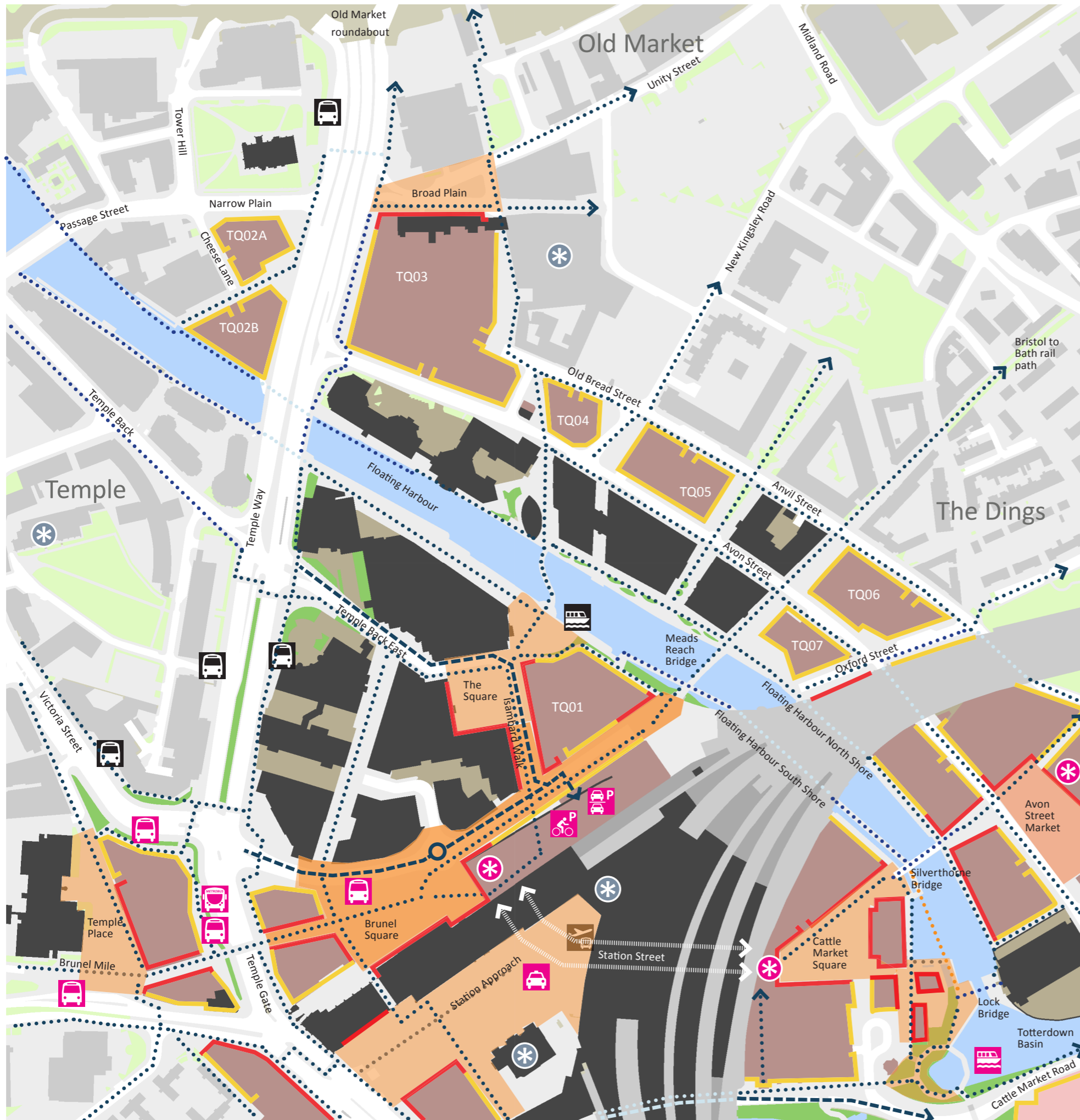


The area today

The development of the entire Temple Quay area has taken place since 1990, largely to a masterplan prepared by Bristol Development Corporation (1990 – 96). The phase one development to the south of the harbour is a conventional commercial development comprising separate stand-alone buildings of 4 – 7 storeys set in a matrix of privately-owned streets and spaces. Large floorplate office buildings tend to rely on artificial lighting and mechanical ventilation. Most buildings are sat on semi-basement car parks, which relate very poorly to the street, contributing little to the streetscene.

Buildings' main entrances are often poorly positioned which undermines their legibility. On the other side of the Harbour Temple Quay North follows a similar pattern, although a mix of uses including hotel and some residential has been introduced. Legibility and connection with neighbouring communities is somewhat improved, but general activity levels in the public realm are still significantly muted after office hours. A number of hoarded-off sites await consented development for which demand is just beginning to show signs of recovery.



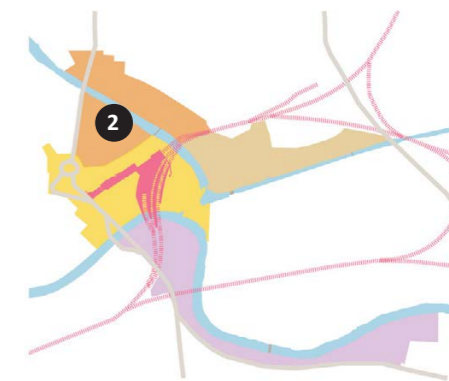


KEY: Temple Quay Place Plan

- Proposed development blocks - buildings and private space
- Existing retained EZ building
- New public spaces and improvements to existing public spaces
- Sites outside EZ boundary promoted for redevelopment
- Yard/servicing space
- Network Rail operational land
- Active building frontage (regular doors and windows, balconies etc)
- Active ground floor uses (cafes, restaurants, shops)
- * Existing and potential new focal building
- Pedestrian routes (primary and local)
- New underground street (station street)
- New vehicular access arrangement
- Section of the pontoon walkway which could be replaced with new wharf and quayside route
- Existing ferry stop
- Existing multi-storey car park (potential for redevelopment)
- Existing bus stops (Temple Gate outbound stop improved)
- Existing Airport Flyer coach service
- Potential future Ferry Stop
- Station Car Park
- Station Cycle Park
- Station Taxi Rank reorganised
- Future Bus Stop locations
- Future MetroBus location
- Arena Coach Drop-off and Pick-up
- Arena Taxi Drop-off and Pick-up
- Potential future Arena Car Park
- Arena Cycle Park

Fig 17: Temple Quay - Place Plan

2 Temple Quay



Vision

A vibrant and sustainable mixed use area with a strong business emphasis, strategically located between the transport interchange and the city centre, with high quality, well-connected public realm, providing a welcoming place to do business and socialise throughout the day and evening.

Objectives

- 1 An increasingly diversified business district - with hotels, conference facilities, bars and restaurants alongside new housing
- 2 High quality, adaptable buildings with outstanding environmental performance
- 3 A legible grid of buildings providing views and links to the harbour's edge and station clock tower
- 4 A more connected harbour's edge that extends to the north and south
- 5 A walkable neighbourhood, with better links to public transport
- 6 New access arrangements via Temple Back East, Isambard Walk and The Friary
- 7 A high quality public realm, animated throughout the day and into the evening
- 8 A remodelled amphitheatre space at the heart of the district
- 9 Broad Plain sympathetically restored

Supporting transport measures

Car parking restraint for new developments in the area, will mean that significant improvements to access by alternative modes of transport, including walking and cycling, public transport, ferry and taxis, will be required. Currently, 50% of people arriving in the city at Temple Meads Station use the relatively modest northern entrance to exit and then travel on foot through Temple Quay. In recognition of this, a better northern entrance will be provided at the station, and new bus stops will be provided along The Friary. A new road link between Temple Back East and The Friary will improve station access for passenger drop-off/pick up and station parking. Additionally pedestrian links to the existing bus hubs at Old Market and Redcliffe Hill will be improved.

Key public realm and movement projects

Broad Plain - An historic space, sympathetically restored to create a vibrant pocket park to escape the car dominated surrounding environment.

Floating Harbour - South Shore - A new floating pontoon boardwalk connecting the ferry landing stage at Temple Quay southwards to Totterdown Basin. An inlet with mooring spaces adds interest to this new waterfront route and a new bridge link connects to Silverthorne Lane area.

Floating Harbour - North Shore - A new floating pontoon boardwalk to provide temporary access connecting Temple Quay North and Totterdown Basin, replaced in time by a quayside path.

Key Development Projects

TQ01 Brunel Dock (Plot 3) - Mixed use with active ground floor uses along Isambard Walk, The Friary and Floating Harbour. Buildings will preserve views to the station clock tower from Valentine's Bridge. The sites proximity to the station makes it a particularly attractive location for a high quality hotel and conference facility.

TQ02 Bank Place - Mixed use with active ground floor uses.

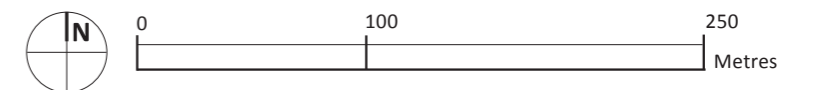
TQ03 Glassfields - Mixed use with active ground floor uses.

TQ04-TQ08 Temple Quay North - A connected grid of commercial buildings extending two blocks back from the Floating Harbour. A greater proportion of active ground level uses will be sought in blocks yet to be delivered.

Silverthorne Lane: Existing

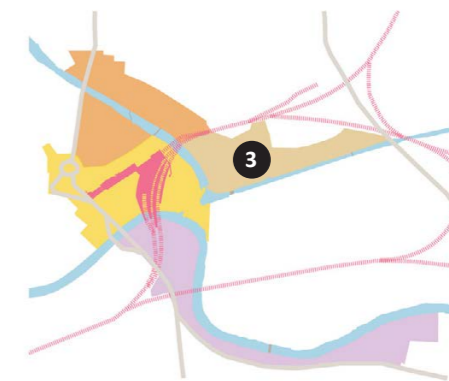


Fig 18: Silverthorne Lane - existing plan



3

Silverthorne Lane



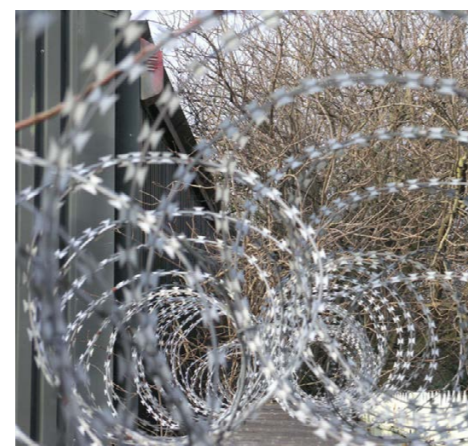
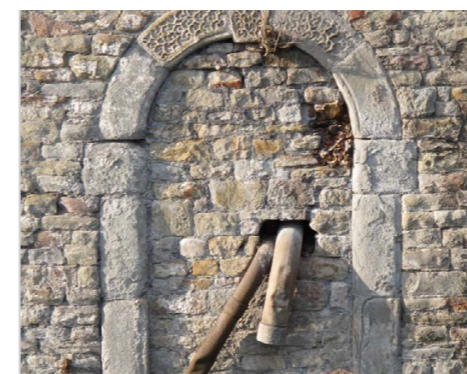
The area today

The area's relative isolation from the city centre has led to less investment than the Temple Quay area. However, more historic fabric survives, albeit often in a degraded form. There is a strong sense of the area's industrial past with some fine buildings remaining, including the grade II listed St. Vincent's Works.

Post-war redevelopment includes low density storage, vehicle servicing and light industrial activity. Lower property values have led to original buildings being adapted and reused, or replaced with cheap, high volume structures. The only street block with a higher density of development is bounded by Gas Lane, Kingsland Road and Freestone Road.

The narrow historic street pattern and high impenetrable yard walls have mostly survived. However, small yard entrances, lack of surveillance from overlooking windows and inadequate paths make for an intimidating pedestrian environment. Poor lighting and levels of street maintenance add to the sense of neglect. Pedestrian flows between Barton Hill and The Dings are significant as people walk to work and school.

To the north and west, the area is contained by the elevated main railway line with road and footpath connections beneath. To the south and east the barrier is the waterway of the Floating Harbour and Feeder Canal. There are few longer views out of the area, adding to its isolation and poor legibility. The only two points of crossing the waterway are at Avon Street road bridge and a footbridge off the east end of Silverthorne Lane.



KEY: Silverthorne Lane Place Plan

- Proposed development blocks - buildings and private space
- Existing retained EZ building
- New public spaces and improvements to existing public spaces
- Sites outside EZ boundary promoted for redevelopment
- Yard/servicing space
- Network Rail operational land

- Active building frontage (regular doors and windows, balconies etc)
- Active ground floor uses (cafes, restaurants, shops)
- * Existing and potential new focal building
- Pedestrian routes (primary and local)
- New underground street (station street)
- New vehicular access route
- Section of the pontoon walkway which could be replaced with new wharf and quayside route

- Existing ferry stop
- Potential future Ferry Stop
- Station Car Park
- Station Cycle Park
- Arena Taxi Drop-off and Pick-up

- SL01 Avon Street Wharf sites
- SL02 Feeder Works sites
- SL03 Gas Works Sites
- SL04 Freestone Place sites

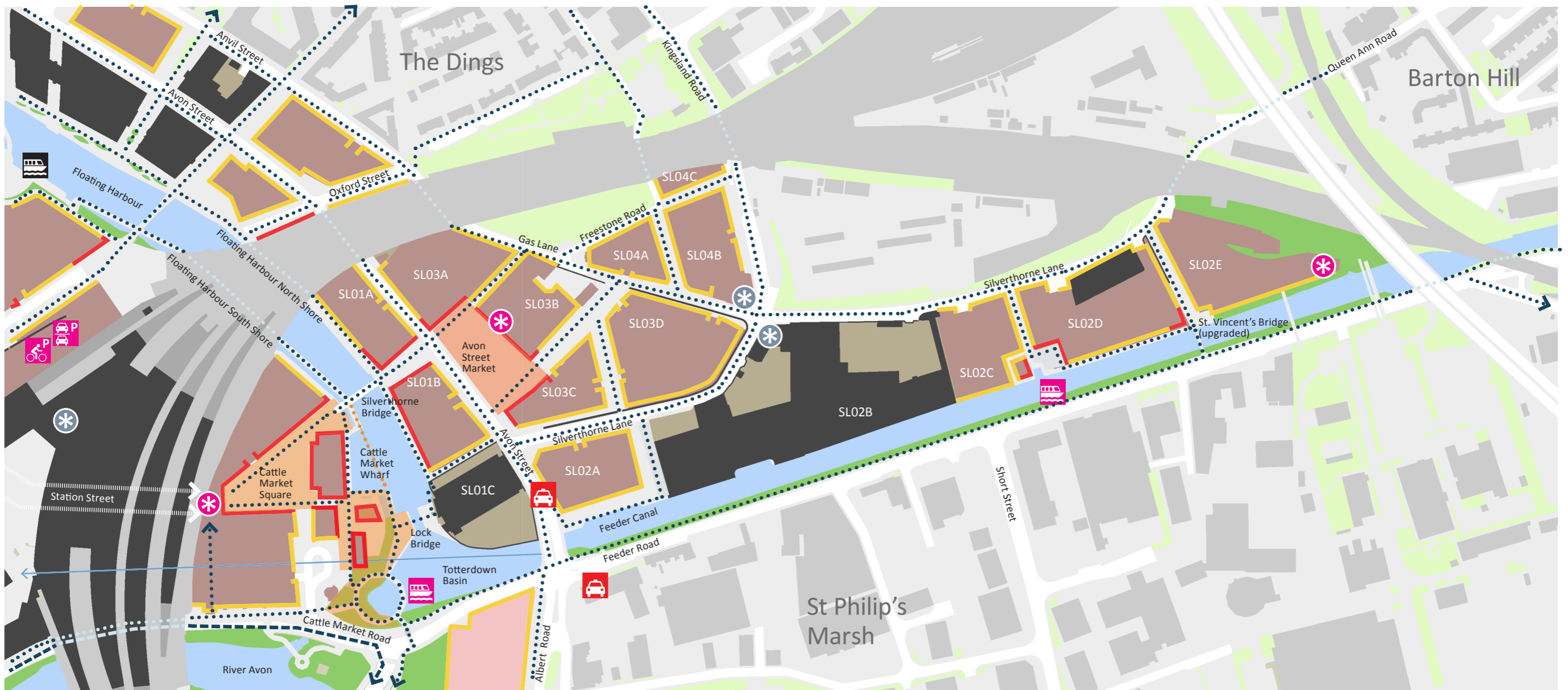
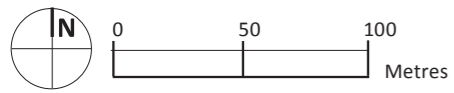


Fig 19: Silverthorne Lane - Place Plan

3

Silverthorne Lane



Vision

A 19th century industrial streetscape, re-animated through incremental heritage-led regeneration with a rich mix of live, work and leisure uses; opened up with new links through intimate courtyards to waterfront walkways and enhanced walking routes beneath the railway into adjacent communities.

Objectives

- 1 An attractive walkable neighbourhood
- 2 Reanimated and sympathetically restored historic streets and yards
- 3 A publicly accessible and connected waterfront
- 4 A direct route to a new easterly station entrance
- 5 Historic buildings and railway arches reused for creative workspace
- 6 New, human-scaled buildings of architectural quality
- 7 A richer mix of uses, including residential - drawing more people into the area
- 8 A new public square - Avon Street Market Place - which becomes a local destination
- 9 Bespoke design solutions to mitigate against flooding

Supporting transport measures

Small scale, incremental changes to limit vehicular access and on-street car parking, coupled with parking restraint in new developments will slowly transform this area into an attractive walkable, neighbourhood. A suggested car parking level of 1 space per 600sqm B1 use has been identified for the area (SUMP, BCC, 2016). To support this, there will be improved pedestrian links to the transport interchange at the station, and a new ferry stop at Totterdown Basin. In addition, the areas businesses and residents could be provided with a shared car pool, electric vehicle charging points and a cycle hub (subject to further feasibility).

Key public realm and movement projects

Avon Street Market Place - A new local marketplace providing a focal point to a rejuvenated Silverthorne Lane area. The space is connected to Square via a new pedestrian and cycle bridge. The development of a new market would be supported by Local Plan Policies DM11 and BCAP18 where it would support the vitality, viability and diversity of the city centre.

North Shore - A new floating pontoon boardwalk to provide temporary access connecting Temple Quay North and Totterdown Basin, replaced in time by a quayside path.

Feeder Canal - North Shore - A new waterside link connecting an upgraded St. Vincent's Bridge with a new space created next to the existing harbour inlet. A route to enjoy the tranquillity of the canal.

Key development projects

SL01 Avon Street Wharf (sites between Floating Harbour and Avon Street) - Mixed use development in wharf-type buildings, with cafes and restaurants spilling out onto a new quayside path. Opportunities should be explored to open up access to the water through the Mosaic Warehouse site (Motion nightclub), bringing greater animation to its historic yard

SL02 Feeder Works (sites between Feeder Canal and Silverthorne Lane) - 19th century industrial buildings creatively reused for a mix of uses, activity spilling out into reanimated yard space, and new canalside piers and walkways. Heritage assets juxtapositioned with new contemporary mixed use buildings, of a scale that is sympathetic to the historic grain of the area. Railway arches are refurbished and brought back into active use.

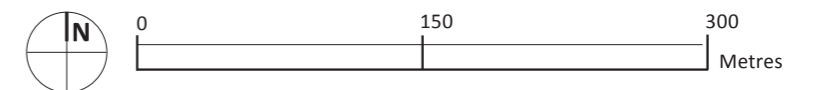
SL03 Gas Works (sites between Avon Street, Silverthorne Lane and Gas Lane) - A new heart to the area with buildings fronting onto a new public square which connects back to the station. The old Gas Works building is reused as a local destination e.g. a market hall or events space. Historic walls are retained, with creative adaptation where this helps animate streets and increase passive surveillance.

SL04 Freestone Place - Existing buildings refurbished where possible and new mixed use buildings introduced, including residential, of a scale that is sympathetic to the historic grain of the area.

Avon Riverside: Existing



Fig 20: Avon Riverside - existing plan



4

Avon Riverside

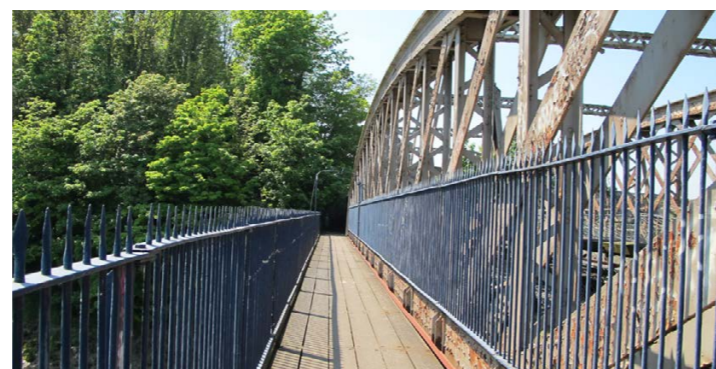
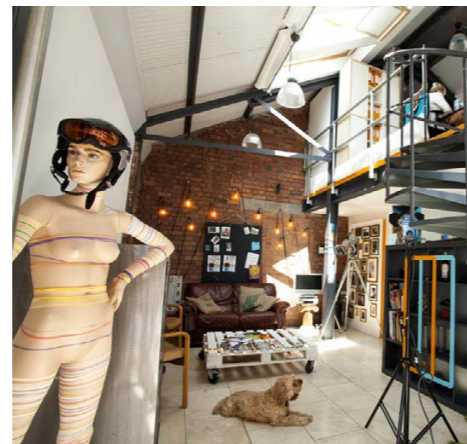


The area today

This linear area extends along the south bank of the tidal river, between the river edge and the Bath Road. At the eastern extremity is the only existing development – The Paintworks – a late Victorian paint and varnish factory and other early 20th century industrial buildings converted into a mixed use creative industries centre. This successful and innovative commercial development model may be transferable across the zone. The floorplate sheds have been converted into small and flexible business units with ancillary bar, restaurant and exhibition space mixed with housing. Temporary businesses and activities occupy larger spaces until the phase three development is built which will include more housing.

Extending west the land narrows and becomes steeper with views to the north from Bath Road across to St Philip’s. Beyond Totterdown Bridge is an area of natural vegetation. In the 1960s terraced houses were cleared for the proposed Outer Circuit Road, which never happened. From here, the river is obscured by vegetation. It is impossible to see where, until the 1830s, the toll-road to Bath dipped almost to the river.

Further west still, the ground rises to a tree-covered knoll which was separated from the Totterdown ridge in the 1830s by lowering the Bath Road into a cutting as part of the improvements for which the toll was being exacted. Emerging from the cutting is a vista over the city centre and of the station complex. Almost invisible behind advert hoardings and high walls, and well below the road level to the east lies the former Diesel Depot, now cleared, levelled and decontaminated ready for development.



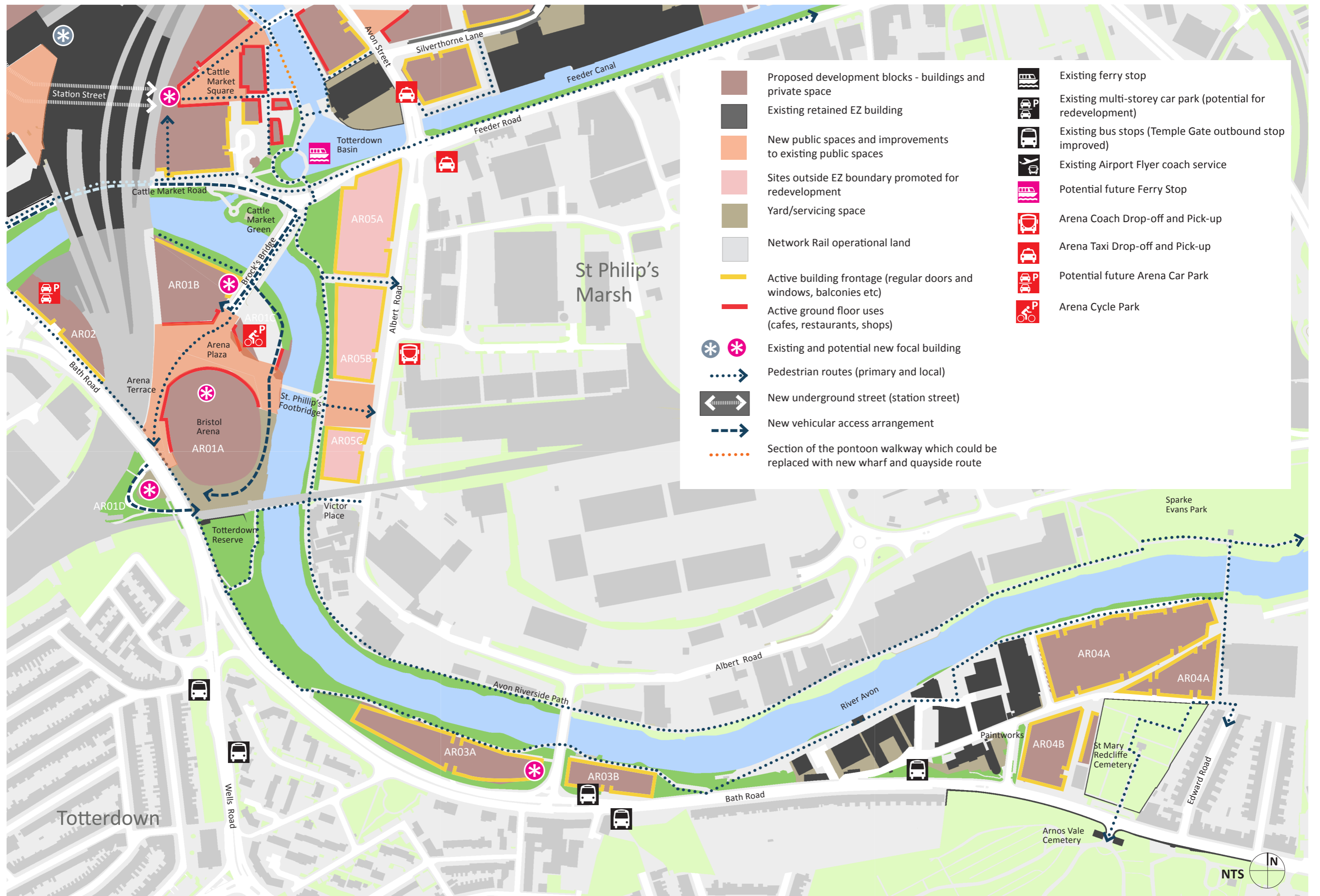


Fig 21: Avon Riverside - Place Plan

4

Avon Riverside



Vision

A dynamic, ecologically rich tidal river corridor with a diversity of use, scale and form of development, connecting the pivotal Diesel Depot site with the burgeoning creative live-work community at the Paintworks. A conduit for the synergy of ideas and natural systems.

Objectives

- 1 A new arena, breathing life and vitality into the area
- 2 A new city space - Arena Plaza
- 3 A new business and residential community on the site of Bristol Arena, occupying contemporary, high density buildings
- 4 A walkable neighbourhood, with activity throughout the day and evening
- 5 A reimagined river corridor, increasingly used by pedestrians and cyclists, as part of a regular commute or a recreational stroll
- 6 A string of innovative and green business hubs linking the station and the Paintworks
- 7 A rediscovered green heart to the Quarter at Totterdown Basin
- 8 A better commute for pedestrians and cyclists using Bath Road

Supporting transport measures

A new road bridge is currently being built into the arena site from Cattle Market Road. Access along Cattle Market Road will become eastbound only.

Car parking restraint for both the arena and other developments in the area, will require significant improvements to access by alternative modes of transport, including walking and cycling, public transport, ferry and taxis. The Transport Assessment for the arena outlines many of these measures in detail. These will need to be implemented in time for the arena opening in 2018. A number of walking and cycling improvements are already being undertaken in time for the arena. These include the creation of a new harbourside pontoon walkway, and improvements to Cattle Market Road, Clarence Road and Feeder Road.

In the longer term, the Spatial Framework proposes radical improvements to the Bath Road corridor from Temple Gate through to the Three Lamps junction, creating a generous pedestrian and cyclist promenade on land adjacent to the A4 (this will be subject to further feasibility).

Key public realm and movement projects

Arena Plaza - The gathering and meeting place for people attending events at the Arena – large enough and with sufficient activity and interest around the space to create a destination in itself

Arena Terrace - A processional route taking pedestrians down from the Bath Road down into the heart of the site of Bristol Arena and onwards to Temple Meads Station

Victor Place - A small, yet important gateway space connecting Albert Road/St. Phillips to Bristol Arena via the riverside path

Sparke Evans Park - A new lease of life for this relatively unknown and under-utilised park. Opportunities for community-led initiatives including food growing, city farms, garden centres etc will be explored through further feasibility

River Avon - A widened, safer and more vibrant riverside path, connecting Spark Evans Park to Totterdown Basin. Access to the arena via St. Phillips pedestrian bridge, providing access to coach drop-off and pick up on Albert Road

Riverside - A riverside route, allowing people to move on foot and bike between the new bridges over to the Bristol Arena site

Development Projects

AR01 Site of Bristol Arena (Diesel Depot Site and access road) A destination location, providing an opportunity for high quality, high density, mixed uses including an arena, commercial offices, and residential apartments, arranged within blocks fronting onto the river and a new arena Plaza.

AR02 Fish Dock (Kwik Fit site) - A prominent site on the main highway network next to Bath Bridges. Awaiting feasibility to ascertain whether this would be a suitable site for a multi-storey car park supporting either the station and/or the arena. Buildings will be set back from Bath Road creating more space for pedestrians, cyclists, and tree planting.

AR03 Totterdown Reach (sites both sides of Totterdown Bridge) - Mixed use development of residential and small scale commercial/workshops, with a riverside path offering a tranquil alternative to the Bath Road. These two sites are allocated as site references BSA1101 and BSA1210 within the Local Plan Site Allocations and Development Management Policies (refer to Appendix A).

AR04 Paintworks (including the Open Storage site) - A creative hub comprising workshops, live/work units, houses and apartments. Future phases of development will improve relationships with the Bath Road, the river corridor, St. Mary Redcliffe Cemetery and the link to Spark Evans Park. These three sites are allocated as site reference BSA1202 within the Local Plan Site Allocations and Development Management Policies (refer to Appendix A).

AR05 Victor and Albert Works (former Pest Control site, and industrial sites just outside EZ) - High quality business space created on a collection of underutilised riverfront sites just outside the enterprise zone. An opportunity to widen the riverside path, and create better pedestrian linkages back to Albert Road which will be used for drop-off and pick-up for the arena.

Placeshaping Approach: summary plan

