

BRISTOL HARBOUR PLACE SHAPING STRATEGY

ATLAS

March 2025



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INTRODUCTION

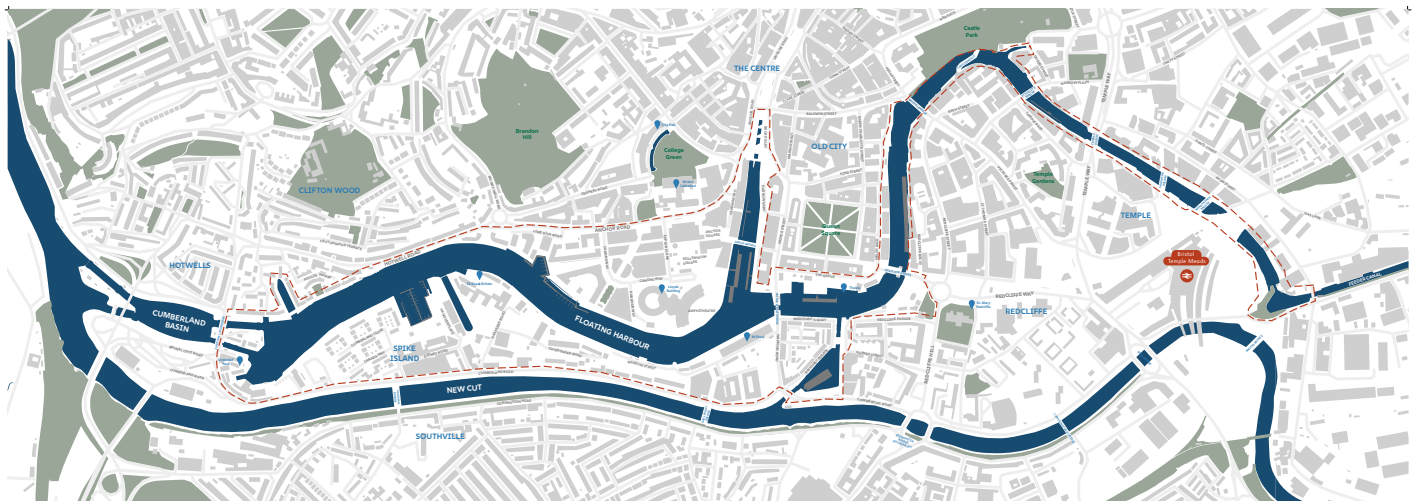
INTRODUCTION

Despite regeneration successes over the past 40 years, Bristol Harbour's infrastructure and quality of public space are suffering from under investment and communities within the city remain disconnected from what should be an attractive and accessible destination. Bristol deserves a harbour that benefits the whole city, is financially sustainable, accessible, and contributes to our wider aims of climate resilience and biodiversity. Our harbourside should be enjoyed by all our communities as well as visitors and tourists.

Bristol City Council is working in partnership with stakeholders across the city and beyond to guide and shape the on-going regeneration of the harbour, and have appointed DK-CM and a team of subconsultants to work with us to produce a **Harbour Place Shaping Strategy (HPSS)**, a 20 year strategy which will describe the harbour our city wants and the steps we will need to take to deliver it.

This Atlas is a vital part of the process of delivering the HPSS. It aims to set out a nuanced, detailed and evidence picture of Bristol Harbour as it is today. The maps contained herein contain evidence sourced from a variety of data sets and from knowledge gained 'on the ground', and with & from the communities of the Harbour - both existing users and experts and the wider communities who should be benefiting from it. The evidence and findings here include summary information from the multiple engagement activities undertaken by DK-CM and the council during Stage 1 of the project, and this engagement has also been used to test, refine and add detail to the mapping shown here.

This Atlas uses various scales - from the whole city to detailed areas of the Floating Harbour, to build a contemporary picture of the place from which a Vision and detailed plans for its future can emerge.



Plan indicating Place Shaping Strategy study area

ENGAGEMENT SUMMARY

HARBOUR ENGAGEMENT IN BRIEF:

The harbour is widely loved and appreciated, and is vital to Bristol's identity. There is broad consensus about what is good about it, most particularly its versatility, its openness, and its cultural and heritage significance. There is broad consensus about the biggest threats and weaknesses, with issues of access, public transport, water quality and the threat of over-development dominating across the board. But there are of course some issues, notably traffic-heavy routes & spaces and car parking, that are more contested.

Stage 1 of our engagement for the Place Shaping Strategy has focussed upon understanding the existing context of the harbour, as a preparation for developing a Vision for its future in Stage 2. The team used a variety of media, methods and engagement strategies, including web-based, walking tours, 1:1 conversations, workshops (in-person and virtual) and drop-in sessions to deliver a targeted engagement exercise aimed at getting vital insights from a broad variety of different users and residents. A summary of findings is presented in this section.

The following sets out overarching strengths, weaknesses, opportunities and threats in relation to the harbour:

Strengths

- Versatility and variety of uses, activities and events, throughout the year, wide variety of water based activities available primarily in the west of the harbour
- A vital part of Bristol's tourist and visitor offer
- Rich heritage
- A sense of freedom and openness; a place 'with no obligation' which has sufficient free space to support events programming
- A place that supports wellbeing, especially for the young
- A place of culture and creativity

Weaknesses

- Access is the dominant issue, including sub-issues of poor public realm, lack of facilities, digital accessibility, inappropriate or unsafe surfaces and a lack of seating and shelter.
- Lack of green space and trees
- Limitations of public transport (including Park & Ride), especially Sunday and evening services
- Poor wayfinding, legibility and signage
- Individual safety is a concern, and is especially an issue for teenagers.
- Water quality is widely understood as a challenge and as something that could worsen
- No clear offer for teenagers and young people
- Cost of activities can be prohibitive
- Professional respondents identified particular issues with care and maintenance, both of buildings and of harbour infrastructure.
- The Eastern Reaches are less associated with the Harbour and less positively-regarded generally, with legibility of routes, access to the water and lower quality moorings all noted.

Opportunities

- Quick public realm wins include enhanced sociable seating, shelter and tree-planting
- Better public facilities and amenities would be welcomed by many, and there is a potential for shared facilities to benefit multiple users and stakeholders, including licence-holders. More and better multi-functional and secular community space would also be valued.
- Underutilised land and vacant sites could be better used as part of a more strategic approach to meanwhile uses. Temporary things like the roller disco are widely appreciated.
- Existing heritage provision could be enriched with other stories, narratives, voices
- Better support for existing initiatives, especially those that support young creatives
- Strong desire to protect and enhance existing uses throughout the harbour
- Professional respondents in particular see a strong opportunity to enrich and wild the harbour and expand biodiversity, and for the harbour to play a strong role in climate resilience and carbon neutrality ambitions.

Threats

- Over-development, including perceived 'luxury' development and commercialisation
- Environmental issues, particularly in relation to water quality, habitat protection, flood risk and clean air.
- Many businesses and third sector organisations within the Harbour are held back from expanding by poor premises and lack of long-term security of tenure

DISCOVERIES AND SURPRISES

The following are discoveries that challenge or subvert the team's prior knowledge, briefings or assumptions:

- There was a concern that some of the city's most deprived communities feel disconnected from the harbour. Engagement with local residents suggests that they do visit, however not so much for waterspace leisure and sport uses, and not in ways that are easily measured.
- The harbour plays a stronger role in wellbeing than might be anticipated, both as a site of leisure (sailing, jogging, swimming) or for mental health, wellbeing and wellness. The 'openness' and sense of freedom that the harbour area has are important to this.
- The eastern reaches, east of Redcliffe Bascule bridge, are typically not really thought of as part of the harbour, suggesting a distinct approach is needed.
- Coaches play a larger role in Bristol's transport offer than anticipated, both in terms of tourist journeys to the harbour and as an affordable long-distance travel option for residents.

ENGAGEMENT IN NUMBERS

- 8 1:1 sessions with organisations delivering water based activities in the harbour
- 2 engagement events with residents living on the Redcliffe Estate near the harbour
- 8 direct engagements with young people through the Rising Arts Agency, as a prelude to much more substantial engagement during Stage 2
- 33 virtual workshop attendees representing a wide array of existing harbour stakeholders
- 40 boaters attending drop-in sessions with a total of 71 boaters completing an online survey
- 253 visitors to the ask.bristol website, postings captured from 45 different users.

DIVERGING VIEWS

Some issues were understood differently by different respondents and these are summarised here:

- Private vehicles and car journeys are a significant contested issue. Some organisations are worried about loss of car parking for revenue or disability access reasons, whilst there is a strong desire from professional respondents to reduce vehicle journeys, enhance public realm for pedestrians and cyclists, and lessen the dominance of private car parking, and many public respondents identify areas that are negatively impacted by cars, for example Hotwells Road, Prince Street Bridge and Redcliffe Bascule Bridge.
- The Harbour Festival was widely celebrated among professional respondents and many members of the public, however some water users feel like it does not celebrate the water and maritime uses enough.
- A tension exists between prized and established 'headline' tourist attractions and the role of the harbour in everyday life - this isn't necessarily a problem but many respondents discussed or were interested in this balance and how it can be improved/rebalanced.

ENGAGEMENT AT A GLANCE

This diagram sets out the key positive, negative and conflicted themes that have emerged from Stage 1 engagement. It is intended as a single page visual summary of how the harbour is currently understood rather than as a summary of all engagement conversations.



1

HISTORY

HISTORY

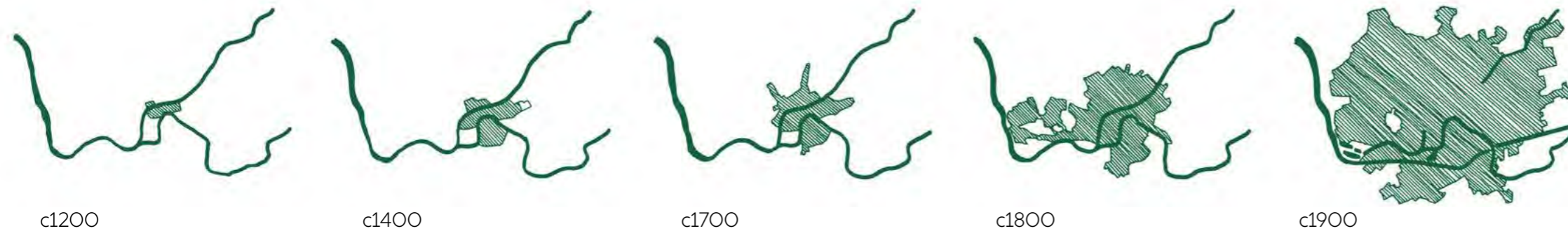
INTRODUCTION

The history of Bristol Harbour is interconnected with that of Bristol as a whole. It is a rich, compelling and multifaceted history with multiple narrative branches touching upon technical innovation, social history, engineering and industrial heritage, urban form, natural history, the post-industrial era and more.

Much has been written about this history, whether focussing on the technical innovation represented by the Floating Harbour as a work of engineering, on the administrative history of the Port of Bristol or as part of wider histories of the City as a whole. The purpose of this section is not to reproduce or summarise these histories but to pull out key threads and streams that will be useful for the development of the Place Shaping Strategy, particularly in relation to developmental and urban change. The texts have been written with a view to having an impact, in due course, on what happens in the Harbour in the future, and what is advocated for within the Strategy.

With that in mind, some key historical and developmental narratives are summarised, and a review of heritage significance across the Bristol Harbour area is included. As baseline data this sets out significance in terms of statutory listing, Conservation Areas and Council-identified landmark buildings. It is hoped that the project ends with a richer and more collectively-authored picture of significance, value and narrative in the Harbour.

HISTORIC DEVELOPMENT



Bristol Harbour 13th Century - 20th Century

The early history of Bristol Harbour is best told at the scale of the city as a whole, and it is of course a story intertwined with the flow of water. Bristol originally grew up in the land between the rivers Frome and Avon, and the city's original market and harbour were situated on the river Avon besides (and sometimes astride) Bristol Bridge. By the 15th century this market was of national and international significance, and the complexities of the Avon gorge were an advantage, providing security to boats and traders.

Bristol's development for many centuries radiated out from this point, with Redcliffe, south of the Avon, already a developed parish by the 1400s but the majority of the Harbour area remaining undeveloped countryside.

The 18th century saw an explosion of urban development capitalising upon the city's prosperity, industrial activity, and international trade, including of slaves. This development included Queen's Square (1700-1729) on former marsh land and Clifton, representing the first substantial growth of the city westward toward the coast.

Bristol continued to develop rapidly in the 19th century, and its industrial and dock activity grew with it. The river Avon as an industrial waterway, which had for many centuries been advantageous due to its providing a 'safe harbour' from aggressors, was by now an inconvenience, with the huge tidal range making the harbour uncompetitive and inconvenient.

This led to the creation of the Floating Harbour (1804-9), which involved 'locking' the existing river Avon and creating a new tidal channel, the New Cut, to accommodate tidal changes in the Avon. An extensive, non-tidal locked space was created out of the former river, with industrial activity lining it, surrounded by the ongoing rapid expansion of the city. The Frome river, also known as the Danny, was culverted and built over within the city during this period.

The story of Bristol Harbour is now best told by zooming in to the Harbour itself rather than the city as a whole.

Bristol Harbour Timeline

- 1802:** Date of William Jessop's proposal to dam and lock the Avon
- 1804-1809:** Construction of the Floating Harbour
- 1830:** I. K. Brunel's underfall sluices built to deal with ongoing silt issue
- 1843:** SS Great Britain built to Brunel's designs within the Harbour
- 1848:** Docks Company acquired by Bristol City Council Further improvements designed by Brunel
- 1867:** Works began on Docks at Avonmouth and Portishead
- 1872:** Opening of the Bristol Harbour Railway
- 1880:** Construction of Hydraulic engine house at Underfall yard, designed to power cranes, bridges and locks throughout the Harbour.
- 1893:** Opening of the Clifton Rocks Railway, connecting the western end of the harbour to Clifton.
- 1908:** Construction of Royal Edward Dock extension
- 1934:** Closure of the Clifton Rocks Railway
- 1966:** Publication of the Bristol City Centre Policy Report, which proposed multiple new inner-city highways.
- 1970:** The SS Great Britain returns to the Harbour
- 1971:** First Bristol Harbour Festival
- 1972:** Publication of the (Casson Conder) Bristol City Docks Redevelopment Study
- 1975:** Closure of the Harbour for commercial/dock use
- 1977:** Opening of the Royal Portbury Dock
- 1978:** Opening of Bristol Industrial Museum
- 1998:** Publication of the City Docks Development Plan
- 2000:** Construction of @Bristol (now We the Curious), Capricorn Quay, The Point, The Quays, and Valentine's Bridge.
- 2005:** Completion of SS Great Britain restoration
- 2006:** Construction of Canons Marsh (Phase 1) and Invicta. Closure of Bristol Industrial Museum
- 2009:** Construction of Great Western Dockyard and Gasworks
- 2011:** Opening of M-Shed
- 2015:** Adoption of Bristol Central Area Action Plan
- 2016:** Construction of Wapping Wharf (Phase 1)
- 2019:** Construction of Finzel's Reach and Brandon Yard



Bristol Harbour in 1904 black-filled buildings are those closely associated with the harbour. We can see the close interrelation of Docks and the wider city.

Bristol Harbour 19th-20th Century

The Floating Harbour was further improved to the designs of Isambard Kingdom Brunel in the 1840s; these improvements allowed the harbour to properly compete with Liverpool and maintain its significance in international logistics until the mid twentieth century. As well as logistics and dock activity the harbour was by this point globally significant in shipbuilding, with the SS Great Western (1838) and the SS Great Britain (1843) notable vessels.

Harbourside wharves, warehouses and storage sheds were built, toward the established centre of the city these were dense, urban buildings such as Bush House (1830-6, now housing the Arnolfini), the Wait and James the Grain Warehouse (1869) and the WCA building (1909), but further west (and later in history) they tend toward more abstract and industrialised forms, examples include the A, B and C Bond Warehouses (1903, 1908 and 1920 respectively), M and L Sheds (1948 and 1951) and the Brooke Bond tea packing plant of 1957.

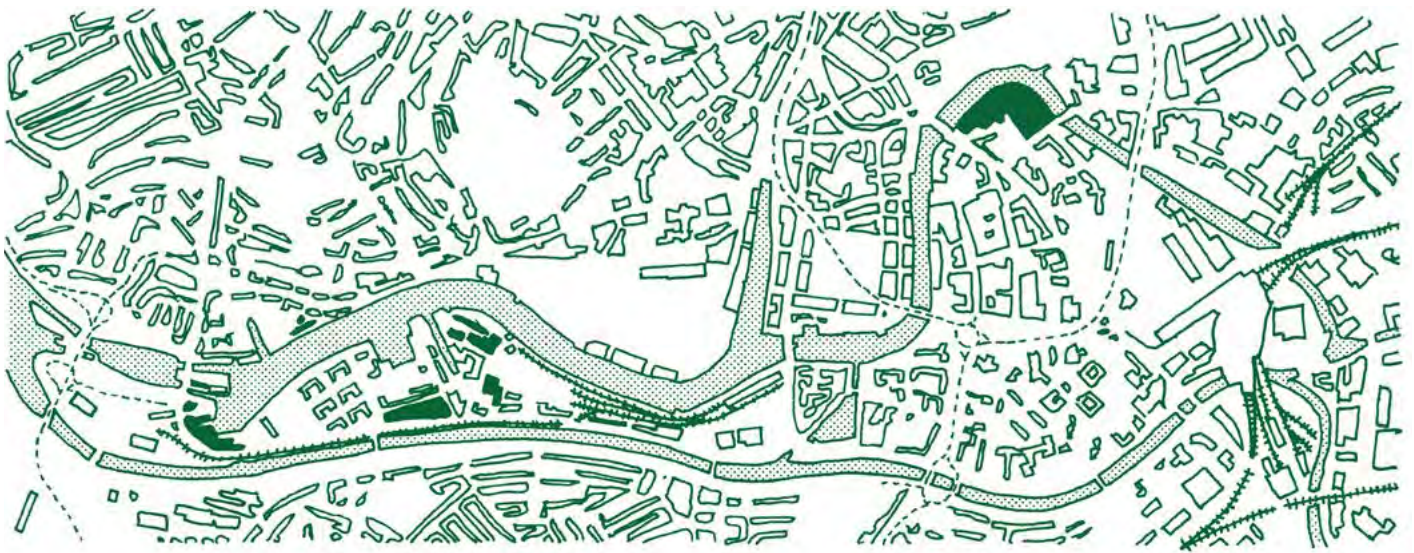
The Bristol Harbour Railway, which connected the spaces of the Harbour to Bristol Temple Meads Station and thereby to the rest of the

UK, opened in 1872 and extended to Wapping Wharf in 1876, this remained operational until the 1980s and a stretch remains as a heritage railway.

Even in the 1860s the meanders of the Avon were an issue for increasingly large vessels, such that new port infrastructure was built at Portishead (1860s) Avonmouth (1908) and a deep water facility at Royal Portbury (1972), all close to the mouth of the Avon.

Brunel's works to improve the sluicing of silt led to substantial works at what became known as Underfall Yard, built as the docks' main maintenance facility and still performing some of this role today, in many surviving 1880s buildings.

Bristol suffered extensive damage during bombing raids in World War II, leading to substantial inner city redevelopment. In common with other urban areas, opportunities were taken to clear slum areas and introduce new through-routes, raised carriageways and bypasses, including through Redcliffe and Queen's Square. Much of the road infrastructure of this period was removed in the 1990s, or



Bristol Harbour in 1991 we can see the spatial and social opportunity represented - and here partially fulfilled- by the closure of the Docks in 1977.

brought back to street level. The Docks closed in 1977, but prior to this in 1969 a plan for their partial infilling was prepared, partially to make way for substantial (and never delivered) new inner city road networks. A later Redevelopment Study (Casson Conder, 1972), proposed a series of new neighbourhoods across the Bristol Harbour area but was only partially delivered, partly as a result of the economic crises of the mid 1970s. Instead a large amount of industrial, warehousing and infrastructure (including cranes and a long section of the Harbour railway) have survived to find new uses and purpose.

The post-industrial Bristol Harbour changed in more ad-hoc, incremental and opportunistic ways than the comprehensive approach envisaged in the early 1970s. Development has happened across multiple sites and locations, among them Merchants Landing (1984), Baltic Wharf (1986), the Point (2001), and through the reimagining of existing buildings, particularly at Finzel's Wharf (2006-ongoing, partly occupying a former sugar refinery and brewery complex) and multiple buildings along the Redcliffe Backs. Canon's Marsh, which had gasworks, railway sidings and other harbour infrastructure during

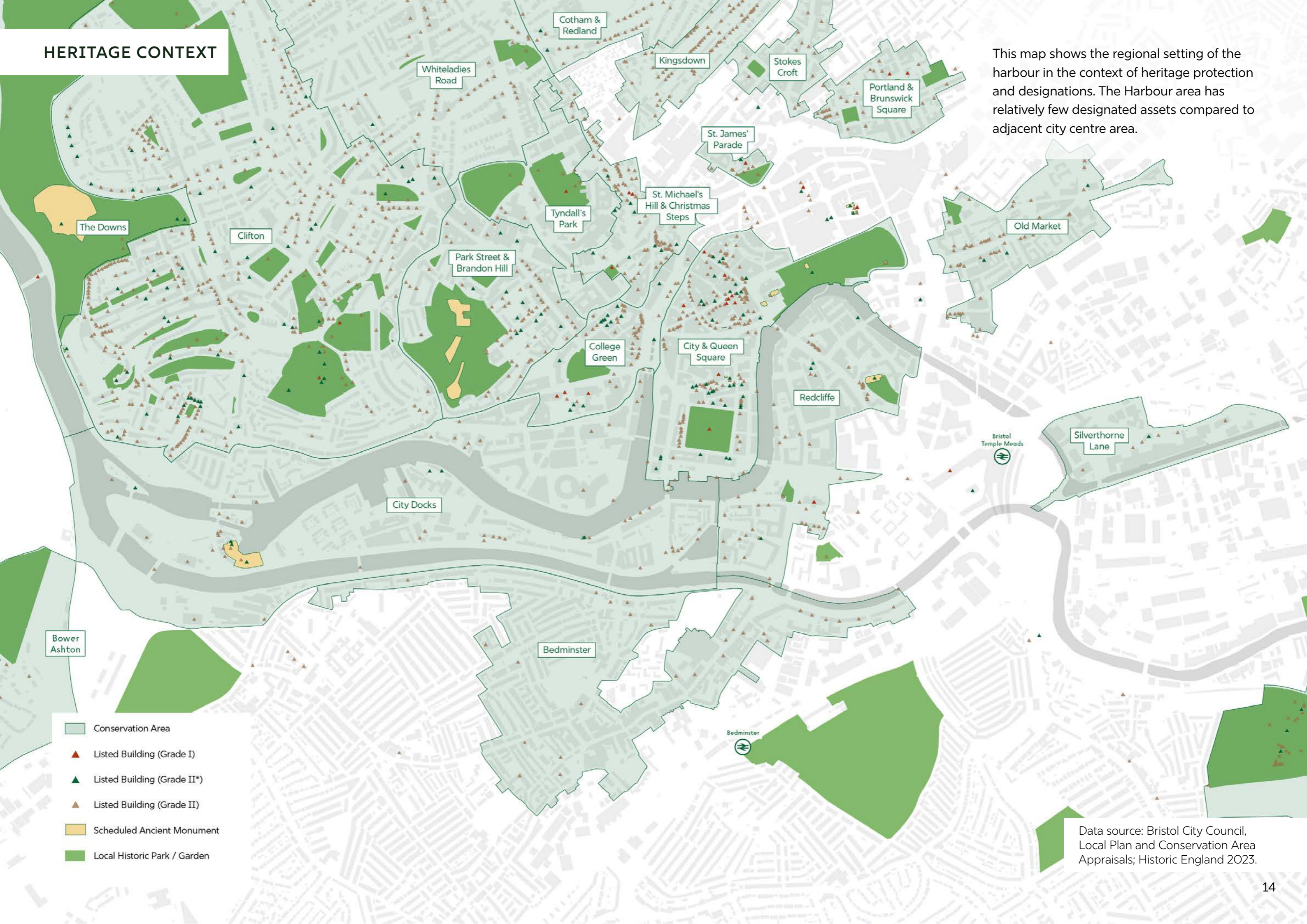
the Harbour's industrial period, lay derelict from the 1970s onwards but was redeveloped as Harbourside using Millennium Commission funding and a 1998 masterplan, which involved the reuse of existing industrial structures as well as substantial new mixed-use development.

Beyond development, the post-industrial Harbour has become home over several decades to a complex and vital array of makers and cultural organisations occupying, in a multitude of ways, the ex-industrial spaces and buildings of the Harbour, among them Spike Island (1974-, current premises 1992-), Bristol Industrial Museum (1975-2008, and now M Shed), Aardman Animation, Puppet Place and many others, including independent artists and makers, plus companies associated with chandlery, boat building and maritime supplies.

Multiple clubs, societies and youth organisations have also appeared in the post-industrial era to make use of the water (see p.42-49), and the Harbour plays a significant role in Bristol's tourist offer, particularly through the presence of many survivors from the industrial period, such as the SS Great Britain and the Great Western Dockyard and Underfall Yard.

HERITAGE CONTEXT

This map shows the regional setting of the harbour in the context of heritage protection and designations. The Harbour area has relatively few designated assets compared to adjacent city centre area.

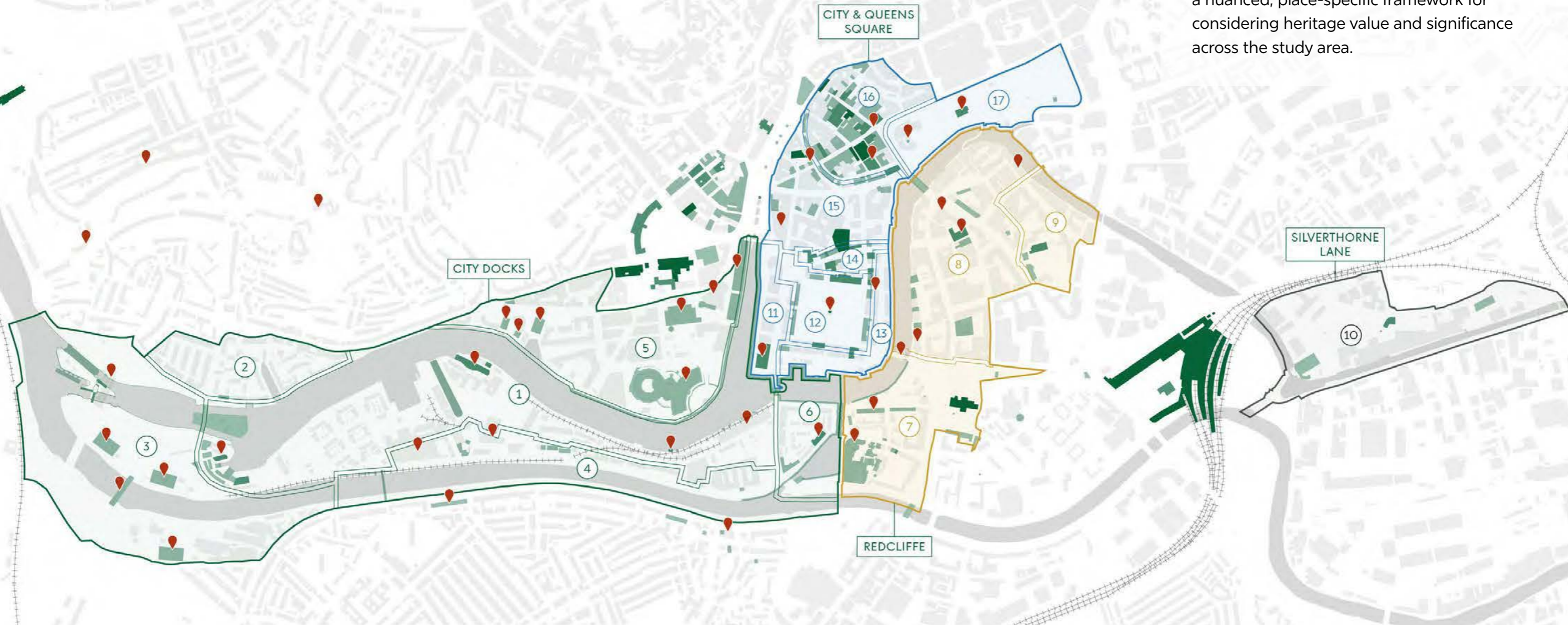


- Conservation Area
- Listed Building (Grade I)
- Listed Building (Grade II*)
- Listed Building (Grade II)
- Scheduled Ancient Monument
- Local Historic Park / Garden

Data source: Bristol City Council, Local Plan and Conservation Area Appraisals; Historic England 2023.

CONSERVATION

This map gives a picture of the Conservation context across (and adjacent to) Bristol Harbour. Existing conservation and heritage designations cover the vast majority of the project area, with the eastern end of the Eastern Reaches a notable exception. The distinct Conservation Areas and character areas within them provide a nuanced, place-specific framework for considering heritage value and significance across the study area.



Character Areas Key

City Docks

- 1 The Floating Harbour
- 2 Pooles Wharf
- 3 Cumberland Basin
- 4 Cumberland Road & The Cut
- 5 Canons Marsh
- 6 Bathurst Basin

Redcliffe

- 7 South Redcliffe
 - 8 North Redcliffe
 - 9 Temple
- #### Silverthorne Lane
- 10 Silverthorne Lane

City & Queens Square

- 11 Prince Street Narrow Quay
- 12 Queen Square
- 13 The Grove Welsh Back
- 14 King Street
- 15 Baldwin Street
- 16 Mediaeval City
- 17 Castle Park

- Listed Building (Grade I)
- Listed Building (Grade II*)
- Listed Building (Grade II)
- 📍 Landmark buildings

Data source: Bristol City Council, Local Plan and Conservation Area Appraisals; Historic England 2023.

KEY ENGAGEMENT NARRATIVES: HISTORY

Industrial and Maritime Heritage

Bristol Harbour is a vital part of the city's tourist and visitor offer, and central to peoples' imaginations of Bristol, thanks in large part to its array of heritage assets. All of these have their roots in the area's long history of industrial and maritime activity. The Floating Harbour itself can be understood as a distinct heritage asset - and remarkable work of industrial ingenuity - in and of itself.



Above Rolt's Boat Yard, Albion Dock

Right former Tramway Generating Station, Eastern Reaches

More than one place

Bristol Harbour is not one place but many, with distinct atmospheres and narratives. This is reinforced, positively, by existing conservation area frameworks and the character areas they set out. Though there are many notable structures and narratives in the Eastern Reaches, this part of the Harbour is not thought of so readily as 'part of the harbour' in the public imagination.

Living Heritage

Maritime and industrial activity are ongoing in the harbour and are part of its 'living' heritage, whether in the form of scheduled ancient monuments like Underfall Yard or as one of the array of maritime businesses, clubs and organisations that exist here. There is a strong desire to protect and enhance these activities throughout the Harbour, and an opportunity to find new ways of valuing the role of them in the life of the city.





Above The return of the SS Great Britain back to the Harbour in 1970 is the beginning, for some, of the life of the harbour as a public part of the city, rather than as a space dominated by logistics and warehousing.

Diverse Stories

There is an understanding that the historical narratives 'told' by the Harbour are broader and more diverse than typically presented, and more could be done to reveal and celebrate these broader stories. This aligns with Visit West's 'growth theme' of Heritage Reinterpreted and its emphasis on how we tell 'everyone's stories', contributing to a sense that the Harbour is well placed to support broader heritage and tourism strategies.



2

PEOPLE & COMMUNITIES

PEOPLE & COMMUNITIES

INTRODUCTION

Bristol is home to diverse networks of people and communities. In population terms, it is one of the densest and fastest growing regions in the south west, a trend which is set to continue with a number of large residential led developments in the pipeline.

The city is one of the youngest in the country, with a well established professional young adult population and a strong reputation for cultural production. However, the central areas around Bristol Harbour can vary greatly in their demographic make-up. For example, one of the wards with the highest household deprivation in the centre of the city, Redcliffe South, sits directly next to one of the least, Redcliffe Temple. A priority for emerging strategies should be to ensure that Bristol Harbour is a place for all.

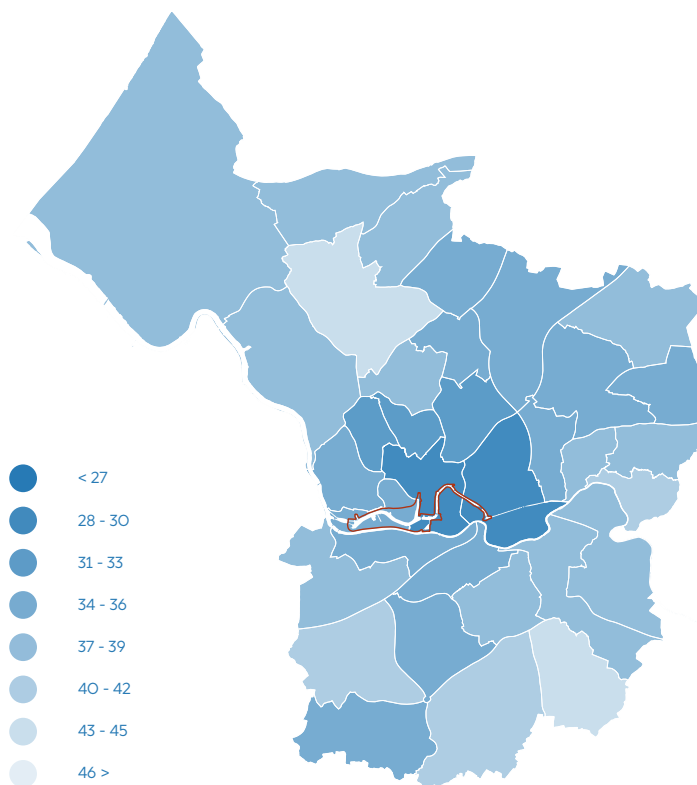
Bristol as a city, and Bristol's Harbour particularly, have an unusually vital, diverse and well-established network of socially focussed organisations, cultural producers and community groups. Some specifically aim to enable access to the waterspace of the Harbour and others either involve the Harbour in their activities or would benefit from doing so.

CITY-WIDE DEMOGRAPHICS

Mean Age

The mean age of a person or a group of people in Bristol is 36.6 years compared to the mean age nationally being 40.2 years as per the 2021 census.

The city centre, specifically Central Bristol and Lawrence Hill have the lowest mean age, and in general age increases as we move further out of the city centre. The area of Bristol Harbour is not an exception to this overall pattern.

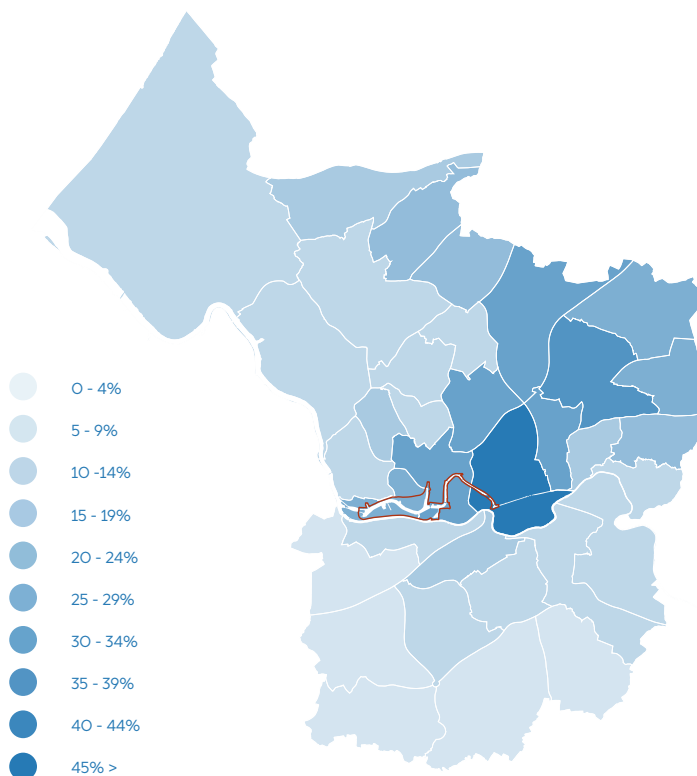


Data source: ONS Census 2021 with supplementary data from BCC.

Ethnic Minorities

This map illustrates the percentage of ethnic minority people across Bristol's wards.

The highest percentages of ethnic minority people lie in the city centre, particularly concentrated in Lawrence Hill ward to the immediate east of the city centre, and then concentration ranges out particularly to the north east wards. This ward intersects with densely built-up stretches of the Floating Harbour and the Feeder Canal but feels far away from Spike Island and areas of Bristol Harbour that provide public leisure amenity.



Data source: ONS Census 2021 with supplementary data from BCC.

Household Deprivation

This map illustrates the percentage of homes affected by 1 or more dimensions of deprivation. Following this definition, the highest levels of deprivation in the city lie in the outer wards with Lawrence Hill being the most deprived central ward. In wards close to Bristol Harbour the level of deprivation aligns quite closely with high percentages of ethnic minority communities.

The dimensions of deprivation used to classify households are indicators based on four selected household characteristics:

Health

A household is classified as deprived in the health dimension if any person in the household has general health that is bad or very bad or is identified as disabled. People who have

assessed their day-to-day activities as limited by long-term physical or mental health conditions or illnesses are considered disabled. This definition of a disabled person meets the harmonised standard for measuring disability and is in line with the Equality Act (2010).

Education

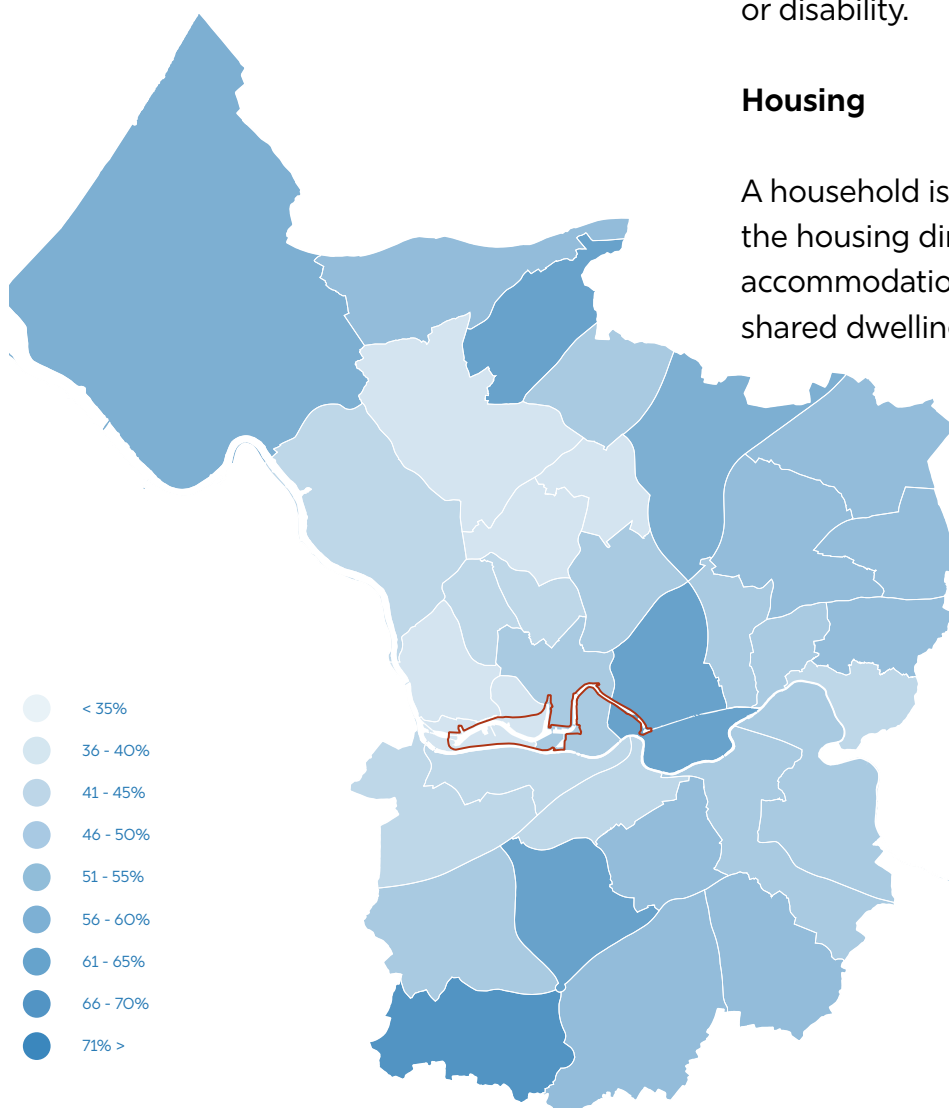
A household is classified as deprived in the education dimension if no one has at least level 2 education and no one aged 16 to 18 years is a full-time student.

Employment

A household is classified as deprived in the employment dimension if any member, not a full-time student, is either unemployed or economically inactive due to long-term sickness or disability.

Housing

A household is classified as deprived in the housing dimension if the household's accommodation is either overcrowded, in a shared dwelling, or has no central heating.

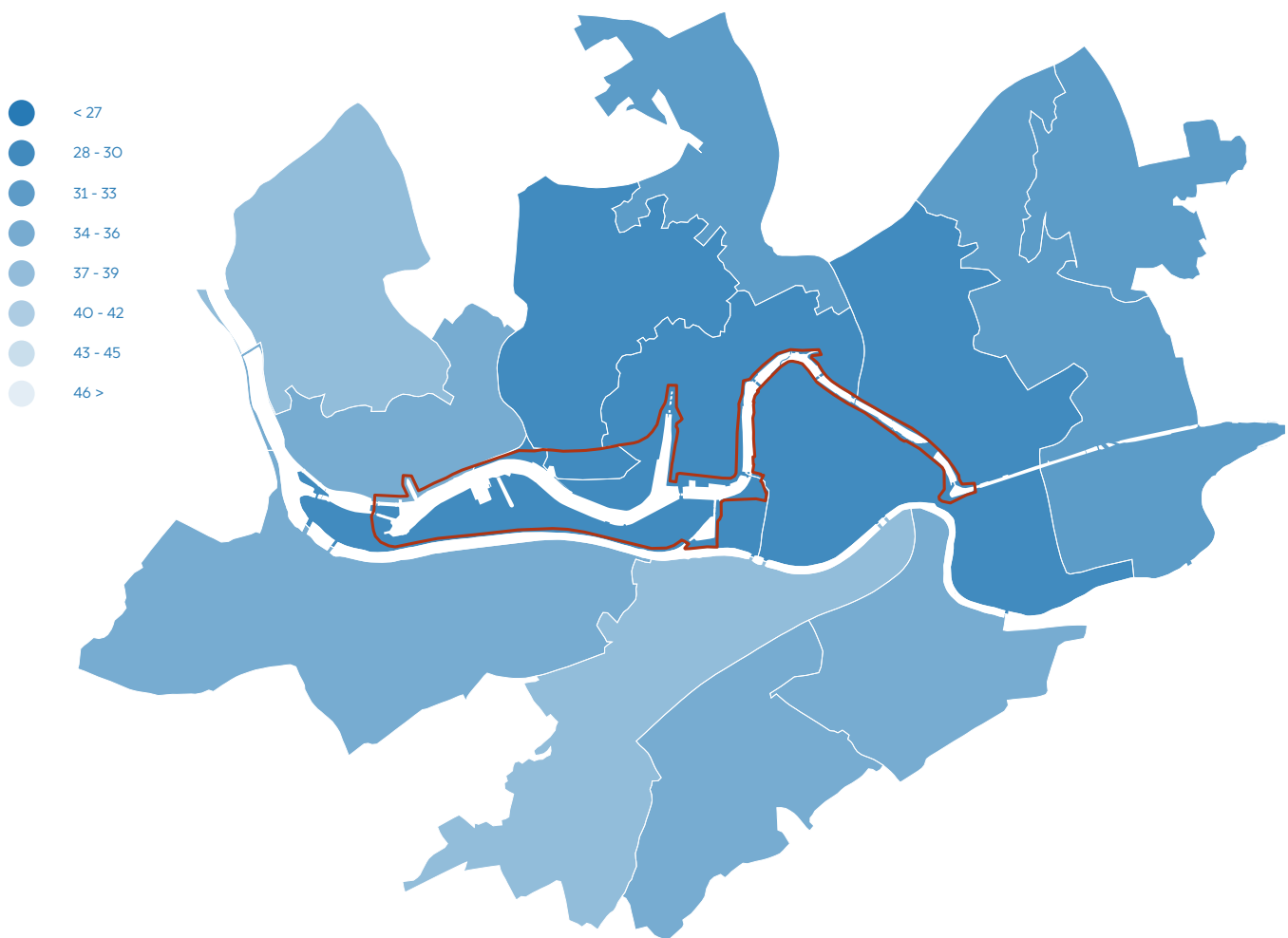


Data source: ONS Census 2021 with supplementary data from BCC.

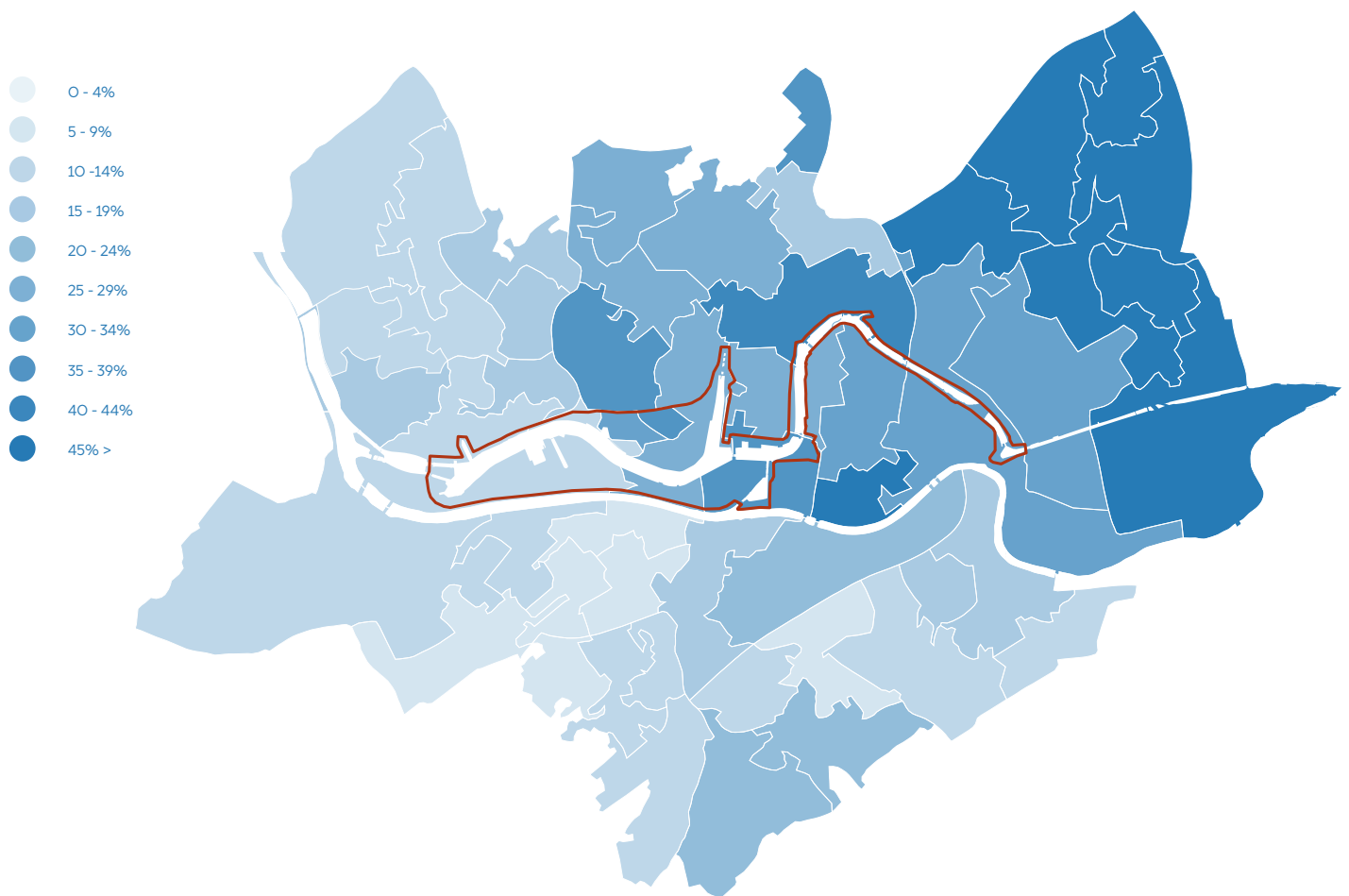
HARBOUR DEMOGRAPHICS

Mean Age

The mean age of a person or a group of people in the areas directly surrounding Bristol Harbour is 33.3 years compared to Bristol as a whole where the mean age is 36.6 years and nationally where it is 40.2 years as per the 2021 census. This broadly aligns with the condition across the City centre. There is a strong 'step up' in age south of the New Cut.



Data source: ONS Census 2021 with supplementary data from BCC.



Data source: ONS Census 2021 with supplementary data from BCC.

Ethnic Minorities

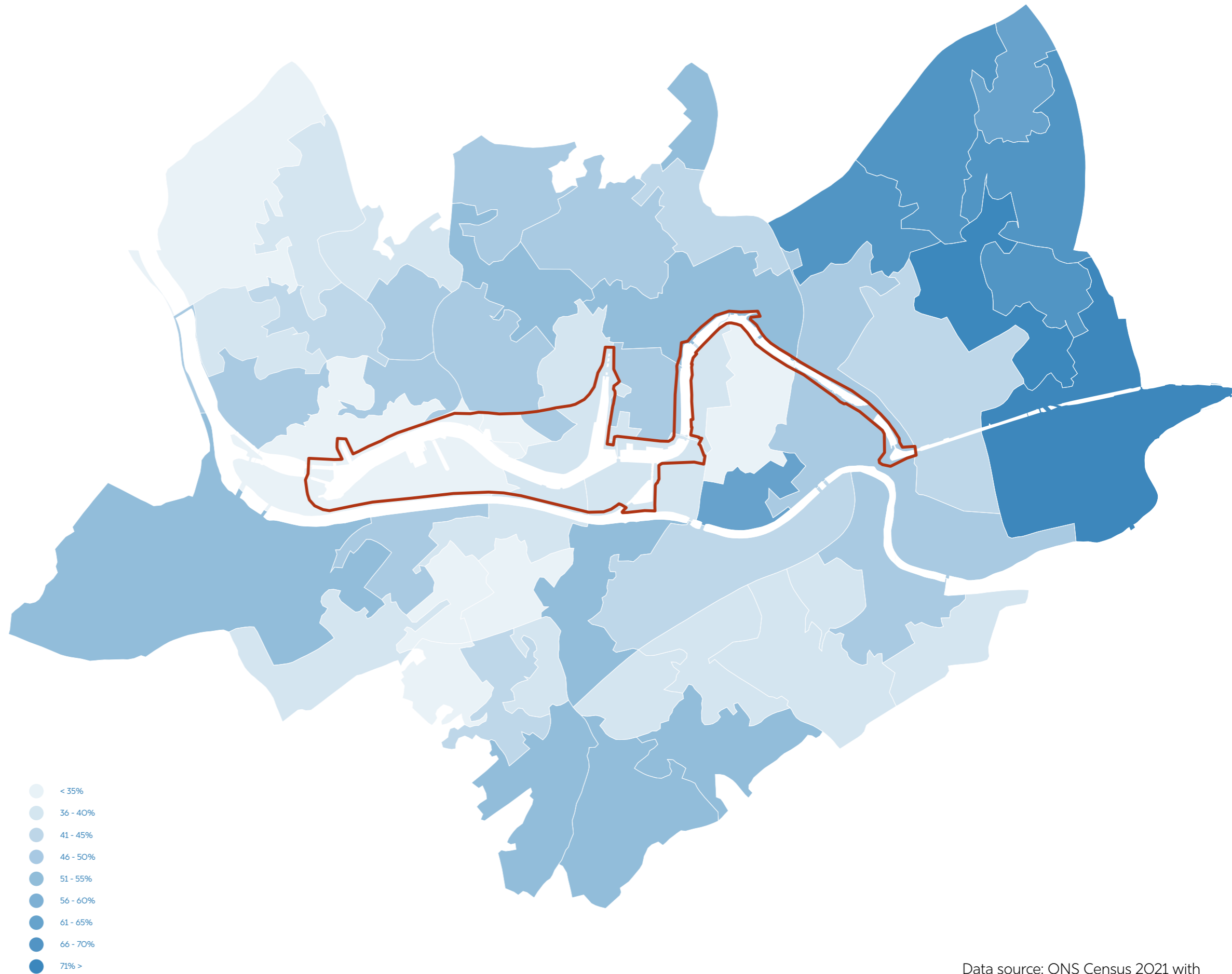
This map illustrates the percentage of ethnic minority people in Bristol's wards, shown at the 'Lower Layer Super Output Areas' level, which is a finer grain than wards.

At the city scale the areas with higher percentages of ethnic minorities lie to the north east of the study area. Redcliffe South stands out as an area adjacent to Bristol harbour that has a higher percentage of ethnic minorities than others.

Household Deprivation

This map illustrates the percentage of dwellings affected by 1 or more dimensions of deprivation. At Lower Layer Output Area level the highest level of deprivation sit in the output areas to the east of Bristol Harbour. The biggest contrast between two neighbouring output areas is between Redcliffe Temple and Redcliffe South, with the former being one of the least deprived areas and the latter one of the most. Redcliffe South is an anomaly in terms of City centre deprivation, suggesting that it might be a particular focus of efforts to boost and broaden access to the Harbour.

For more on dimensions of deprivation, and definitions, please see [p.22](#).



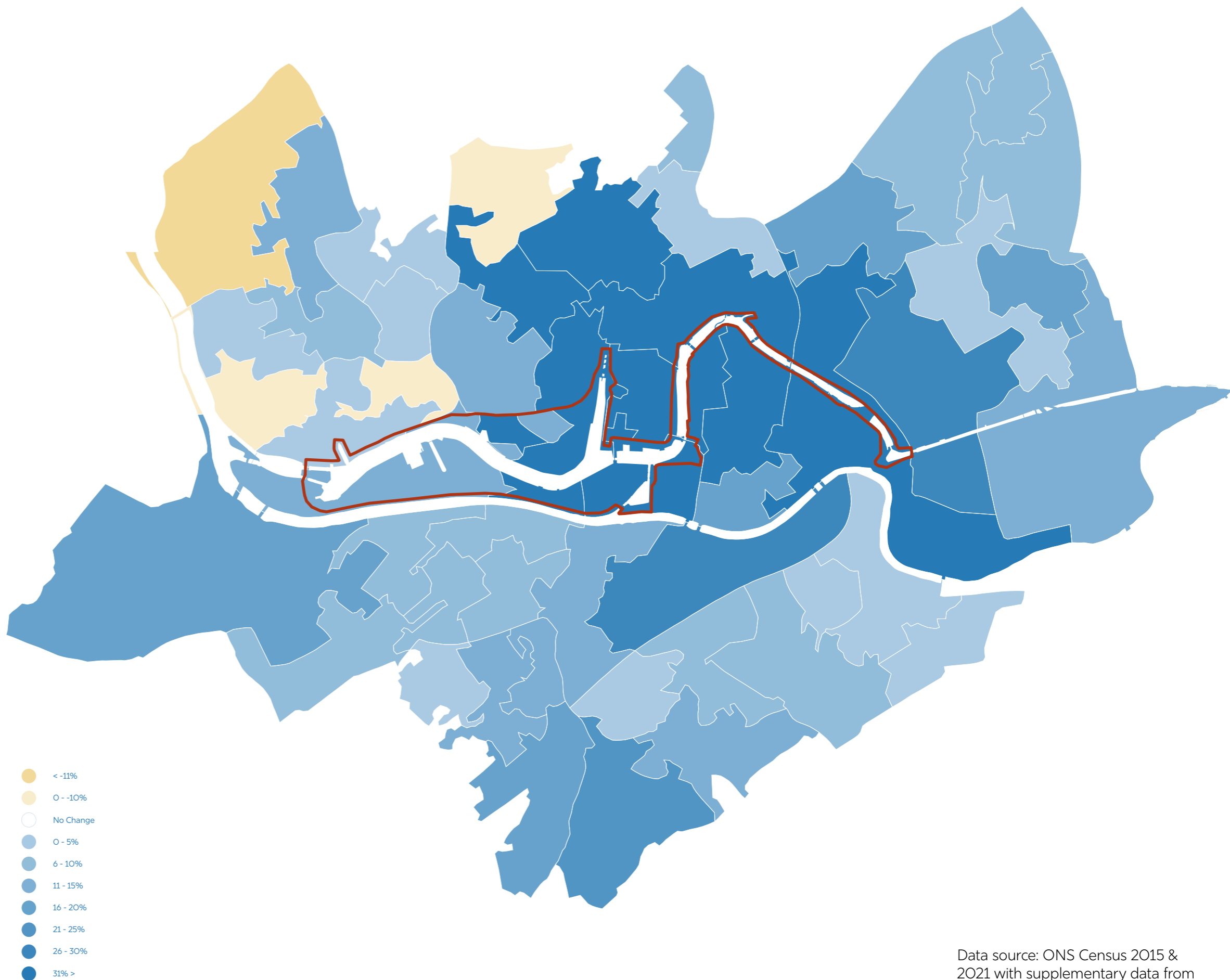
Data source: ONS Census 2021 with supplementary data from BCC.

Population Change

In the 10 years between the 2011 and 2021 censuses, Bristol's population increased by 10.3%. This is one of the fastest rates in the south west region, and it was focussed on central regions of the city amongst young adults. In particular, the regions to the east of the study area saw significant population increases of over 30%.

Emerging developments throughout Bristol Harbour are in the pipeline, and will have a significant impact on both the balance of the population throughout the area, and quantity of residents who are in close proximity to the water. For example, the three key regeneration areas are Western Harbour, City Centre and Bristol Temple Quarter and St Philip's Marsh. Their emergence, which is beyond the scope of the Place Shaping Strategy, should nevertheless be taken into account to provide the context of future changes to Bristol Harbour's population.

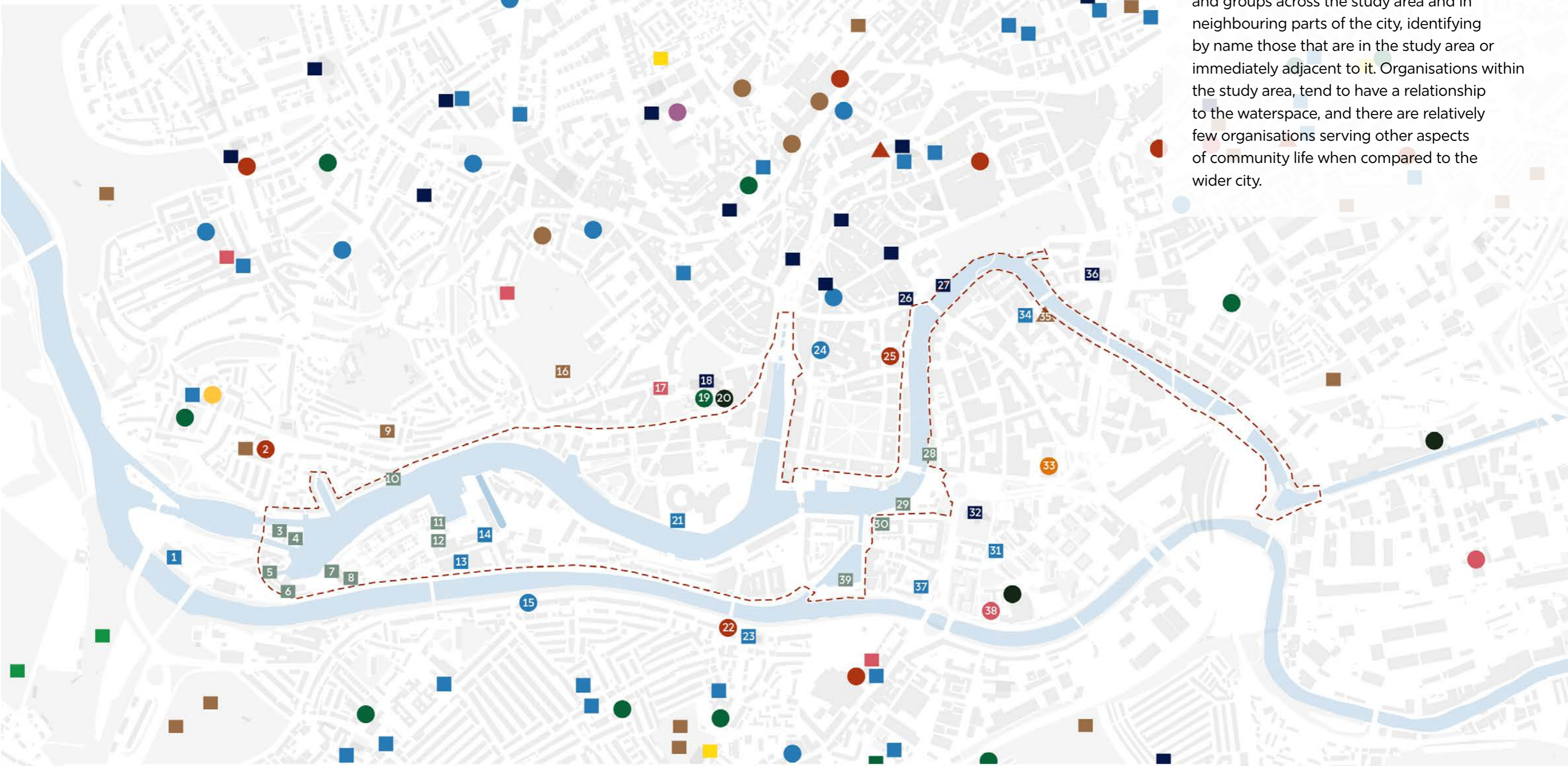
Other future changes in Bristol Harbour's population are coming with the development of key harbourside sites, including Baltic Wharf, Maritime Car Park, Redcliffe Wharf and Castle Park Depot. These are at various stages of development, please see **Development**, p.74-75.



Data source: ONS Census 2015 & 2021 with supplementary data from BCC.

ORGANISATIONS & COMMUNITY

This map identifies community organisations and groups across the study area and in neighbouring parts of the city, identifying by name those that are in the study area or immediately adjacent to it. Organisations within the study area, tend to have a relationship to the waterspace, and there are relatively few organisations serving other aspects of community life when compared to the wider city.



- Hospital
- Food Bank
- Faith Space
- GP
- Job Centre
- Library
- Dentist
- ▲ Fire Station
- Leisure centres
- Secondary School
- ▲ Police Station
- Play spaces
- Primary School
- Community Centre
- Harbour Organisations
- Nursery
- City farm
- University
- Allotment

- ① Create Centre
- ② Hotwells Surgery
- ③ Urban Pursuit
- ④ Sea Cadets
- ⑤ Adventurous Activity Company
- ⑥ SUP Bristol
- ⑦ All Aboard
- ⑧ Baltic Wharf Sailing Club
- ⑨ Argyle Place Park
- ⑩ Young Bristol
- ⑪ City of Bristol Rowing Club
- ⑫ Bristol Gig Club
- ⑬ Spike Island
- ⑭ Studio Upstairs
- ⑮ Coronation Dental Surgery
- ⑯ Brandon Hill Park
- ⑰ Central Library
- ⑱ Bristol Cathedral
- ⑲ Cathedral Primary School
- ⑳ Bristol Cathedral Choir School
- ㉑ The Pavillion
- ㉒ St John's Room
- ㉓ Your Dentist
- ㉔ The Malago Surgery
- ㉕ St Nicholas Church
- ㉖ St Mary Le Port Church
- ㉗ Bristol Cruising Club
- ㉘ Avon Scout & Guide Canoe Club
- ㉙ Benjamin Perry Activity Centre
- ㉚ FaithSpace
- ㉛ St Mary Redcliffe Church
- ㉜ Bristol Centre Jobcentre
- ㉝ Avon Fire and Rescue Services
- ㉞ Temple Fire Station
- ㉟ Central Church
- ㊱ Redcliffe Hub
- ㊲ Redcliffe Nursery School
- ㊳ John Sebastian Lightship (Cabot Cruising Club)

Data source: Bristol City Council, supplemented with DK-CM research data.

KEY ENGAGEMENT NARRATIVES: PEOPLE & COMMUNITIES



Above Bicycle adventures along Museum Street

Using the harbour

Initial engagement activity suggests that adjacent communities - such as at South Redcliffe - do use the harbour as part of their daily lives in a variety of ways, though they are less likely to use water-related sports & leisure activities and perhaps use the harbour in more informal, hard-to-measure (but nonetheless important) ways such as jogging or dog-walking.

Local Need

Borne out by mapping, local communities identify a lack of good, safe green space and places to play, and it seems that there is strong potential for the Harbour to provide these things. Whilst there is an array of different community, faith and social spaces throughout the wider area it is understood that multi-faith or secular community spaces are hugely valued in order to build social cohesion in the harbour and beyond.



Right The Orchard, Spike Island



Communities on the Water

The multiple clubs and societies on the water, and the significant population of boaters, are all part of a diverse community of water users with a strong stake in the place and who make a significant contribution to the culture and identity of the Harbour.

Balancing visitor experience and everyday life

The current mix of activities on and around the Harbour provides a healthy balance for tourism, leisure and residents, however there are concerns that future development could impact this balance. The right way to balance the needs of communities with the wider needs of visitors and tourists - and the city as a whole - is an important consideration in imagining the future of the Harbour.

3

ACCESS & ACTIVITY

ACCESS & ACTIVITY

This section explores how Bristol Harbour is accessed, both literally in terms of the movement of people, but also in terms of convenience, barriers to access and the literal accessing of the waterspace.

Unlike many other core cities Bristol is not served by a mass transit system and the inner city rail network is limited. This places a greater emphasis on walking, cycling and local public transport as a means of accessing destinations and services in a sustainable manner. That said, Bristol is well-connected regionally and has an established bus network, and in daytime hours there is a ferry service.

Private coaches play an important and often overlooked role in helping visitors access the city; In the context of the harbour there is a greater need for coach drop facilities due to the cluster of tourist hotspots but also a tension in providing this given scarcity of available land. Car parking occupancy levels have also been mapped in order to better understand areas of intensity or underuse.

Pedestrian and cycling infrastructure is well-established and well-used, and walking & cycling rates are much higher than peer cities. Cycling rates are especially high, and the e-scooter trial currently taking place is one of the best used in Europe. A challenge is mobility around the harbour for those with mobility or other impairments, with surface materials, and nighttime safety contributing to this issue.

Many of the bridges that enable key routes and connections are in need of, or undergoing repair, and when a crossing is out of action for necessary works the results can be very






challenging. These crossings are generally at or over-capacity which can create or exacerbate challenges when maintenance is required.

Bristol Harbour benefits from a near-continuous ferry-accessible harbourside walking route, bringing people into close proximity with the water's edge, though in places this connection is weakened, such as with high harbour walls around Castle Park, and in other places entirely severed e.g. along Redcliffe Back.

There is a lively and well established community of clubs and organisations across Bristol Harbour, including ones which focus upon facilitating access to the waterspace but also including a wide variety of community, arts and cultural organisations - many of these owe their presence here to the post-industrial nature and recent history of the Harbour. However, the growth and viability of some of these organisations is constrained due to a lack of storage and facilities space, maintenance burdens of existing buildings, or limitations on access to sites. This section aims to capture the full portrait of these organisations and their access and storage situation, as well as their usage of the waterspace itself, particularly highlighting overlaps and conflicts.

A complex array of services and amenities serving moorings, leisure and sports users of the waterspace exists, though some of this infrastructure is in need of refurbishment or improvement, and there appears to be potential for some increased sharing of facilities. This map benefits from recent mapping of licensed users of the harbour undertaken by the City Council which sets out in detail the existing mooring context.

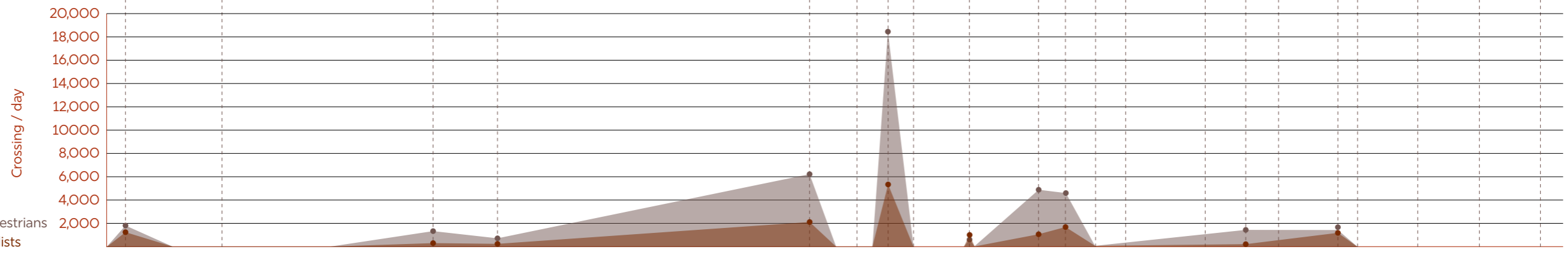
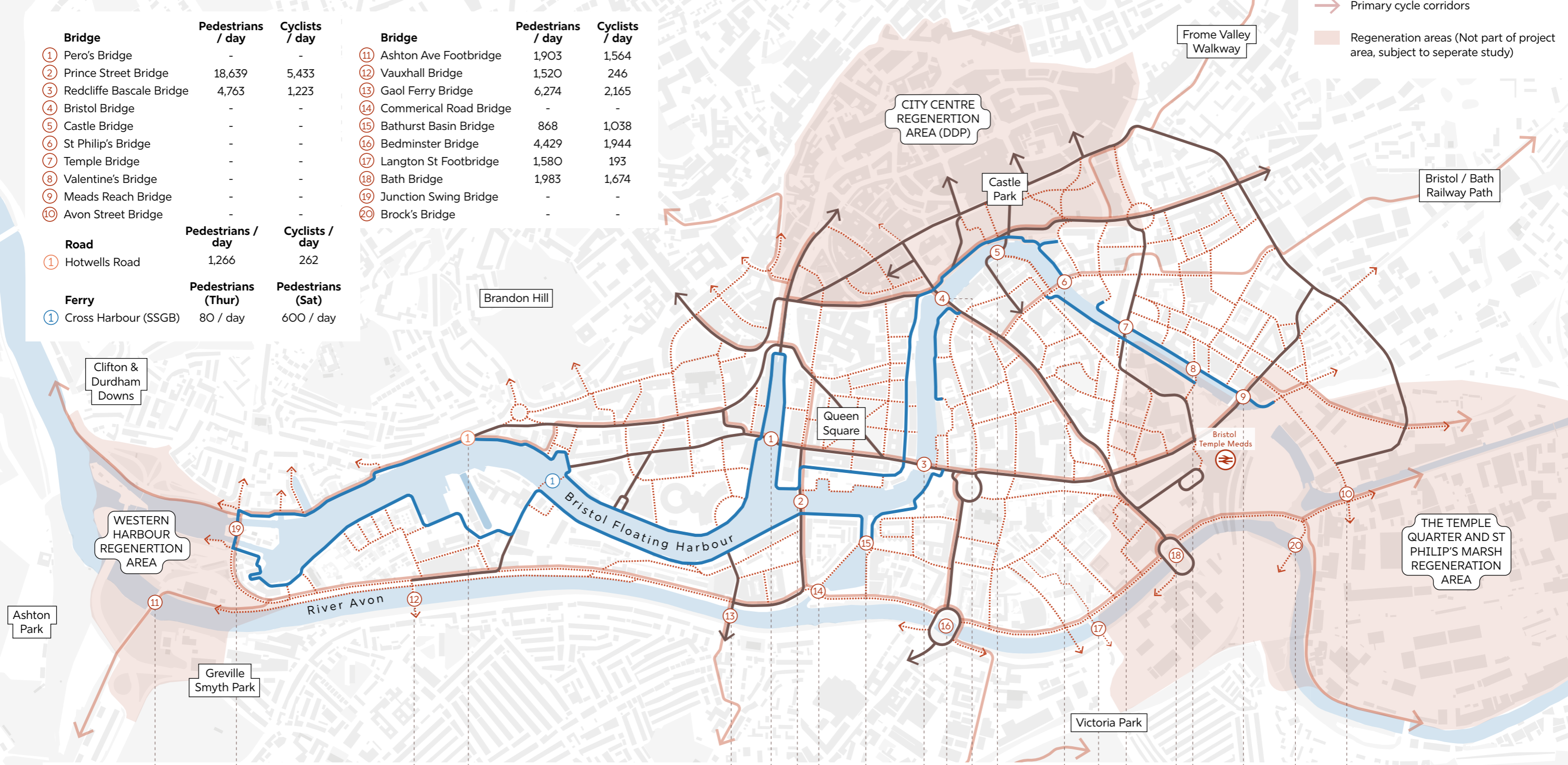
WALKING & CYCLING

-  Primary pedestrian route
-  Secondary pedestrian route
-  Harbourside route
-  Primary cycle corridors
-  Regeneration areas (Not part of project area, subject to separate study)

| Bridge | Pedestrians / day | Cyclists / day | Bridge | Pedestrians / day | Cyclists / day |
|----------------------------|-------------------|----------------|--------------------------|-------------------|----------------|
| ① Pero's Bridge | - | - | ⑪ Ashton Ave Footbridge | 1,903 | 1,564 |
| ② Prince Street Bridge | 18,639 | 5,433 | ⑫ Vauxhall Bridge | 1,520 | 246 |
| ③ Redcliffe Bascale Bridge | 4,763 | 1,223 | ⑬ Gaol Ferry Bridge | 6,274 | 2,165 |
| ④ Bristol Bridge | - | - | ⑭ Commerical Road Bridge | - | - |
| ⑤ Castle Bridge | - | - | ⑮ Bathurst Basin Bridge | 868 | 1,038 |
| ⑥ St Philip's Bridge | - | - | ⑯ Bedminster Bridge | 4,429 | 1,944 |
| ⑦ Temple Bridge | - | - | ⑰ Langton St Footbridge | 1,580 | 193 |
| ⑧ Valentine's Bridge | - | - | ⑱ Bath Bridge | 1,983 | 1,674 |
| ⑨ Meads Reach Bridge | - | - | ⑲ Junction Swing Bridge | - | - |
| ⑩ Avon Street Bridge | - | - | ⑳ Brock's Bridge | - | - |

| Road | Pedestrians / day | Cyclists / day |
|-----------------|-------------------|----------------|
| ① Hotwells Road | 1,266 | 262 |

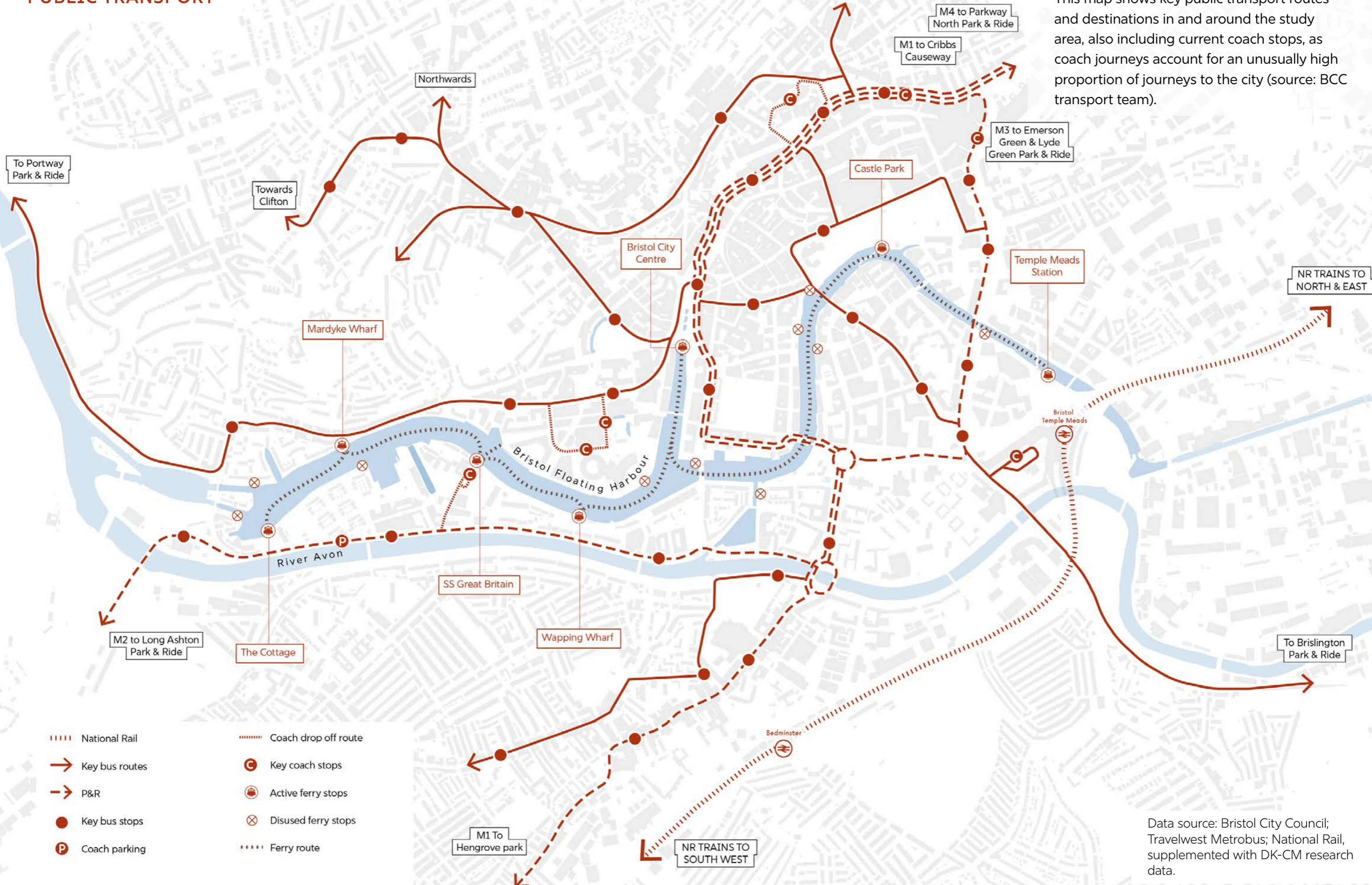
| Ferry | Pedestrians (Thur) | Pedestrians (Sat) |
|------------------------|--------------------|-------------------|
| ① Cross Harbour (SSGB) | 80 / day | 600 / day |



Data source: Bristol City Council; Travelwest Metrobus; DK-CM observations.

PUBLIC TRANSPORT

This map shows key public transport routes and destinations in and around the study area, also including current coach stops, as coach journeys account for an unusually high proportion of journeys to the city (source: BCC transport team).



- National Rail
- Coach drop off route
- Key bus routes
- Ⓞ Key coach stops
- P&R
- 🚌 Active ferry stops
- Key bus stops
- ⊗ Disused ferry stops
- Ⓟ Coach parking
- Ferry route

Data source: Bristol City Council; Travelwest Metrobus; National Rail, supplemented with DK-CM research data.

WATERSPACE: ACCESS (1/2)

This map uses conversations with waterspace user organisations to set out their various facilities, storage, and access methods to the water as a means of understanding water usage as well as understanding how facilities or access might be better provided.
















Around 18,000 water activity participants each year across the waterspace organisations

Young Bristol have participants from five different local authorities, with 78% of participants from Bristol

Participants' age ranges from 8-80+ years old across the different waterspace organisations

Participants from 38 different wards in Bristol

Roughly 50% of All Aboard participants have a disability/long term health condition, are over the age of 50 or are from deprivation backgrounds

- | | | |
|---|---|---|
|  SUP Bristol |  Young Bristol |  Ferry Stop |
|  Sea Cadets |  City of Bristol Rowing Club |  Fishing Area |
|  Harbour Master |  Bristol Marina |  Public Landing Slipway |
|  All Aboard |  Baltic Wharf Sailing Club |  Temporary Swimming Area |
|  Public Boat Store |  Bristol Gig Club |  Large Permanent Boats |

Data source: DK-CM research and engagement data.

WERSPACE: ACCESS (2/2)

This map uses conversations with waterspace user organisations to set out their various facilities, storage, and access methods to the water as a means of understanding water usage as well as understanding how facilities or access might be better provided.

Three organisations focusing on youth participation, particularly young people from deprived backgrounds

Around 10% of all participants are from BAME groups

Majority of all participants are between 14-30 years old

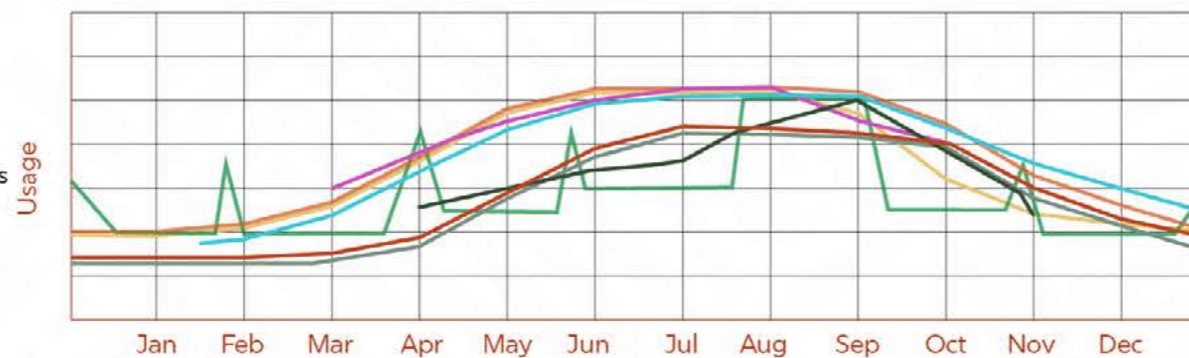
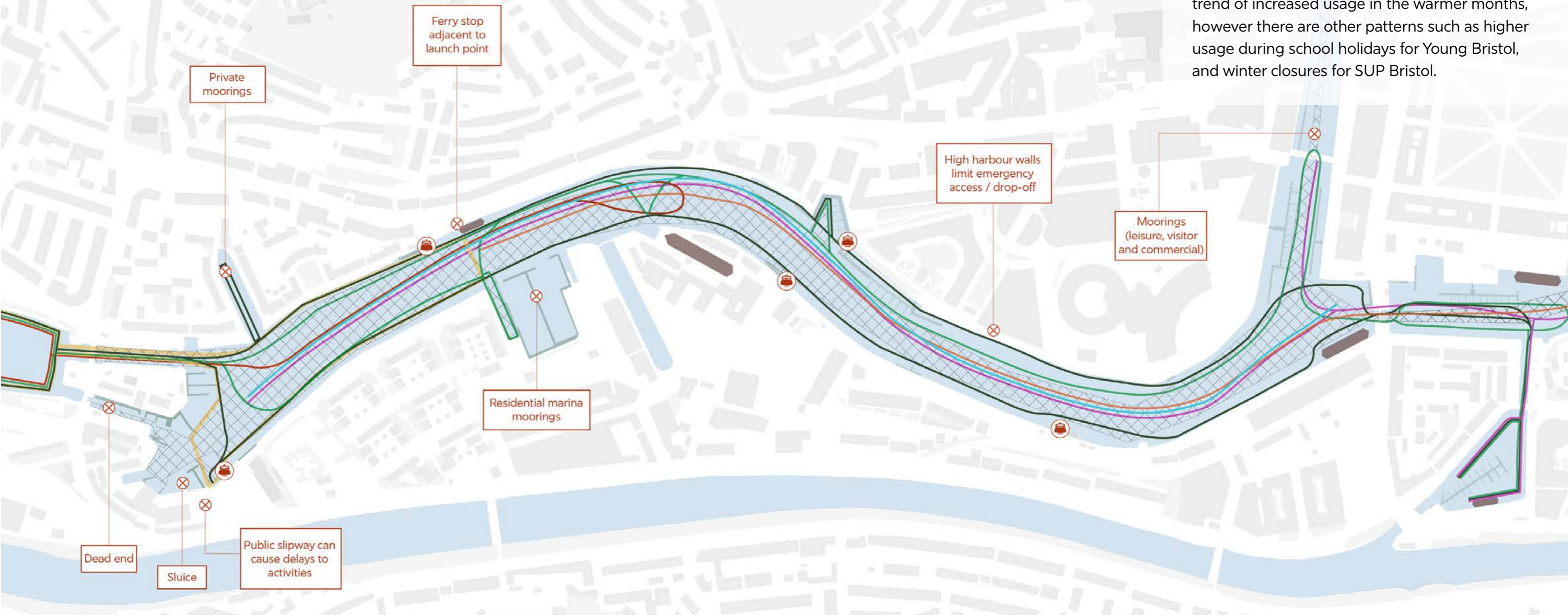
- Benjamin Perry
- Ferry Stop
- Fishing Area
- Public Landing Slipway
- Large Permanent Boats

Data source: DK-CM research and engagement data.

WATERSPACE: USE (1/2)

This map uses conversations with waterspace user organisations to set out their waterspace usage across the year, with a view to understanding potential efficiencies, opportunities and conflicts.

The graph shows levels of usage across the year for each organisation. There is a general trend of increased usage in the warmer months, however there are other patterns such as higher usage during school holidays for Young Bristol, and winter closures for SUP Bristol.



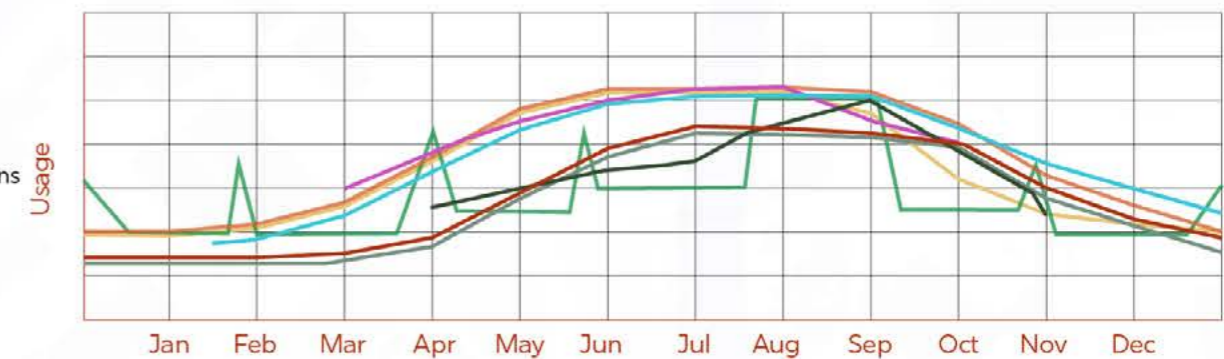
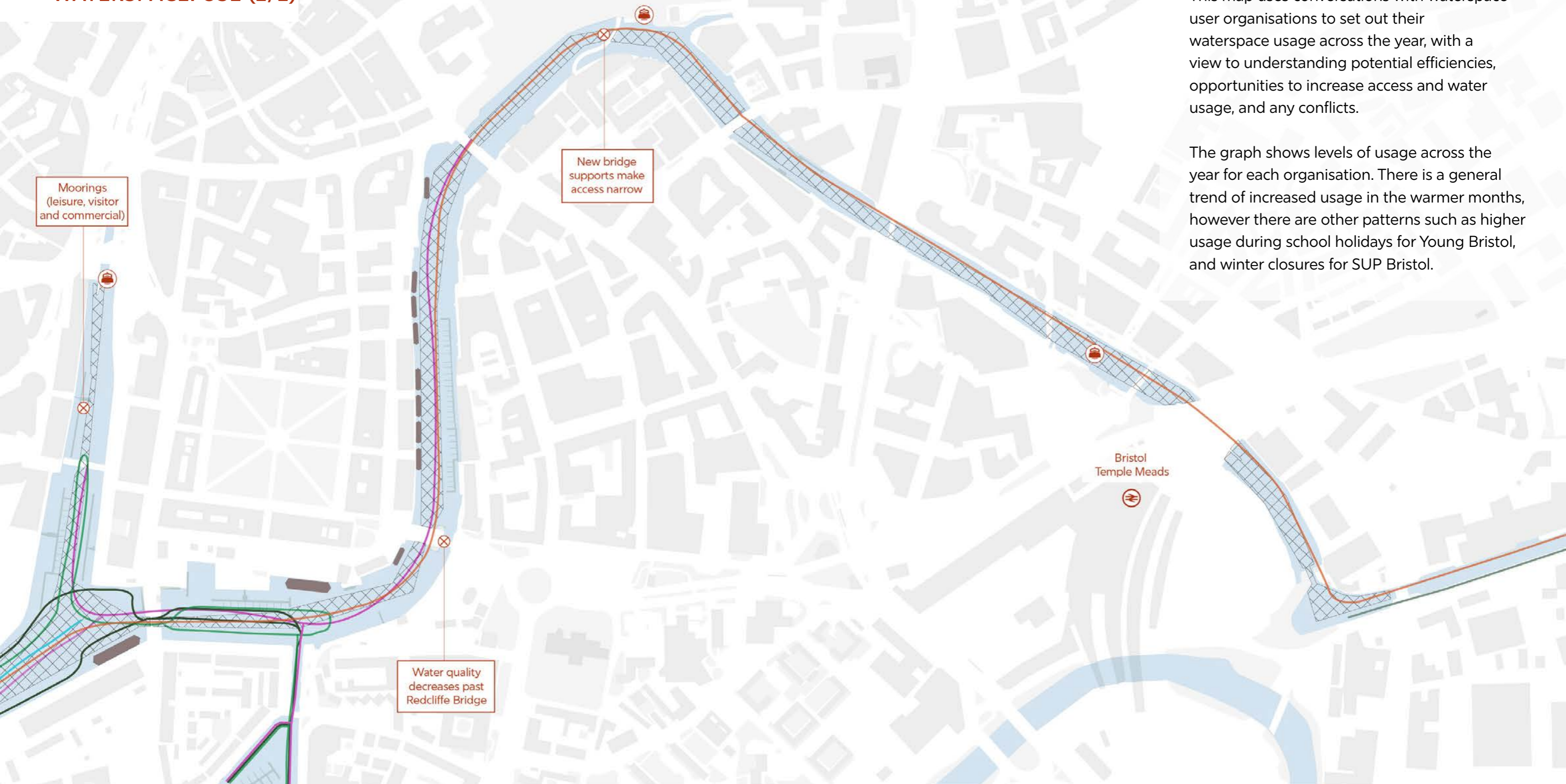
*Graph based on operational business hours over the year and busiest times

Data source: DK-CM research and engagement data.

WATERSPACE: USE (2/2)

This map uses conversations with waterspace user organisations to set out their waterspace usage across the year, with a view to understanding potential efficiencies, opportunities to increase access and water usage, and any conflicts.

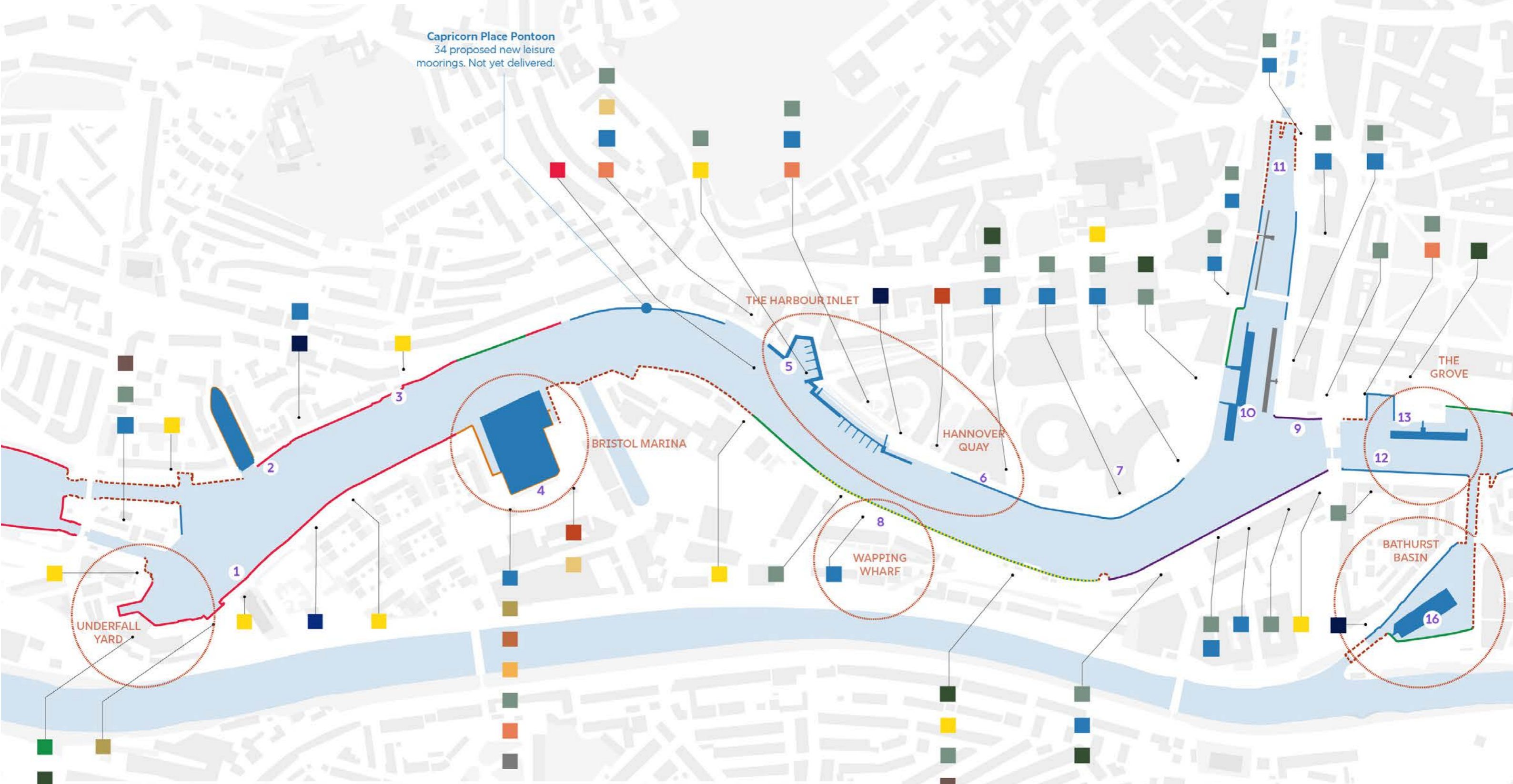
The graph shows levels of usage across the year for each organisation. There is a general trend of increased usage in the warmer months, however there are other patterns such as higher usage during school holidays for Young Bristol, and winter closures for SUP Bristol.



Data source: DK-CM research and engagement data.

*Graph based on operational business hours over the year and busiest times

MOORING & BOATER FACILITIES (1/2)



Capricorn Place Pontoon
34 proposed new leisure moorings. Not yet delivered.

Mooring Areas:

- 1 Baltic Wharf
- 2 Poole's Wharf
- 3 Mardyke Wharf
- 4 Bristol Marina
- 5 Harbour Inlet
- 6 Hannover Quay
- 7 Amphitheatre
- 8 Wapping Wharf
- 9 Bush Corner
- 10 Bordeaux Quay
- 11 St Augustine's Reach
- 12 Merchants Quay
- 13 Grove Moorings
- 14 Redcliffe Back
- 15 Welsh Back
- 16 Bathurst Basin
- 17 Temple Quay

Main Clusters for Boater Facilities

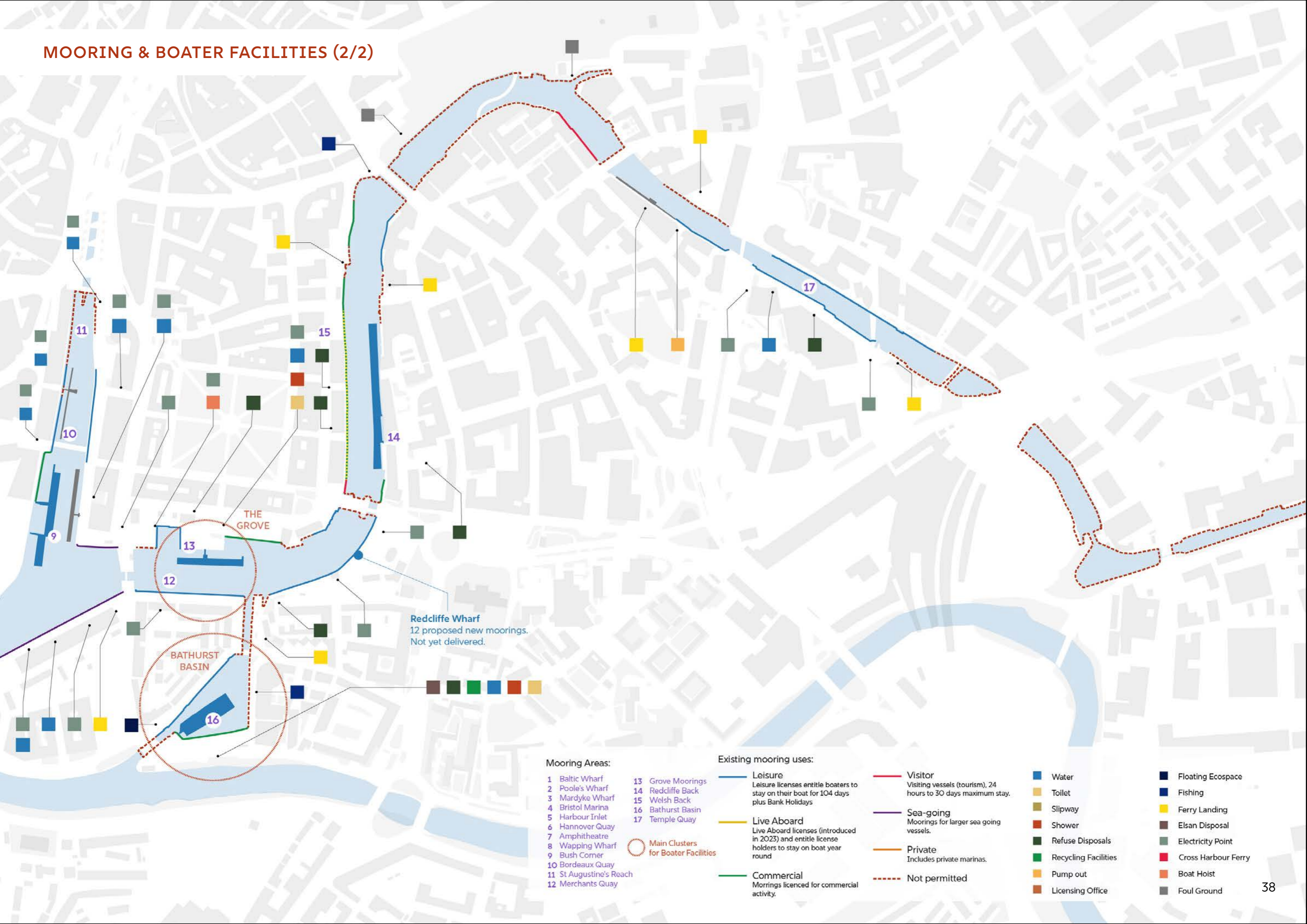
Existing mooring uses:

- Leisure
Leisure licenses entitle boaters to stay on their boat for 104 days plus Bank Holidays
- Live Aboard
Live Aboard licenses (introduced in 2023) and entitle license holders to stay on boat year round
- Commercial
Moorings licenced for commercial activity.
- Visitor
Visiting vessels (tourism), 24 hours to 30 days maximum stay.
- Sea-going
Moorings for larger sea going vessels.
- Private
Includes private marinas.
- - - Not permitted

- Water
- Toilet
- Slipway
- Shower
- Refuse Disposals
- Recycling Facilities
- Pump out
- Licensing Office
- Floating Ecospace
- Fishing
- Ferry Landing
- Elsan Disposal
- Electricity Point
- Cross Harbour Ferry
- Boat Hoist
- Foul Ground

Data source: Bristol City Council, supplemented with DK-CM research data.

MOORING & BOATER FACILITIES (2/2)



Mooring Areas:

- 1 Baltic Wharf
- 2 Poole's Wharf
- 3 Mardyke Wharf
- 4 Bristol Marina
- 5 Harbour Inlet
- 6 Hannover Quay
- 7 Amphitheatre
- 8 Wapping Wharf
- 9 Bush Corner
- 10 Bordeaux Quay
- 11 St Augustine's Reach
- 12 Merchants Quay
- 13 Grove Moorings
- 14 Redcliffe Back
- 15 Welsh Back
- 16 Bathurst Basin
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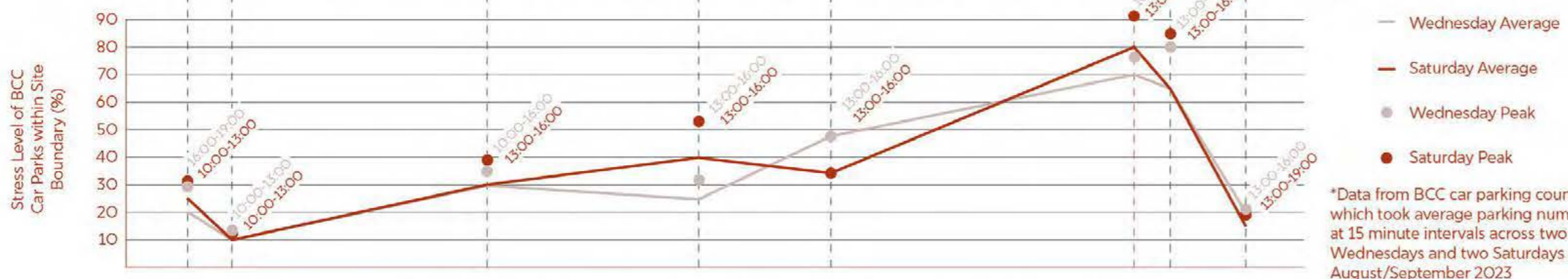
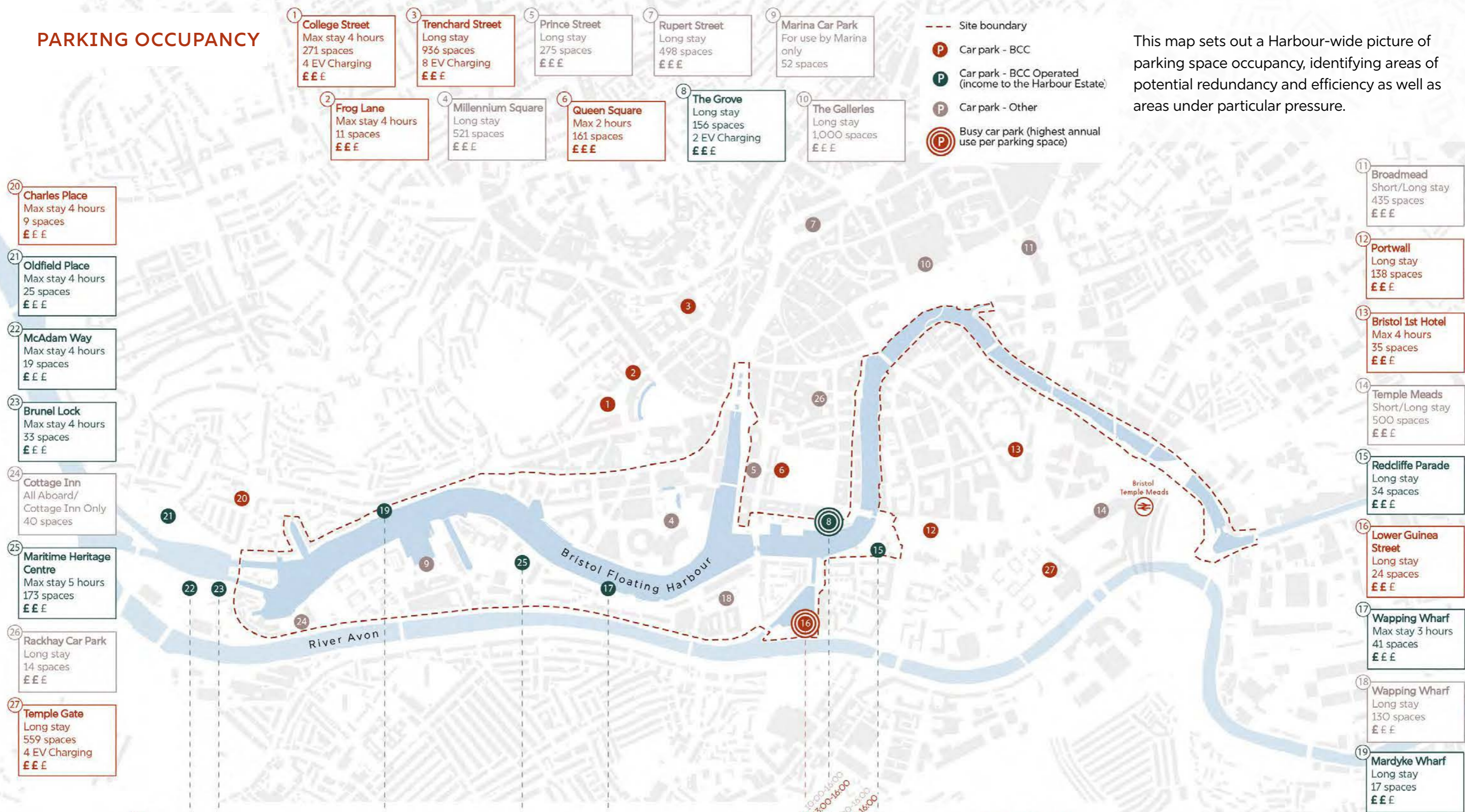
Redcliffe Wharf
12 proposed new moorings.
Not yet delivered.

BATHURST BASIN

THE GROVE

PARKING OCCUPANCY

This map sets out a Harbour-wide picture of parking space occupancy, identifying areas of potential redundancy and efficiency as well as areas under particular pressure.



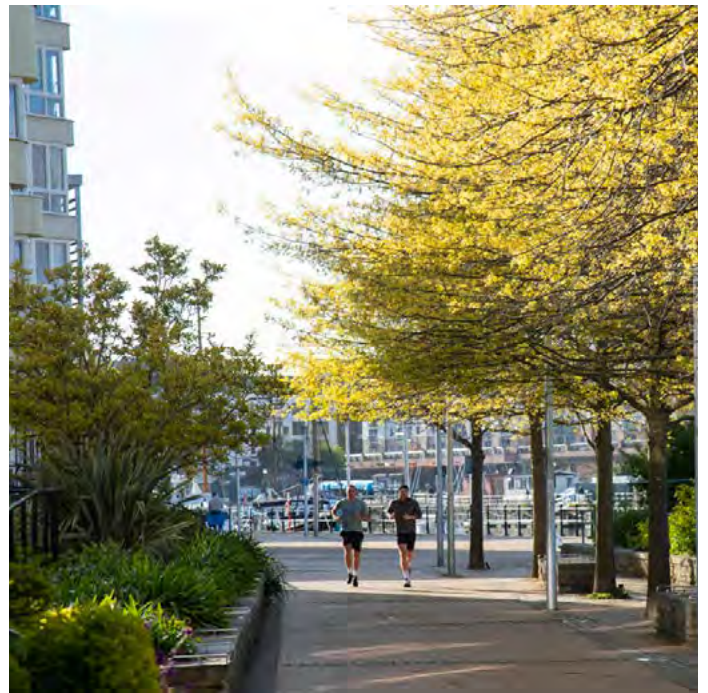
*Data from BCC car parking counts which took average parking numbers at 15 minute intervals across two Wednesdays and two Saturdays in August/September 2023

Data source: Bristol City Council, supplemented with DK-CM research data.

KEY ENGAGEMENT NARRATIVES: ACCESS & ACTIVITY

Wellbeing, walking and cycling networks

The harbour is an important part of many people's exercise regimes whether running, jogging, cycling, paddle-boarding and sailing, or a simple evening stroll, cycle ride, dog walk or a quick loop with a child and their cycle. It also provides for the wellbeing and wellness of many Bristolians, thanks in part to the proximity of expanses of water but also to its sense of providing 'spaces of no obligation' - places somewhat distinct from the busy-ness of the city centre where peace and a sense of space can be found. The eastern reaches of the Harbour have less of these qualities than other areas, and access to the water is far more variable, perhaps contributing to it having less of a presence in people's idea of the Harbour.



Above Jogging at Canon's Marsh

Below Bristol Walkfest at Castle Bridge



Bridge Crossings

Based upon the available data, the bridges across and around Bristol's Harbour are used by pedestrians more than cyclists with the bridges near the central part of the Harbour having the highest use. Prince Street Bridge is by far the most used bridge for pedestrians and cyclists, however Bedminster Bridge also has above average pedestrian use, and Gaol Ferry Bridge has above average cyclist use. The importance of bridge connections across the New Cut and the Harbour was highlighted by residents and organisations following recent bridge closures with some people suggesting an additional bridge crossing between the SSGB and the Harbour Inlet. There are concerns in relation to some shared pedestrian, cyclist and vehicle space causing accidents and hazards in busy areas and at peak times e.g. Prince Street Bridge and Junction Swing Bridge.



Public Transport

Public transport is widely understood to be insufficient in the Harbour, with gaps in provision - notably Sunday and evening services to the Ashton Park and Ride - felt to be a critical issue. Coaches play a significant role in how people access Bristol and in how tourist attractions are accessed, and current provision in terms of movement and parking is problematic, with pressure likely to increase with development. Ferries are also in place across the Harbour though these are considered by some to be more suitable for leisure or tourist use than as a commuter option.

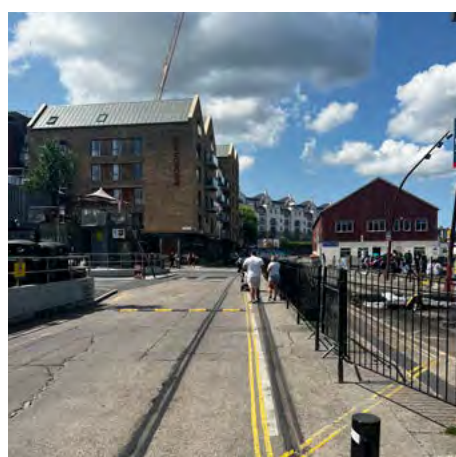


Top Prince Street Bridge

Above Ashton Ave Bridge



Above Accessing the water for sports at Bristol Marina



Above Complex public realm between Wapping Wharf and the M Shed.

Barriers to Access

Access is the dominant challenge faced by the Harbour, with poor public realm, lack of facilities, digital accessibility, challenging public realm surfaces and a lack of seating and shelter all contributing to a sense that the Harbour needs to do much better in this regard, especially for those with mobility issues. Cobbles and railway tracks have both been mentioned regularly as mobility challenges in this context, though there is also recognition of their heritage and operational value. Wayfinding, urban legibility and signage are understood to be key issues.

Mooring throughout the harbour

A majority of boaters feel positive about their mooring, and also feel an affinity with their location. There is a general feeling that facilities could be better, especially given recent financial increases. For boaters, the three most important considerations for a mooring were water and electricity supply, the cost of a mooring licence, and road access to the berth. There was a general preference to access boats from pontoons rather than directly from the quay wall and the least popular moorings are at Welsh Back and Redcliffe Back. Positive feedback was received on the proposed new moorings at Capricorn Quay.



Right Visitor moorings close to Bristol Marina



Coherence & Continuity

The quality and accessibility of public realm varies around the harbour, and access to the water and the water's edge are similarly variable. In addition to the material and design issues already cited, this lack of continuity represents a challenge to how the Harbour as a whole is used and experienced.

Left Waterside access blocked at Bathurst Basin adjacent to Cabot Cruising Club

Below Parking at Baltic Wharf/ Underfall Yard

Private vehicles and car journeys

Parking, and the dominance of private cars generally, is perhaps the most divisive issue facing the Harbour, with opinions and experiences varying wildly. Parking is typically a hot topic in urban areas but in the case of Bristol Harbour is particularly challenging, partly because of the role of parking in enabling tourist and water sports activities. Given the wider context it is important that parking and private vehicle journeys are considered in relation to addressing wider issues such as public transport and making it easier to adopt sustainable transportation options.



4

POLICY & OWNERSHIP

POLICY & OWNERSHIP

INTRODUCTION

This section explores the Local Plan planning policies that most impact upon the harbour as well as documenting land owned by the City Council in and around Bristol Harbour; these two subjects have been brought together to build a more complete picture of the City Council's agency - what it owns, what it can influence - in Bristol Harbour.

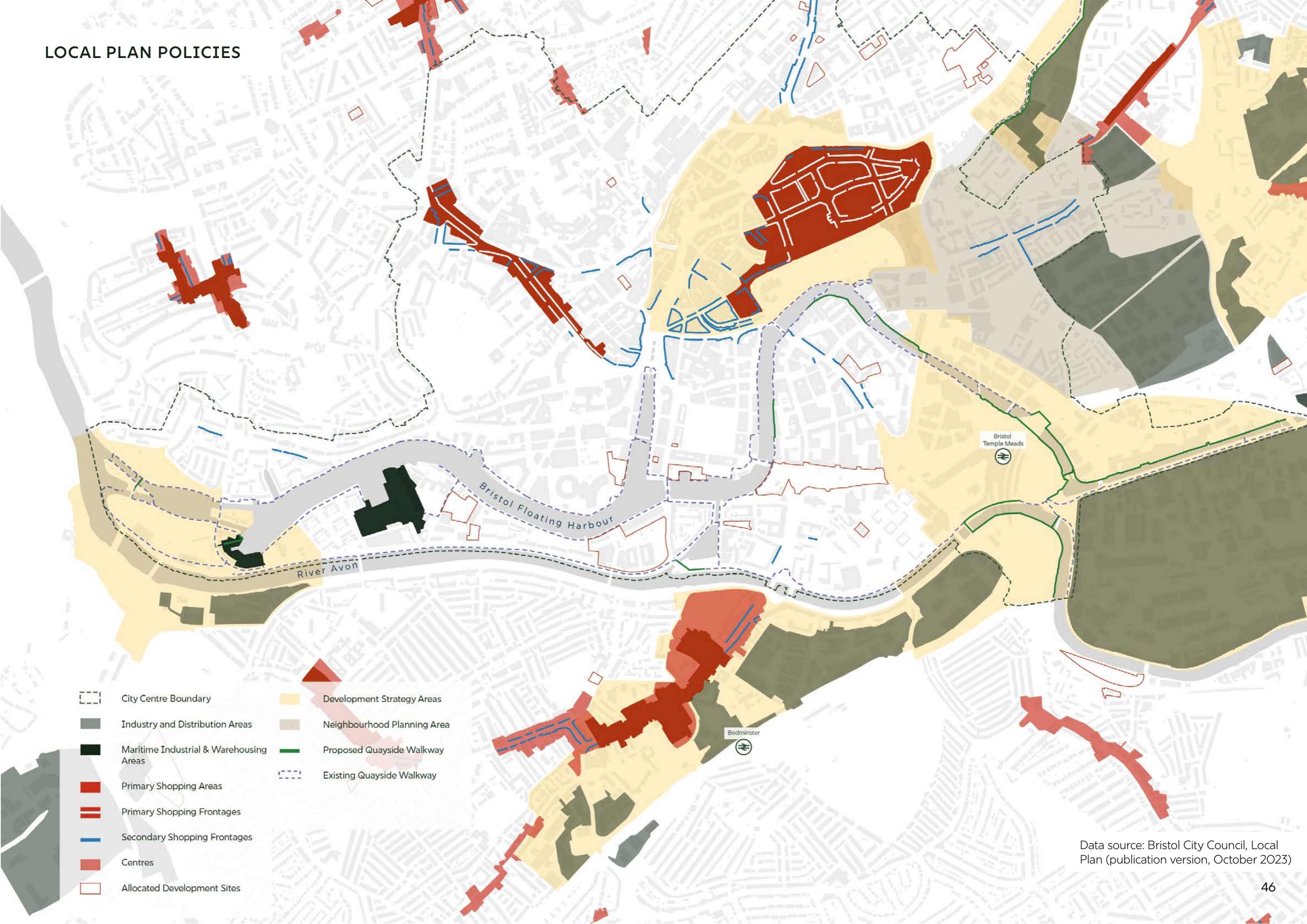
Rather than reproducing all Local Plan policy for the centre of Bristol we have concentrated on policy areas of particular impact. Key policy designations affecting the harbour directly are the Maritime Industrial & Warehousing Areas centred upon Albion Dock and Underfall Yard, these are the only two such designations in the wider study area and in the city centre as a whole, and the only protection of industrial activity in the Bristol Harbour area, though the study area abuts several Principle Industrial & Warehousing Areas, especially to the east.

The Harbour study area is not directly part of any policy-identified centres or primary shopping areas, though again it comes close to multiple ones, reflecting its unique position in the city centre as something intertwined with, but distinct from, the wider city in terms of city centre and commercial activity.

The Harbour Authority is about to submit an application for a new Harbour Revision Order. This will modernise and simplify the local legislation so that it is fit for purpose; clearly define the Harbour Estate; and obtain wider powers re disposal of land.

Bristol Harbour contains multiple allocated sites and is adjacent to others, also intersecting with key parallel Development Strategy Areas at Western Harbour, Bedminster, the City Centre and Bristol Temple Quarter.

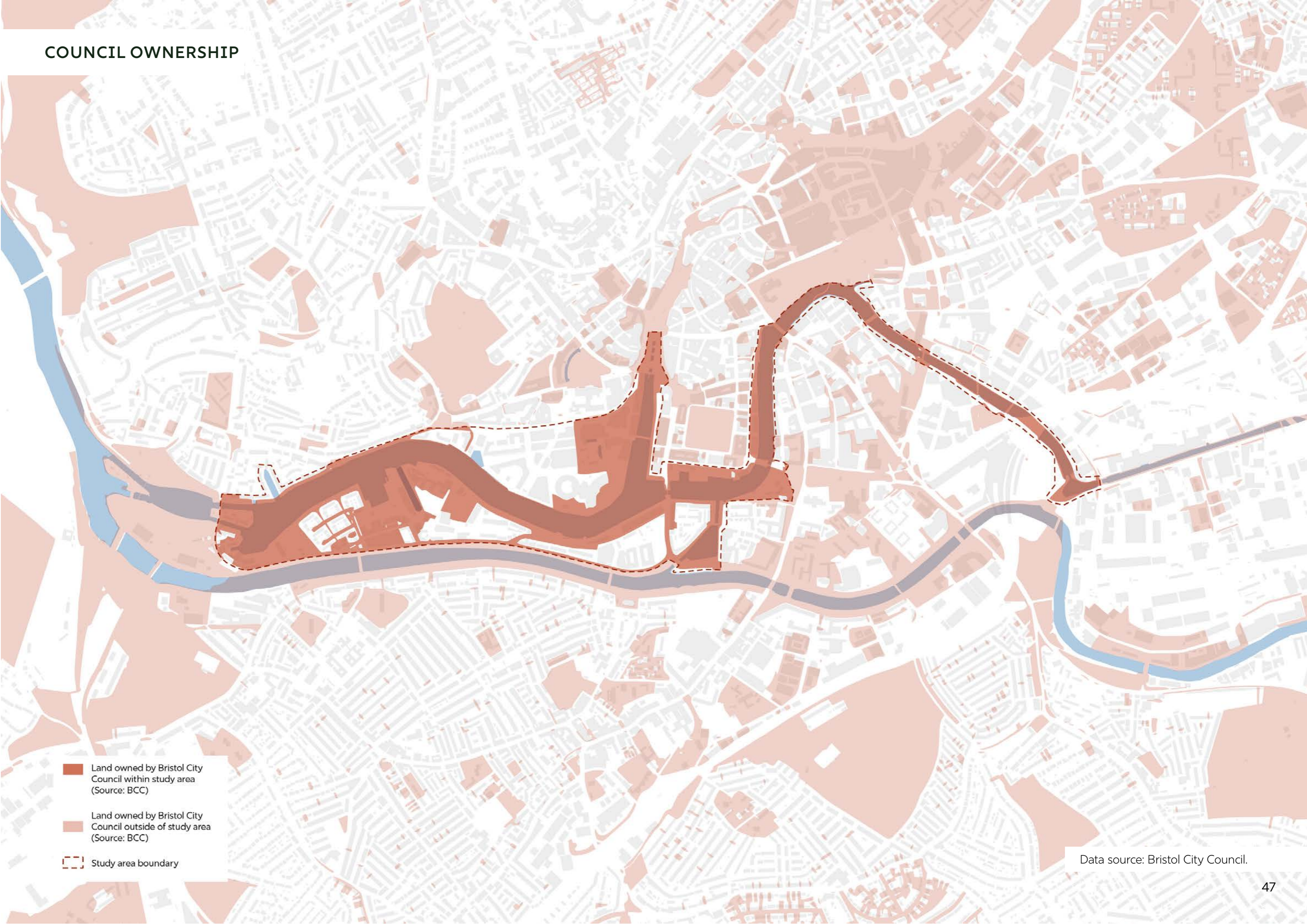
LOCAL PLAN POLICIES



- City Centre Boundary
- Industry and Distribution Areas
- Maritime Industrial & Warehousing Areas
- Primary Shopping Areas
- Primary Shopping Frontages
- Secondary Shopping Frontages
- Centres
- Allocated Development Sites
- Development Strategy Areas
- Neighbourhood Planning Area
- Proposed Quayside Walkway
- Existing Quayside Walkway

Data source: Bristol City Council, Local Plan (publication version, October 2023)

COUNCIL OWNERSHIP

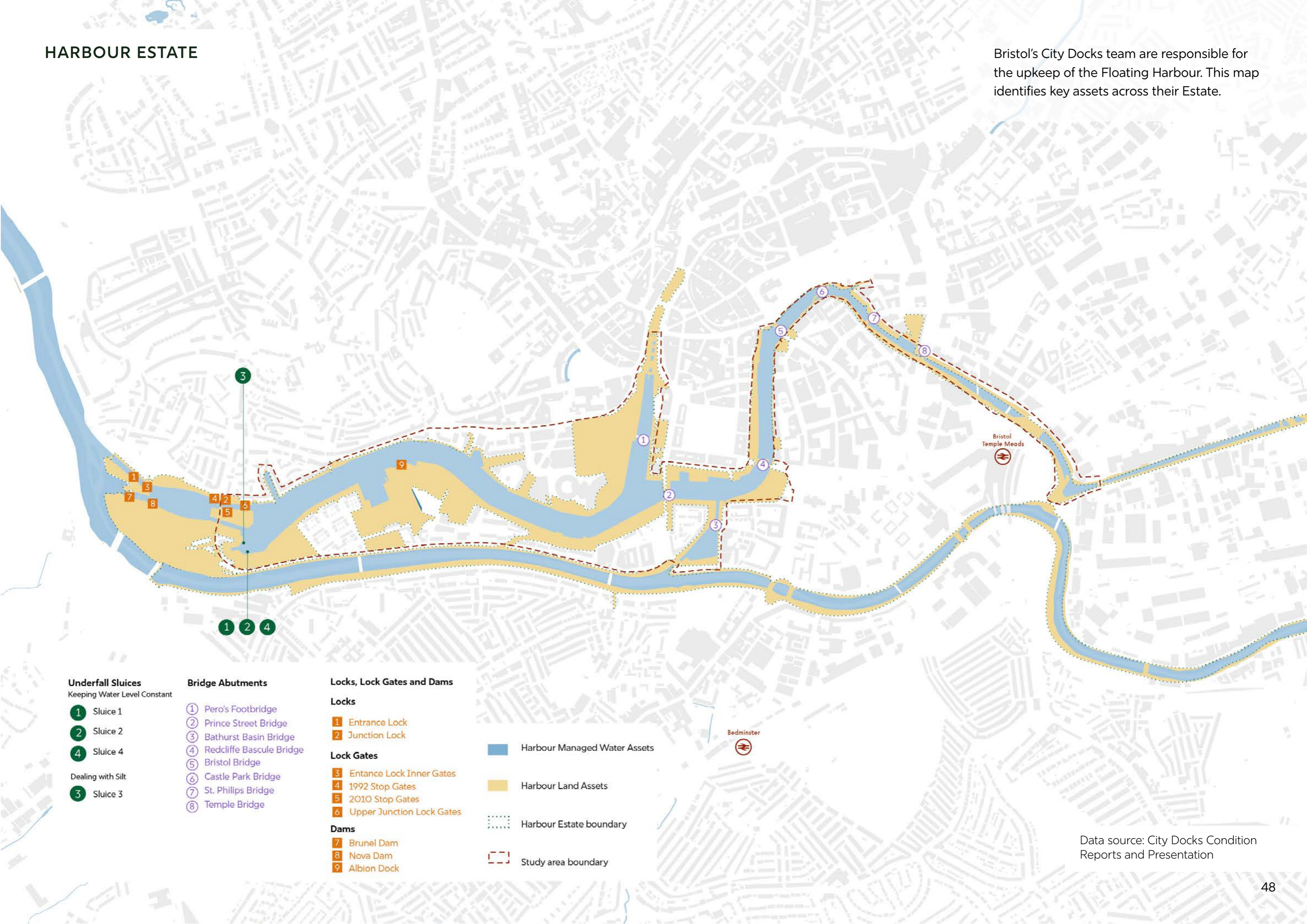


- Land owned by Bristol City Council within study area (Source: BCC)
- Land owned by Bristol City Council outside of study area (Source: BCC)
- Study area boundary

Data source: Bristol City Council.

HARBOUR ESTATE

Bristol's City Docks team are responsible for the upkeep of the Floating Harbour. This map identifies key assets across their Estate.



Underfall Sluices

Keeping Water Level Constant

- ① Sluice 1
- ② Sluice 2
- ④ Sluice 4

Dealing with Silt

- ③ Sluice 3

Bridge Abutments

- ① Pero's Footbridge
- ② Prince Street Bridge
- ③ Bathurst Basin Bridge
- ④ Redcliffe Bascule Bridge
- ⑤ Bristol Bridge
- ⑥ Castle Park Bridge
- ⑦ St. Philips Bridge
- ⑧ Temple Bridge

Locks, Lock Gates and Dams

Locks

- ① Entrance Lock
- ② Junction Lock

Lock Gates

- ③ Entrance Lock Inner Gates
- ④ 1992 Stop Gates
- ⑤ 2010 Stop Gates
- ⑥ Upper Junction Lock Gates

Dams

- ⑦ Brunel Dam
- ⑧ Nova Dam
- ⑨ Albion Dock

■ Harbour Managed Water Assets

■ Harbour Land Assets

⋯ Harbour Estate boundary

- - - Study area boundary

Data source: City Docks Condition Reports and Presentation

WASTE MANAGEMENT

The harbour is a popular area used by both tourists and residents, with significant peaks in visitor numbers from spring through to autumn with outdoor socialising and events creating waste and litter issues. The Bristol Visitor Survey (2015) identifies that street cleanliness is a major concern to visitors. There are high numbers of restaurants, bars, pubs, cafes and take-aways along the waterfront which contribute to the need for effective waste and litter management. Waste is transported by road to Avonmouth. Opportunities exist to improve operational efficiencies through bulk waste collection points within the harbour.

- Street Cleansing - High Demand
- Street Cleansing - Medium Demand
- Street Cleansing - Low Demand

Data source: City Docks team

5

DEVELOPMENT

DEVELOPMENT

INTRODUCTION

This section of the Atlas begins with an analysis, using desk research and walking the site, of land uses across the Harbour today, before exploring emerging and anticipated development across the Harbour and the similarly emerging sustainable energy networks currently being delivered by the City Leap Partnership.

The Harbour has seen significant change since the relocation of the City Docks in the 1970's, predominantly focussed around the redevelopment or reuse of former industrial and warehousing sites and buildings.

This change is ongoing, with developments and potential developments at various stages throughout the Harbour area. In total, at time of writing, there are approximately 1,000 new dwellings with planning approval in the pipeline at various stages of development within the boundary of the Bristol Harbour Place Shaping Strategy, with many proposals combining residential with mixed-use and commercial uses.

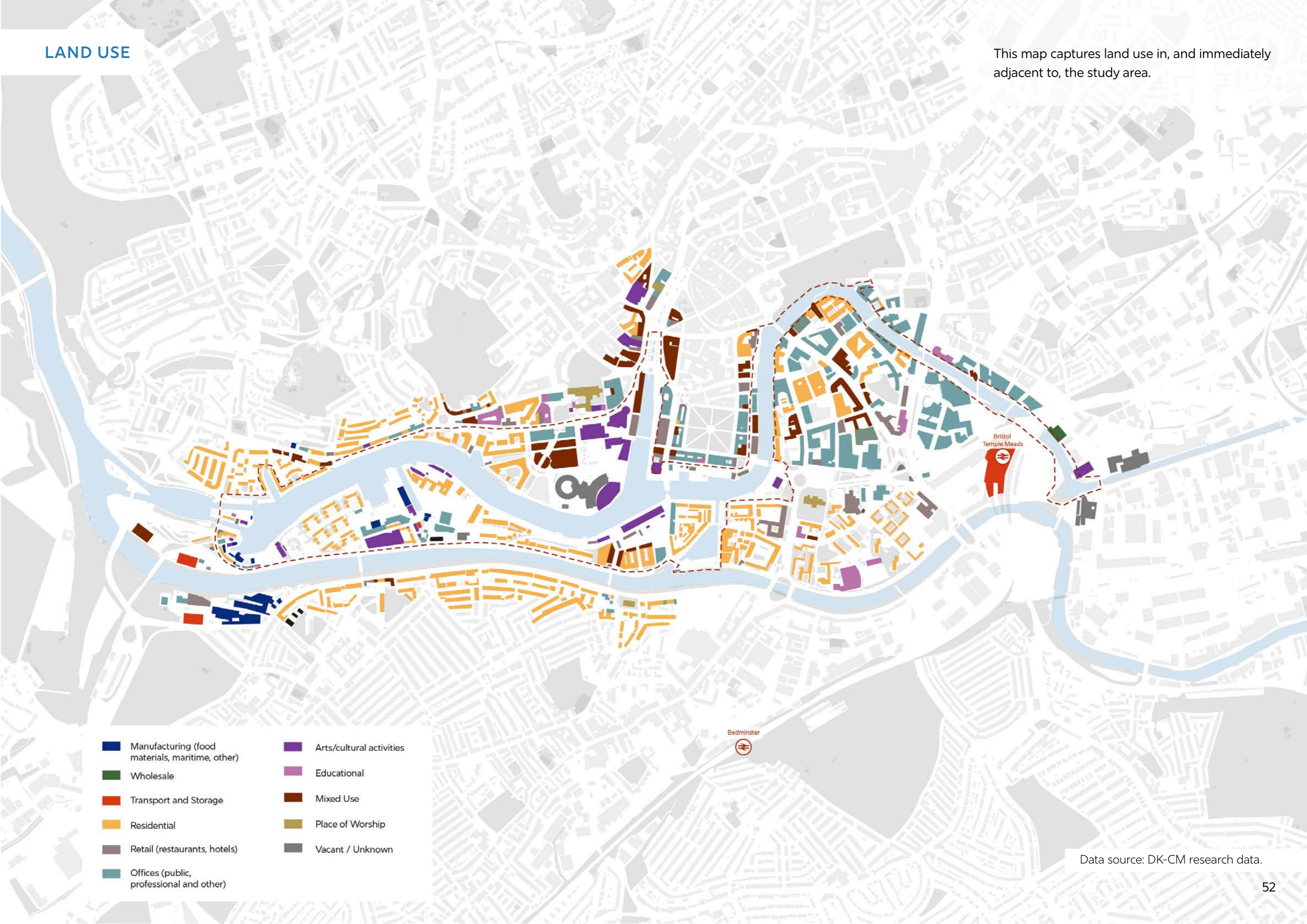
There are three key regeneration areas in the city centre, all of which are the focus of separate but complementary work to the Place Shaping Strategy and all of which directly abut or overlap with the Harbour area. The Place Shaping Strategy can be understood as a vehicle for connecting up and integrating these diverse regeneration programmes whilst also providing a coherent strategy for the Harbour itself. The three areas are Western Harbour, City Centre (subject of the emerging City Centre Development & Delivery Plan (DDP), and Bristol Temple Quarter & St Philip's Marsh.

There is currently some inconsistency in how development relates to, and supports the activities of, the Harbour waterspace, and providing consistency of approach, supported by a rigorous overall Vision, is a key ambition for the Place Shaping Strategy.

Bristol City Council and the City Leap Partnership are underway with ambitious plans for a coherent city-wide energy network as part of their net zero ambitions and declaration of climate emergency. This network is under development, some details of it have been provided in this section as this network should be considered and integrated with wider development proposals as much as possible.

LAND USE

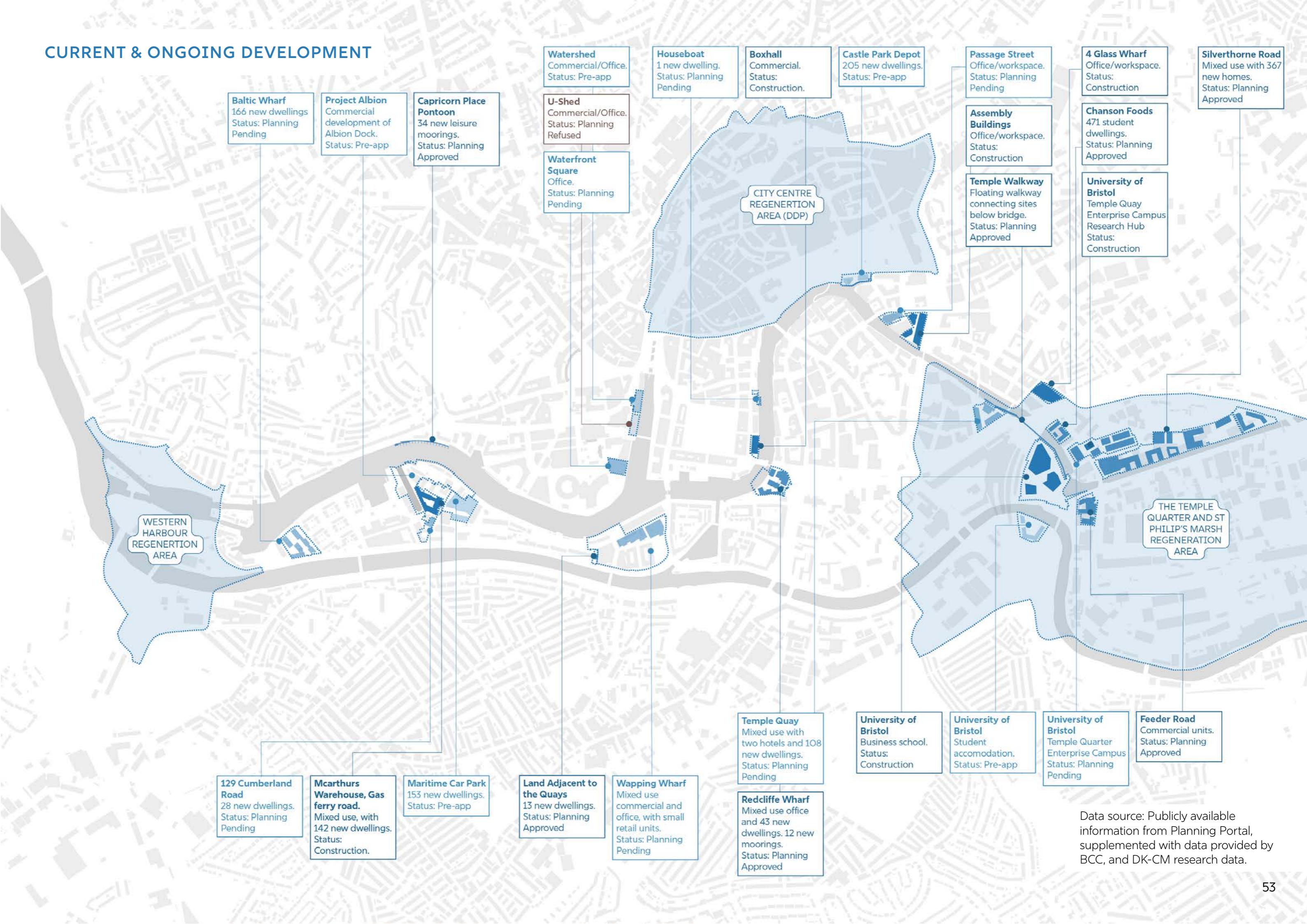
This map captures land use in, and immediately adjacent to, the study area.



- | | |
|---|--------------------------|
| Manufacturing (food materials, maritime, other) | Arts/cultural activities |
| Wholesale | Educational |
| Transport and Storage | Mixed Use |
| Residential | Place of Worship |
| Retail (restaurants, hotels) | Vacant / Unknown |
| Offices (public, professional and other) | |

Data source: DK-CM research data.

CURRENT & ONGOING DEVELOPMENT



Baltic Wharf
166 new dwellings.
Status: Planning Pending

Project Albion
Commercial development of Albion Dock.
Status: Pre-app

Capricorn Place Pontoon
34 new leisure moorings.
Status: Planning Approved

Watershed
Commercial/Office.
Status: Pre-app

U-Shed
Commercial/Office.
Status: Planning Refused

Waterfront Square
Office.
Status: Planning Pending

Houseboat
1 new dwelling.
Status: Planning Pending

Boxhall
Commercial.
Status: Construction.

Castle Park Depot
205 new dwellings.
Status: Pre-app

Passage Street
Office/workspace.
Status: Planning Pending

Assembly Buildings
Office/workspace.
Status: Construction

Temple Walkway
Floating walkway connecting sites below bridge.
Status: Planning Approved

4 Glass Wharf
Office/workspace.
Status: Construction

Chanson Foods
471 student dwellings.
Status: Planning Approved

University of Bristol
Temple Quay Enterprise Campus Research Hub
Status: Construction

Silverthorne Road
Mixed use with 367 new homes.
Status: Planning Approved

WESTERN HARBOUR REGENERATION AREA

CITY CENTRE REGENERATION AREA (DDP)

THE TEMPLE QUARTER AND ST PHILIP'S MARSH REGENERATION AREA

129 Cumberland Road
28 new dwellings.
Status: Planning Pending

Mcarthurs Warehouse, Gas ferry road.
Mixed use, with 142 new dwellings.
Status: Construction.

Maritime Car Park
153 new dwellings.
Status: Pre-app

Land Adjacent to the Quays
13 new dwellings.
Status: Planning Approved

Wapping Wharf
Mixed use commercial and office, with small retail units.
Status: Planning Pending

Temple Quay
Mixed use with two hotels and 108 new dwellings.
Status: Planning Pending

Redcliffe Wharf
Mixed use office and 43 new dwellings. 12 new moorings.
Status: Planning Approved

University of Bristol
Business school.
Status: Construction

University of Bristol
Student accommodation.
Status: Pre-app

University of Bristol
Temple Quarter Enterprise Campus
Status: Planning Pending

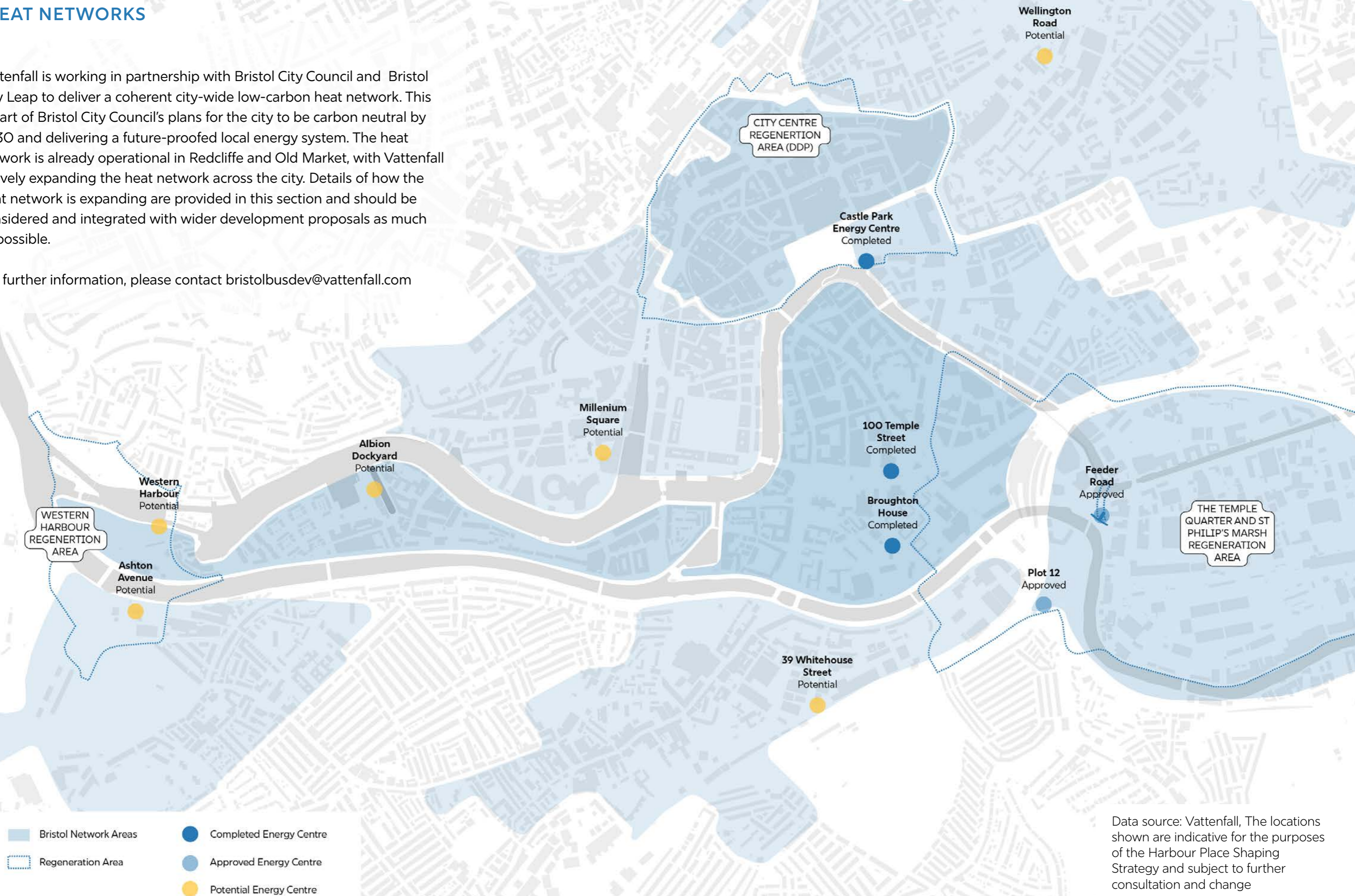
Feeder Road
Commercial units.
Status: Planning Approved

Data source: Publicly available information from Planning Portal, supplemented with data provided by BCC, and DK-CM research data.

HEAT NETWORKS

Vattenfall is working in partnership with Bristol City Council and Bristol City Leap to deliver a coherent city-wide low-carbon heat network. This is part of Bristol City Council's plans for the city to be carbon neutral by 2030 and delivering a future-proofed local energy system. The heat network is already operational in Redcliffe and Old Market, with Vattenfall actively expanding the heat network across the city. Details of how the heat network is expanding are provided in this section and should be considered and integrated with wider development proposals as much as possible.

For further information, please contact bristolbusdev@vattenfall.com



Data source: Vattenfall, The locations shown are indicative for the purposes of the Harbour Place Shaping Strategy and subject to further consultation and change

KEY ENGAGEMENT NARRATIVES: DEVELOPMENT

Using land well

The versatility and variety of uses in the Harbour are celebrated, particularly its capacity to host events and temporary activities. The variety of uses and amenities within the Harbour has increased in recent years (thanks to developments like Wapping Wharf) and these are well-used and appreciated. There is a sense that some of the vacant or underused land within the Harbour could be significantly better used, including through carefully-selected meanwhile or temporary uses.

The 'Bump' Roller Disco was cited more than once as a meanwhile use which not only brings an engaging new programme to the harbour but has also impacted positively on anti-social behaviour. The large amount of council-owned land in the harbour (including the Harbour Estate but not limited to) presents a strong opportunity in this regard.

Below Redcliffe Wharf showing moorings and Bump Roller Disco





Above Cargo, Wapping Wharf, has helped to diversify uses in the Harbour.

Care and maintenance

Both the harbour infrastructure and the large array of council-owned buildings have significant maintenance requirements, with the harbour infrastructure of course vital to the healthy functioning of the city as a whole. The nature of the harbour infrastructure is such that necessary repairs, whilst welcomed in principle, can have a negative impact as the temporary loss of a bridge or connection has significant impacts on journey times and accessibility.

Openness and over-development

The spaces of the Harbour are valued for various reasons, but significant among them is the 'space' that they provide for wellness and wellbeing - either for overt exercise activity or simply to find some space, a sense of freedom, a 'space of no obligation'. Related to this, there are fears from various quarters of the impacts of overly-dense or overly-'luxury' development and commercialisation crowding out some of these existing qualities.



6

NATURE & LANDSCAPE

NATURE & LANDSCAPE

INTRODUCTION

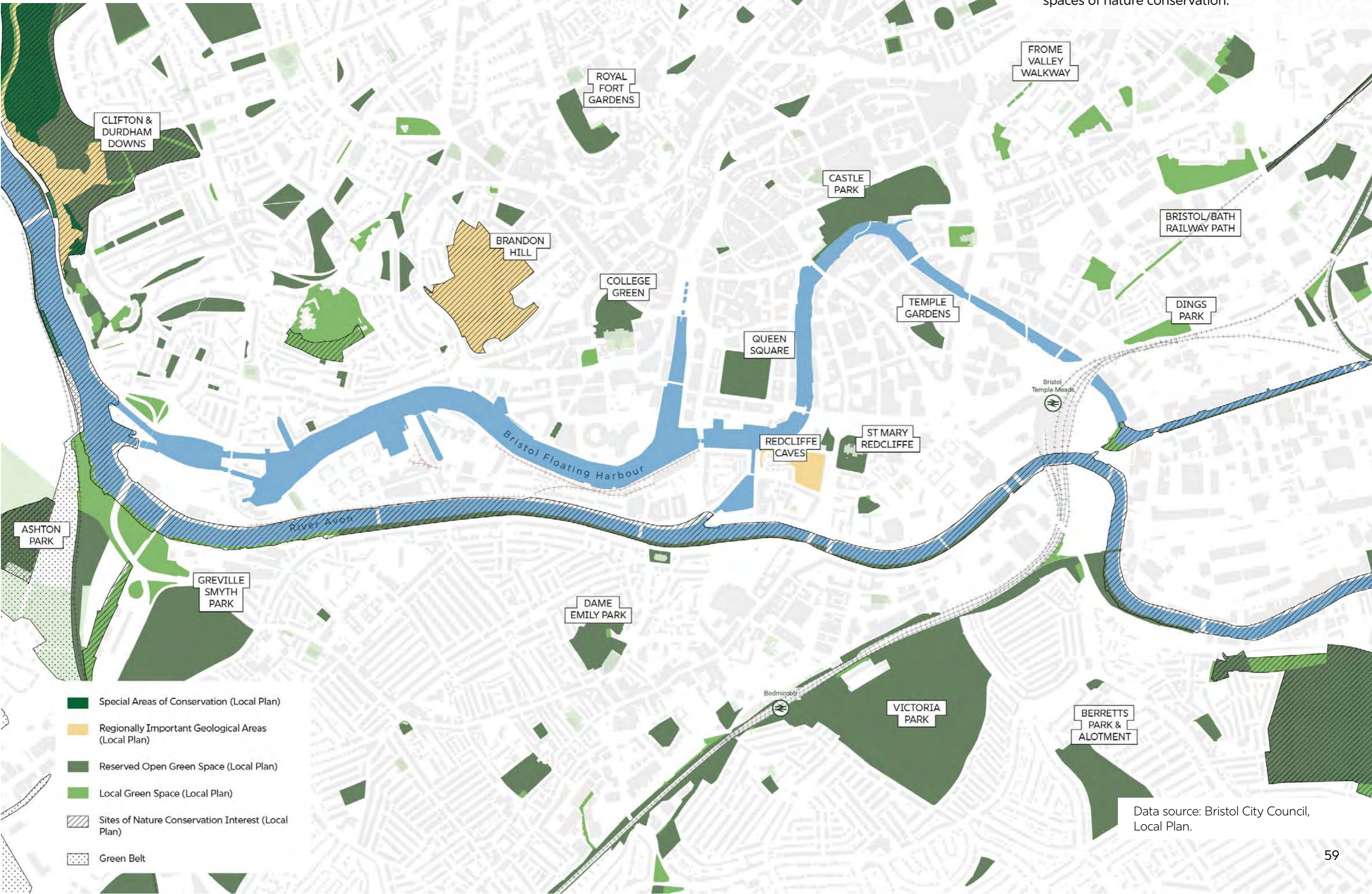
The Floating Harbour is a vital part of the city's ecological network linking the natural green spaces to the west of the city centre (Ashton Court, Leigh Woods and beyond) with Bristol's watercourses (the Avon, Frome, and Malago). This section explores the role and presence of nature in and around Bristol Harbour, also including threats to it.

Our approach takes in formally designated areas of nature conservation, maps out green and blue infrastructure - a combination of formal and informal spaces & routes that creates a framework of wilder and growing spaces that span across the city, - and finally uses tree cover data and other sources to build up a more complex picture of tree canopy, habitats and biodiversity. The later maps in the series ignore designations to look at intensity of trees across the study area and beyond, including back gardens and private land; they thereby add to the picture of more formally recognised wild, green and growing space.

This section also includes up-to-date flood risk mapping, using data gained from the Environment Agency; this map not only provides a flood-risk context for making decisions about the future of Bristol Harbour but also a sense of the underlying geology and waterflows in the region, albeit ones that thanks to the man-made nature of the Harbour have been heavily modified several times over to create the systems we know today. Water flow has defined the shape and nature of Bristol for many centuries and looks certain to continue to impact upon it.

NATURE CONSERVATION

This map gives a picture of formally-designated spaces of nature conservation.

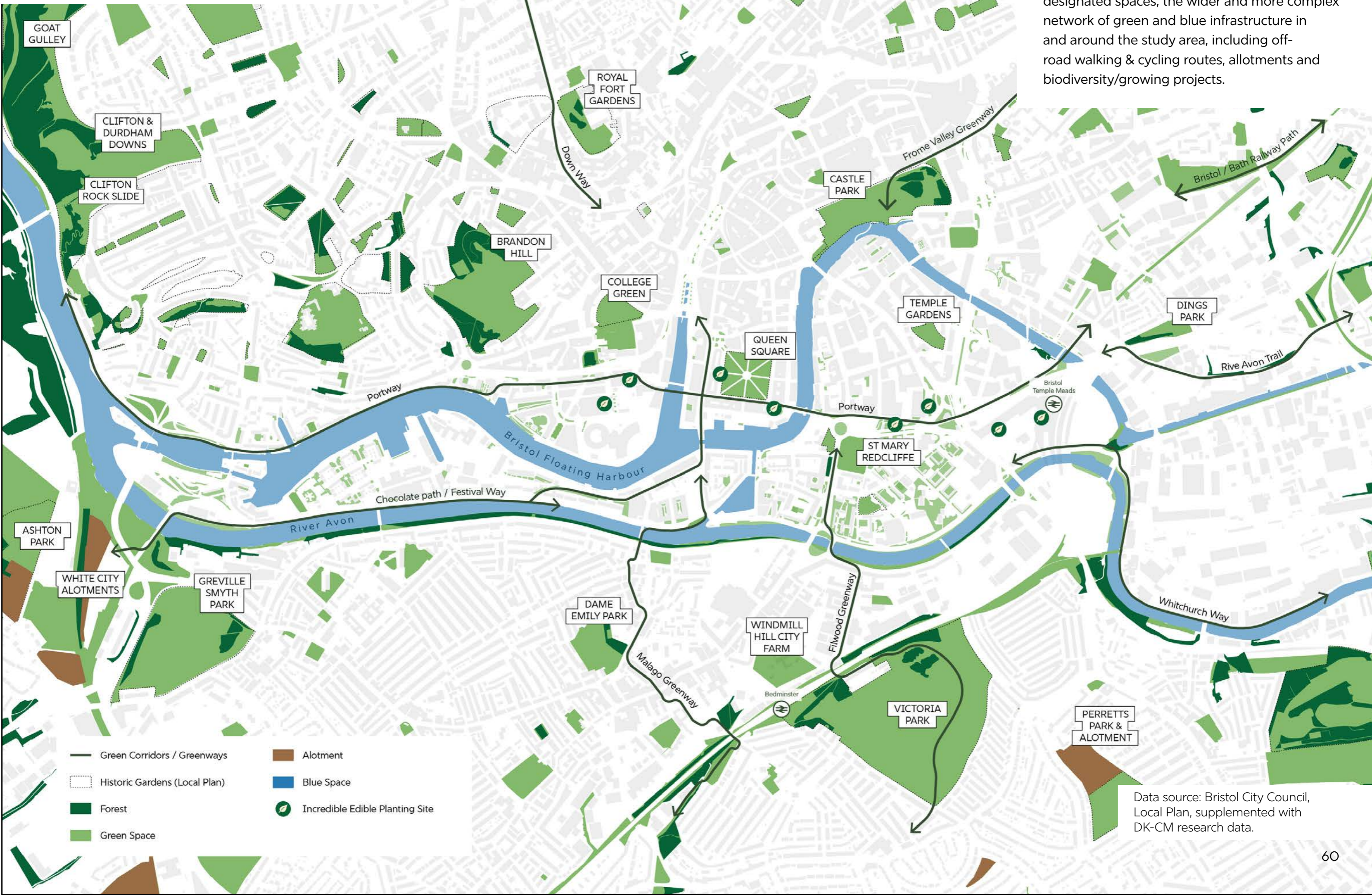


- Special Areas of Conservation (Local Plan)
- Regionally Important Geological Areas (Local Plan)
- Reserved Open Green Space (Local Plan)
- Local Green Space (Local Plan)
- Sites of Nature Conservation Interest (Local Plan)
- Green Belt

Data source: Bristol City Council, Local Plan.

GREEN & BLUE INFRASTRUCTURE

This map shows, overlaid on formally-designated spaces, the wider and more complex network of green and blue infrastructure in and around the study area, including off-road walking & cycling routes, allotments and biodiversity/growing projects.



GOAT GULLEY

CLIFTON & DURDHAM DOWNS

CLIFTON ROCK SLIDE

ROYAL FORT GARDENS

BRANDON HILL

COLLEGE GREEN

CASTLE PARK

TEMPLE GARDENS

QUEEN SQUARE

DINGS PARK

Portway

Bristol Floating Harbour

Portway

ST MARY REDCLIFFE

Rive Avon Trail

Chocolate path / Festival Way

River Avon

Whitchurch Way

ASHTON PARK

WHITE CITY ALOTMENTS

GREVILLE SMYTH PARK

DAME EMILY PARK

WINDMILL HILL CITY FARM

Filwood Greenway

VICTORIA PARK

PERRETTS PARK & ALOTMENT

- Green Corridors / Greenways
- Allotment
- - - Historic Gardens (Local Plan)
- Blue Space
- Forest
- Incredible Edible Planting Site
- Green Space

Data source: Bristol City Council, Local Plan, supplemented with DK-CM research data.

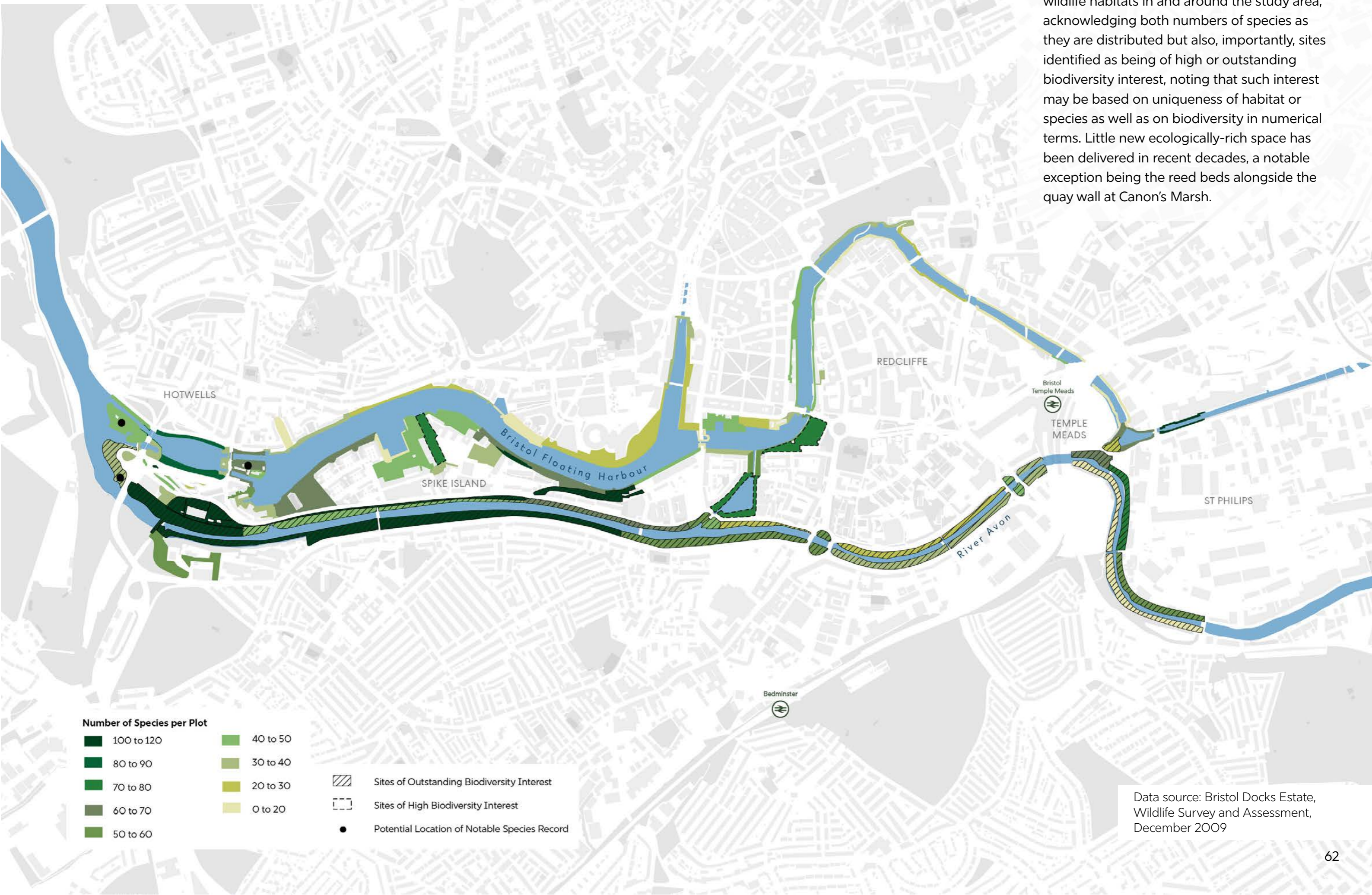
TREE CANOPY



Data source: BlueSky National Tree Map, September 2023.

WATER ECOLOGY & HABITATS

This map sets out ecology, biodiversity and wildlife habitats in and around the study area, acknowledging both numbers of species as they are distributed but also, importantly, sites identified as being of high or outstanding biodiversity interest, noting that such interest may be based on uniqueness of habitat or species as well as on biodiversity in numerical terms. Little new ecologically-rich space has been delivered in recent decades, a notable exception being the reed beds alongside the quay wall at Canon's Marsh.



Number of Species per Plot

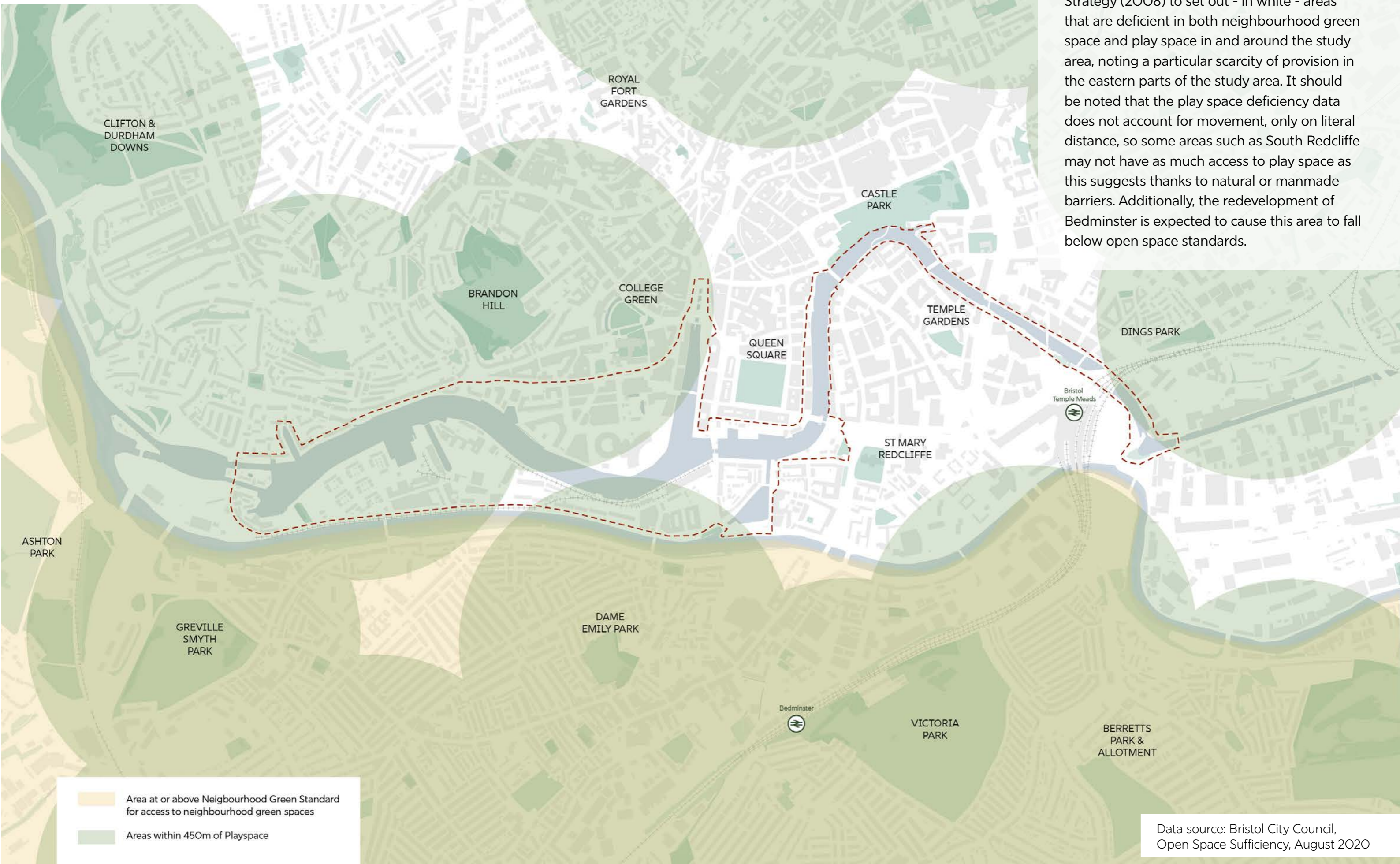


- Sites of Outstanding Biodiversity Interest
- Sites of High Biodiversity Interest
- Potential Location of Notable Species Record

Data source: Bristol Docks Estate, Wildlife Survey and Assessment, December 2009

GREEN SPACE & PLAY SPACE DEFICIENCY

This map uses BCC's Parks and Green Space Strategy (2008) to set out - in white - areas that are deficient in both neighbourhood green space and play space in and around the study area, noting a particular scarcity of provision in the eastern parts of the study area. It should be noted that the play space deficiency data does not account for movement, only on literal distance, so some areas such as South Redcliffe may not have as much access to play space as this suggests thanks to natural or manmade barriers. Additionally, the redevelopment of Bedminster is expected to cause this area to fall below open space standards.



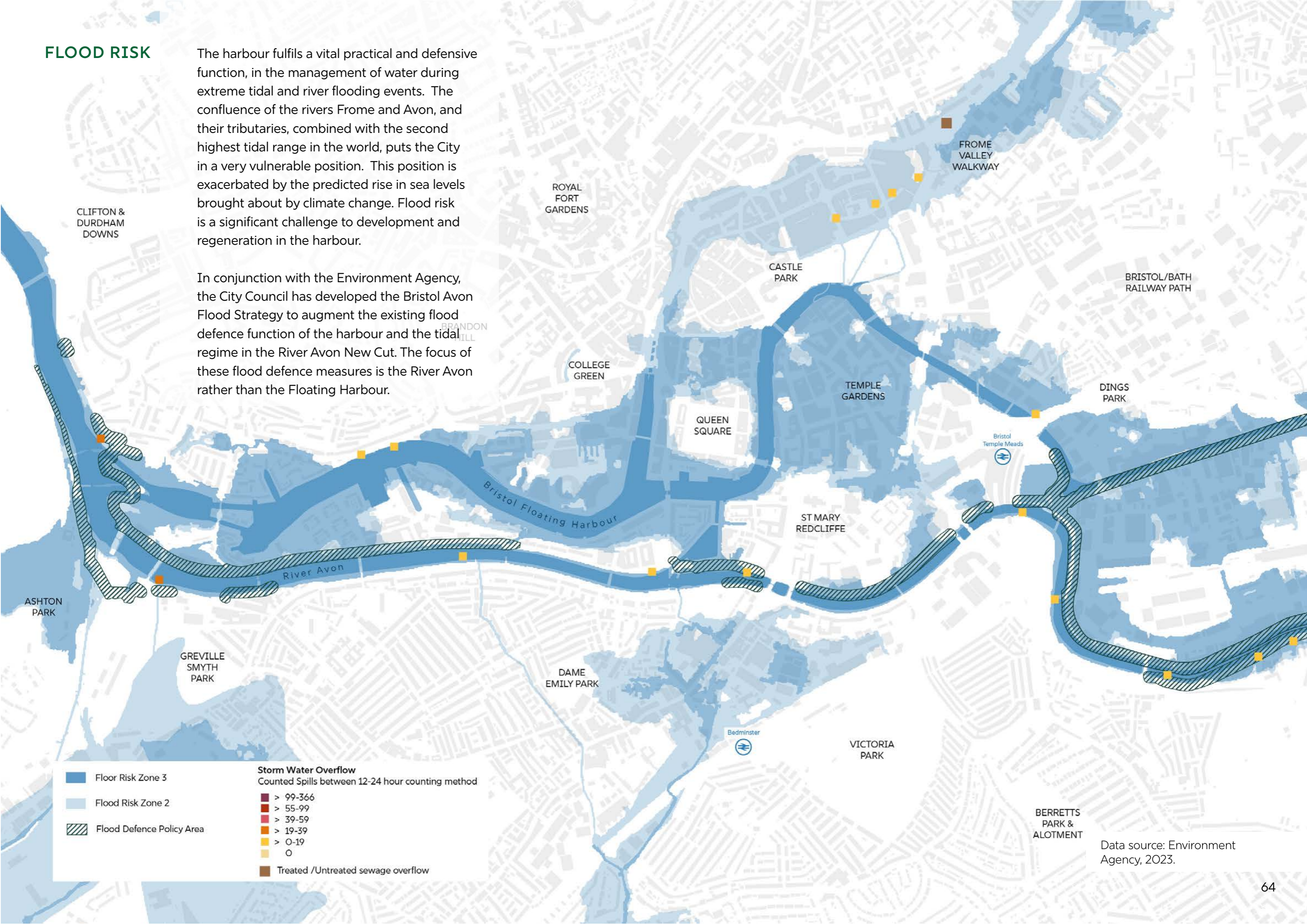
- Area at or above Neighbourhood Green Standard for access to neighbourhood green spaces
- Areas within 450m of Playspace











Data source: Bristol City Council, Open Space Sufficiency, August 2020

FLOOD RISK

The harbour fulfils a vital practical and defensive function, in the management of water during extreme tidal and river flooding events. The confluence of the rivers Frome and Avon, and their tributaries, combined with the second highest tidal range in the world, puts the City in a very vulnerable position. This position is exacerbated by the predicted rise in sea levels brought about by climate change. Flood risk is a significant challenge to development and regeneration in the harbour.

In conjunction with the Environment Agency, the City Council has developed the Bristol Avon Flood Strategy to augment the existing flood defence function of the harbour and the tidal regime in the River Avon New Cut. The focus of these flood defence measures is the River Avon rather than the Floating Harbour.



| | |
|---|--|
|  Floor Risk Zone 3 | Storm Water Overflow Counted Spills between 12-24 hour counting method |
|  Flood Risk Zone 2 |  > 99-366 |
|  Flood Defence Policy Area |  > 55-99 |
| |  > 39-59 |
| |  > 19-39 |
| |  > 0-19 |
| |  0 |
| |  Treated /Untreated sewage overflow |

Data source: Environment Agency, 2023.

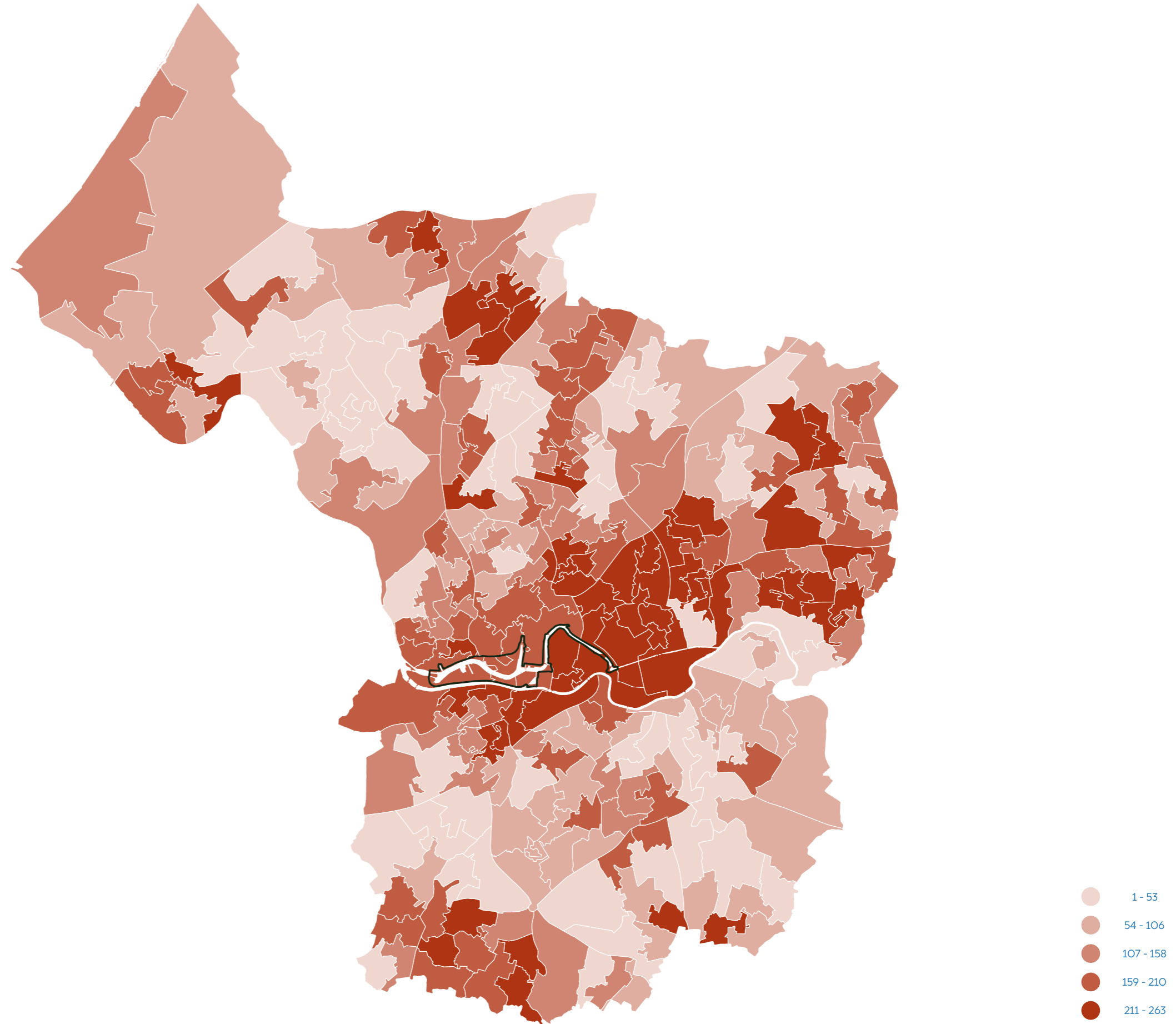
HEAT VULNERABILITY

This map presents a summary taken from Bristol's Heat Vulnerability Index, (Keep Bristol Cool), showing Overall Heat Vulnerability across the City, divided into Lower Layer Super Output Area (LSOA).

The HVI brings together spatial information on Bristol's population, people's homes, and their local environment with a focus on heat-health risks.

The darker reds in this map correspond to greater heat vulnerability. It can be seen that the Harbour's heat vulnerability - perhaps surprisingly - corresponds to that of the wider city centre, though with higher vulnerability figures in the eastern reaches/inner harbour.

Figure: Overall Heat Vulnerability Index for LSOAs



Data source: 'Keep Bristol Cool: a framework for urban heat resilience'

KEY ENGAGEMENT NARRATIVES: NATURE & LANDSCAPE

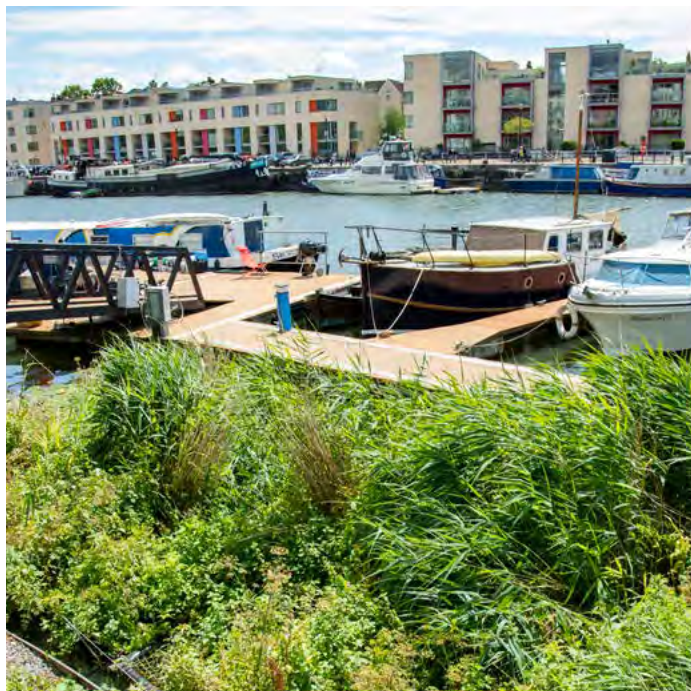
Natural habitats

Professional respondents particularly highlight the role, and potential role, of the harbour as a habitat, and as a place of biodiversity, though some respondents from the wider communities of Bristol feel that the biodiversity quality of the harbour is relatively poor, and proposals to green or wild existing vacant or underused spaces are popular. Spaces of particular biodiversity richness in the Harbour to date are those which are somewhat or occasionally underused, for example Redcliffe Wharf, Albion Dock and the spaces of the Harbour Railway, though the biodiversity quality of Redcliffe Wharf and Albion Dock are at risk of being compromised in the future by development and regeneration programmes.



Nature and Wellbeing

The Harbour is widely valued for the opportunity it presents to access 'open' space for purposes of wellbeing, especially by young people. The openness and wildness of many of the Harbour's key spaces - especially its waterspace - is a key part of this value, and suggests that increases in biodiversity or wilding might also have human welfare and wellbeing benefits, including when aligned to enhanced play provision and as part of efforts to reduce heat vulnerability. Some local communities adjacent to the Harbour are in real need of more and better green space, especially as existing spaces are often perceived as unsafe.

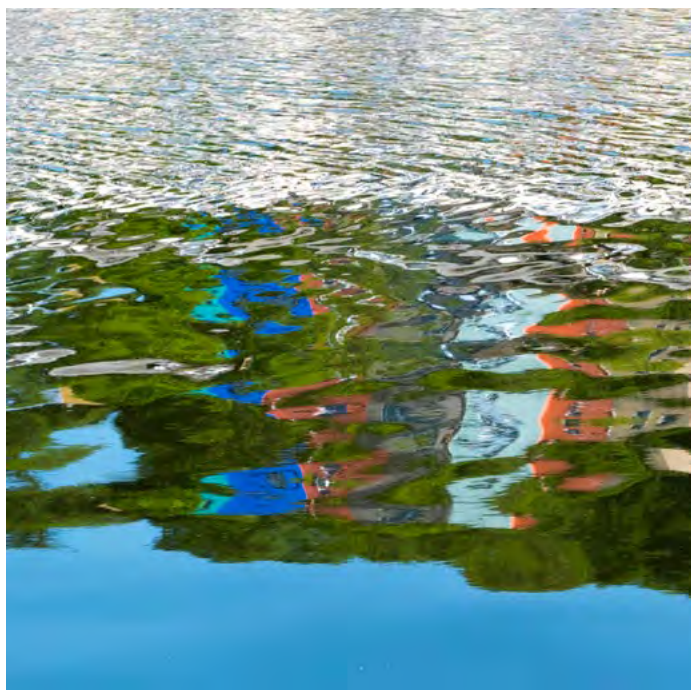


Shade and Shelter

The potential of a greener Harbour, especially with greater tree cover, to make the Harbour a more comfortable and humane landscape is noted by multiple respondents. Shade for cool and shelter for protection from the elements are important to people and considered somewhat lacking in the Harbour today (alongside comfortable seating).

Water Quality

Water quality, though adequate for current usage, is widely understood as a threat, with sewage outfall as a result of high rainfall or flood events a major risk: there are however opportunities within the Harbour for filtration and similar technologies to significantly reduce this risk, whilst the emerging Bristol heat network is designed not to pose a threat to habitats.



7

CULTURE & TOURISM

CULTURE & TOURISM

INTRODUCTION

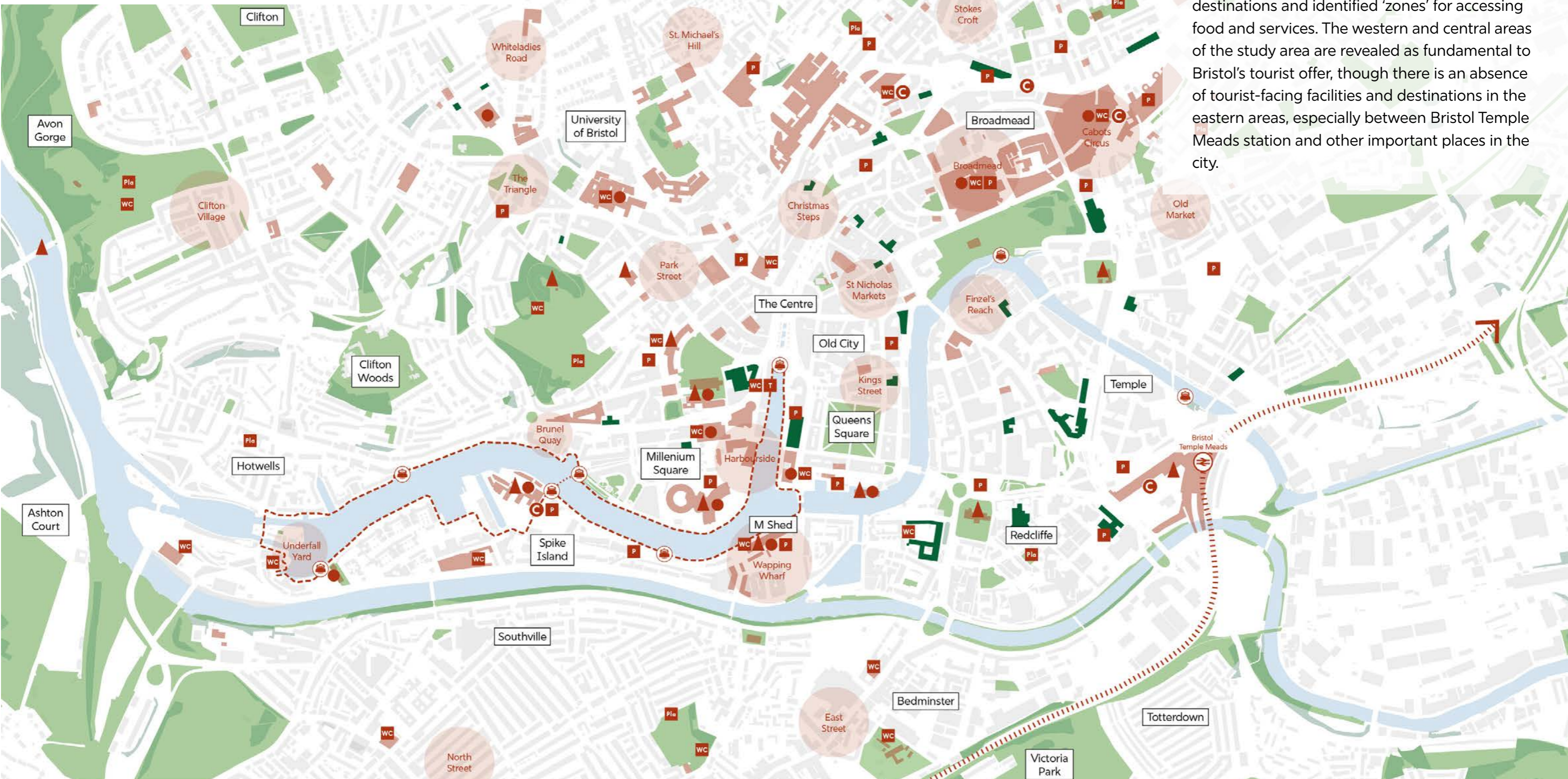
Bristol is a major destination for local, national and international tourism, with the City's offer curated by official channels such as Visit Bristol but also by a wide variety of independent publishers, blogs, and social media channels. The harbour has been regularly rated in visitor surveys as the most significant attractor to Bristol, and it is estimated that tourism is worth £1.1 billion to the Bristol economy annually. Tourist attractions such as the SS Great Britain, the Clifton Suspension Bridge and Bristol Cathedral are major draws on their own terms and boosted by their proximity within the city. The Floating Harbour as a work of engineering at an enormous scale represents a major element in how Bristol is understood and marketed as a place to visit, with its urban landscapes frequently serving as the 'iconic' imagery of the city, notably 'Harbourside' is the word that visitors most frequently associate with the city (source: Destination Bristol).

In terms of narrative threads, much of Bristol's tourist identity is wrapped up in stories and people connected to the Harbour and to Bristol's history of industrial activity, especially through the work of Isambard Kingdom Brunel, whose engineering skills had a huge impact not only on Clifton Suspension Bridge and the SS Great Britain but also on the Floating Harbour itself, the underfall sluices and so on.

Bristol Harbour's cultural offer far exceeds these headline narratives and sites however. When considering culture in a place, we need to develop a locally-specific notion of culture and one that is generated by the people of that place as much as by any expert or expert group. For the purposes of this Atlas, and where not already documented elsewhere, our definition of culture aims to be expansive and open-minded, reflecting the fact that there are multiple understandings, readings and perceptions of this in any diverse community. Our definition must also acknowledge the importance not only of places where culture is consumed or accessed, but where it is made. The maps aim to capture, through various sub-categories, places of culture in this wider sense, including temporary activities such as Bristol Harbour Festival, an annual two-day event which rewrites the Harbour for a weekend of events. In this spirit the mapped places and sites should be seen alongside Resources (p. 112-113) and Organisations & Community (p. 32-33).

TOURIST DESTINATIONS / INFRASTRUCTURE

This map sets out how the study area is presented to tourists and visitors - in terms of destinations and identified 'zones' for accessing food and services. The western and central areas of the study area are revealed as fundamental to Bristol's tourist offer, though there is an absence of tourist-facing facilities and destinations in the eastern areas, especially between Bristol Temple Meads station and other important places in the city.

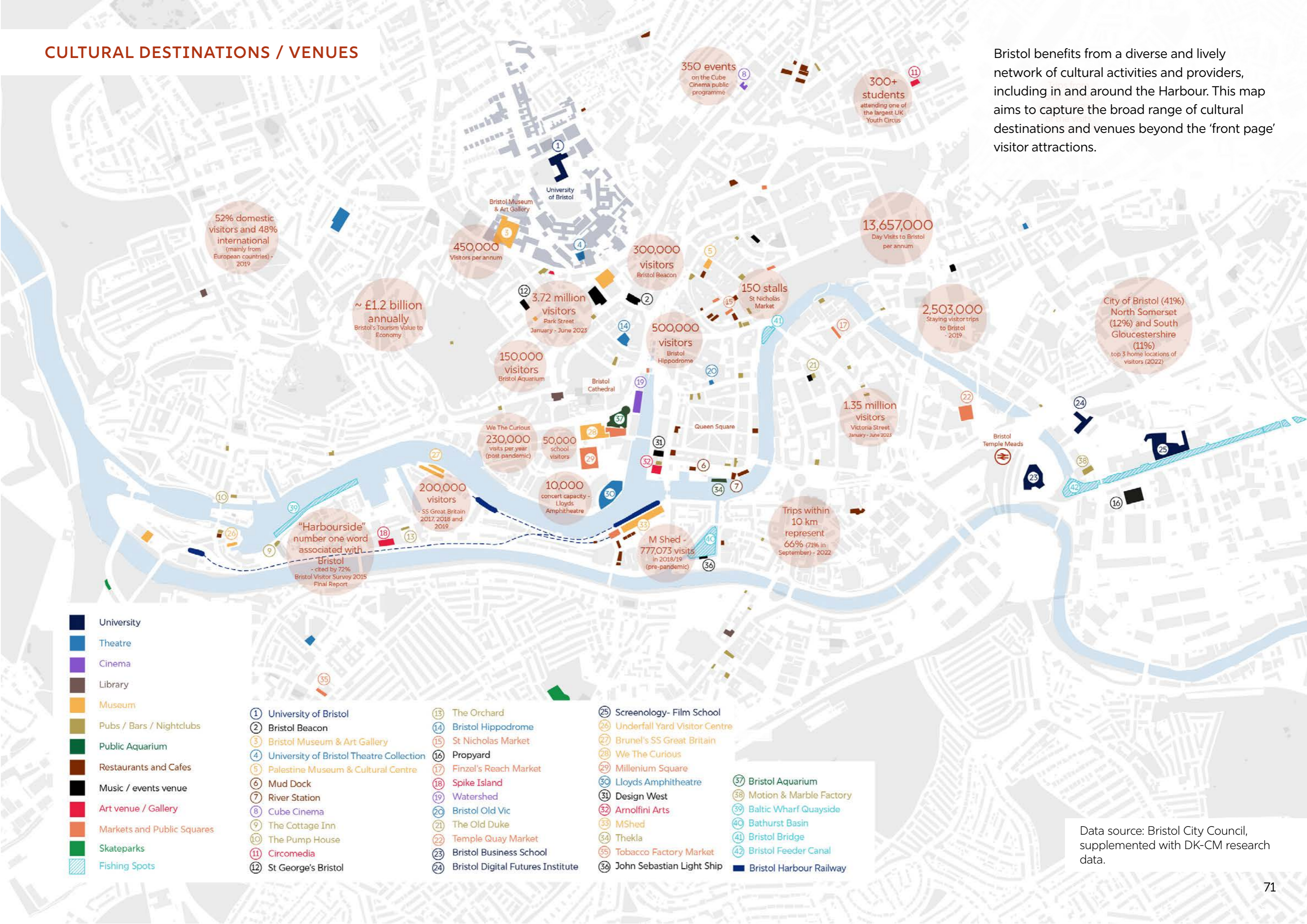


- | | | | |
|--|--------------------------------------|--|----------------------------|
| | Key Tourism Attraction / Destination | | Tourist information centre |
| | Key Tourism Landmark | | Hotel |
| | Ferry landing | | Car Park |
| | Public WC | | Coach pick-up / drop-off |
| | Harbourside Loop | | Eating and drinking zone |
| | Key green space | | Play Space |

Data source: Bristol City Council, supplemented with DK-CM research data.

CULTURAL DESTINATIONS / VENUES

Bristol benefits from a diverse and lively network of cultural activities and providers, including in and around the Harbour. This map aims to capture the broad range of cultural destinations and venues beyond the 'front page' visitor attractions.



52% domestic visitors and 48% international (mainly from European countries) - 2019

~ £1.2 billion annually
Bristol's Tourism Value to Economy

450,000
Visitors per annum

300,000
visitors
Bristol Beacon

13,657,000
Day Visits to Bristol
per annum

2,503,000
Staying visitor trips
to Bristol
- 2019

City of Bristol (41%)
North Somerset (12%) and South Gloucestershire (11%)
top 3 home locations of visitors (2022)

3.72 million
visitors
Park Street
January - June 2023

500,000
visitors
Bristol Hippodrome

150 stalls
St Nicholas Market

1.35 million
visitors
Victoria Street
January - June 2023

150,000
visitors
Bristol Aquarium

We The Curious
230,000
visits per year
(post pandemic)

50,000
school
visitors

10,000
concert capacity -
Lloyds Amphitheatre

200,000
visitors
- SS Great Britain
2017, 2018 and 2019

"Harbourside"
number one word
associated with
Bristol
- cited by 72%
Bristol Visitor Survey 2015
Final Report

M Shed -
777,073 visits
in 2018/19
(pre-pandemic)

Trips within
10 km
represent
66% (71% in
September) - 2022

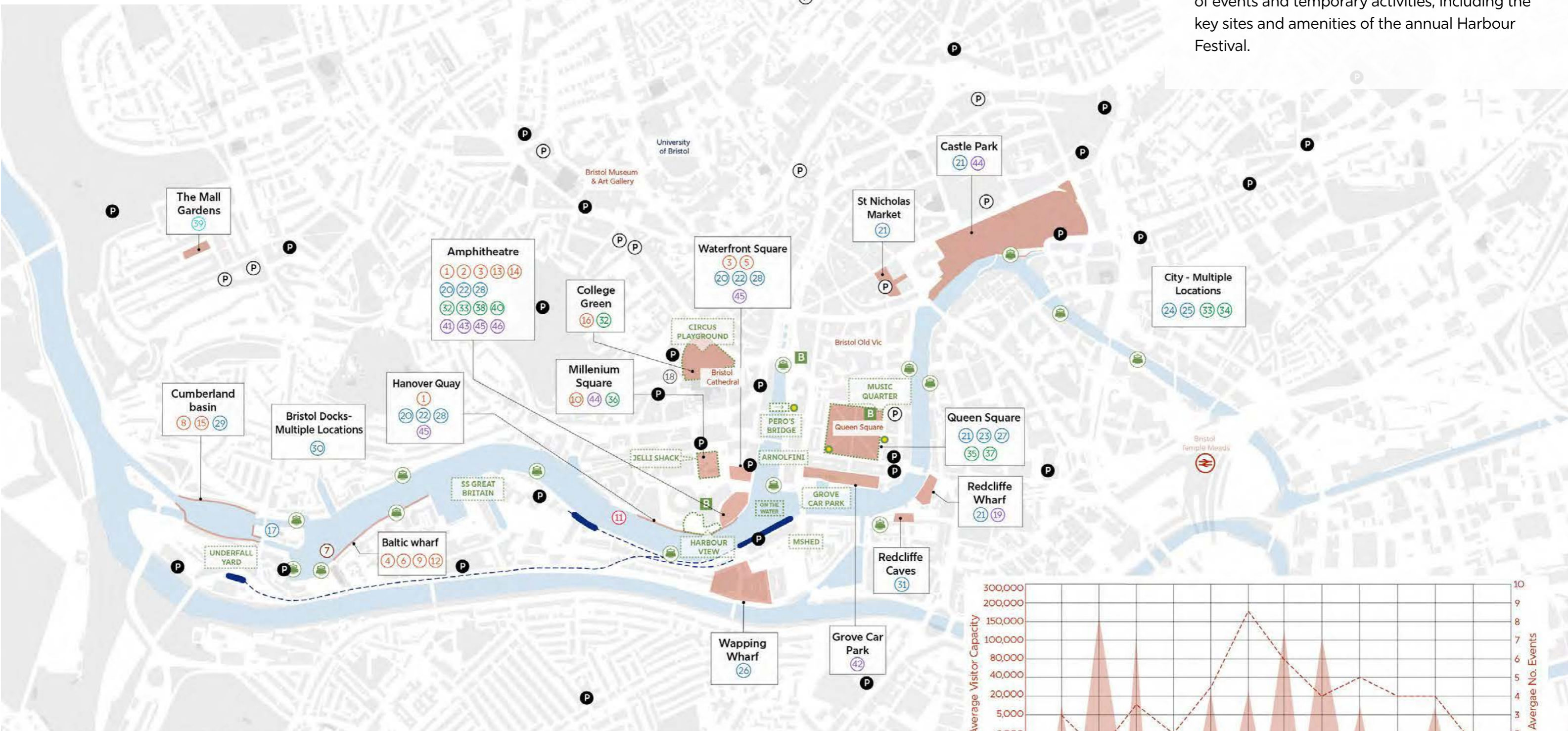
- University
- Theatre
- Cinema
- Library
- Museum
- Pubs / Bars / Nightclubs
- Public Aquarium
- Restaurants and Cafes
- Music / events venue
- Art venue / Gallery
- Markets and Public Squares
- Skateparks
- Fishing Spots

- 1 University of Bristol
- 2 Bristol Beacon
- 3 Bristol Museum & Art Gallery
- 4 University of Bristol Theatre Collection
- 5 Palestine Museum & Cultural Centre
- 6 Mud Dock
- 7 River Station
- 8 Cube Cinema
- 9 The Cottage Inn
- 10 The Pump House
- 11 Circomedia
- 12 St George's Bristol
- 13 The Orchard
- 14 Bristol Hippodrome
- 15 St Nicholas Market
- 16 Propyard
- 17 Finzel's Reach Market
- 18 Spike Island
- 19 Watershed
- 20 Bristol Old Vic
- 21 The Old Duke
- 22 Temple Quay Market
- 23 Bristol Business School
- 24 Bristol Digital Futures Institute
- 25 Screenology- Film School
- 26 Underfall Yard Visitor Centre
- 27 Brunel's SS Great Britain
- 28 We The Curious
- 29 Millenium Square
- 30 Lloyds Amphitheatre
- 31 Design West
- 32 Arnolfini Arts
- 33 MShed
- 34 Thekla
- 35 Tobacco Factory Market
- 36 John Sebastian Light Ship
- 37 Bristol Aquarium
- 38 Motion & Marble Factory
- 39 Baltic Wharf Quayside
- 40 Bathurst Basin
- 41 Bristol Bridge
- 42 Bristol Feeder Canal
- Bristol Harbour Railway

Data source: Bristol City Council, supplemented with DK-CM research data.

KEY PUBLIC SPACE AND EVENTS

This map sets out the key public spaces in terms of events and temporary activities, including the key sites and amenities of the annual Harbour Festival.



Sports, Wellbeing & Civic Events

- 1 QS Car Club Meet
- 2 UK Bungee
- 3 MS Walk Bristol
- 4 Uswim - Open Water Swim
- 5 Bristol 10K & Half Marathon
- 6 Great Western Runners
- 7 RNLI SUP CUP
- 8 Bristol Triathlon
- 9 Rotary Dragon Boat Festival
- 10 Midnight Walk
- 11 South West Area Combined Regatta
- 12 Stand up for safe water
- 13 Bristol Memory Walk
- 14 SHINE Night Walk Cancer Research UK
- 15 Nightingales Nightmare
- 16 Remembrance Sunday Parade
- 17 Mischief Boat Launch
- 18 Bristol half Marathon & 10 K - Great Run

Arts, Theatre & Food Events

- 19 Bump Roller Disco
- 20 The Spiegelent
- 21 Bristol Light Festival
- 22 Bristol Craft Beer Festival
- 23 Comedy Garden
- 24 Sculpture Trail - Unicorns!
- 25 The World Re-Imagined
- 26 Bristol Eat 24/7
- 27 Adventure Cinema
- 28 Wing Fest Bristol
- 29 Hotwells Literary Festival
- 30 Suffocating City
- 31 Bristol Film Festival:
 - Underground
 - Horror In The Caves
 - Christmas in the Caves

Community Events, (High) street parties

- 32 Show Your Heart / City of Sanctuary
- 33 Womens Fiesta
- 34 St Patricks Day Parade
- 35 Queen Square Chambers Summer Party
- 36 Festival of Nature
- 37 Celebrating Sanctuary
- 38 EV Rally
- 39 Clifton Club Summer Party
- 40 Sleep Out

Festivals & Live Music Events

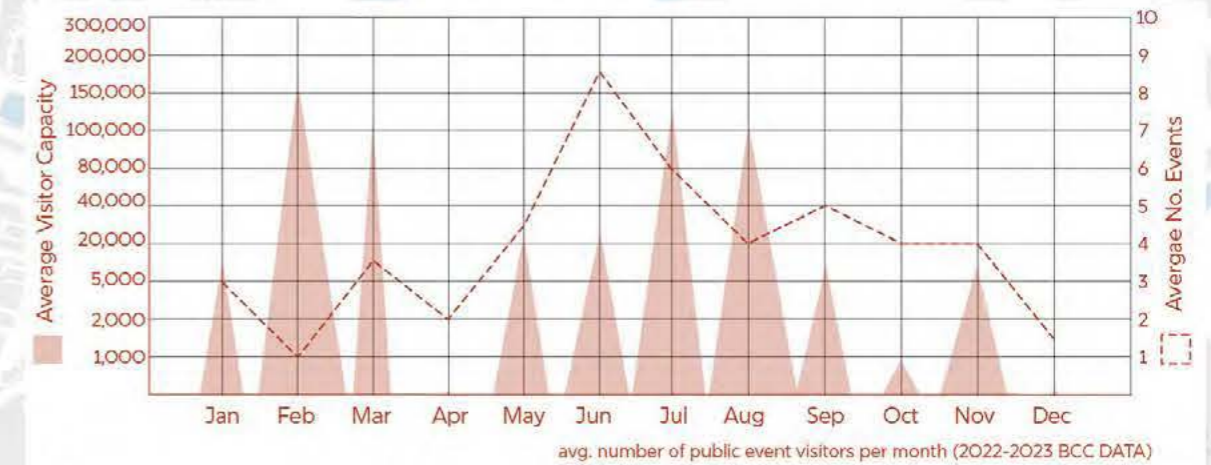
- 41 Bristol Harbour Festival
- 42 Dot to Dot Festival
- 43 Bristol Sounds
- 44 Bristol Pride Parade
- 45 Sequences
- 46 Ben & Jerry's Sundae

Bristol Harbour Festival

- Festival Sites
- One way at peak times
- Festival Markets
- Festival Bars
- Festival Ferry Stops

General

- Public Event Space
- Bristol Harbour Railway
- Public Toilets
- Public Toilets - Accessible

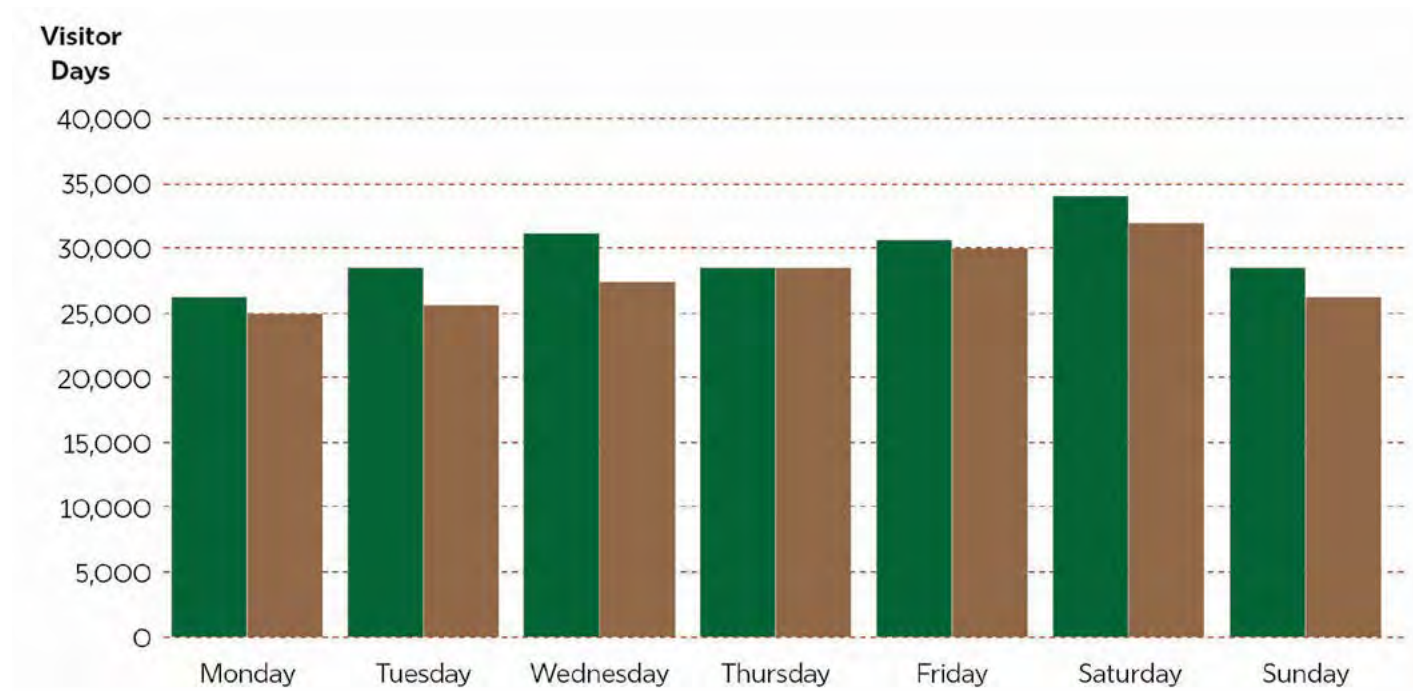


Data source: Bristol City Council, supplemented with DK-CM research data.

PLACE INFORMATICS DATA

FOOTFALL THROUGHOUT THE YEAR AND WEEK:

- Main peak in summer (July - September) with dip in winter (February)
- 10,991,700 visitor days in 2023 (a visitor day is one person visiting the harbour on one day)
- Between 785,000 - 1,035,000 visitor days a month



BUSIEST PLACES THROUGHOUT THE YEAR:

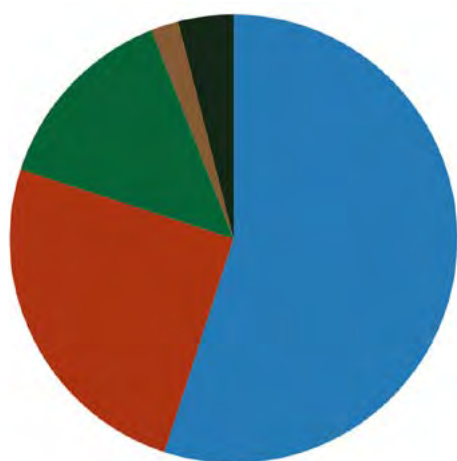
- Busiest places are Wapping Wharf, Millennium Square and St Augustine's Reach.
- Summer is generally the busiest period, however there is a significant decrease in activity during August, which may be due to school holidays or working patterns etc.

| Place | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|----------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Underfall Yard | 159 | 278 | 167 | 154 | 327 | 324 | 645 | 189 | 644 | 337 | 317 | 307 |
| Albion Yard | 307 | 139 | 464 | 511 | 490 | 949 | 1243 | 189 | 644 | 618 | 324 | 594 |
| Museum Street | 307 | 606 | 895 | 966 | 1208 | 1508 | 1243 | 377 | 1030 | 618 | 1060 | 594 |
| Wapping Wharf | 2697 | 3054 | 5078 | 4922 | 5084 | 5143 | 7049 | 2958 | 5000 | 5916 | 5548 | 4963 |
| Harbour Inlet | 307 | 139 | 464 | 511 | 164 | 647 | 645 | 377 | 664 | 618 | 1060 | 594 |
| Millennium Sq | 2697 | 3054 | 5078 | 4922 | 5084 | 5143 | 7049 | 2958 | 5000 | 5916 | 5548 | 4963 |
| St Augustine's Reach | 2697 | 3054 | 5078 | 4922 | 5084 | 5143 | 7049 | 2958 | 5000 | 5916 | 5548 | 4963 |
| The Grove | 527 | 606 | 464 | 511 | 803 | 1508 | 2215 | 743 | 1454 | 1131 | 1060 | 594 |
| Welsh Back | 527 | 832 | 895 | 966 | 1469 | 1508 | 2215 | 743 | 1454 | 1131 | 1060 | 594 |



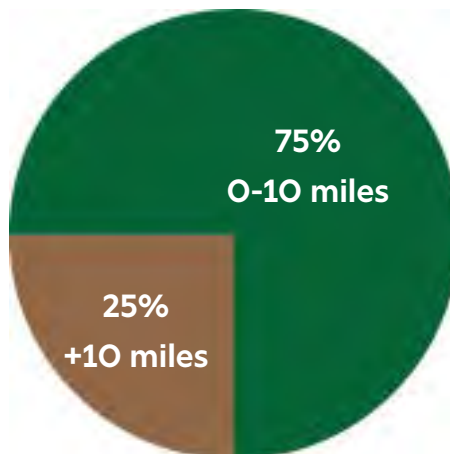
WHO VISITS THE HARBOUR:

- Nearly 75% of visitors to the harbour come from within 0-10 miles.
- There are two key visitor groups: young 'local' people living within 10 miles of the city, and older people living 10+ miles away from the centre.
- The highest income potential is from the first of these two groups, with a focus on leisure spending.



VISITOR DISTANCE:

| | |
|-------------|-----|
| 0-3 Miles | 55% |
| 3-10 Miles | 25% |
| 10-25 Miles | 14% |
| 25-50 Miles | 2% |
| 50+ Miles | 4% |

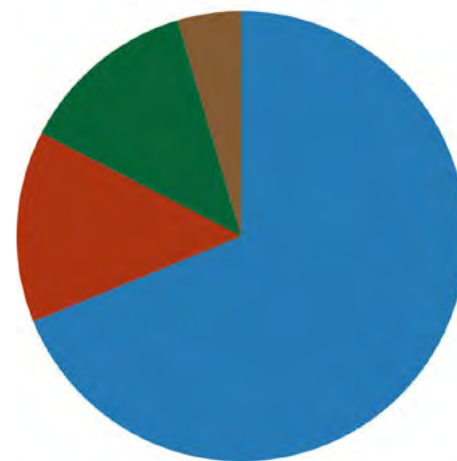


0 - 10 MILE GROUP

- Percentage values are above or below average
- High income (+20%)
- Leisure spend (+13%)
- Takeaway spend (+5%)
- Own 1 car (+7%)
- 15 - 24 yrs (+31%)
- 25 - 34 yrs (+25%)
- 55 - 64 yrs (-17%)
- 65+ yrs (-21%)

10+ MILE GROUP

- Transport spend (+5%)
- Recreation spend (+4%)
- Culture spend (+4%)
- No car ownership (-28%)
- 55+ yrs (+11%)

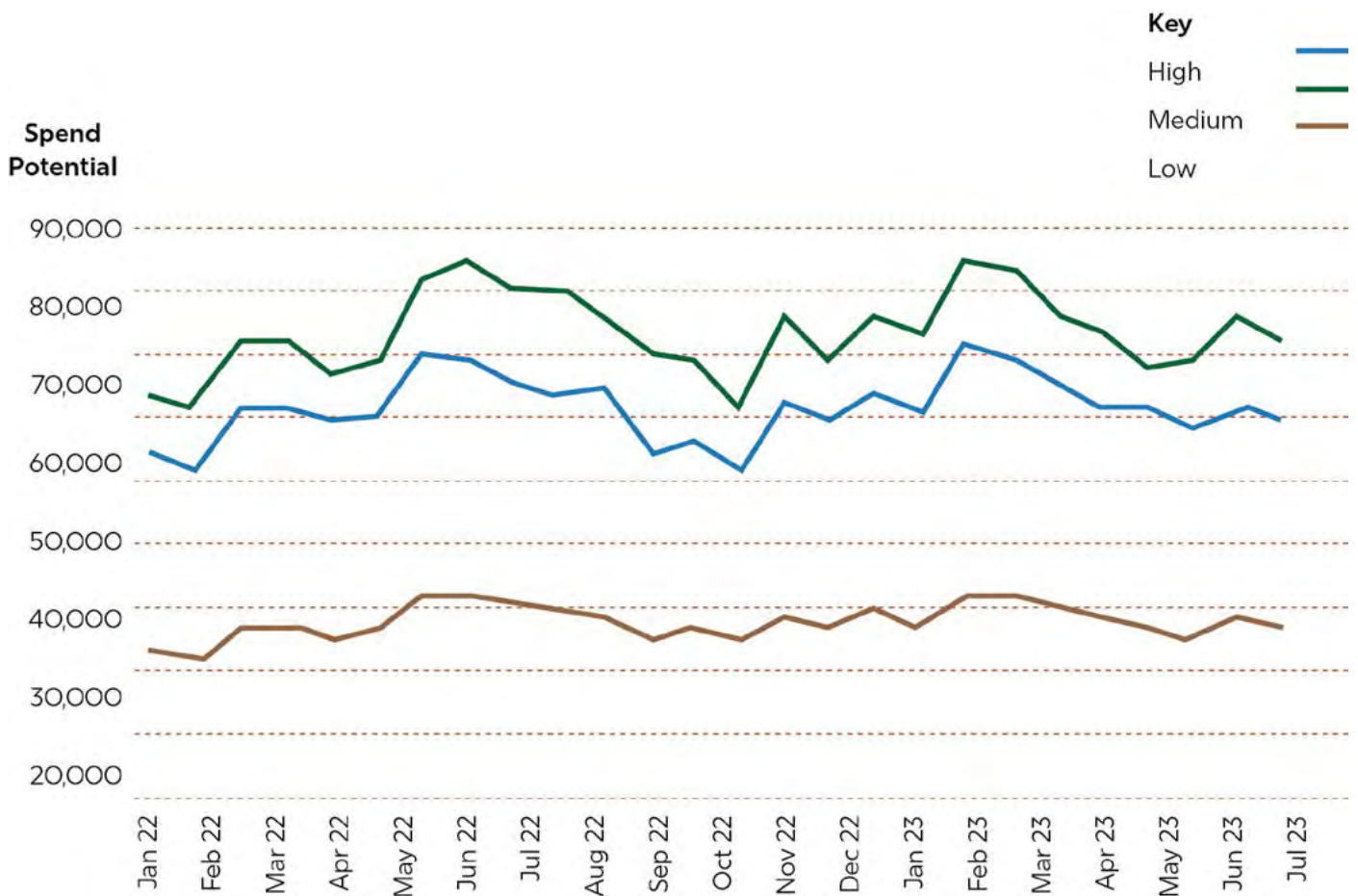


TRANSPORT MODE:

- Cars 6%
(slight peak in July and February)
- Buses 15%
(slight Summer increase)
- Park & Ride 14%
(slight Autumn / Winter increase)
- Train 5%
(consistent usage across year)

SPEND POTENTIAL OF VISITORS:

- Majority of visitors have medium spend potential (45%), then high (37%), and then low (18%).
- Visitors with medium and high spend potential have larger peaks in school holidays, summer months and around Christmas.
- Low spend potential visitors have a more consistent spending pattern.
- High spend visitors are generally from London and the South; medium spend visitors are from the South West and East Anglia; and low spend visitors are from South Wales and Devon / Cornwall.



KEY ENGAGEMENT NARRATIVES: CULTURE & TOURISM



Above Chris Pirie, Geen Ginger/
Puppet Place. Photograph by Andre
Pattenden.

Culture and heritage

The cultural significance of Bristol Harbour is not just thanks to its history and heritage. There are contemporary stories too - the creative economy, art and design practice, food and drink, music, and many more. There is a sense among young people that more could be done to support them in being creative in the harbour (and more done for children and young people more generally), and a general sense among respondents that broader and more diverse voices could play a role in the harbour as a place.

Vital to Bristol's tourist and visitor economy, but also to local communities

Bristol Harbour is widely understood by the communities of Bristol to be a vital part of the city's tourist, visitor and cultural offer, and the harbour is the word most associated with Bristol in the minds of visitors, according to independent research. Both formal, 'headline' tourist offers like the SS Great Britain, and more informal or intangible things, such as independent businesses, food stuffs and popular narratives play a role in this significance, and it is felt by many that there is a need to balance the needs of a thriving tourist and visitor economy with a more local offer that is responsive to everyday life and local need.



Above
gig at Thekla

Right
Bristol Harbour
Railway
volunteers





Above Bristol Harbour Festival, amphitheatre stage

Events and meanwhile uses

The harbour is home to an array of temporary, short term, seasonal and other events. The waterspace and some key spaces are vital to this. The events are generally well-loved and popular, and the Harbour Festival is a particular highlight, though some water users feel that this event is not closely-connected enough to the Harbour's maritime cultural significance.

Some respondents are concerned that ongoing development will pose a risk to the viability and logistics of events programming in the harbour. A sound understanding of the space and amenities needed by events (both front and back of house) is felt to be needed in order to help mitigate this risk.

Enabling culture

Some discussions around facilities and amenities - for example public toilets and public seating - also touched upon the importance of these things to enable people to more easily access culture and events programming. This aligns with calls for better facilities from other Harbour stakeholders, suggesting that there may be opportunities to provide shared facilities which are useful in multiple contexts and to multiple 'types' of Harbour user.

8

COMMERCE &
INDUSTRY

COMMERCE & INDUSTRY

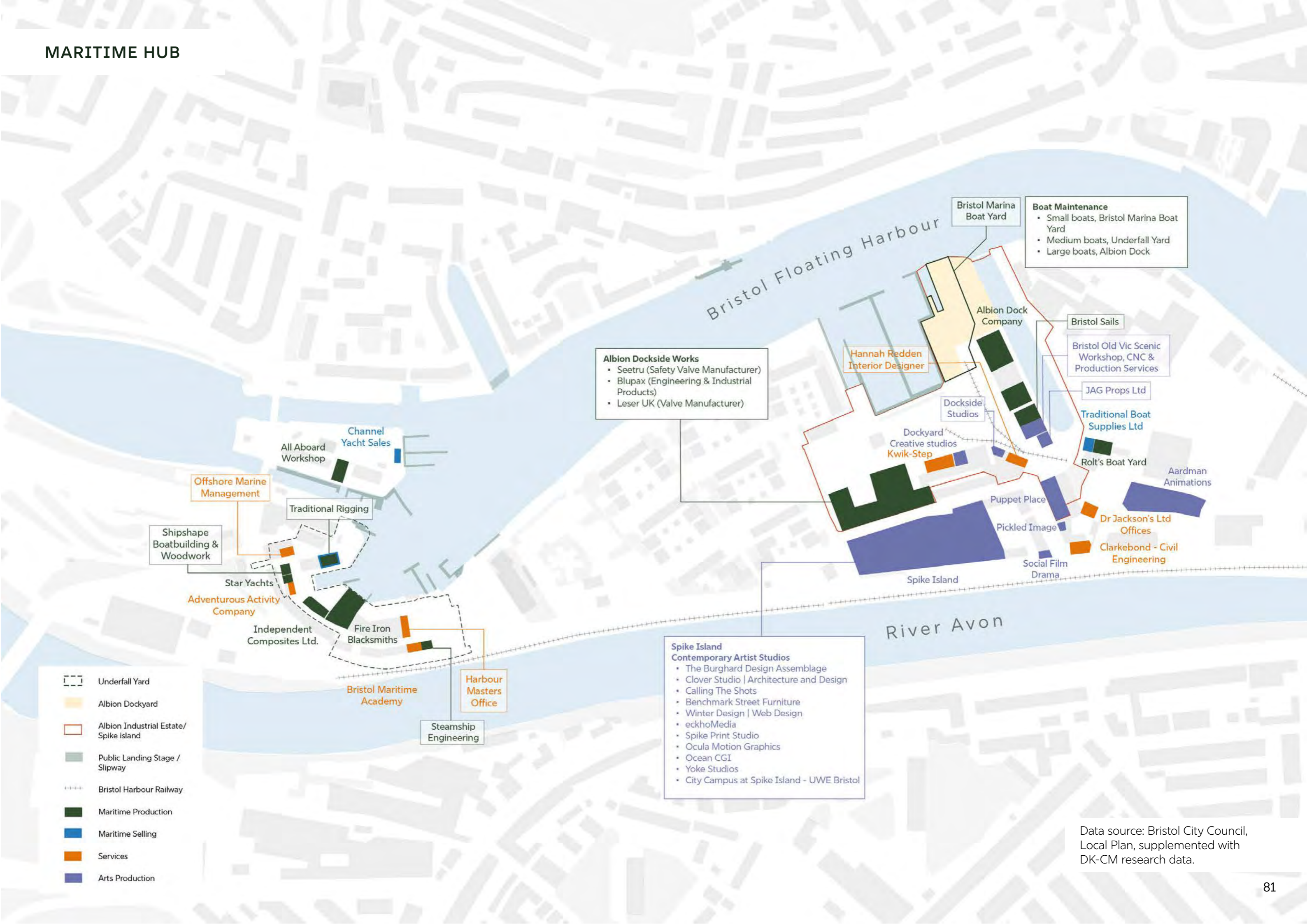
INTRODUCTION

This section documents commercial and industrial activity in and around Bristol Harbour.

We have used planning policy and our own independent mapping to build a picture of where retail and commercial leisure uses are taking place in and around Bristol Harbour. This includes areas of retail and leisure that were not in place when 2011 Local Plan was published, including at Wapping Wharf. We have also mapped protected industrial and maritime industrial locations. This builds a picture of where making and selling are concentrated in and around the Harbour.

In mapping Resources, we are keen to understand not just the locations of the companies and organisations that produce or process things in the area but in establishing an overall picture of Bristol's making and processing economy - what goes in, what comes out - what happens to the materials and artefacts of the economy, and could these form a part of proposals for positive change? As such we are interested in things that are made in Bristol, whether artisanal or industrial (of often a little of both), but also in how materials and objects are moved and processed - particularly in ways that follow circular economy principles. These are therefore primarily physical, material and production resources rather than intellectual ones - but they have the potential to inform the future of Bristol Harbour by driving its processes of change.

MARITIME HUB



- Underfall Yard
- Albion Dockyard
- Albion Industrial Estate/ Spike island
- Public Landing Stage / Slipway
- Bristol Harbour Railway
- Maritime Production
- Maritime Selling
- Services
- Arts Production

Albion Dockside Works

- Seetru (Safety Valve Manufacturer)
- Blupax (Engineering & Industrial Products)
- Leser UK (Valve Manufacturer)

Boat Maintenance

- Small boats, Bristol Marina Boat Yard
- Medium boats, Underfall Yard
- Large boats, Albion Dock

Spike Island Contemporary Artist Studios

- The Burghard Design Assemblage
- Clover Studio | Architecture and Design
- Calling The Shots
- Benchmark Street Furniture
- Winter Design | Web Design
- eckhoMedia
- Spike Print Studio
- Ocula Motion Graphics
- Ocean CGI
- Yoke Studios
- City Campus at Spike Island - UWE Bristol

Channel Yacht Sales
All Aboard Workshop
Offshore Marine Management
Shipshape Boatbuilding & Woodwork
Star Yachts
Adventurous Activity Company
Independent Composites Ltd.
Fire Iron Blacksmiths
Traditional Rigging

Bristol Marina Boat Yard
Albion Dock Company
Hannah Redden Interior Designer
Dockside Studios
Dockyard Creative studios Kwik-Step
Bristol Sails
Bristol Old Vic Scenic Workshop, CNC & Production Services
JAG Props Ltd
Traditional Boat Supplies Ltd
Rolt's Boat Yard
Aardman Animations
Puppet Place
Pickled Image
Social Film Drama
Dr Jackson's Ltd Offices
Clarkebond - Civil Engineering

Bristol Maritime Academy
Harbour Masters Office
Steamship Engineering

Data source: Bristol City Council, Local Plan, supplemented with DK-CM research data.

KEY ENGAGEMENT NARRATIVES: COMMERCE & INDUSTRY



Making is culture

The making of boats, cider, fine art, bacon butties, animation, fine chandlery and fish & chips (to pick just a few examples among many); these are all part of culture as well as being commercial activities, and they are understood to contribute to the harbour's cultural identity. These and other informal or intangible things are crucial to the harbour's identity and need to be valued as much as more obvious or headline heritage and cultural attractions. The maritime industries - mostly well protected through the local plan policy designations - are a crucial part of this but also not the full story.

Albion Dock and Underfall Yard: hubs of production

The Albion Dock and Underfall Yard, both protected as Maritime Industrial and Warehousing Areas, are significant for their role in maritime activity; and this is also complemented by a range of other forms of production, from scenography to food, puppetry to fine art. This array of established and highly distinctive uses is highly valued.





Above Rolts Boatyard / Bristol Classic Boat Company

Becoming part of the city

The harbour has not historically provided any town centre related uses, as such, as a space dominated by logistics, industry and warehousing. This situation is changing somewhat thanks, in part, to developments like Wapping Wharf which bring a certain intensity of commercial and public life to parts of the Harbour. The balance between better amenities, shops and services and some of the more established qualities of the harbour that distinguish it from the wider city - is important to get right.



This document is part of the Harbour Place Shaping Strategy (HPSS) prepared by DK-CM for Bristol City Council, 2023-24.

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