02
Context

02.01
Site History

St Philip's Marsh has been shaped by over three centuries of industrial activity, community life and urban change. From its origins as open marshland to its present form, the area reflects Bristol's evolution as a major port city and industrial centre.

Once known as the King's Marsh, the area is part of the floodplain of the River Avon and historically lay within the parish of St Philip and Jacob to the south and east of central Bristol. The construction of the Feeder Canal in 1809 created an island, bounded by water on all sides, that would become home to a thriving working community.

The Feeder Canal stimulated rapid industrial development by enabling the transportation of raw materials and finished goods. Brickyards, ironworks and oilcloth-making became established alongside a growing residential community. Streets such as Albert Road, Victoria Road and Chapel Street were laid out, and terraced houses were built with bricks made in St Philip's Marsh. Churches, shops and pubs served the community on almost every street corner.

The twentieth century brought significant change. War damage, slum clearance and the designation of the Marsh as an employment area transformed its character. Houses, pubs, shops and churches were lost, and by the 1970s the place had changed beyond recognition. Today, St Philip's Marsh is characterised by low-density industrial structures.

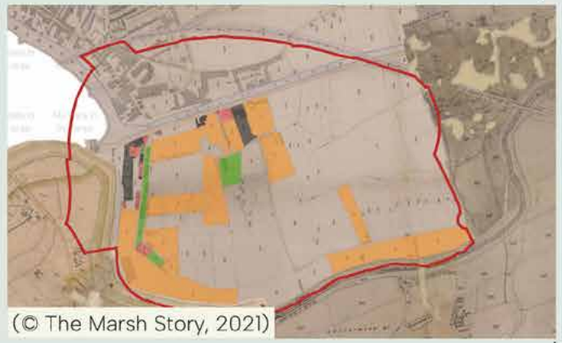
The regeneration of St Philip's Marsh offers the opportunity to write the next chapter in this history, reintroducing community life alongside the industrial uses that have long defined the area.

Early industries and roads begin to extend onto the Marsh. Much of the area is known as Brick Fields.



(© The Marsh Story, 2021)

Brickyards, ironworks and oilcloth-making become established across the Marsh. A residential community begins to form south of the waterway.



(© The Marsh Story, 2021)

Albert Road built up with gas lights and paved streets by 1890.



(© Know Your Place)

KEY

- Brick industry land
- Gardens
- Homes
- Other industry

1700 — 1792 — 1800 — 1821 — 1847 — 1885

Feeder Canal completed in 1809

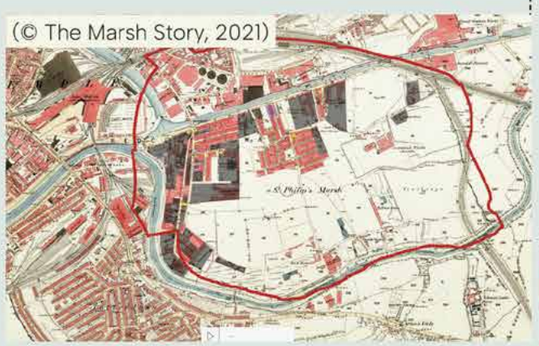
Totterdown Bridge constructed

(© The Marsh Story, 2021)



Totterdown Lock and toll house by Totterdown Basin on Feeder Canal, painted by Hugh O'Neill.

(© The Marsh Story, 2021)



The community had grown dramatically. Brickyards decline as other industrial uses take hold.

KEY

- Residential
- Industrial

Fig 02.01 St Philip's Marsh timeline

Great Western Railway bisects the Marsh with an avoiding line and locomotive shed. Sparke Evans Park opened.



(© Bristol from Above)

Bristol's island community.



(© The Marsh Story)

Low-density industrial sheds on Lewis Street with an adapted Edwardian industrial building in the background.



1900

1950

2024



(© Know Your Place)

War damage to 72–74 Feeder Road.



© The Marsh Story, 2021

Post-war slum clearance removes the residential community. Industrial development engulfs the remaining Marsh.



St Philip's Marsh in 2024.

02.02 Existing Character Areas and Land Uses

St Philip's Marsh is predominantly industrial in character, with most of the site occupied by relatively modern industrial buildings. Traces of its earlier industrial and residential heritage remain in pockets across the area, and more recent commercial development has begun to introduce a wider mix of uses. Together, these layers give the area a varied character that the masterplan will build on.

Two waterways define the setting. The Feeder Canal runs across the site, separating the modern industrial land to the south from the listed warehouses and conservation area to the north. The River Avon forms the southern boundary, bringing nature and greenery into an otherwise hard urban environment and giving the area its marsh and island identity.

In contrast to the predominantly low-density industrial uses of St Philip's Marsh, the surrounding areas demonstrate a typical urban mix. The city centre, to the north, is a mixed-use neighbourhood with a high concentration of retail and commercial activity. Residential neighbourhoods to the north and south are made up of terraced houses and larger multi-storey flatted blocks. Paintworks, to the south-east, is a creative quarter combining residential and workspace uses, home to the Martin Parr Foundation and the Royal Photographic Society alongside food and beverage offerings and a flexible event space.

Within St Philip's Marsh, four distinct Existing Character Areas can be identified, each with its own spatial qualities and building types.

Modern Industrial Character Area

The Modern Industrial Character Area covers most of the land south of the Feeder Canal. It is characterised by low contemporary industrial buildings of up to three storeys with large floorplates, housing a mix of industrial, commercial and service uses. These include vehicle showrooms, hire and repair services, logistics, construction materials suppliers, waste management, and media industry servicing uses.

The area also accommodates a number of cultural venues, including the Prospect Venue, Wake the Tiger, and Motion, one of the UK's most renowned nightclubs. These venues take advantage of the large floorplates available in the area to create distinctive experiences and are characteristic of Bristol's nightlife scene.

Building quality and appearance vary significantly, from typical offices and warehouses to older workshops. Many buildings are set back from the road behind high boundary walls and open yards. The streetscape is characterised by narrow, often dead-end streets with limited footways, frequently congested by daytime parking.

The Character Area lacks green space and is dominated by large-scale infrastructure. The St Philip's Marsh railway depot crosses the site from east to west, and the elevated St Philips Causeway dual carriageway oversails parts of the area. The north-eastern quadrant accommodates Avon and Somerset Police operational facilities and National Grid installations.

The streets immediately south of the Feeder Canal have a greater mix of uses. Small retail establishments, including shophouses and pubs, line Feeder Road and Albert Road. A small number of residential properties are located along these streets and the River Avon. The Bristol Animal Rescue Centre, jointly operated by the RSPCA and the Cats and Dogs Home since 1901, sits on Albert Road. The St Philip's Marsh Nursery is located on Albert Crescent. Together, these uses are part of what remains of the marsh community that formed during the nineteenth and twentieth centuries.



Fig 02.02 Drone image of St Philip's Marsh (March, 2024)









Fig 02.03 Eye-level views of modern industrial character in St Philip's Marsh



KEY

- St Philip's Marsh Masterplan boundary
- Residential
- Student accommodation
- Commercial
- Retail
- Culture/leisure
- Community
- Religion
- Transport
- Charity
- Sports facilities
- Education
- Industrial
- Construction
- Utilities/waste
- Government/security
- Modern Industrial Character Area
- Industrial Heritage Character Area
- Knowledge and Innovation Character Area
- Riverfront Character Area
- Residential uses in St Philip's Marsh

Data Source: Ordnance Survey Address Base, September 2023. Information has been updated manually since to reflect recent changes.

Fig 02.04 Existing character areas and land uses in and around St Philip's Marsh

Industrial Heritage Character Area

The Industrial Heritage Character Area covers the conservation area north of the Feeder Canal. The area is defined by a number of listed warehouses, former factories and stone boundary walls along Silverthorne Lane and Gas Lane, which give it a distinctive character.

These heritage assets sit within a wider context of cleared sites, surface car parking and active construction. Industrial activity still continues in places, including at the Network Rail Kingsland Depot, though the area is in transition.

This is the part of St Philip's Marsh currently seeing the most transformation. Significant development is underway, including a new secondary school, the University of Bristol's Temple Quarter Enterprise Campus, and new student accommodation. The Bristol Digital Futures Institute and Screenology occupy listed industrial heritage buildings within the Silverthorne Lane Conservation Area, forming part of an emerging academic and cultural community that is expected to act as a catalyst for the wider transformation of St Philip's Marsh.

Silverthorne Lane and Gas Lane are the main streets within the area, running roughly east to west between the canal and the railway. Both are framed by listed stone walls, interrupted in places by historic building facades. This gives the streets a strong sense of historic character but also presents movement challenges for Active Travel and vehicular traffic due to width constraints.

Connections between the conservation area and the rest of St Philip's Marsh are currently limited, making it feel like a separate cluster within the wider site.







Fig 02.05 Eye-level views of industrial heritage in St Philip's Marsh

Knowledge and Innovation Character Area

The Knowledge and Innovation Character Area covers the land immediately around Temple Meads Station, Temple Island and the Temple Quarter Enterprise Campus, and extends into parts of Silverthorne Lane with the emerging Temple Quarter Enterprise Campus Research Hub and new student accommodation.

Commercial activity is concentrated to the north and west of Temple Meads Station, complemented by the emerging university presence. The station itself anchors these uses and includes transport services, commercial and retail uses, and event spaces.

The area is taking on a campus character, shaped by the combination of the university presence, new student accommodation, and the commercial and research uses around the station.

Outside the conservation area, development is contemporary in form, with wider streets and two distinct building typologies emerging. Commercial buildings tend to have large floorplates and a mid- to high-rise profile, while residential and student accommodation buildings sit on typical residential floorplates and rise taller. Both typologies share a materials palette of glass, metal, concrete and sometimes brick, referencing the industrial character of the wider site through a modern architectural language.







Fig 02.06 Eye-level views of knowledge and innovation in St Philip's Marsh

Riverfront Character Area

The Riverfront Character Area forms the southern edge of St Philip's Marsh, where the River Avon and Sparke Evans Park together provide the site's main green and ecological asset.

The River Avon, a designated Site of Nature Conservation Interest, is a tidal waterway with naturalised banks and riparian planting that enhance its ecological value. The upper banks carry a mix of low-level vegetation and self-seeded trees, forming a natural green corridor.

The riverside provides a key walking and cycling route along the River Avon, although the route is currently narrow and does not meet recommended standards for active travel. It is framed by adjacent industrial development, where buildings back onto the river, resulting in a lack of active frontage and natural surveillance that limits accessibility and perceived safety. The riverside walls are covered in colourful street art, creating a distinctive 'living wall' that adds visual interest in a characteristically Bristolian way.

Sparke Evans Park, a 2.35-hectare municipal park established in 1902 and named after the philanthropist Peter Fabyan Sparke Evans, sits adjacent to the River Avon on the south-eastern edge of St Philip's Marsh. Once part of a residential neighbourhood, the park is now surrounded by industrial buildings, factories and railway sidings, with access from neighbouring residential areas via Sparke Evans Footbridge over the River Avon.

The park is a valuable green space with significant potential to enhance the ecology and biodiversity of St Philip's Marsh. Its current condition is deteriorating, as seen in the ruined historic bandstand and poorly maintained planted areas, including the original rose garden.











Fig 02.07 Eye-level views of the riverfront character area in St Philip's Marsh

02.03 Heritage

The area's significance is seen through its nineteenth-to early twentieth-century infrastructure and industrial history, illustrating Bristol's prestige as a major national port.

St Philip's Marsh has a range of heritage assets including Grade II* and Grade II listed buildings within the Silverthorne Lane Conservation Area, locally listed buildings throughout the site, and a Local Historic Park. The Feeder Canal, with its associated basins and locks, and Brunel's Great Western Railway are infrastructure of historical interest. The area's distinctive character derives from the close relationship between water and historic industrial buildings. The materials of the buildings and streets, the roofscape, and fragments of lost structures also contribute to this character.

This sense of place is particularly strong north of the Feeder Canal, where the Grade II and Grade II* listed former St Vincent's Ironworks stands as a well-preserved Victorian industrial complex with Bristol Byzantine-style offices. Much of St Philip's Marsh, however, especially to the east and south, was either developed later or has been redeveloped, and lacks this historic character. The communal value of St Philip's Marsh rests in the memory of the community that once called it home, now recorded in writing, photographs and oral history. Sparke Evans Park was created for that community and continues to serve local residents today.

Key views relating to watercourses, rail and road corridors have been identified. These views are linked to key items of infrastructure that, as assets of historic interest, have defined the site's identity. The key views and heritage assets identified in this document are based on the Bristol Temple Quarter Heritage Strategy (Alan Baxter, April 2020).

















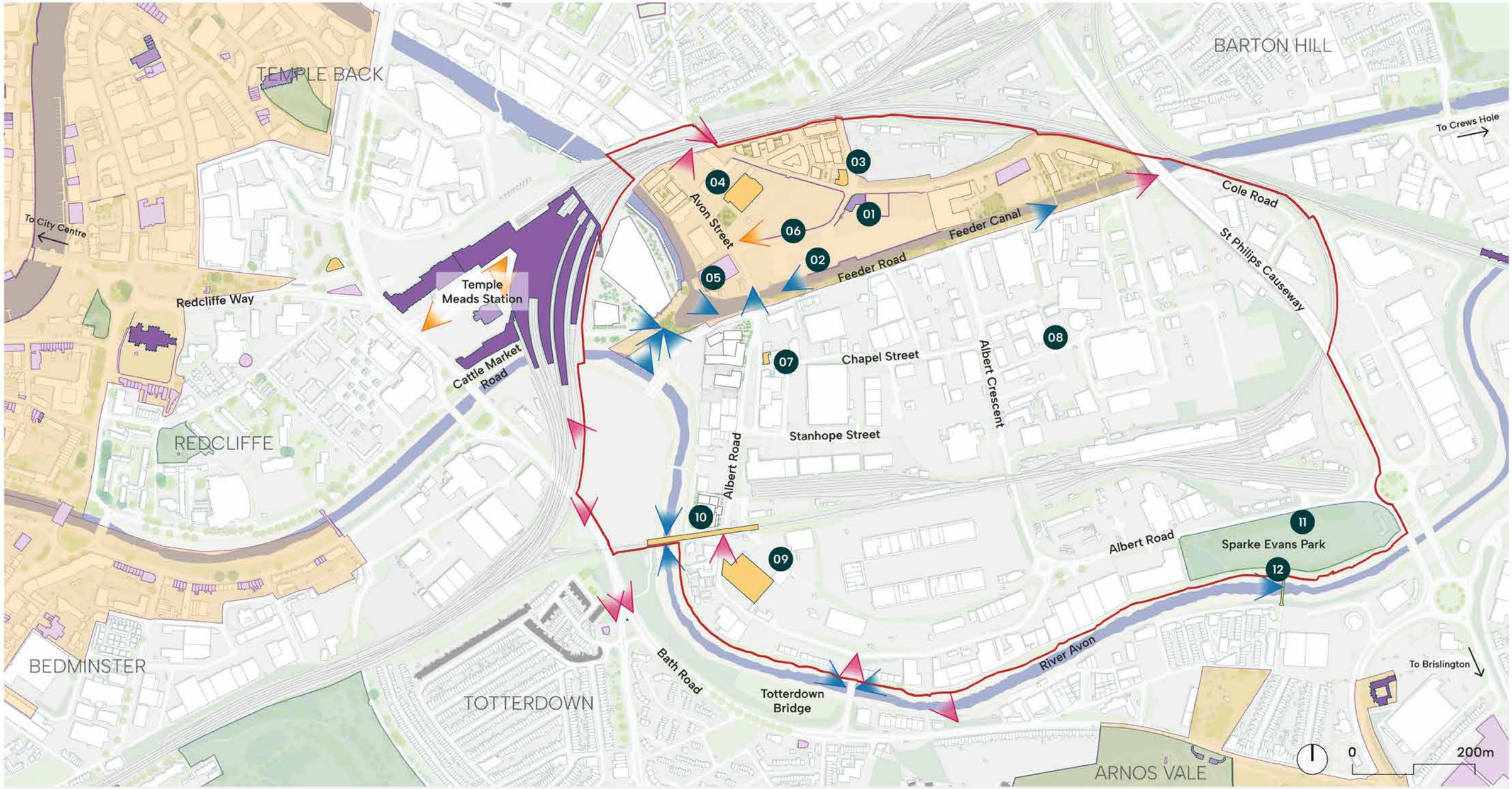








Fig 02.08 Images of heritage assets within St Philip's Marsh



KEY

- St Philip's Marsh Masterplan boundary
- Grade I listed
- Grade II* listed
- Grade II listed
- Locally listed buildings
- Historic park and garden
- Conservation area
- Other key buildings
- Watercourses and open spaces vantage points
- Rail and road corridor vantage point
- Other vantage points
- 01 St Vincent's Works
- 02 St Vincent's Works Factory
- 03 Kingsland House
- 04 BDFI Building
- 05 Former premises of Marble Mosaic Company
- 06 Listed Perimeter Walls of St Vincent's Works
- 07 Jubilee Room Workmen's Hall
- 08 Former Avon Marble premises
- 09 Albert Road Corporation Garage
- 10 Temple Meads Avoiding Line Avon Bridge
- 11 Sparke Evans Park
- 12 Sparke Evans Footbridge

Fig 02.09 Existing heritage assets plan

02.04
Public Transport and Vehicular Movement

St Philip's Marsh faces a number of access and movement constraints. The railway lines, the River Avon and the Feeder Canal surround and cross the site, creating severance and limiting connections to adjacent areas such as Totterdown, St Anne's and the city centre.

The area is accessed by a limited number of bridges and underpasses, most of which are designed primarily to accommodate vehicular traffic. Several railway underbridges present height and width restrictions that limit access for larger vehicles and prevent double-decker bus services from operating along certain routes.

St Philip's Marsh has a limited street network, with few publicly accessible routes through the area. The existing streets are car-oriented, with parking taking up much of the available space. A shortage of off-street car parking, combined with the lack of public transport connections, means that streets are frequently taken over by parked vehicles.

The Number 16 bus runs along Avon Street and Feeder Road. From 8th September 2026, Bristol service 8 operates a new route at Temple Meads Station, incorporating the station's new Eastern Entrance and the new University of Bristol Temple Quarter Enterprise Campus. Whilst bus services on Bath Road and Temple Way are accessible from parts of St Philip's Marsh, much of the area lacks convenient public transport access.

Traffic analysis indicates that a high proportion of vehicles in St Philip's Marsh are passing through rather than making trips with a local origin or destination. Feeder Road and Albert Road carry the highest traffic volumes, acting as key connections to Knowle to the south, St Anne's to the east and the M32 to the north.

Public transport and vehicular movement improvements are planned or underway in the surrounding area. St Philip's Marsh sits between the proposed South Bristol Liveable Neighbourhood and East Bristol Liveable Neighbourhood.

The new eastern entrance to Temple Meads Station will bring much of St Philip's Marsh within a 12-minute walk of the station and its railway connections.

Improvements to St Philips Causeway and Brislington New Bridge are also being progressed, with the potential to strengthen public transport connectivity and the wider functioning of the local road network.





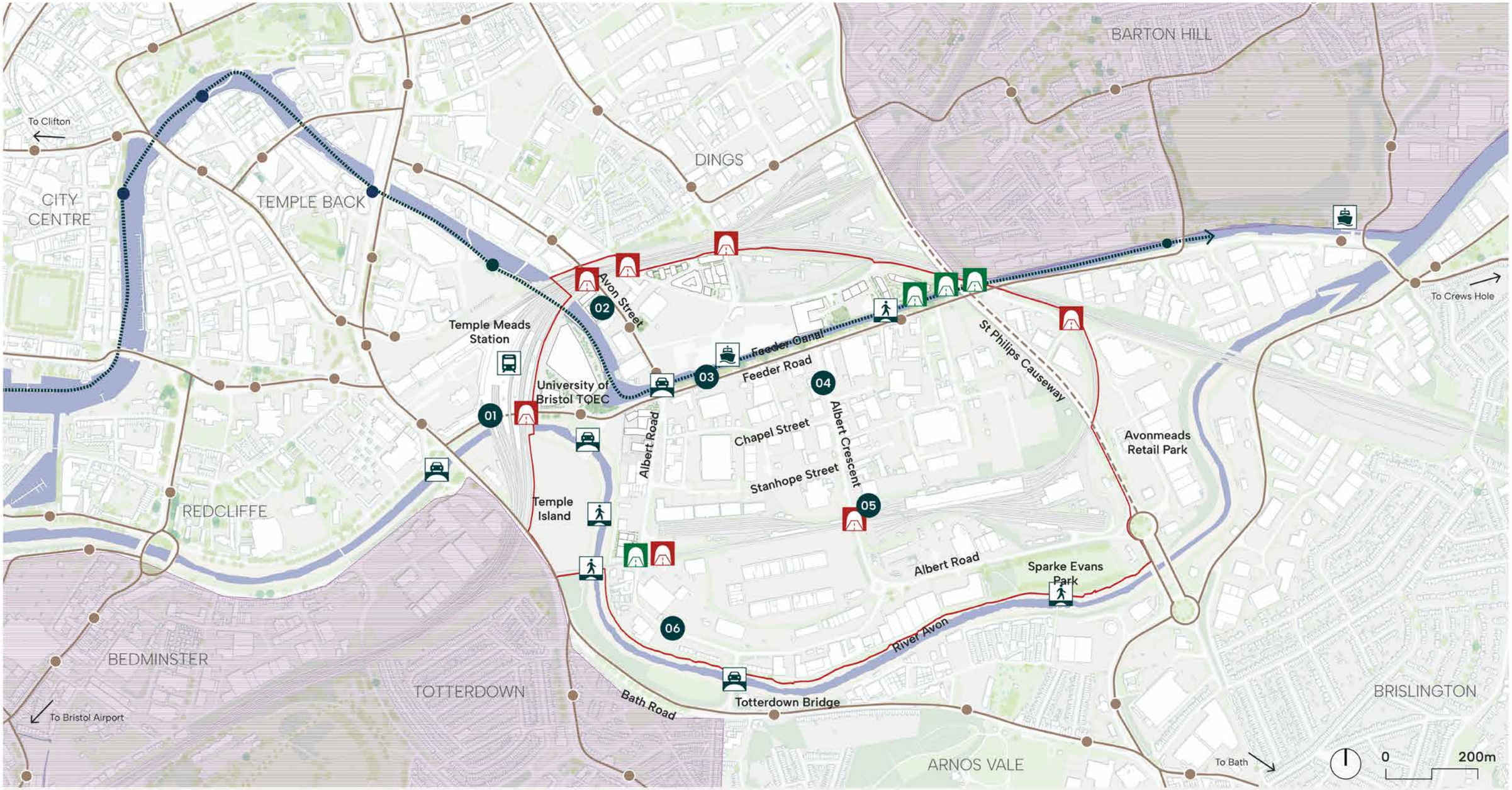








Fig 02.10 Images of existing streets and underpasses in St Philip's Marsh



KEY

- St Philip's Marsh Masterplan boundary
- Height clearance <4.7m, limitations to double-decker bus provision
- Height clearance >4.7m, no limitations to double-decker bus provision
- Proposed Liveable Neighbourhoods
- Existing car-free bridge
- Existing vehicular bridge
- Future ferry terminal
- Bristol Ferry route
- Existing bus route
- Existing bus stop
- Large gated sites
- 01 Cattle Market Road underpass
- 02 Avon Street underpass
- 03 Feeder Road
- 04 Albert Crescent
- 05 Albert Crescent underpass
- 06 Albert Road

Fig 02.11 Existing transport and movement plan

02.05
Active Travel

St Philip's Marsh is an unwelcoming environment for walking and cycling. Much of the street network has been designed around industrial access and movement, resulting in narrow footways and routes that are not well suited to active travel.

Beyond safety, the streets offer little to make walking enjoyable. Footways across the area are narrow and frequently obstructed by parking, with limited tree canopy or planting to soften the streetscape. The lack of greenery, combined with the dominance of large industrial buildings and traffic, gives the streets a hard and uninviting character that discourages people from walking.

Crossings over water and under the railway are limited in number, and only three currently meet minimum standards for active travel, all of which are bridges over water. Active travel within St Philip's Marsh is further constrained by the presence of large, enclosed plots. Sites such as the Bristol Fruit Market, electrical utility compounds and the St Philip's Marsh Rail Depot block direct routes through the area, forcing pedestrians and cyclists into longer and less convenient journeys.

Dedicated cycling infrastructure is currently limited. Existing routes include the segregated cycleway on Cattle Market Road, an advisory cycle lane along Feeder Road and the NCN Route 4 running beside the River Avon. However, most of these routes are not well connected and do not meet recommended standards for width and segregation from pedestrian or vehicular traffic. There is no continuous north-to-south cycleway through the area.

The West of England Local Cycling and Walking Infrastructure Plan (LCWIP) 2020–2036 sets out ambitions for improving cycling infrastructure along key routes in St Philip's Marsh. On Feeder Road, the LCWIP proposes extending the red-surfaced, two-way segregated cycleway from Cattle Market Road to the Avon Street junction, introducing a single-phase crossing at Avon Street, and providing a continuous two-way segregated cycleway along the length of Feeder Road. The existing cycling infrastructure on Feeder Road is below the recommended 4m width for two-way movement and is separated from vehicular traffic only by a faded line painted on the carriageway.

The River Avon walking and cycling path forms part of NCN Route 4. The LCWIP proposes continuing the two-way segregated cycleway along this path, from Cattle Market Road to Sparke Evans Footbridge. The route is currently shared with pedestrians and is too narrow to accommodate both walking and cycling comfortably along its length.

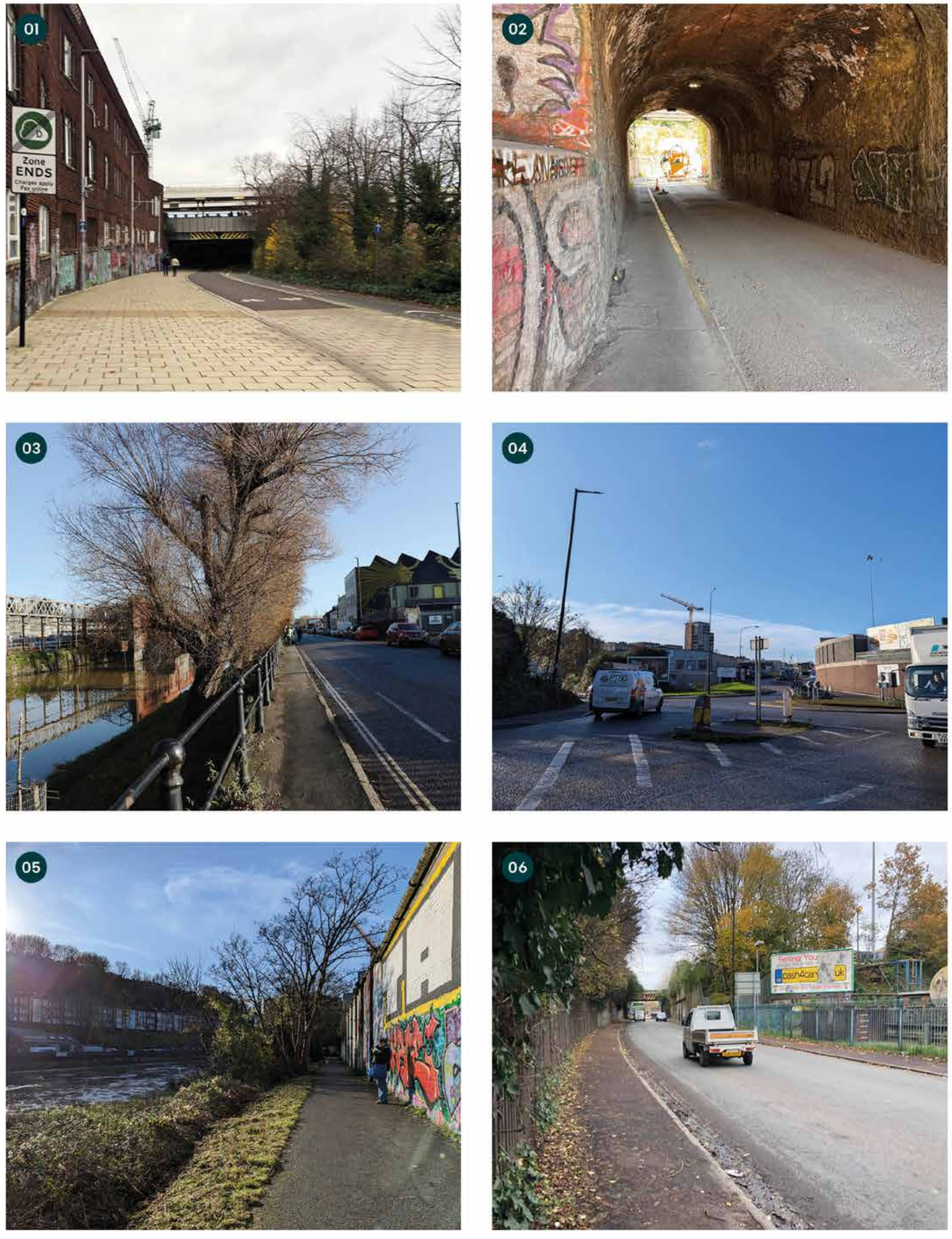


Fig 02.12 Images of active travel infrastructure in and around St Philip's Marsh

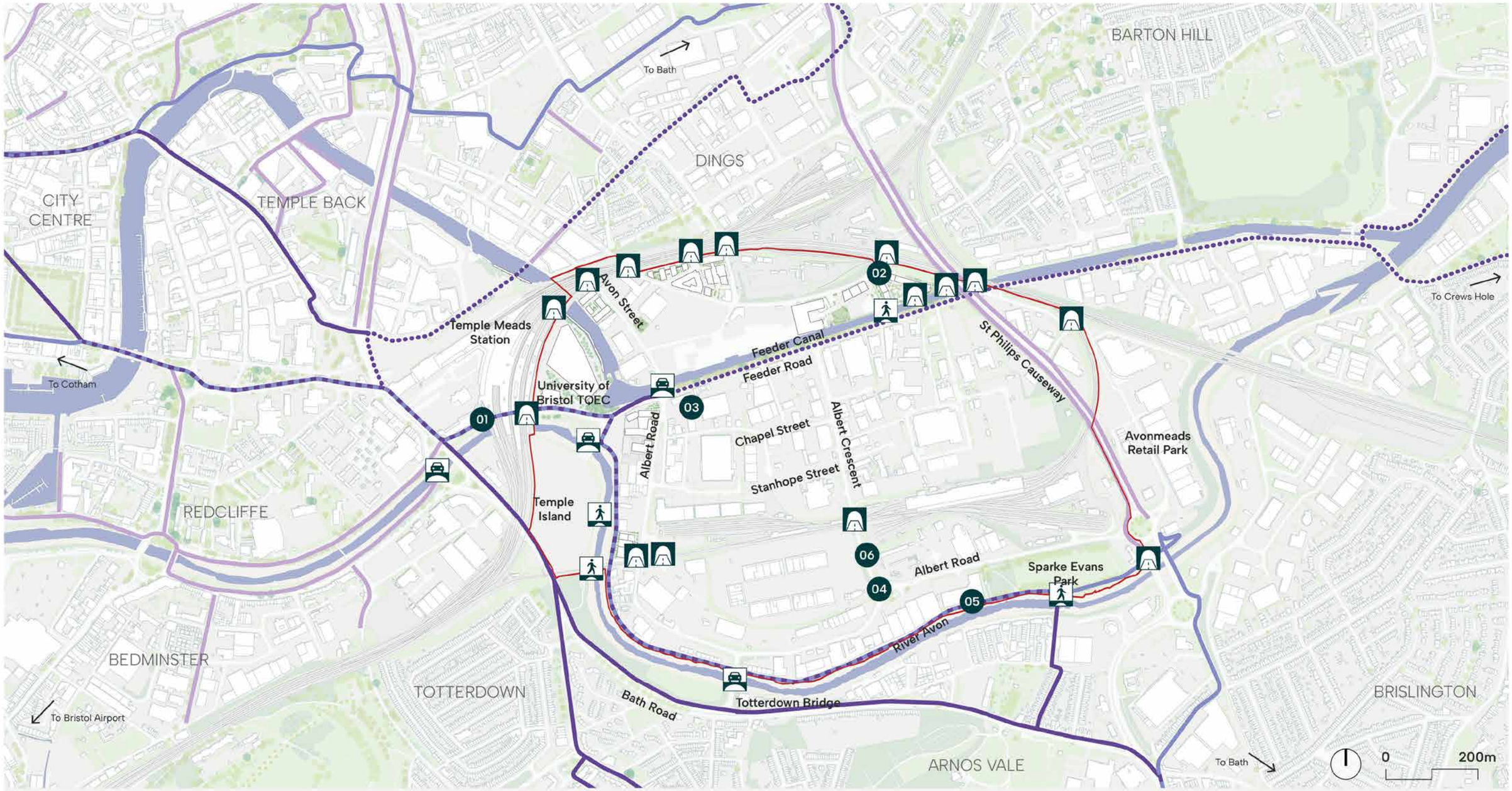


Fig 02.13 Existing cycling routes plan in and around St Philip's Marsh

02.06 Open Space, Play and Sports

Bristol benefits from over 400 parks and natural open spaces, which together cover approximately a quarter of the city. Bristol City Council's Parks and Green Spaces Strategy aims to ensure equitable access to open space across all communities. Despite this citywide provision, St Philip's Marsh has limited access to green space.

Sparke Evans Park, in the south-eastern corner of the site adjacent to St Philips Causeway and the River Avon, is the only significant public open space within the area. This tree-lined park dates back to 1902 and includes grassland and riparian planting along the riverbank.

There is no dedicated children's play space or formal sports facility within St Philip's Marsh itself, with Sparke Evans Park providing the only green setting for informal recreation.

The Dings Park serves the local community to the north of the site and offers an urban green space with play equipment for children. However, access from St Philip's Marsh requires passing through poorly maintained railway underpasses that create an unwelcoming pedestrian experience.

The nearest large parks to St Philip's Marsh are Netham Park, Victoria Park and Arnos Court Park. Netham Park is a 20 to 25-minute walk to the east from the midpoint of Albert Crescent, in the centre of the site, and covers 15.4 hectares, providing sports pitches, a children's playground and a multi-use games area. Victoria Park, the largest of these at 21.3 hectares, is a 25 to 30-minute walk from Albert Crescent to the south and offers a wide range of facilities including a skatepark, tennis courts, bowling green, café and play areas. Arnos Court Park is a 20 to 25-minute walk from Albert Crescent to the south-east and covers 7.1 hectares and includes a pump track, play area and open grassland for informal recreation.

ID	Open Space
01	St Anne's Park
02	Castle Park
03	Callington Road Nature Reserve
04	Arnos Court Park
05	Somerset Square
06	Netham Park
07	Redcatch Park
08	Gaunt's Ham Park
09	Barton Hill Urban Park
10	The Dings Park
11	Newtown Park
12	St Matthias Park
13	Trinity Community Garden
14	Sparke Evans Park
15	Victoria Park
16	Perrett Park
17	Crew's Hole

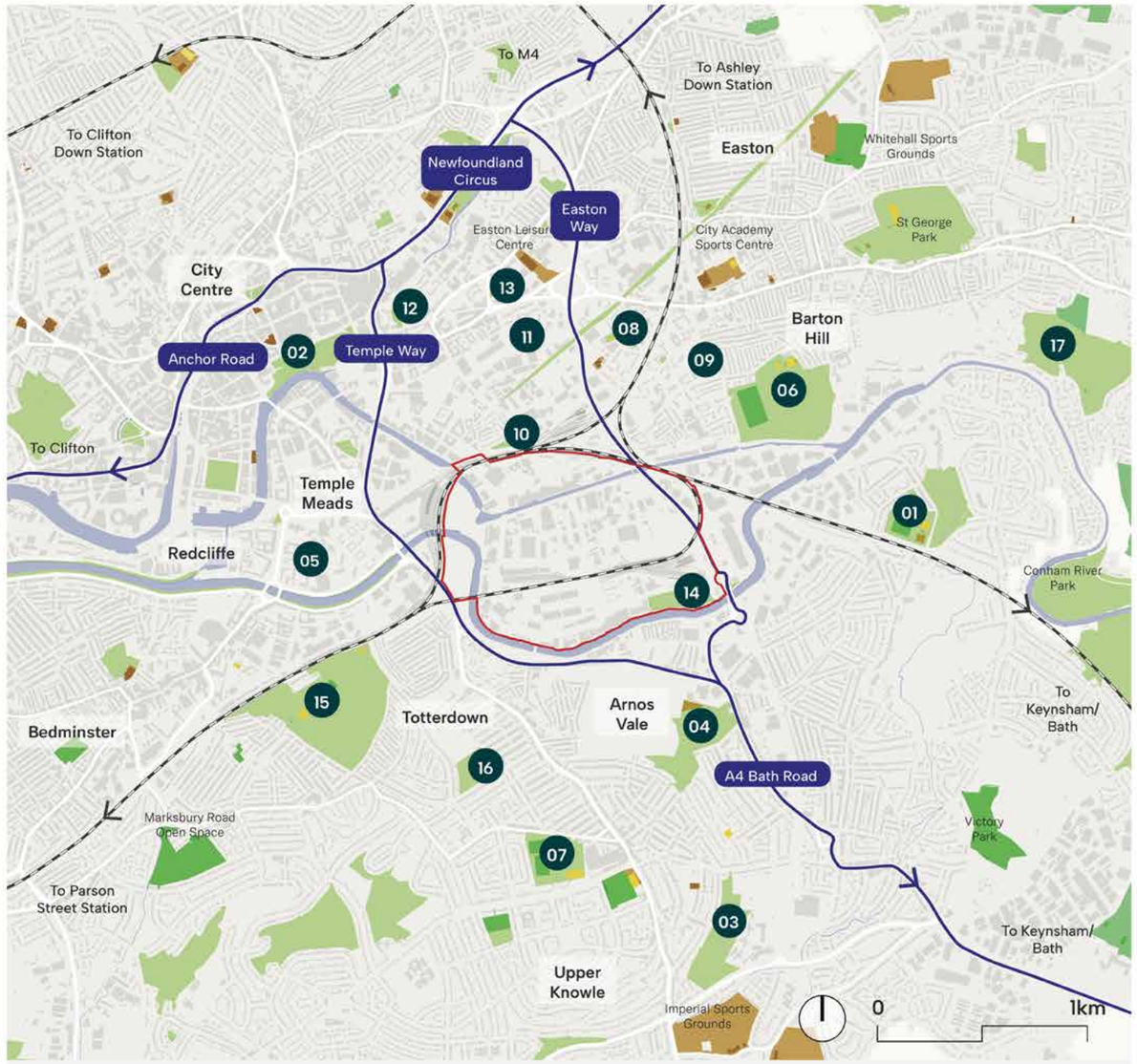


Fig 02.14 Neighbouring open space and recreation plan

























Fig 02.15 Open space within and neighbouring St Philip's Marsh

02.07 Constraints

Key constraints have been identified that have informed the design of this masterplan:

- **Flood Risk:** The site lies within the River Avon and Feeder Canal floodplain, with most of the site at risk of flooding, a risk that climate change is expected to increase. Buffer zones have been identified in relation to the Avon Riversides 2100 (formerly Bristol Avon Flood Strategy), and development must not impede the future delivery of strategic flood defences. Industrial buildings positioned close to the riverbank currently constrain the delivery of integrated flood mitigation and riverside landscape.
- **Severance:** The railway lines, the River Avon and the Feeder Canal surround and cross the site, creating physical barriers that limit connections to surrounding neighbourhoods such as Totterdown, St Anne's and the city centre. The limited number of crossings over the river and canal further restricts permeability into and out of the site. The site's gateways are primarily vehicle-oriented and poorly suited to pedestrian and cycling access, and railway underpasses impose height and width restrictions that limit larger vehicles and prevent double-decker bus services from operating along certain routes.
- **Railway Infrastructure:** The elevated railway depot forms a major barrier, dividing St Philip's Marsh and limiting movement into and through the site. Policy T2A of the Bristol Local Plan (2026) safeguards land required for potential future transport and movement infrastructure. While Policy T2A applies to part of the Kingsland Depot and the eastern half of the St Philip's Marsh Railway Depot, this masterplan retains the full extent of the railway depot and related infrastructure, along with the eastern half of Kingsland Depot. Engagement with Network Rail has confirmed that this infrastructure is currently key to the operation of the city's rail network. The masterplan identifies potential alternatives should the depot no longer be required on site.
- **Limited Public Transport.** Public transport serving St Philip's Marsh is currently limited, with only two bus routes within the masterplan boundary. Further improvements are required to support the scale of development proposed.
- **Heavy Goods Vehicle Traffic:** Heavy goods vehicle movements associated with industrial operations, combined with the lack of segregated active travel infrastructure, compromise the safety of people walking and cycling.
- **Poor Quality Public Realm:** The existing public realm suffers from inadequate infrastructure, including footways that are absent, narrow, or frequently obstructed by parking, insufficient street lighting and minimal landscaping.
- **Lack of Open and Green Space:** St Philip's Marsh currently has limited publicly accessible open space and almost no green infrastructure. The industrial character of the area has resulted in extensive hard surfacing, with few street trees or landscaped areas. Sparke Evans Park is the only significant green space.
- **Heritage Assets:** The Silverthorne Lane Conservation Area and listed buildings within the site must be considered and integrated sensitively into new development.
- **Air Quality:** The area might be affected by emissions from St Philips Causeway, the railway and active industrial uses. Air quality will require careful consideration in the location and design of new residential development.
- **Noise and Vibration:** Railway operations and industrial activities generate noise and vibration that will require careful management to ensure acceptable residential amenity.
- **Utilities and Energy:** The existing electrical infrastructure does not have sufficient capacity to meet the projected electricity demand for the transformation of St Philip's Marsh, and the estimated peak heat demand exceeds the capacity of existing energy centres. New strategic infrastructure will be required to support delivery.
- **Multiple Ownership and Comprehensive Delivery:** St Philip's Marsh is held in multiple ownerships. To enable comprehensive transformation, landowners will need to work together to coordinate the delivery of infrastructure, open space and active frontages across plot boundaries, ensuring the masterplan vision is realised at the scale of the place rather than the individual site.

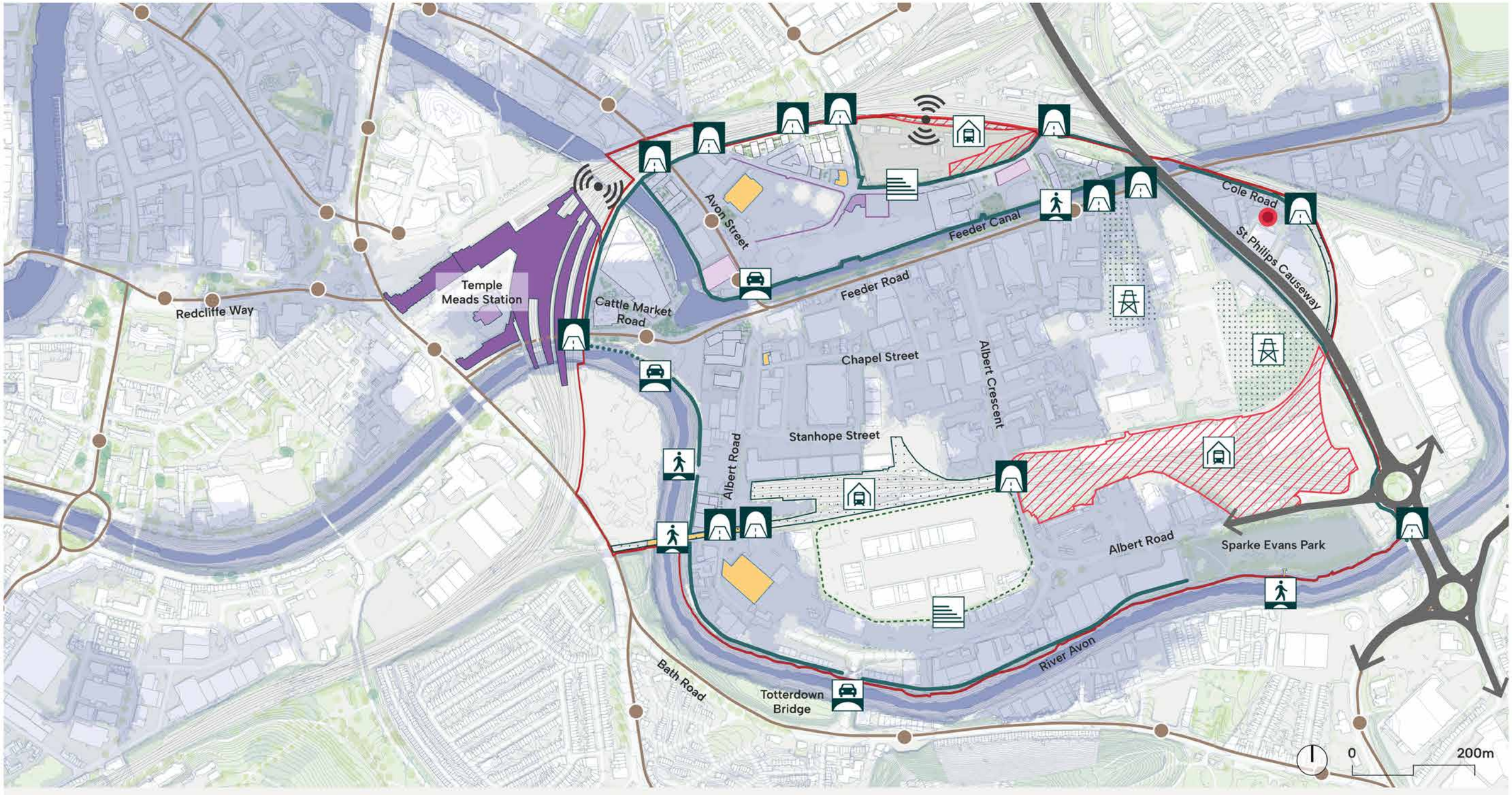


Fig 02.16 Site constraints plan

02.08 Opportunities

The site's strategic location and distinctive characteristics present an opportunity to create a well-connected, mixed-use neighbourhood that promotes healthy living and fosters a strong, diverse community. By supporting local businesses and providing a range of industrial, commercial and community uses, the regeneration will benefit surrounding neighbourhoods and contribute to Bristol's economy.

- **A Climate-Resilient Neighbourhood:** The regeneration presents an opportunity to transform a substantial part of the city into a mixed-use, sustainable and climate-adapted neighbourhood, with flood risk addressed through integrated landscape and architectural design alongside the wider Avon Riversides 2100 Strategy.
- **A New Academic Community:** The University of Bristol's Temple Quarter Enterprise Campus, alongside other developments currently underway, will attract students and researchers to the area, creating an academic and research community that will support innovation and act as a catalyst for the wider transformation of St Philip's Marsh.
- **Celebrating Blue Infrastructure:** The site offers a distinctive relationship with water, with views that showcase both its industrial heritage and waterways. Water has the potential to play a defining role in shaping the identity of the new neighbourhood. The Feeder Canal also presents opportunities for water-source heating, supporting the delivery of a low-carbon heat network.
- **Creating New Green Infrastructure:** The transformation of St Philip's Marsh provides an opportunity to create a comprehensive network of parks, green corridors and public open spaces where none, aside from Sparke Evans Park, currently exist. New green infrastructure will support the health and wellbeing of future residents, enhance biodiversity and contribute to climate adaptation across the site.
- **A Walkable, Convenient Neighbourhood:** The scale of the regeneration provides an opportunity to deliver a complete neighbourhood, where homes, workplaces, schools, shops, services and green space are within a short walk. This supports healthy lifestyles, reduces reliance on private cars, and ensures that everyday needs can be met within St Philip's Marsh itself.
- **Enhancing Accessibility.** The site benefits from its proximity to Temple Meads Station and the recently opened eastern entrance. There is potential to improve integration with the wider city through enhanced pedestrian, cycling and public transport connections, and to overcome the site's current severance by reconnecting to surrounding neighbourhoods such as Totterdown, St Anne's, the Dings and the city centre through new and improved crossings.
- **Delivering Inclusive and Affordable Housing:** The site presents the opportunity to deliver homes in a strategic location close to major transport and the city centre, contributing meaningfully to Bristol's housing delivery and supporting the city's response to housing need.
- **Industrial Intensification and Consolidation:** Industrial uses are deeply rooted in the area and form part of its character. Rather than pursuing complete relocation, these uses should be consolidated and integrated, where possible, with future residential development. The site's industrial character and heritage provide a foundation for shaping a distinctive identity for St Philip's Marsh.
- **Economic Opportunities:** St Philip's Marsh sits on the edge of the city centre, adjacent to Temple Meads Station. This strategic location makes it an attractive place for businesses. The regeneration could provide a variety of workspaces catering to different skills and scales of operation, from industrial to traditional office space, and from start-ups to larger corporations. This presents opportunities for local communities to work close to home and for Bristol to strengthen its position as an economic centre.
- **Delivering Community Infrastructure:** The scale of new homes and workplaces brings an opportunity to deliver the social infrastructure needed to support a complete neighbourhood, including schools, healthcare, community spaces and play provision, while also improving access to these services for neighbouring areas. A new secondary school is already coming forward within the Industrial Heritage Character Area, with further community infrastructure to be planned across the site as the regeneration progresses.
- **Celebrating Heritage and Culture:** The Silverthorne Lane Conservation Area, listed buildings and established cultural venues such as Motion provide a foundation for placemaking. These assets offer the opportunity to celebrate the area's industrial past whilst supporting a creative and cultural economy.

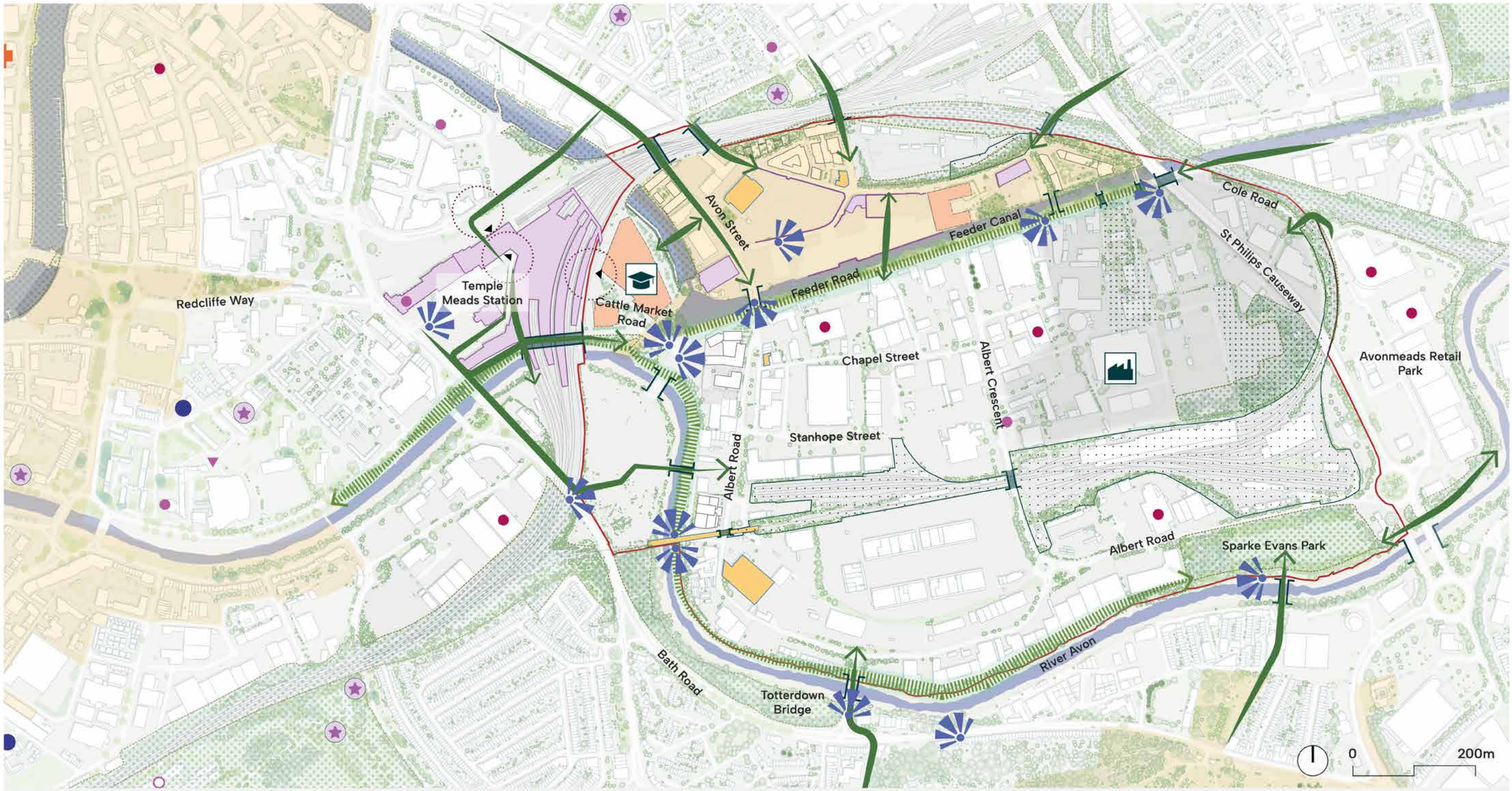


Fig 02.17 Site opportunities plan