08 Delivery and Infrastructure



Fig 08.01 Illustrative eye level view of a street in north east St Philip's Marsh

08.01 Infrastructure Schedule

St Philip's Marsh will be supported by the appropriate delivery of infrastructure to support the growth of a sustainable neighbourhood providing a high quality life for all.

Key Objectives

Successful proposals will:

- Demonstrate how they contribute to and do not undermine comprehensive development.
- Demonstrate how they contribute to required infrastructure improvements and facilitate the delivery of the infrastructure requirements set out in Tab 08.01. This could be through a variety of mechanisms, including through Section 106 Agreements, Section 278 Agreements and the Community Infrastructure Levy.

Bristol Local Plan Policies:

DS2, DS3, IDC1

The Masterplan sets out a long-term vision and principles for St Philip's Marsh. It seeks a comprehensive approach to masterplanning, land assembly and engagement with landowners, developers and other stakeholders.

Comprehensive development depends on the physical and social infrastructure underpinning regeneration of the area. The scale of growth anticipated at St Philip's Marsh needs to be supported by coordinated infrastructure delivery, in line with Policy IDC1 of the Bristol Local Plan.

This section identifies the Strategic Infrastructure required, though it does not cover every item that may be sought from qualifying development. The infrastructure in the following table aligns with the Bristol Local Plan, notably Policies DS2 and DS3, and provides supplementary detail on the phased delivery of the regeneration area. Themes include transport, utilities, education, healthcare, community facilities, sports and recreation, and open space.

The provision of this infrastructure is critical to creating a sustainable neighbourhood and supports the site's transition to a mixed-use regeneration area.

The infrastructure initiatives are categorised in a hierarchy commonly used in Infrastructure Delivery Plans:

- **Critical:** Infrastructure crucial to the regeneration of St Philip's Marsh. Delivery is often triggered by the commencement of development.
- **Essential:** Infrastructure that mitigates impacts arising from regeneration. This typically addresses demand generated by occupiers of new development.
- **Important:** Infrastructure required to support sustainable growth and place quality. This generally relates to plot-based and operational infrastructure capacity, delivering wider benefits.

The Local Planning Authority (LPA) will explore mechanisms to support the delivery of the identified items, principally through securing contributions from landowners and developers of qualifying development. These will be channelled via Section 106, direct delivery and the Community Infrastructure Levy (as set out in the latest Infrastructure Funding Statement).

The total cost of the infrastructure proposed is substantial, and implementation in full may require public sector funding to be sought alongside developer contributions.

Contributions will be proportionate, fair, and offer the certainty needed to encourage regeneration. In some cases, such as combined community infrastructure, the pooling of contributions across multiple planning applications, including provision of land or financial contributions, will be supported where this enables the delivery of shared infrastructure, notably cultural and community facilities serving the wider area.

The LPA will also explore supporting the creation of equalisation agreements and Framework Section 106 Agreements as potential tools for the comprehensive redevelopment of St Philip's Marsh, and will support the pooling of infrastructure.

Delivery of supporting infrastructure, and the securing of contributions, is essential to the comprehensive regeneration of St Philip's Marsh.

Delivery

The Role of the Public Sector

Regeneration projects are long-term and complex. At St Philip's Marsh, fragmented land ownership, financial viability and the need for coordinated infrastructure mean that the outcomes set out in this Masterplan would be difficult to be realised through the market alone.

Bristol Temple Quarter LLP, the partnership of Bristol City Council and the West of England Combined Authority, has a leading role in promoting the vision and coordinating the delivery of site-wide infrastructure, such as enhancements to the streets, movement, public realm, and cultural network.

To realise this vision, the public sector partners will:

- Work collaboratively with all stakeholders in the St Philip's Marsh area to champion new development that aligns with this Masterplan.
- Act as a broker to facilitate private sector development agreements, and assist with relocation and reprovision of businesses and facilities.
- Work with other public sector bodies to identify and secure funding opportunities to deliver the aspirations of St Philip's Marsh.
- Use public sector landownership to influence the type of development on specific sites and enable infrastructure provision.
- Investigate funding from additional sources to support the delivery of Strategic Infrastructure, in line with national and sub-regional policy objectives.

The Role of the Private Sector

Effective collaboration and engagement between the private sector, public sector and communities are pivotal to the future success of St Philip's Marsh. While much of the land is privately owned, the Masterplan represents a call to action for prospective developers to embed the Place Principles and a broader mix of uses that benefit existing and new residents. Early and ongoing engagement with the partners will help developers demonstrate alignment with the Masterplan and support successful planning applications.

Minimum identified Infrastructure Requirements

Commentary and justification for the minimum infrastructure requirements at St Philip's Marsh are set out below, including how they have been calculated. Triggers, geographic scope and prioritisation are detailed in Tab 08.01 and will be the starting point for identifying mitigation proposals for development within St Phillips Marsh.

Alternative mitigation proposals will be considered on their merits, in line with the Bristol Local Plan policies, although development which aligns with the proposed delivery requirements and strategy will be considered to comply with policy.

Transport

Primary and Secondary Route Network

The Primary and Secondary Route Network will provide the north-south and east-west connections through St Philip's Marsh. Phased delivery of this network to support growth will be supported.

Applications that facilitate the identified connections will be supported, with contributions sought from benefiting applications to mitigate their impact. Relevant planning applications are encouraged to deliver aspects of this network within or adjacent to their red line boundaries, and to ensure onward connectivity.

Access to the North East Character Area

Current access to the North East Character Area is via Albert Crescent, which routes HGVs through areas proposed for residential and mixed-use development. In the long term, this is not compatible with the Masterplan's residential amenity objectives or with the success of the employment cluster.

An alternative access solution will therefore be needed. The future access alignment is not prescriptively defined in this Masterplan and will be coordinated with the Local Planning Authority.

Proposals for future access will require robust justification and must support both the employment cluster and the wider residential and mixed-use Areas.

Feeder Canal Footbridge

To improve Active Travel connectivity between St Philip's Marsh, the Silverthorne Lane Conservation Area and existing communities north of St Philip's Marsh, the delivery of a new footbridge across the Feeder Canal will be supported, together with associated public realm.

Footbridge North of Totterdown Basin

To improve active travel connectivity between the Temple Meads area and Silverthorne Island, the delivery of a new footbridge across the Floating Harbour will be supported.

Underpass Enhancements

The Masterplan's movement strategy delivers a more efficient transport network and improves active travel connectivity and experience.

Enhancements to existing underpasses will be supported, including widened footways, improved lighting and dedicated cycling infrastructure, to strengthen active travel connections through the site.

Public Transport Infrastructure

Sustainable development at St Philip's Marsh should be supported by enhanced public transport services that improve accessibility and expand connectivity into new growth areas. This includes the delivery of a new public bus route and associated infrastructure to support bus use and sustainable transport modes.

Potential bus gates may also be introduced to give bus priority and reduce the use of St Philip's Marsh as a through route for private vehicles.

Utilities

Existing electricity utilities at St Philip's Marsh will need retention and careful consolidation. Overall utilities provision will depend on the scale and type of development delivered within the Masterplan area. Electricity, heat network and surface water utilities will need to be routed through the site and coordinated between proposals.

Power

Primary and secondary substations will be required to facilitate development and meet wider network needs. Two new primary substations are envisaged within the Illustrative Masterplan, one to the north of the depot and one to the south. Each block or standalone building is expected to require its own secondary substation, with further secondary substations serving general amenities and EV charging.

Heat Network

Heat networks are a key part of the city-wide strategy to provide renewable or low-carbon heat to existing buildings and new development. The Bristol Local Plan identifies St Philip's Marsh as an appropriate location for a district heat network. Connecting new development to heat networks supports network expansion and ensures new generating capacity is low-carbon or renewable.

A consolidated Energy Centre is proposed in the Illustrative Masterplan, combining Air Source and Water Source Heat Pumps and connecting to the wider network.

Water / Sewerage

A new surface water piped network is required to collect and convey runoff to adjacent watercourses. There are opportunities for a more sustainable approach to be taken to surface water drainage to alleviate existing capacity inefficiencies and there are opportunities through detailed design to mitigate impact on the existing sewerage system in St Philip's Marsh.

Applicants are encouraged to engage with both potable and foul water providers at the earliest opportunity, given lead times for infrastructure reinforcement to serve development in a phased manner.







Fig 08.02 Precedents of transport and utilities infrastructure

Digital Connectivity

Enhancements to existing digital connectivity will be fundamental to the success of new residential and employment uses on-site. Installed ducting should be future-proofed for technological advances, with delivery aligned to phased growth.

Avon Riversides 2100

A large part of St Philip's Marsh is vulnerable to flooding from the River Avon. Bristol City Council, the West of England Combined Authority and the Environment Agency have established Avon Riversides 2100 as a long-term plan to better protect homes and businesses.

Implementation of the complete Avon Riversides 2100 flood defences is critical to enabling development at St Philip's Marsh. A coordinated approach is required to deliver wider benefits, including improved accessibility, open space and river access.

Education

Early Years

The Early Years pupil place requirements are estimated using the Bristol Child Yield Calculator, as set out in the Urban Living SPD: Making Successful Places at Higher Densities (2017). The calculator provides Child Yield Factors for different housing types and tenures, applied to ages 0 to 4.

The Early Years Foundation Stage Statutory Framework (July 2025) sets statutory guidance on minimum indoor space per nursery place by age, averaging 2.8 sqm.

The Illustrative Masterplan proposes three sources of Early Years provision: Early Years places within the on-site primary school; relocation of the existing nursery to a site west of Albert Crescent framing Chapel Park; and a new nursery on Albert Road connected to the River Avon Walk.

Primary School

The Primary School pupil place requirements are determined using the Bristol Child Yield Calculator, as outlined in the Urban Living SPD. The calculator provides Child Yield Factors for housing types and tenure mixes, calculating the need for primary school places for children aged 5 to 11.

The Illustrative Masterplan proposes one new 2FE primary school adjacent to Chapel Park.

Secondary School

The Secondary School pupil place requirements are determined using the Bristol Child Yield Calculator, which provides Child Yield Factors for housing types and tenure mixes, calculating the need for secondary school places.

Post-16

The Post-16 pupil place requirements are calculated using the Bristol Child Yield Calculator with a 78% retention rate applied. This reflects an assumption that 78% of pupils continue their education in sixth forms or all-through schools, with the remainder seeking training opportunities elsewhere.

Healthcare

To mitigate the impact on existing healthcare services, contributions towards healthcare will be sought. Primary healthcare provision is determined using specific modelling provided by the Bristol, North East Somerset and South Gloucestershire Integrated Care Board.

The Illustrative Masterplan proposes a new healthcare facility in close proximity to the District Centre and the bus network.

Community Facilities

Community facilities at St Philip's Marsh will provide a focus for local people, improving social interaction and supporting quality of life, in line with Policy CF1 of the Bristol Local Plan.

Where major developments generate a need for new or extended provision, contributions towards local community facilities will be sought.

Open Space

The minimum open space requirements are determined using the Bristol Local Plan and Bristol's Parks and Green Space Strategy (2024–2039).







Fig 08.03 Precedents of social infrastructure

Theme	Item	Delivery	Geographic Scope	Prioritisation
Transport	Primary and Secondary Route Network	Direct delivery for relevant applications will be sought in line with Fig 08.04 and Fig 07.27, alongside contributions for network reinforcement as identified in supporting Transport Assessments.	St Philip's Marsh	Critical
	Access to the North East Character Area	Direct delivery or financial contributions (through a pooled-funding approach, via site-specific Section 106 Agreements from relevant planning applications) will be sought in line with Fig 08.04 and Section 07.07. This is required ahead of the pedestrianisation of Albert Crescent, to accommodate HGV access and servicing for the industrial uses in the North East Character Area without compromising residential neighbourhoods within St Philip's Marsh. Delivery is therefore likely to be required ahead of the occupation of employment floorspace in the North East Character Area.	Cluster – North East St Philip's Marsh Character Area	Essential
	Feeder Canal Footbridge	Direct delivery or financial contributions (through a pooled funded approach, via site-specific Section 106 Agreements, from relevant planning applications, e.g. Feeder Canal fronting sites) will be sought in line with Fig 08.04 prior to occupation of the North West St Philip's Marsh Character Area.	Cluster – between the North West St Philip's Marsh and Silverthorne Island Character Areas	Important
	Footbridge North of Totterdown Basin	Development in North West St Philip's Marsh Character Area should facilitate the delivery of a new footbridge over the Floating Harbour, in line with Fig 08.04, between the Temple Meads Area and Silverthorne Island Character Areas.	Cluster – between the Temple Meads Area and Silverthorne Island Character Areas	Important
	Underpass Enhancements	Direct delivery or financial contributions (secured via site-specific Section 106 Agreements) will be sought for development coming forward in proximity to the identified underpasses for enhancement in line with Fig 08.04.	St Philip's Marsh	Essential
	Public Transport Infrastructure	Direct delivery or financial contributions (secured via site-specific Section 106 Agreements) will be sought for a new public bus route and/or diversion of existing services and associated infrastructure, notably stops and bus gates, in line with Fig 07.03.	St Philip's Marsh	Essential
	Public realm enhancement	Whilst these are likely to be included as a key element of the above schemes, for smaller-scale or more isolated proposals, contributions will be sought towards public realm enhancement to improve safety and accessibility.	Plot	Important
	Additional transport items	Contributions will be sought towards Traffic Regulation Order fees, car parking contributions, improvements to signage, monitoring associated with Travel Plans and initiatives to support the target modal share such as contributions to micro-mobility schemes.	Plot	Important

Tab 08.01 Minimum infrastructure requirements identified for comprehensive development at St Philip's Marsh

Theme	Item	Delivery	Geographic Scope	Prioritisation
Education	Early Years	Direct delivery will be supported to ensure the LPA facilitates sufficient Early Years services to meet its duty. The intended strategy is to include provision within the on-site primary school, with the remainder delivered by private partners and providers within community use areas. These areas are identified at ground floor in line with Policy CF1 of the Bristol Local Plan, based on demand near District and Local Centres and residential neighbourhoods.	Plot	Essential
	Primary School	An on-site primary school will be delivered, funded via financial contributions (through site-specific Section 106 Agreements) sought on an application-by-application basis for qualifying development and pooled for coordinated delivery. The Primary School to serve the area as a whole must be delivered within the Area of Search in line with Fig 08.04 and is currently envisaged to be 2FE, subject to agreement with the BCC education team at the point of application. The school plot should be of sufficient size to accommodate the gross external area (GEA) required for a 2FE school, with dedicated open space provided on plot to reflect its central, urban setting. The primary school will need to be delivered in the earlier stages of regeneration of St Philip's Marsh. Planning applications will need to demonstrate that there is sufficient capacity within the primary school to serve the development, otherwise occupation may not be supported.	St Philip's Marsh	Essential
	Secondary School	Financial contributions will be sought on an application basis (secured via site-specific Section 106 Agreements). This is envisaged to be used to reinforce existing and planned provision in the vicinity but outside of the Masterplan boundary. Planning applications will need to demonstrate that there is sufficient capacity within the secondary schools to serve the development, otherwise occupation may not be supported.	Plot	Essential
	Post-16	Financial contributions will be sought on an application basis (secured via site-specific Section 106 Agreements). This is envisaged to be used to reinforce existing and planned provision in the vicinity but outside of the Masterplan boundary.	Plot	Essential

Theme	Item	Delivery	Geographic Scope	Prioritisation
Utilities	Supporting infrastructure	Direct delivery will be sought for development coming forward which triggers the requirement for additional utilities infrastructure to meet policy requirements and enable the servicing of proposals. Some of these are likely to require both require both on-plot delivery and coordination between applications to ensure an efficient use of space. Additional engagement is required with statutory providers for additional offsite reinforcement required.	**Plot**	**Critical**
	Heating and Cooling Systems	Direct delivery of heating and cooling systems will be sought in line with Policy NZC2 of the Bristol Local Plan. For development which triggers the requirement for the creation of a new heat network, direct delivery will be sought.	**Cluster – North East St Philip's Marsh Character Area**	**Critical**
Integration with Avon Riversides 2100	Open space, ecological connectivity and public realm in addition to the currently funded scheme	Direct delivery or financial contributions (secured via site-specific Section 106 Agreements) will be sought for enhancements to the currently funded Avon Riversides 2100 scheme, to improve Active Travel and provide an ecological corridor along the River Avon. Enhancements are likely to require forward funding and will be coordinated with the open space requirements set out below.	**St Philip's Marsh**	**Critical**
Healthcare	Primary Healthcare Facilities	Direct delivery or financial contributions towards healthcare and GP services will be sought on an application basis in order to ensure the additional impact on existing services is mitigated. It is envisaged healthcare will be delivered in a single mixed-use building in proximity to District and/or Local Centres through a health and wellbeing hub with approximately 2,000–2,500 sqm of healthcare floorspace. The delivery of healthcare facilities will be phased in line with population growth.	**St Philip's Marsh**	**Essential**
Community Facilities	Supporting Community Facilities	Direct delivery of community uses will be sought within the District and Local Centres. Some community uses are expected to be co-located with other town centre uses, with consideration given to impact on existing and proposed residential amenity. Applications that meet an area-wide need will be supported, including through the co-location of community uses with combined facilities and support with pooled funding. The strategy is based on the delivery of a Local Leisure Facility and a Multi-Functional Community Hub (providing blue light and library functions with shared costs), as well as cultural facilities, to meet the needs of the growing population. Community facilities will be phased in line with population growth.	**St Philip's Marsh**	**Important**
Open Space	Overall	Direct delivery (secured via site-specific Section 106 Agreements) of on plot open space will be sought on appropriate applications in line with the Green and Blue Infrastructure Strategy in Fig 08.04 and Fig 07.33. Coordinated delivery of open space across applications will be supported. The delivery of open space will be phased, however early access is likely required to mitigate impact on existing open space.	**Cluster**	**Important**

Fig 08.04 shows graphically the geographic location of the infrastructure initiatives identified in Tab 08.01. It demonstrates the scale and ambition of the regeneration of St Philip's Marsh and is provided as a shared reference point for stakeholders, enabling coordinated delivery.

Note that this does not represent exact design or location requirements but is to aid understanding for stakeholders.

- Existing underpasses requiring enhancements
- New car-free bridge - alignment and location of bridge is flexible
- 01 Feeder Canal footbridge
- 02 Footbridge north of Totterdown Basin
- 03 Interim access to the North East cluster will be as outlined in Section 07.07. Future access solutions will be coordinated with the Local Planning Authority
- 04 Distinction between primary and secondary vehicular streets can be found in Section 07.08
- 05 Distinction between primary and secondary active travel routes can be found in Section 07.08.
- 06 Early years provision within a Local Centre
- 07 Healthcare facility within the District Centre
- 08 Community facility in a Local Centre
- 09 Consolidated Energy Centre combining Air Source and Water Source Heat Pumps connected to the wider network
- 10 Two primary substations, one to the north of the depot and one to the south

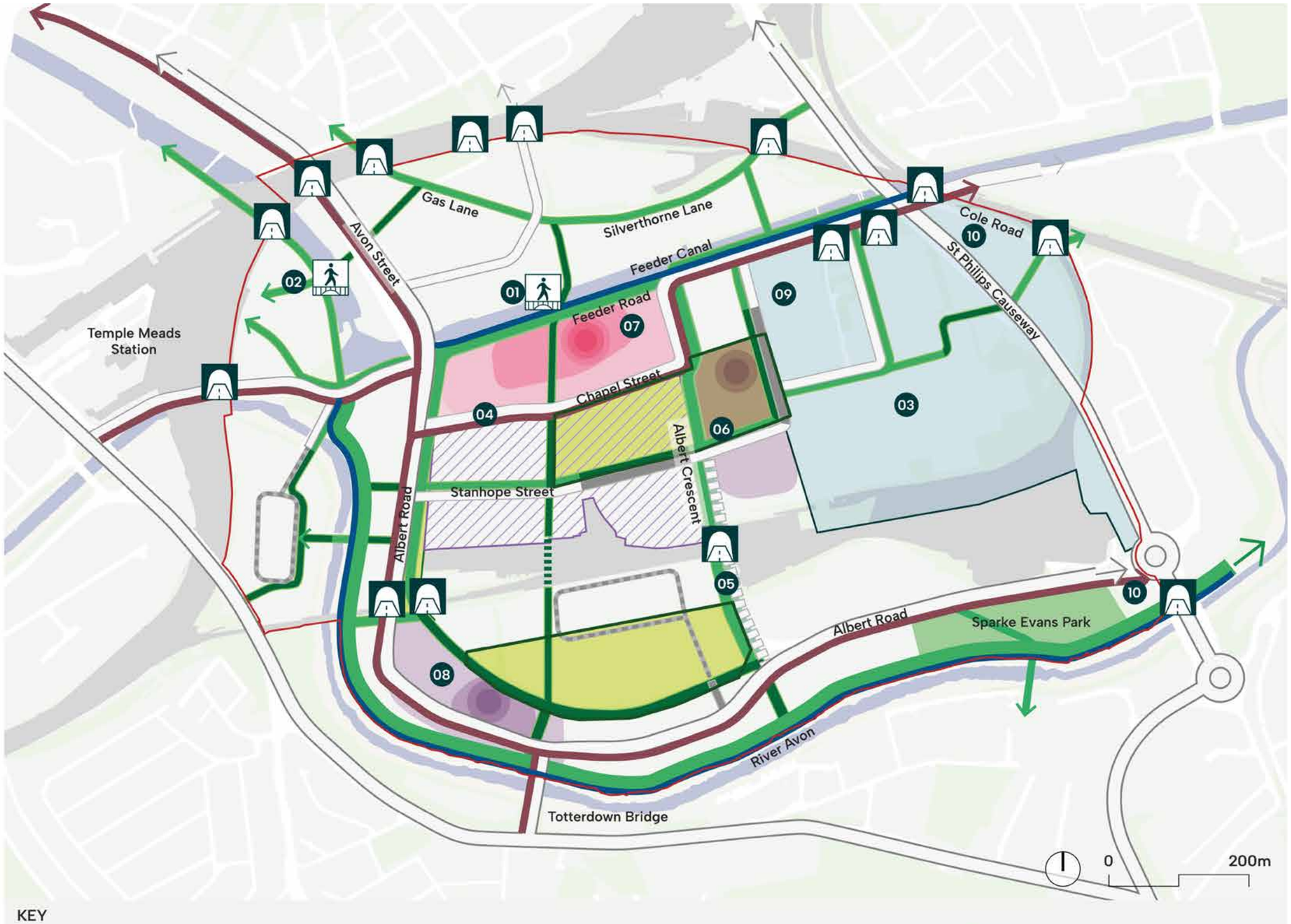


Fig 08.04 Infrastructure initiatives mapped onto Masterplan area

08.02 Phasing

Given the scale of development envisaged at St Philip's Marsh, regeneration proposals are expected to come forward in a phased manner through multiple planning applications. The accompanying timeline illustrates one potential approach; it does not represent a mandatory sequence.

The Masterplan area includes multiple landowners and stakeholders. To avoid piecemeal delivery, landowners and authorities will need to work collaboratively and in a coordinated way to support the delivery of the wider vision and principles. Elements of delivery may also be facilitated by the public sector to help achieve comprehensive development. The operational requirements of existing occupiers will need to be considered throughout.

The timeline identifies key objectives from a placemaking perspective for each stage of development, alongside the infrastructure and interventions required to support their delivery. These are organised by theme: enabling infrastructure, placemaking, connectivity and open space. The aim is to establish a strong sense of place from the earliest stages, with key public realm, open space and connections delivered progressively throughout the regeneration.

While alternative delivery approaches may be acceptable, early development must not prejudice subsequent stages. Development proposals should demonstrate how they contribute to the objectives and associated requirements relevant to their stage of development.

Meanwhile uses that are site and phase specific to be implemented at each phase.

Phase 0

Unlock early development

- Silverthorne Lane development to be completed.
- Energy Centre and first substation to be delivered.

Improve wider connectivity

- Improvements to key underpasses to be completed, particularly Cattle Market Road and Avon Street.
- Delivery of the footbridge north of Totterdown Basin.
- A potential bus gate may be delivered along Avon Street to reduce private vehicle through-movement across St Philip's Marsh (subject to traffic modelling).

Phase 1

- Flood defences to be completed along Feeder Road and the northern stretch of the River Avon.

Deliver District Centre

- Delivery of the Feeder Promenade and Canal Square, with pedestrianisation of Feeder Road, creating a new destination near Temple Meads Station that builds on emerging development in the vicinity.
- Delivery of the pedestrian footbridge across the Feeder Canal to improve connectivity to the Silverthorne Lane Conservation Area and the Dings.
- Early delivery of intensified industrial floorspace to enable relocation of existing businesses from within the impacted area.

Deliver Victoria Road Linear Park

- Limit industrial traffic on Albert Road north of Stanhope Street.

On-site Primary School

- Site and delivery mechanism to be identified, phased alongside early growth.

Phase 2

Deliver Albert Road Local Centre

- Limit industrial traffic on Albert Road south, west of Albert Crescent
- Improvements to Totterdown Bridge to support active travel connectivity to Totterdown, including a potential bus gate to reduce through traffic on Albert Road (subject to traffic modelling).
- Relocation of city-wide infrastructure from within the impacted area.
- Early delivery of intensified industrial floorspace to enable relocation of existing businesses from within the impacted area.

Begin delivery of the River Avon Walk

- Flood defence to be delivered along the River Avon from Cattle Market Road to Albert Crescent.
- Delivery of River Avon Walk from Cattle Market Road to Albert Crescent, including the integrated active travel corridor and landscape.

Deliver the East-West Active Travel route south of Fruit Market site

- Reconfiguration of the associated junction at the Albert Crescent and Albert Road intersection.
- Reprofiling of the Fruit Market boundary to integrate with the new Active Travel route.

Fig 08.05 Illustrative phasing timeline

Phase 3

Enable subsequent phases of development

- Delivery of the second substation.

Deliver Southern Neighbourhood Park and Sparke Evans Park improvements

Complete delivery of the River Avon Walk

- Flood defence to be completed along the River Avon up to Sparke Evans Park.
- Delivery of the remainder of the River Avon Walk, up to Sparke Evans Park.

Phase 4

Deliver Albert Crescent Local Centre

- Delivery of industrial streets to divert HGV traffic away from the Albert Crescent Local Centre.
- Delivery of the Skills Centre.

Deliver Northern Neighbourhood Park

- Delivery of industrial streets required to divert industrial traffic away from the Northern Neighbourhood Park.
- Delivery of intensified industrial floorspace to enable relocation of existing businesses from within the impacted area.

Phase 5

Pedestrianise Albert Crescent south of Stanhope Street

- Delivery of new access to the North East Character Area.

Phase 6

Deliver East-West Active Travel Connection via Cole Road

KEY

- Enabling Infrastructure
- Placemaking
- Connectivity
- Open Space

Note:

- Objectives for each phase have been developed with a focus on placemaking. The timing and delivery of infrastructure, open space and retail or community uses will depend on population growth, housing delivery and identified need.
- Delivery of more vulnerable uses,such as a primary school, health centre or ground-floor residential, will depend on the provision of flood defences and agreement with the Environment Agency.