

Mead Street

Development Brief

May 2022



Bristol
TempleQuarter





Foreword

Bristol is rapidly growing. Our population is expected to grow by 20 per cent in the next 20 years. This further compounds the housing crisis in Bristol. By 2036, the council, our partners and developers will need to deliver at least 33,500 new homes and all the employment, community and transport infrastructure that goes along with that. At the same time, we have to tackle the challenges of the climate and ecological emergencies, and build a city where everyone has an opportunity to flourish.

Mead Street, between Bedminster and Temple Meads, is one of the most significant and sustainable regeneration opportunities for our growing city right now. It is a brownfield site with strong connectivity, close to public transport, walking and cycling links. We must get the redevelopment of this area right if we are to deliver those high-quality affordable homes, employment opportunities, as well as the infrastructure that our city needs.

However, Bristol is a city of only 42 square miles. The space to build the right homes in the right places, while protecting our green spaces, is extremely limited. Our approach is to prioritise our precious nearby greenbelt and ecology, meaning that we need to build more densely in the centre of the city. And building in the right places isn't just about protecting greenspaces. It is also about making sure new affordable homes are close to jobs, amenities and sustainable travel options. We need to reduce car dependence by making sure there are alternatives and create communities near to the places people want to be for work and leisure. Building densely helps to achieve this.

In response to these demands, Mead Street has been identified in Bristol's Draft Local Plan as an area for mixed-use development with new homes, employment space and transport routes. We want it to become a well-connected sustainable, low carbon neighbourhood that will benefit local residents where it is easier to walk, cycle or catch public transport to jobs, education, training, shops and hospitality.

Together with neighbouring schemes, like Whitehouse Street, Temple Island, Bedminster Green, and also Western Harbour, Mead Street will begin to meet the need for high-quality sustainable development at the heart of our city.

As these changes come forward, we will continue to give local residents and businesses a voice so that the changes meet the needs of the current as well as future communities. Cities are complicated with competing demands and delivering the affordable homes, employment spaces and economy Bristol needs is not easy. We encourage all residents and businesses to be a part of the ongoing dialogue on Mead Street, so that we can create successful new homes and communities that work for Bristol now and in the future.



Marvin Rees
Mayor of Bristol

Project team

Client



Bristol City Council
Project partner + landowner

Project partners



WECA
Project Partner

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The Strategic Partner
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1.0 Introduction

- 1.1 Overview**
- 1.2 Location**
- 1.3 Process**
- 1.4 Supporting documents**

Executive Summary

Bristol is projected to experience significant growth and demand on housing. In order to address this Bristol City Council has identified Mead Street Regeneration Area as an area with potential for around 1500 new homes and new high quality employment space.

Mead Street is part of the wider Bristol Temple Quarter and St Philip's Marsh regeneration area, a 130 hectare site covering the area around Bristol Temple Meads Station, St Philip's Marsh and Mead Street. Due to developer interest, Mead Street is being brought forward as the first phase, ahead of the emerging Bristol Temple Meads and St Philip's Marsh Development Framework.

This aspiration is to create a flourishing urban neighbourhood and community with a mix

of new homes and workspaces, including new green space and sustainable travel connections.

Development brief

This development brief sets out a vision for the regeneration of Mead Street to deliver on these wider ambitions. This vision is underpinned by four guiding principles:

- *Deliver new homes and work spaces that people are proud of and that represent the local community.*
- *Provide better sustainable travel routes.*
- *Create high-quality public places and support a low-carbon neighbourhood*
- *Create high-quality green space*

Section 2 summarises the analysis of the area and policy context, and identifies the challenges that regeneration will need to address. Section 3 sets out the broad vision for the area and expands on the guiding principles.

To ensure these principles are integrated into development, section 4 of this document brings together site analysis, vision and planning policy to provide guidance for architects, planners and developers producing detailed development proposals. This section covers six key areas: *Movement, Employment & land use, Heights, scale & massing, Public realm & green infrastructure, Placemaking & character, and Climate Change and sustainability.*

Some of these areas, such as Section 4.1: *Movement*, have specific guidance on the delivery of infrastructure. Others, such as Section 4.3: *Height, scale and massing*, provide more general guidance on factors to consider, and how to work within existing and emerging policy.

Section 5 sets out the next steps for the area, including phasing of development, the delivery of infrastructure and planning for public services.

The opportunity

The vision is to create a new urban neighbourhood that will provide a mix of homes and jobs in a highly sustainable location, including new green space, sustainable transport connections and new external and internal community spaces.

By providing these building blocks of a new community, combined with the existing amenities of the area, there is an opportunity to build a new neighbourhood which is socially and environmentally sustainable and provides benefits to new and existing residents.

What is a development brief?

A development brief is a document that sets out the vision and principles that will guide development in an area where change is anticipated. This is to ensure that future planning applications align with local policy and that the provision of services, amenities, public realm and transport improvements can be planned in a coherent manner.

The development brief will be a 'material consideration' for assessing future planning applications and Council investment decisions in the area. This document has been developed in accordance with adopted local plan policies and takes into account emerging (draft) local plan policies. Detailed design and delivery lies outside the scope of this document and is to be taken forward by the respective landowners in the form of planning applications.

Project overview

A broad range of community, business and stakeholder engagement has been undertaken while drafting this development brief to take into account the needs of people living and working in the area. The role of this document is to ensure that development in the Mead Street Regeneration Area happens in a coherent and co-ordinated manner and in line with council policy and the wider aspirations of Bristol City Council.

This development brief summarises a technical analysis of the local area and its policy context, sets out the vision for the area, the principles of new development, and provides design guidance as to how to implement these principles.

Objectives

The development brief aims to deliver a number of positive outcomes as part of the objectives of the wider Bristol Temple Quarter and St Philip's Marsh Development Framework:



500
Jobs



1500
New homes



New community space and
play area



0.55 Hectare
New public open space



0.4km
New active travel corridor

New jobs

Around 500 jobs across the regeneration area.

New homes

Around 1500 new homes across the regeneration area.

New public open space

A 5500m² central public open space, children's play space and wider public realm improvements.

New active travel corridor

400m of new cycle and walking route connecting into a wider active travel corridor planned for the area.

Temple Quarter & St Philip's Marsh

A vision for
the future

March 2021



A development framework is currently being produced for the Temple Quarter and St Philip's Marsh (TQ+SPM) Regeneration Area, within which the Mead Street Regeneration Area is located. This is one of the largest regeneration projects in the UK. The project partners are Bristol City Council, West of England Combined Authority, Network Rail and Homes England. The Development Framework is anticipated to be published in late 2022.

It is envisaged that over the next 25 years 130 hectares of brownfield land will provide up to 10,000 new homes, space for 22,000 new jobs. The ambition is for new and existing businesses to co-exist with residential, leisure and cultural areas in a new mixed use community.

The Temple Quarter and St Philip's Marsh Regeneration Area includes the refurbishment and regeneration of Bristol Temple Meads Station and its surrounds, Temple Gate, an innovation district centred on the planned University of Bristol Enterprise Campus, a climate adapted neighbourhood and wider mixed use regeneration including homes and employment space.

Although the TQ+SPM Development Framework is not yet in place, developer interest in the Mead Street area has required that a development brief be prepared to guide and inform regeneration in advance of the wider framework.

Project process

With significant change expected in the Mead Street area this development brief has been brought forward ahead of the wider Temple Quarter & St Philip's Marsh Development Framework to ensure there is a co-ordinated vision for development in the Mead Street area as detailed development proposals are made.

Bristol City Council working with a multidisciplinary project team defined the set of guiding principles that underpin the development brief.

The provision of public services such as school places and healthcare capacity are outside the scope of this development brief. A description of the planning process for public services is provided in section 5.

Public Engagement

A series of public engagement events were held in November 2021 to inform residents of the initial work, get feedback on the guiding principles and understand their aspirations for the area.

Bristol City Council Economic Development team have been engaging with businesses in the area to better understand

their needs and to help them begin to plan for re-provision of employment space or relocation if required and where possible. This feedback then informed the creation of the development brief.

Public Consultation

There is a 6 week period for comments and feedback on this document from mid April until May 2022. In person events are being held in April to allow people to engage with the project team directly.

Next steps

Once responses to the public consultation have been collated and analysed the development brief will be amended and submitted to Bristol City Council cabinet for endorsement.

If endorsed it will then become a material consideration for the Local Planning Authority when considering planning applications in or nearby the regeneration area. It will also inform Bristol City Council investment decisions in the area, such as public realm and transport improvements.



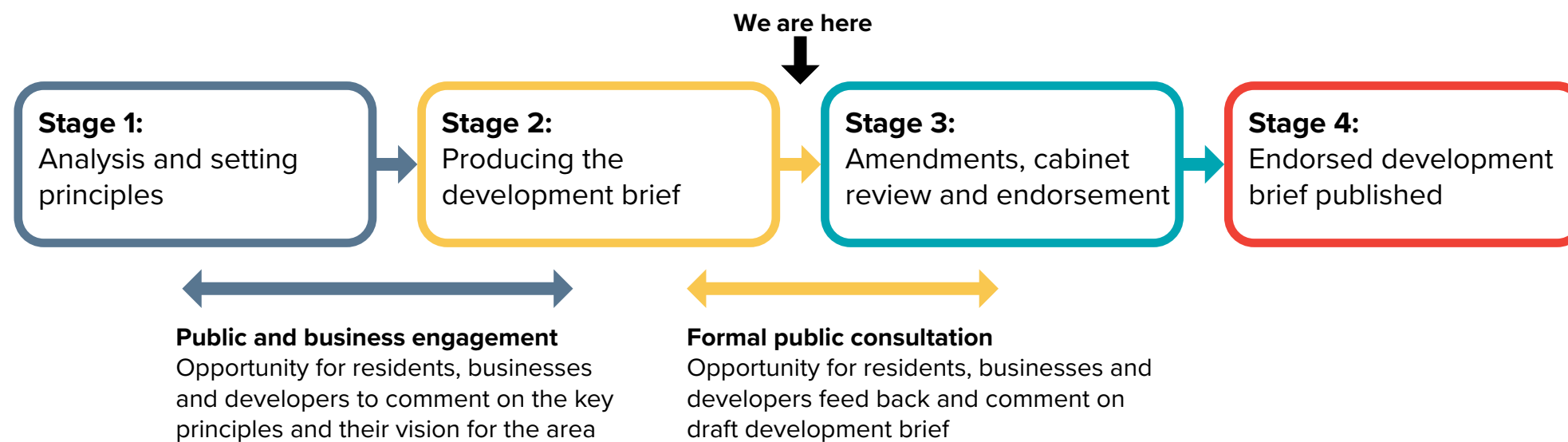
Bristol's housing need

The Council have been working towards ensuring that 2,000 homes are built each year, with 800 of those being affordable. Emerging Local Plan Draft Policy H1 (Delivery of new homes) establishes a strategy that focuses on ensuring the delivery of new homes and sets a minimum target of 33,500 homes being delivered by 2036, with an aspiration that this figure be exceeded where this is supported by service and infrastructure capacity.

Boosting the supply of homes in Bristol is a key priority in order to address the acute need for new and affordable housing. The delivery of new and affordable homes is an important material consideration in decisions on planning applications.

Well designed and sustainable housing development will be supported in principle, unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

Mead Street provides an opportunity to help boost housing supply by creating new homes in a sustainable location, and in a way that can enhance local character. Consistent with the urban living objectives for Temple Quarter and St Philip's Marsh, the design, scale and form of the Mead Street Regeneration Area will evolve to make appropriate use of the site at an optimal density.



A new place to live and work

The vision for the area as a new mixed use community means ensuring the benefits of regeneration are accessible to all, with a range of different employment opportunities, affordable homes and an accessible public realm which prioritises people over motor vehicles. To achieve this the regeneration is guided by the following principles:

Deliver new homes and work spaces that people are proud of and that represent the local community

- 1 Bristol is aiming to deliver 33,500 new homes by 2036. Mead Street has the potential to provide around 1500 new homes towards this total and around 500 jobs.

Provide better sustainable travel routes

- 2 These include new walking and cycling routes connecting Bristol Temple Meads to Bedminster, and safeguarding the area for a potential public transport route.

Create high-quality public places and support a low-carbon neighbourhood

- 3 Public spaces will be crucial for the new neighbourhood and will help to make sure that development is not piecemeal.

Create high-quality green space

- 4 New developments need to integrate public open space and green infrastructure to serve new development and contribute to addressing the shortage in the area.



Location

The Mead Street Regeneration Area is located at the southern edge of Bristol City Centre and to the south west of Bristol Temple Meads Station.

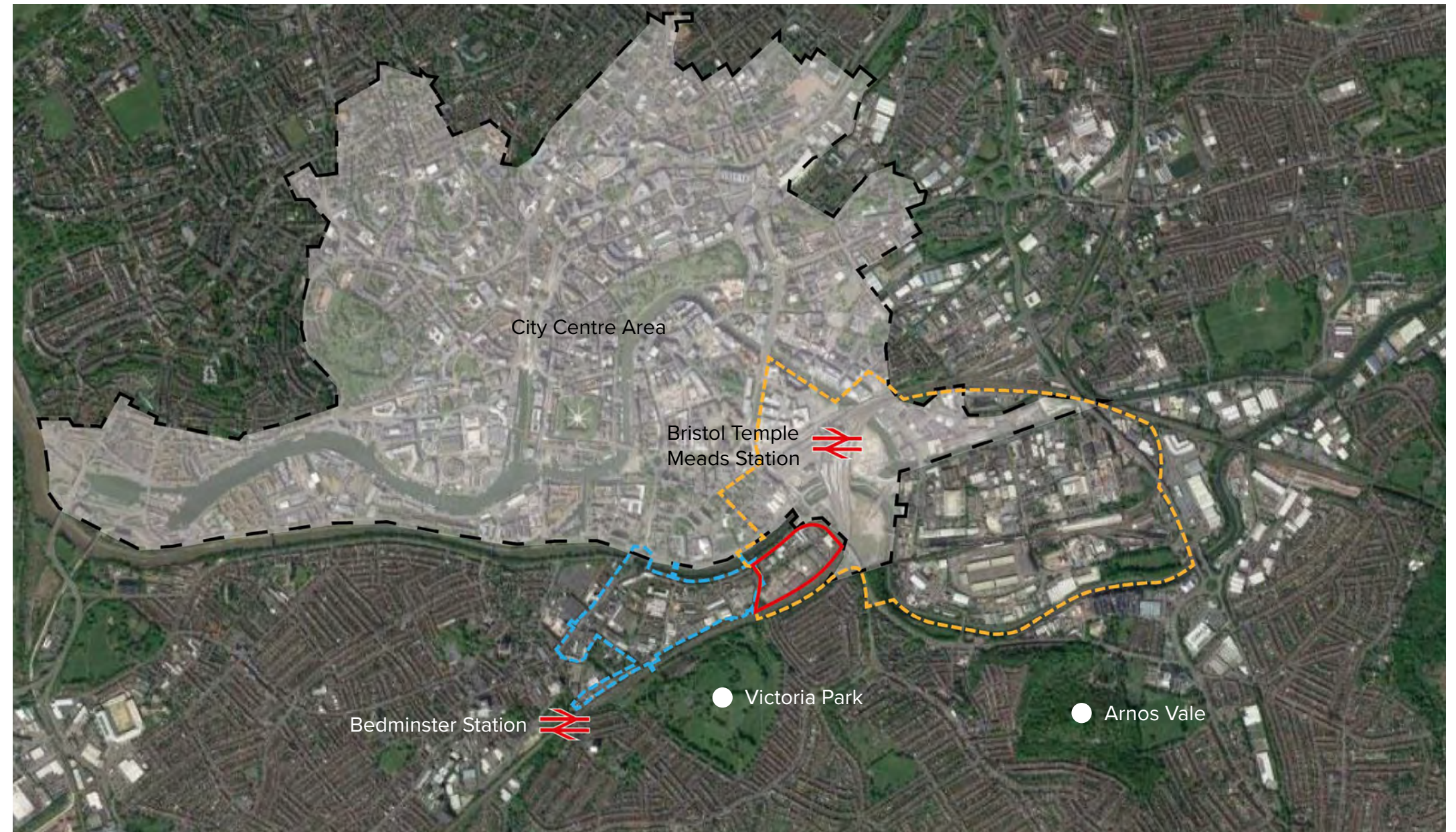
Mead Street Regeneration Area forms part of the wider Temple Quarter and St Philip's Marsh Regeneration Area and is part of the Temple Quarter Enterprise Zone. A development framework for Temple Quarter and St Philip's Marsh is currently being developed, and is due to be issued for consultation in 2022 with the intention of publishing a cabinet endorsed framework document by the end of 2022.

To the south of the Mead Street Regeneration Area is Victoria Park and surrounding residential neighbourhoods. To the north of the area is the New Cut and York Road. To the east of the area is the wider Temple Quarter and St Philip's Marsh Regeneration Area.

The Mead Street Regeneration Area itself is predominantly occupied by light industrial or commercial uses and is currently allocated as a Principal Industrial and Warehousing Area (PIWA) in the adopted local plan. The existing buildings and public realm do not contribute positively to the character of the area.

Given the proximity to the city centre, proposed mass transit routes, the wider public transport network and amenities, there is an opportunity to create a new mixed use neighbourhood at an important gateway into the city centre.

There are primary and secondary schools, GP surgeries, local shopping areas, public transport routes, parks and many employment opportunities in close proximity to the Mead Street Regeneration Area.



Location of Mead Street Regeneration Area

This means that Mead Street can provide new homes that are well connected for day to day needs of the community: jobs, services, transport connections, public spaces and cultural amenities.

KEY

- Mead Street Regeneration Area
- Bristol City Centre area
- Temple Quarter and St Philip's Marsh Regeneration Area
- Whitehouse Street Regeneration Area

The area was historically a mix of residential streets, industrial buildings and railway infrastructure land. These sites were cleared of these uses over the 1970s and 1980s and replaced with a number of dedicated light industrial buildings across a number of land parcels.

The area comprises a number of late 20th Century industrial and commercial buildings, a motorbike retailer, a petrol station and a railway materials yard with associated offices.

The industrial premises are occupied by a range of different business uses, including an electrical supply wholesaler, a plasterwork manufacturer, lighting design consultants, a postal distribution centre, a car rental premises and a climbing and trampolining centre. Two of the premises were recently occupied by Bart Ingredients food manufacturing business and are now currently vacant after their relocation.

Bristol City Council own the freehold of the majority of land to the north of Mead Street and are currently leased on long leases. The land to the south of Mead Street is in private ownership and subject to a number of leases of varying length. Mead Street itself is adopted highway.

Whitehouse Street Regeneration Area

To the south west of Mead Street is the Whitehouse Street Regeneration Area where a regeneration framework is currently under development. This framework will serve a similar purpose to the Mead Street Development Brief in co-ordinating future development, planning infrastructure and public realm improvements.

The regeneration area includes St Luke's Road and Langton Street Bridge which abut the edge of the Mead Street Area. If endorsed by Bristol City Council, the Whitehouse Street Regeneration Framework will also form a material consideration for development in the area.



Mead Street area

KEY

Freehold owner

Bristol City Council

Private Landowner

Leaseholder

1. Donard Homes
2. Various business occupiers
3. Royal Mail
4. Shell
5. Fowlers

Mead Street area

Whitehouse Street Regeneration Area

Temple Quarter and St Philip's Marsh Regeneration Area

A Langton Street Bridge

B St Luke's Road railway bridge

Glossary of Terms

This glossary explains words and phases used throughout this development brief:

The Mead Street Regeneration Area

The area within the red line boundary on page 11. This is the area to which this document applies and covers the plots within the red line boundary as well as the adopted highway.

The Mead Street Development Brief

This document, which applies to the Mead Street Regeneration Area.

Temple Quarter and St Philip's Marsh Regeneration Area

The wider regeneration area covering Bristol Temple Quarter and St Philip's Marsh. Mead Street forms part of this regeneration area.

'The Council' or 'BCC'

This refers to Bristol City Council.

Planning and urban design phrases and concepts

Where possible, this design document avoids using overly technical language and abbreviations, but the following terms may referred to in the development brief, technical appendices or in the context of urban regeneration:

Material consideration

A material consideration is a matter that should be taken into account in deciding a planning application or on an appeal against a planning decision; these can include a wide variety of matters such as overlooking, loss of privacy, loss of light or overshadowing, parking and highway safety.

Flood Zones 1-3

The Environment Agency designates areas of varying levels of flood risk. Flood Zone 1 is lower risk, Flood Zone 3 is higher risk.

Supplementary Planning Document (SPD)

Supplementary Planning Documents provide additional guidance and detail on Local Plan policies; they are used by the Council to help make decisions on planning applications.

District centre

District centres cater for a local catchment area that meets convenience needs but may include community facilities and supermarkets.

Affordable housing

Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market The definition of affordable housing is provided in Appendix 1 of Bristol City Council's *Affordable Housing Practice Note (2018)*

Air Quality Management Area (AQMA)

An area where air pollution levels have exceeded the national air quality objectives. Once an AQMA has been declared the council must carry out monitoring of the air quality in the area and identify what action can be taken to improve it.

Conservation area

An area that has been designated as having special architectural or historic interest, which is considered worthy of preservation or enhancement.

Clean Air Zone

The Clean Air Zone (to be implemented 2022) is an area of targeted action to improve air quality by charging certain highest polluting vehicles.

Active frontages

These refer to street frontages where there is an active visual or physical engagement between the building and street, such as entrances, shopfronts, doors and windows.

National Planning Policy Framework (NPPF)

The National Planning Policy Framework sets out the government's planning policies for England and how these are expected to be applied.

Geographic Information System (GIS)

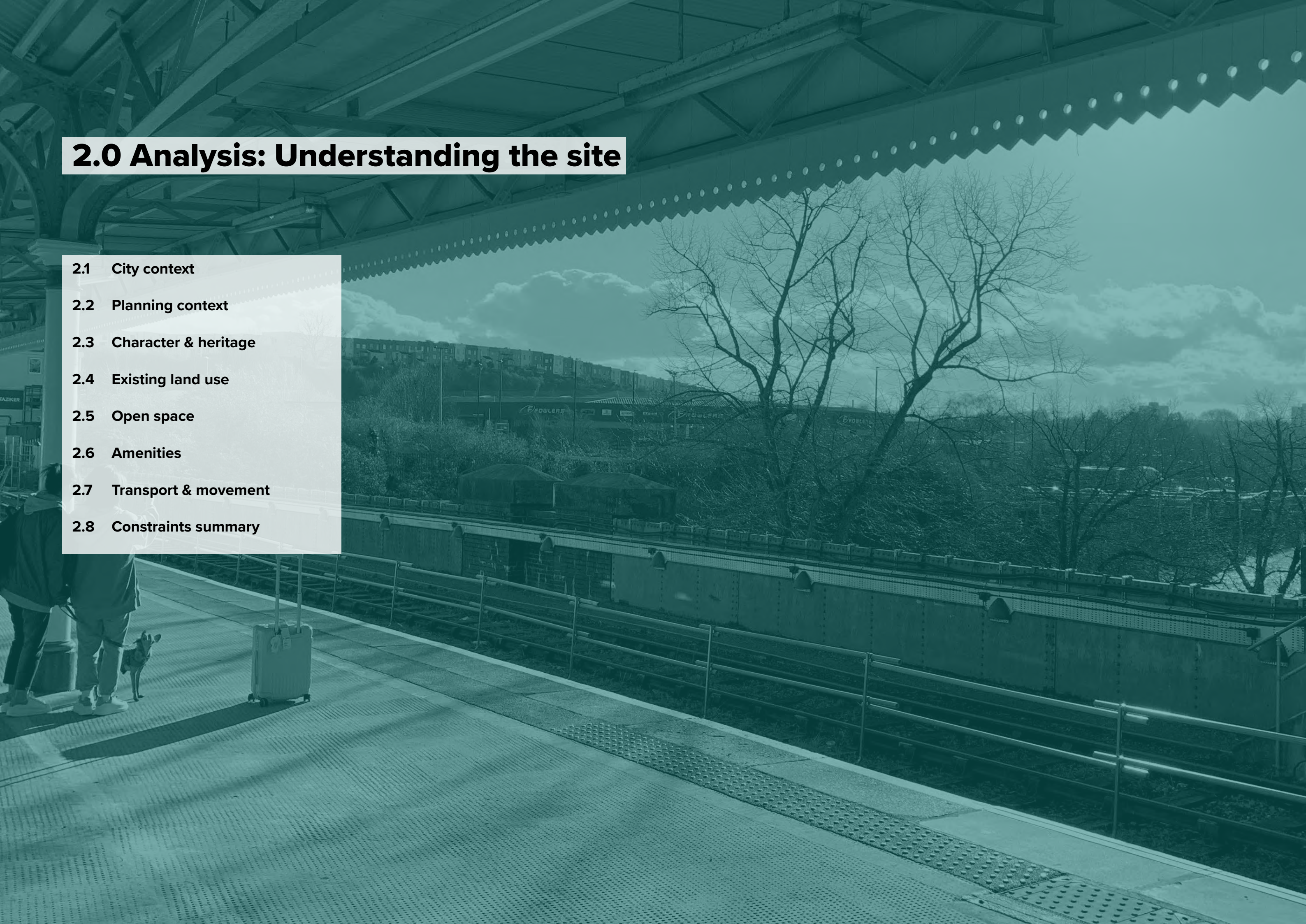
Software which combines map data with features of a database to create, manage and analyse location information.

Site of Special Scientific Interest (SSSI)

A conservation designation of an area which is of particular interest to science due to the presence of rare species of flora, or important geological or physiological features that may lie its boundaries.

2.0 Analysis: Understanding the site

- 2.1 City context
- 2.2 Planning context
- 2.3 Character & heritage
- 2.4 Existing land use
- 2.5 Open space
- 2.6 Amenities
- 2.7 Transport & movement
- 2.8 Constraints summary

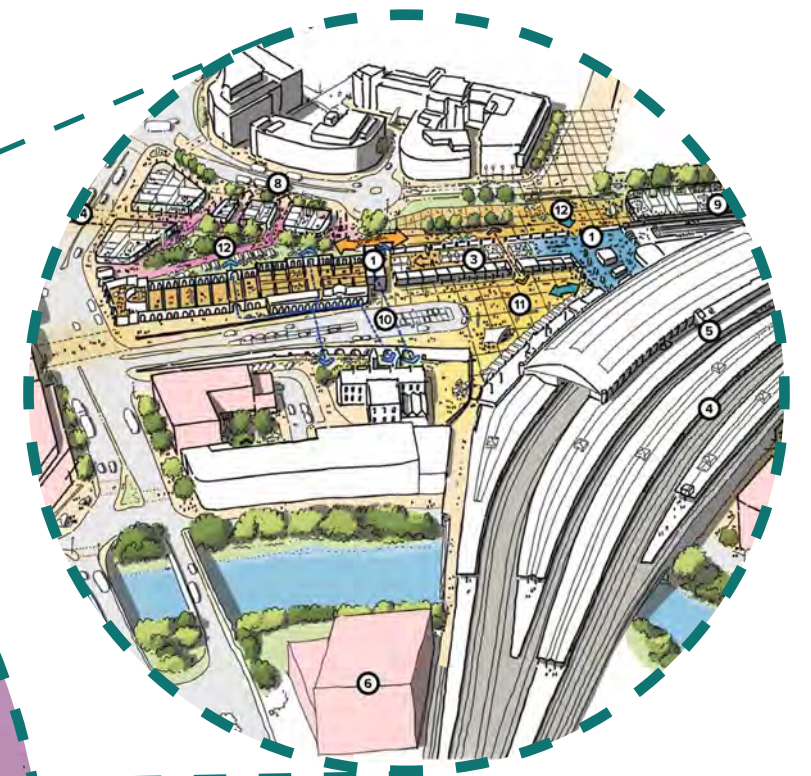


Temple Quarter and St Philip's Marsh

The first phase of the planned Temple Quarter and St Philip's Marsh Regeneration Area incorporates Bristol Temple Meads and its surroundings, including the University of Bristol's new Temple Quarter Enterprise campus, Silverthorne Lane, Temple Gate, Bristol Temple Meads Station and the Mead Street Regeneration Area.

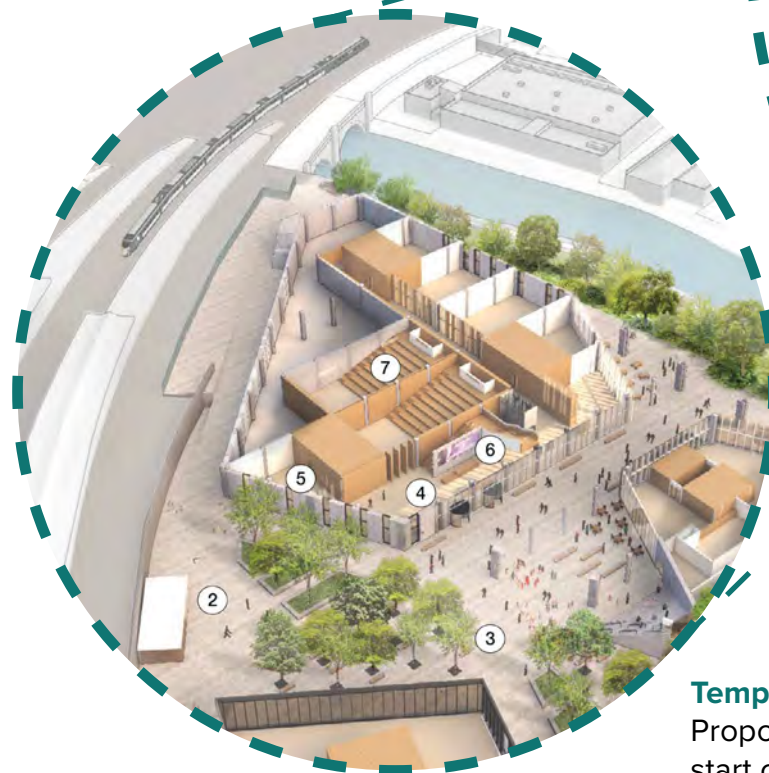
The initial phases of the TQ&SPM regeneration, including Mead Street, will create enormous opportunities for new jobs, businesses, homes and transport connections that will mean an already well located site will become even better placed for a new mixed use community.

The principles of the emerging TQ&SPM Development Framework will underpin the approach taken to this development brief.



Temple Meads Masterplan

Planned regeneration of Bristol Temple Meads Station with improved connections for buses, cycle parking, an improved northern entrance, new eastern and southern entrances, and regeneration of the station concourse and roof.

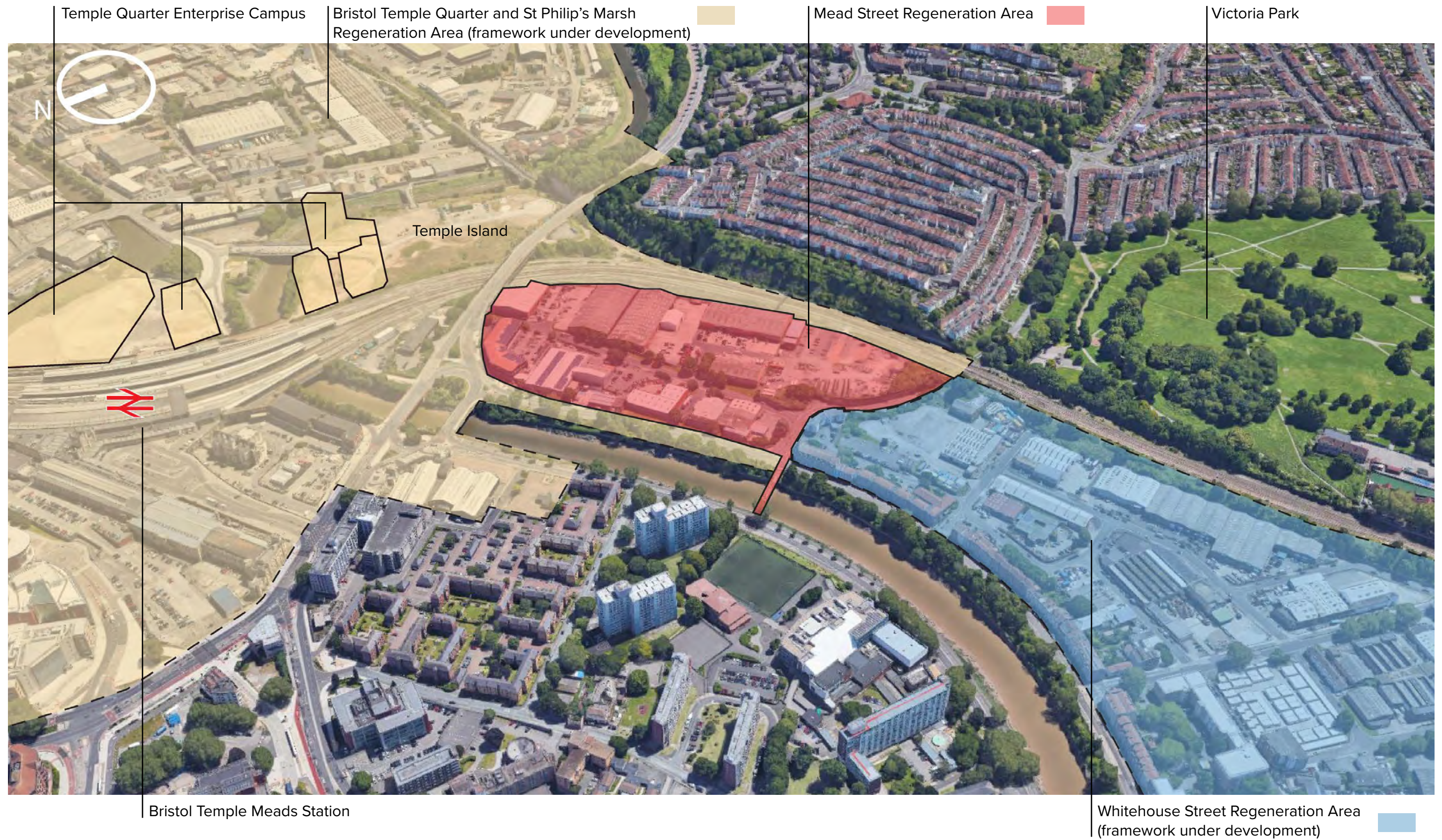


Temple Quarter Enterprise Campus

Proposed new University of Bristol campus due to start on site in 2022. Temple Quarter Enterprise Campus will focus on digital, business and social innovation



2.1 City context



2.2 Planning context

Planning Policy Context

While forming part of the Bristol Temple Quarter Enterprise Zone, Mead Street is not part of the Temple Quarter area in the adopted 2011 local plan, where it is identified as a Primary Industrial and Warehousing Area (PIWA).

The emerging policy for the wider Temple Quarter area seeks to remove this allocation and replace it as an area of growth and regeneration. This will include a mix of residential, workspace and community uses with a potential focus for development of a more urban scale and form. The specific focus for the Mead Street area will be the development of new workspaces, homes and supporting infrastructure.

The Mead Street Regeneration Area is situated in a highly accessible location, close to the local centre of Bedminster and within a short walking distance of Bristol Temple Meads Station as well as bus stops situated at Temple Gate. These are located approximately 300m to the north of the Mead Street area that are served by a high number of bus services, providing routes to most areas of the city. A number of local bus and Metrobus routes are also served from Bedminster Parade to the west.

The area lies within an Air Quality Management Area (AQMA) but contains no roads which are predicted to exceed the EU Limit Value for NO₂ from 2021 to 2030. The Mead Street area borders (but is outside of) the Clean Air Zone (CAZ) that extends along York Road (A370), A4 Bath Road and includes the St Luke's Road junction with York Road. This is due to come into effect in summer 2022.

The Mead Street area lies outside of, but close to the eastern edge of the Bedminster Conservation Area. There are no listed buildings within the regeneration area, with the closest

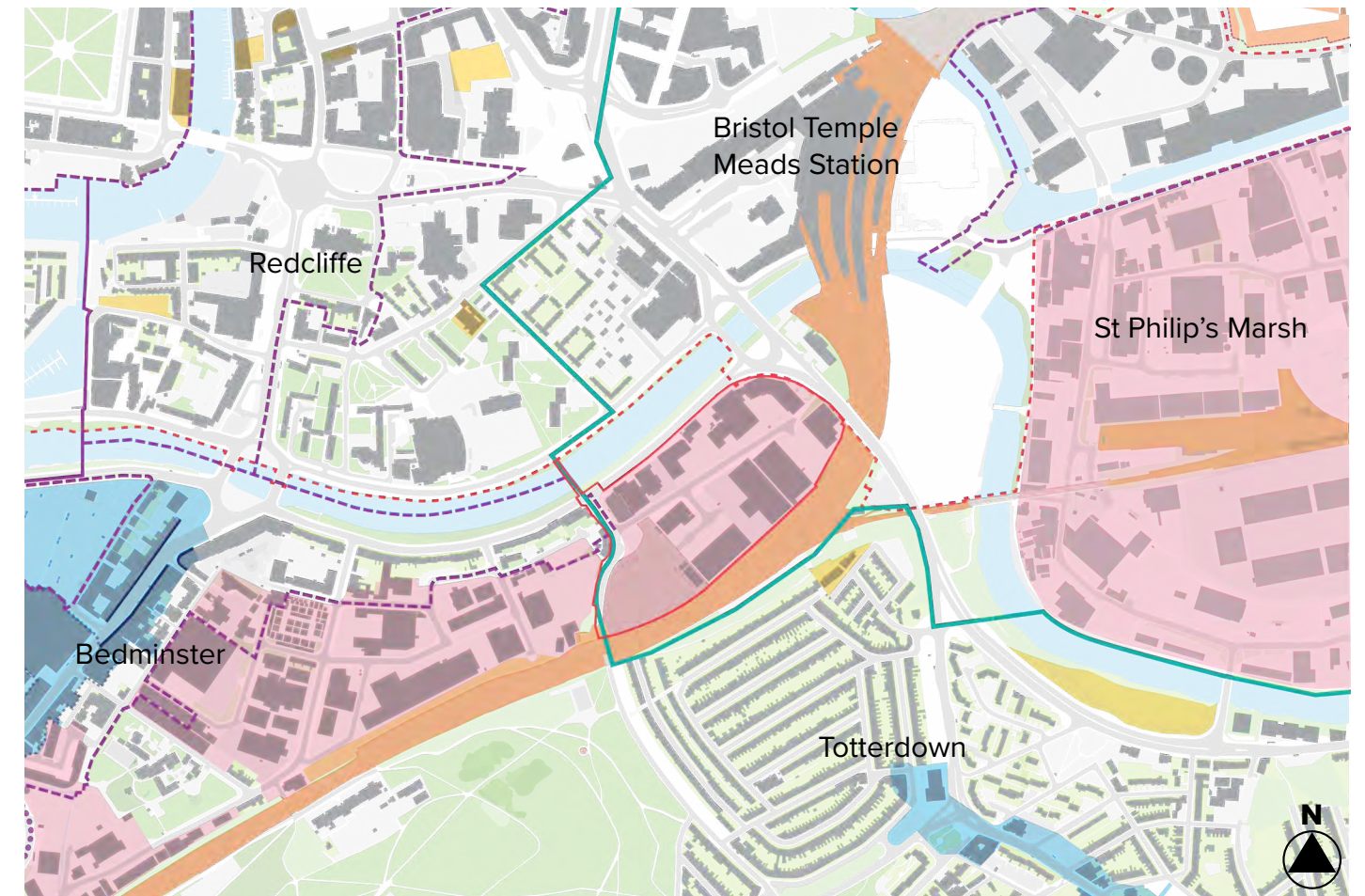
listed structures being Langton Street Bridge (Grade II listed) situated to the north west of the area (forming a pedestrian link across the river between York Road and Clarence Road), 138-156 York Road (Grade II listed), Bristol Temple Meads Station (Grade I listed) and the Bristol and Exeter Building (Grade II*), both situated to the north east of the area. Victoria Park, situated to the southwest of the area is designated as a Local Historic Park and Garden.

The Mead Street area lies entirely within Flood Zone 1 as described in the National Planning Policy Framework (NPPF) and so is suitable for all forms of development with no need to apply the sequential test as set out in the NPPF and flood risk from other sources is low.

In respect of ecology, there are no protected local, national or internationally designated special protected areas within the Mead Street area.

The River Avon, situated directly to the north, supports mudflats designated as a Habitat of Principal Importance. The Mead Street area sits within a SSSI/European Site impact Risk Zone (IRZ). IRZs are a GIS tool used by Natural England to identify zones in the vicinity of Nationally and Internationally designated areas.

The nature of the mixed use development likely to come forward within the area is not listed as a development type likely to trigger impacts on local SSSI/ European Sites. The extent of green infrastructure is generally limited to the mature trees situated along Mead Street; the area has significant opportunities to deliver ecological enhancement.



Planning policy overview plan

KEY

 Local centres (retail/mixed uses)	 Primary Industrial and Warehousing Area (PIWA)
 Primary shopping frontage	 Rail infrastructure land
 Secondary shopping frontage	 Temple Quarter & St Philip's Marsh Development Framework boundary
 City centre area	 Mead Street Regeneration Area
 Local Plan regeneration site allocation	
 Conservation areas	

2.2 Planning context

In accordance with Draft Policy DS2 (Bristol Temple Quarter), the core planning objective for Mead Street is to contribute towards the provision of new workspaces, homes and supporting infrastructure. Additional key policy objectives to achieve this core objective, will be via the provision of:

- Development that delivers high-quality well-designed environments at higher densities. Proposals should develop land to its optimum density, which may include introducing new types of design, scale and form and the development of mixed uses within buildings as well as development sites.
- New and affordable homes, of a mix of type, size and tenure to help support the creation of mixed, balanced and inclusive communities.
- New flexible employment floorspace as part of a mixed-use development and contribute to enabling access to employment and removing barriers to employment for local residents, facilitating skills development and supporting employment initiatives.
- Complementary retail and leisure uses.
- New walking and cycle routes that connect to the rest of the city centre and surrounding neighbourhoods.
- Places and streets shaped by the needs of pedestrians, cyclists and public transport users and where road traffic and parking are carefully integrated to produce a liveable environment and parking provision reflects the area's central location.
- New and enhanced public realm and green infrastructure (this should take account of the ecological emergency and maximise opportunities to enhance biodiversity).
- Development that contributes to mitigating and adapting to climate change and meeting

targets to reduce carbon dioxide emissions, aiming to achieve zero carbon in relation to heating, cooling, lighting and power in new buildings.

Development context

The plan opposite shows the frameworks under development in the area, local plan allocations and recently approved (major) developments.

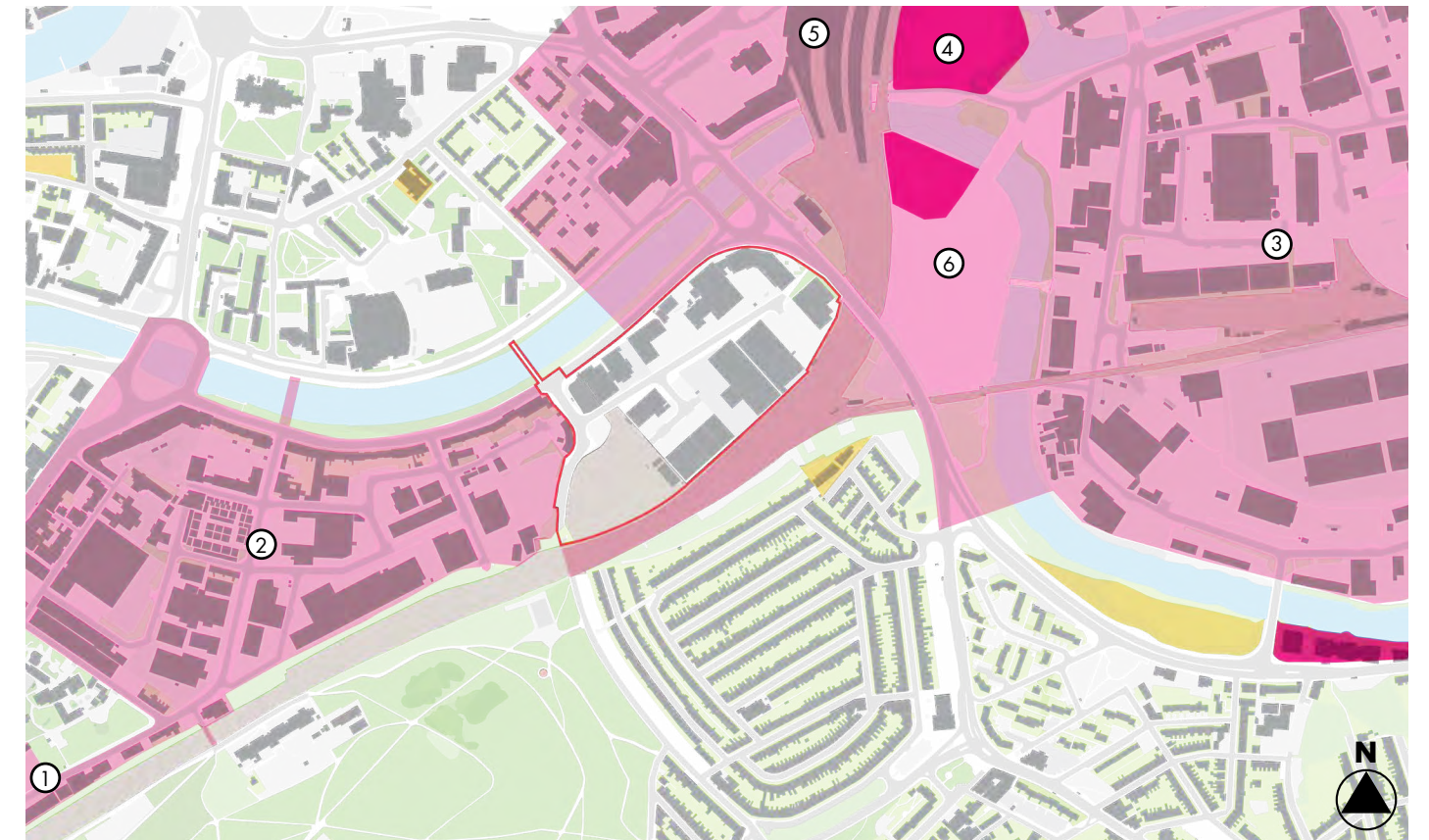
To the north and east is the wider Temple Quarter and St Philip's Marsh Development Framework Area. To the south west is the Whitehouse Street Regeneration Area and beyond that Bedminster Green. These form a ribbon of future development located between the river and the Great Western railway.

The former postal sorting office site is being redeveloped as part of the University of Bristol's Temple Quarter Enterprise Campus, which includes new teaching and research space for digital, business and social innovation.

Planning strategy

This development brief establishes a vision and sets the principles that will help guide development within the Mead Street Regeneration Area. This development brief forms a non-statutory placemaking document that is a material consideration in the determination of planning applications both within and nearby the Mead Street Regeneration Area boundary.

Alongside the Council's document *Progressing Bristol's Development – A Statement about planning in Bristol*, the Mead Street Development Brief will be used in decision making by the Council alongside and in support of the following:



Planned development in wider area

- The policies of the current Bristol Local Plan.
- The application of the presumption in favour of sustainable development set out in national planning policy (where existing policies are out of date).
- The policy direction within the Bristol Local Plan Review (2019).
- Urban Living SPD (2018)
- All other relevant material planning considerations, including supplementary planning documents, other development frameworks, up-to date evidence and feedback from community consultation.

KEY

1. Bedminster Green
 2. Whitehouse Street Regeneration Framework
 3. St Philip's Marsh (part Temple Quarter and St Philip's Marsh Regeneration Area)
 4. Temple Quarter Enterprise Campus
 5. Bristol Temple Meads Station
 6. Temple Island
- Adopted Local Plan (2011) allocated site
 - Site with framework or supplementary planning document in place or under development.
 - Site with outline or full planning permission (as of Oct 2021).
 - Mead Street Regeneration Area (part of the TQ&SPM Regeneration Area)

Existing spatial frameworks

The following key Council spatial frameworks are important in setting the emerging context for the Mead Street Regeneration Area and its surroundings:

- *The City Centre Framework - A strategy for movement & Development – A stronger heart for Bristol (June 2020).*
- *Bristol Temple Quarter Spatial Framework (October 2016).*
- *Temple Quarter and St Philip's Marsh Development Framework (TBC)*

While not a spatial framework, *Progressing Bristol's Development (2020)* explains the current approach to making planning decisions. The statement does not form policy, but it outlines the Council's approach to promoting the recovery from the impacts of COVID-19 whilst explaining the need to balance existing local plan policies with those of emerging plans, new evidence, changes to national policy and the evolving development issues across the city when making decisions on planning applications.

Detailed planning applications

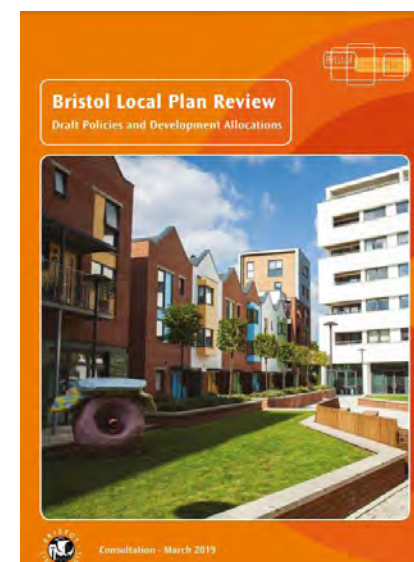
The principles outlined within this development brief will help deliver a co-ordinated approach to the creation of a new connected and mixed-use urban neighbourhood within the Temple Quarter area. Where development proposals have complied with the principles of this development brief, this should be clearly set out within Design and Access Statements that accompany planning applications. This information will be able to be used by the Council's Development Management team to aid the Council's decision-making process.

There may be circumstances where, based on technical or other material considerations that some degree of variation from the principles within this development brief is appropriate in the interests of achieving sustainable development. Where variations do arise, individual planning applications will need to justify these within their submission.

All detailed planning application proposals should be supported by the necessary technical studies and information that comply with the national planning requirements and the Council's local list of validation requirements in place at the time of submission.

Further details of the Council's pre-application process and Planning Performance Agreements can be accessed at the on the Council's website.

This development brief does not constitute any form of planning permission and detailed planning applications for sites within the regeneration area will be required to be submitted and approved before any development can take place.



Local Plan Review (2019)

Planning weight

Planning law requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

A material planning consideration can include a wide variety of issues that are relevant to making a planning decision for the proposal in question. It is for the decision maker to decide the weight to be given to material considerations in each case.

Bristol's adopted 'development plan' comprises the following:

- Bristol Development Framework Core Strategy (Adopted June 2011)
- Site Allocations and Development Management Policies (Adopted July 2014)
- Bristol Central Area Plan (Adopted March 2015)
- West of England Joint Waste Core Strategy (Adopted March 2011)

Adopted Supplementary Planning Guidance (SPG), Documents (SPD) and Character Appraisals help to guide and inform policies within the adopted development plan. These documents constitute important 'material considerations' in the determination of planning applications and can be attributed great weight in decision-making.

Non-adopted guidance and Council statements also form 'material considerations', albeit these will have less 'weight' than adopted policy and guidance. Until such time as Bristol's revised local plan is adopted, decisions on planning applications will be made on the basis of weighing and balancing a combination of the following:

- The policies of the current Bristol Local Plan
- Application of the presumption in favour of sustainable development as set out in the NPPF (where existing policies are out of date);
- The policy direction given by the emerging Bristol Local Plan Review (March 2019);
- All other relevant material planning considerations, including supplementary planning documents, development frameworks, up-to date evidence and feedback from community consultation.
- All relevant highway standards, such as Local Transport Note 1/20.

Where there are no policies relevant to a planning application or relevant policies are out of date, planning permission will be granted unless material considerations indicate otherwise taking into account whether any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, or specific policies in the NPPF indicate that development should be restricted.

This Development Brief will form a material consideration in the determination of future planning applications within the study.

2.3 Character & heritage

Character assessment

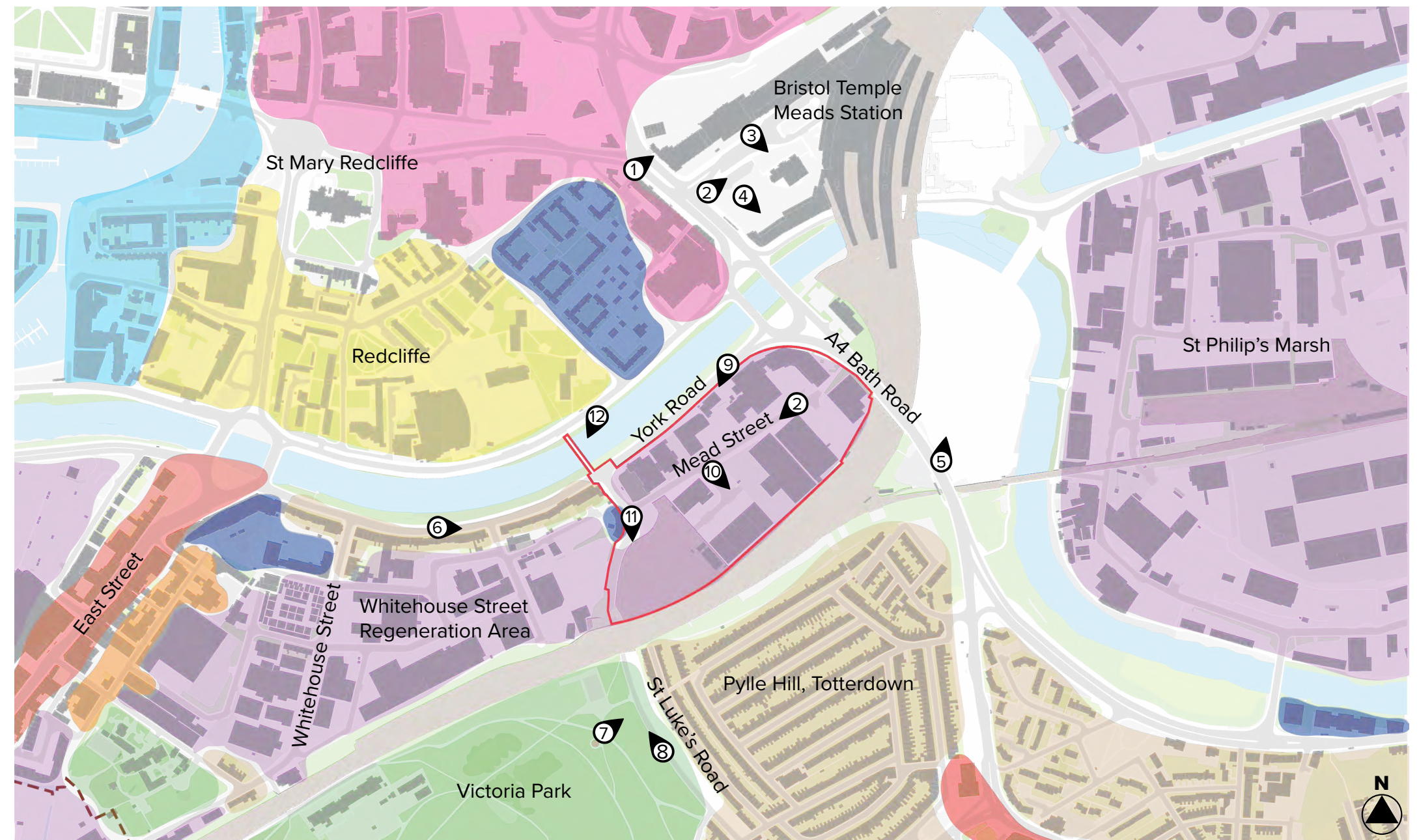
The regeneration area forms part of a corridor of predominantly industrial (or ex-industrial) uses that extends along the length of the railway line from St John's Lane to St Philip's Marsh.

The site itself is predominantly industrial in character with most development dating from 1970s onwards after clearance of existing residential streets and older industrial buildings following wartime bomb damage and the re-development of the railway sidings. Mead Street has retained its historic alignment although other streets have been lost.

The regeneration area is bounded by the railway to the south and marks a transition from the predominantly industrial areas north of the railway to the dense late-19th century inner suburbs to the south, including Totterdown and Windmill Hill.

Only a small portion of the 19th century frontages along the New Cut have survived, on the south side between Bedminster Bridge and St Luke's Road. The areas north of the new cut were cleared and redeveloped as part of the Redcliffe estate in the 1950s and 60s. This is characterised by a number of slab blocks and also some later low rise development from the 1980s.

Mead Street does not currently contribute positively to the character of the local area so regeneration is an opportunity to create a neighbourhood with a distinct identity in a prominent location.



Character Areas

KEY

	Low-rise residential neighbourhood		Commercial - office/workplace		Stillhouse Lane: cobbled mews street
	Post-war/mid-20th century residential		Industrial		Parks and green open space
	Late 20th/early 21st century residential		Local Centre - retail/workplace/leisure		Mead Street Regeneration Area

Page 20 photo location

2.3 Character & heritage



1. Brunel's Engine Shed, Bristol Temple Meads Station. Grade I listed.



2. Bristol Temple Meads Station approach. Grade I listed.



3. Bristol and Exeter Railway building. Grade II* listed.



4. Street art, Lower Approach Road.



5. Temple Island.



6. York Road, including Grade II listed terraces.



7. St Luke's Crescent, Totterdown.



8. St Luke's Road.



9. York Road.



10. View to Richmond Street terrace from Mead Rise.



11. St Luke's Road.



12. Langton Street 'Banana' Bridge.

Heritage & conservation

There are no listed buildings or structures within the Mead Street Regeneration Area, and no pre-1939 buildings remain. Much of the surrounding area was cleared post-war and very few historic buildings survive in the immediate surroundings.

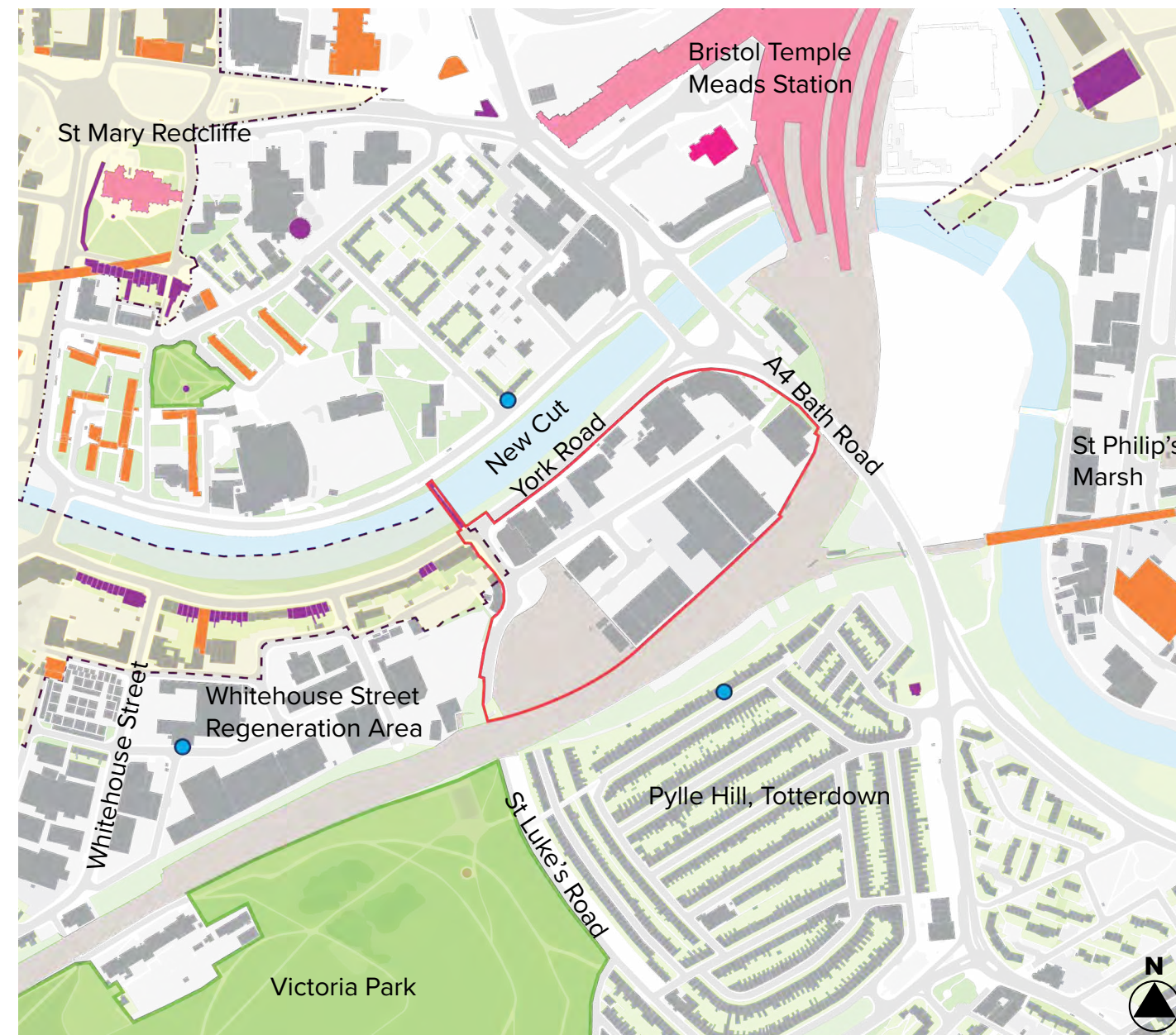
The regeneration area is adjacent to the Bedminster Conservation Area which ends at St Luke's Road. A number of early 19th Century frontages survive facing the New Cut between Bedminster Bridge and St Luke's Road, with later infill development.

The most significant heritage asset in the immediate context is Bristol Temple Meads Station which is a prominent landmark on the approaches to the area along the New Cut, the city centre and the A4 corridor.

The spire of St Mary Redcliffe is also prominent from along the Bath Road and Bath Bridge junction. There are also glimpsed views along York Road through the buildings of the Redcliffe Estate, although it is partially screened by trees along the New Cut.

The Mead Street area is very prominent to people arriving to Bristol by train and is highly visible from the platforms and on entering and leaving the station approach from Temple Gate. The coloured houses of Richmond Street at the top of the Pylle Hill escarpment are a local landmark visible from the surrounding area.

There is an opportunity to reinstate a coherent river frontage to York Road and improve the setting of Bristol Temple Meads Station.



KEY

- Grade I Listed Building
- Grade II* Listed Building
- Grade II listed building
- Locally listed building

- Bedminster Conservation Area
- Neighbouring conservation areas
- Blue plaque
- Historic park

Heritage assets

Bedminster Conservation Area

The frontages along the New Cut are within the York Road character area of the Bedminster Conservation area. The conservation area appraisal describes the York Road frontage:

'York Road itself has an urban character, lined by fine Georgian townhouses and some modern infill development. There is a strong and continuous building line along the street, emphasised by a broadly continual parapet line, consistent architectural proportions and area railings.'

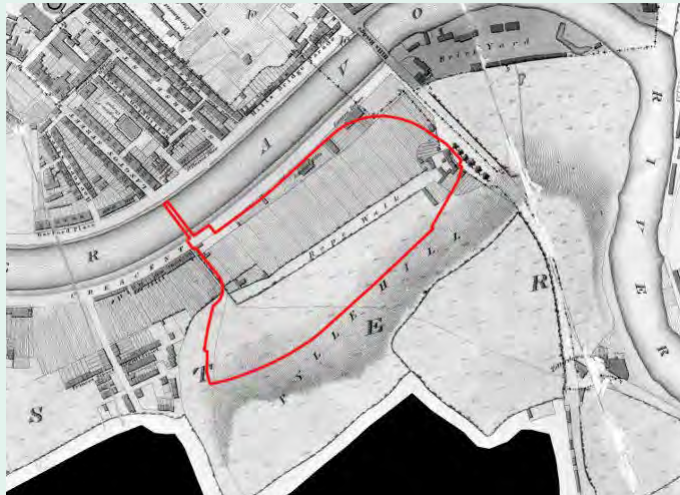


York Road terrace

The predominant scale is 3-4 storey buildings on narrow plots with a consistent building line, proportions and materials.

While development in the regeneration area will not need to replicate the existing frontage new development facing York Road will need to respond to this context.

Development History



1828 Ashmead map

Following the creation of the New Cut, the Mead Street area sat between the new alignment of the river and escarpment of Pylle Hill to the south. York Road has recently been built (as Redcliffe Crescent). A rope walk is located to the south of the present location of Mead Street.

Development in the area to the west of St Luke's Road is starting to be developed with houses and industrial premises.



1844-1888 OS map

By the late 19th Century Mead Street now exists. The area south of Mead Street is occupied by a railway sidings and sheds of the Pylle Hill depot. The railway now sits to the south of the area and the suburb of Totterdown has developed along the Wells Road.

The area to the north of Mead Street is occupied by dense terraced housing and some industrial buildings.



1946 Aerial view

The area is largely unaffected by the bomb damage that devastated the Whitehouse Street area to the west and is largely unchanged since the late 19th century.

The most significant addition is Langton Street Bridge which was constructed in 1884 having previously been used as a temporary bridge on the site of Bedminster Bridge.



Aerial view of Mead Street and Bristol Temple Meads Station c.1924.



View west from Bath Bridge, 1951.



View east from St Luke's Church tower, 1957.

Building heights and topography

The Mead Street area is predominantly flat, sitting in a valley of lower ground between the higher ground of Redcliffe Hill to the north and Pylle Hill/Totterdown to the south.

There are significant long views along the New Cut over Mead Street to the escarpment of Pylle Hill, while the views to the south of the regeneration area are screened by the higher ground of Totterdown. The only publicly accessible views over the Mead Street area from Pylle Hill are from Bellvue Terrace near Higham Street Green.

The plan also shows the consented buildings of the University of Bristol Temple Quarter Enterprise Campus to the east of Bristol Temple Meads Station

Views and landmarks

The significant historic landmarks in the area are the Grade I listed Bristol Temple Meads Station and St Mary Redcliffe church.

Due to the topography of the area the Mead Street area does not generally affect views to the station buildings, but does form an important part of the setting of the station.

The spire of St Mary Redcliffe is visible to the north west as you move north along the A4 Bath Road and the skyline of the city centre comes into view. It is also highly visible looking across the river from the southern arm of the Bath Bridge junction.

A local landmark in the immediate vicinity of Mead Street is the steep escarpment of Pylle Hill with the coloured terrace of houses on Richmond Street. This is a local landmark and feature of the city skyline which due to the



Building heights, landmarks and views

varied topography of Bristol is visible from a wide range of locations in the city.

The escarpment is visible along the New Cut and from the environs of Bristol Temple Meads Station and is particularly prominent from the southern ends of the platforms, and from trains approaching the station from the south. The

escarpment is a feature which adds to the local character of the area and contributes to wayfinding and legibility in the city

Views 1-8 set out a number of viewpoints towards or within the regeneration area which should be considered when developing detailed design proposals.

KEY

- Major Landmark
- View (page 23)
- Pylle Hill escarpment
- 1-3 storeys
- 4-6 storeys
- 7-8 storeys
- 9-10 storeys
- 11-12 storeys
- 13-14 storeys
- 15+ storeys
- Consented building

Views 7 and 8 show how the New Cut is an important corridor for movement and views through this part of the city and how the escarpment is important to this.

Views 3 and 4 indicate how the existing buildings in the Mead Street Regeneration Area provide little definition and contribute little to activity or legibility in the public realm.

These are not exhaustive and will depend on the location, scale, massing and form of new buildings. In particular, views along the New Cut and the A4 should be seen as a sequence of views rather than fixed viewpoints.

In addition to these views, the regeneration of the area may create new views that should be considered as part of a thorough townscape analysis.

2.3 Character & heritage



1. View north from Three Lamps Junction.



2. View north from A4. St Mary Redcliffe is visible left of centre



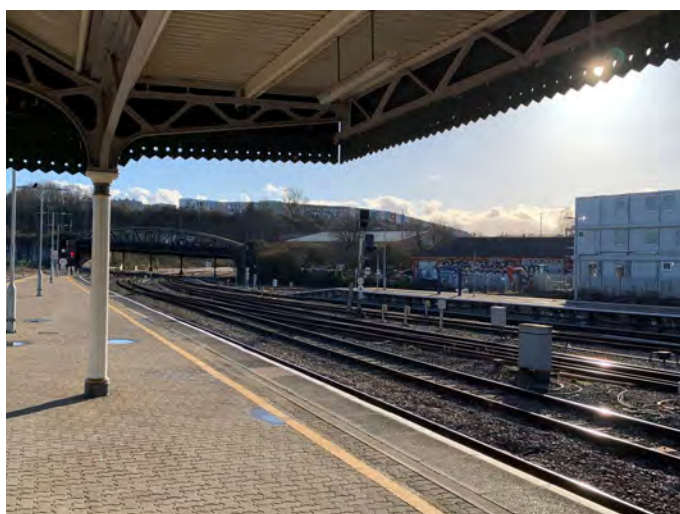
3. View south from Bath Bridge.



4. View south east from Temple Gate



7. View east along New Cut



5. View from Bristol Temple Meads Station platform.



6. View from south side of Langton Street Bridge.



8. View east from Bedminster Bridge

Views

These images identify some key views towards the regeneration area. However, these views are experienced as sequences of views as people move through the city along the New Cut, or down the Bath Road, rather than fixed viewpoints.

The regeneration area is in a prominent location which is highly visible from the Bath Bridges and from Bristol Temple Meads Station.

2.4 Employment & land use

The area to the north of Mead Street was cleared between the early 1960s and early 1970s. Many of the terraced houses were in poor condition post-war and were initially proposed for demolition as part of the road widening schemes of the 1960s and 70s.

Due to its previous use for homes (until the 1970s) and then industrial buildings, the north side of the site may have more below-ground obstructions and buried demolition materials than the south side.

The Pylle Hill goods depot buildings were demolished in the late 1970s, though some of the sidings adjacent to St Luke's Road remained in place for some time after.

Existing land use

The regeneration area is predominantly made up of a mix of commercial and light industrial uses, including a motorbike retailer, an electrical trade supplier, a postal depot, a lighting designer and supplier, a car rental location, a climbing and trampolining centre and a manufacturer of architectural plasterwork. Two plots are currently vacant following the relocation of Bart Ingredients in 2021.

The area currently has approximately 22,000m² of employment floorspace. The dominance of light industrial and commercial uses means that activity in the area is concentrated in the day time.

Beyond the regeneration area there are the residential areas of Southville, Redcliffe, Totterdown and Windmill Hill. There are industrial and commercial uses to the north-east and south-west, forming a corridor of light industrial uses alongside the railway.



Bart Ingredients (Mead Rise), now vacated.



Fowlers, Europcar and Freedog premises.



Shell garage, York Road

Employment baseline

Research has been undertaken to understand the existing businesses in the regeneration area and to assess the baseline number of jobs. As of December 2021, there was 22,400m² of employment floorspace across the regeneration area. The estimated employment baseline of the area is c. 510 FTE jobs. This comprises:

- Circa 410 jobs accommodated on the site within occupied units

- Circa 100 jobs within units vacated over the course of 2021.

Business activities are currently largely industrial in nature, with nine different tenants across a mix of construction, motor trade, transport and communications activities.

Core activities of current Mead Street business tenants

Construction	3
Motor trades	3
Transport	1
Leisure and culture	1
Communications	1

Summary		
Employment Baseline	Employment floorspace baseline	22,400 m ²
	Estimated employment within occupied units (source: BCC engagement)	c.410 FTE jobs (c.260 exc. Fowlers)
	Employment capacity of units recently vacated (source: HCA Employment Densities)	c.100 FTE
	Employment baseline for the development brief	c.510 FTE jobs

Existing green infrastructure

The Mead Street Regeneration Area is located immediately to the south of the New Cut of the River Avon which has the status of a Local Nature Reserve (LNR).

Mead Street is lined with a number of mature street trees and while not protected, have a positive impact on the streetscape. Although there is little green space or obvious features of ecological value within the regeneration area itself, this represents a significant opportunity to green the Mead Street area, link into existing green infrastructure and provide new public open space for new and existing residents.

South west of St Luke's Road there is vegetation that screens the railway and there is an opportunity to extend this along the boundary of the regeneration area.

To the south west of the area is Victoria Park which extends to around 22 hectares and includes a mix of formal and informal green spaces and play areas. While it is close, access is restricted to the St Luke's Road underbridge which is poorly lit, narrow and without natural surveillance.

There are opportunities to make connections between the areas of green and blue infrastructure that come together in the regeneration area.

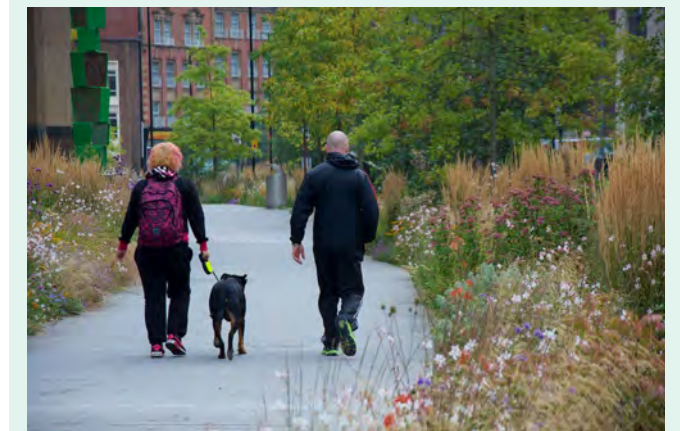


Green infrastructure and ecology plan

KEY

- Public green spaces
- Inaccessible Green Spaces (e.g. areas of structural landscape, i.e. railway embankments)
- Private green spaces (i.e. gardens)
- Site of Nature Conservation Interest
- Mature trees in the immediate context of the regeneration area

What is green infrastructure?



'Grey to Green', Sheffield

Green infrastructure is a term that describes a network of natural and semi-natural features within and around towns and cities.

These features can range in scale from street trees and planting, green roofs and private gardens through to parks, rivers and woodlands. Blue infrastructure is used to describe features such as rivers, canals, wetlands and drainage systems.

These can offer a range of benefits:

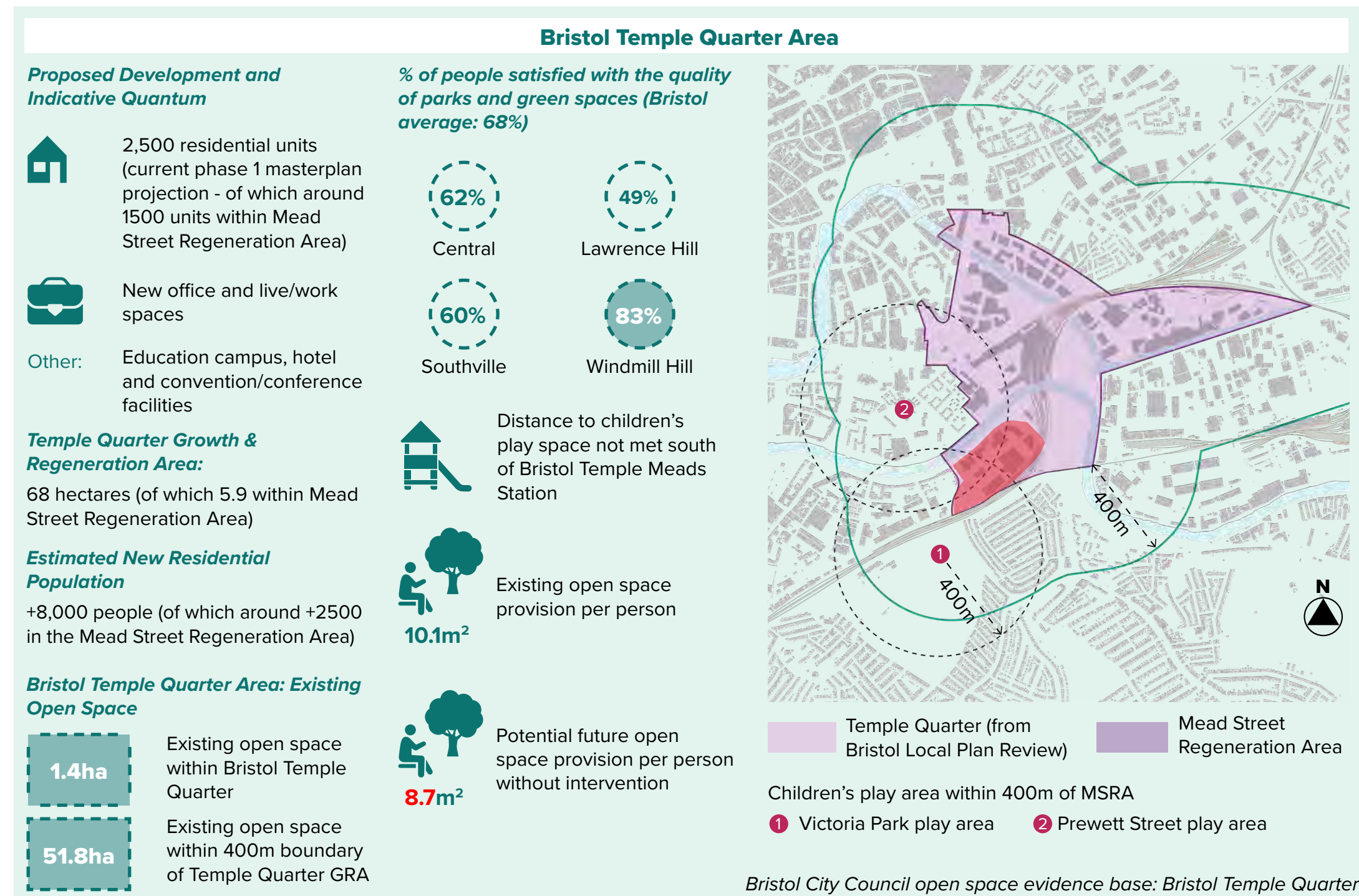
- Street trees can improve air quality and reduce urban heat island effects.
- Planting and swales can help water management by reducing run-off rates.
- Green infrastructure can contribute to improving biodiversity by providing new habitats in urban environments.
- Planting, trees and green space can provide benefits to well being.

Existing Open Space

An assessment of existing open space provision in the Bristol Temple Quarter area has been undertaken by Bristol City Council based upon proposed development in the area.

The Temple Quarter area has very little public open space at present and the level of satisfaction in the quality of parks and green spaces in the surrounding areas is generally lower than the city average. With a significant expansion in the population in the area expected

new open green space will be required. The Temple Quarter area is deficient in children's play space, particularly south of Bristol Temple Meads Station. Without new public open space and play space in the Mead Street Regeneration area this problem will be exacerbated.



Biodiversity Net Gain



Cator Park, Kidbrooke Village

Biodiversity net gain (BNG) is an approach to development that aims to leave the natural environment in a measurably better state than it was beforehand.

The Government's 25 Year Environment Plan set an aspiration to embed biodiversity net gain in the planning system and move towards approaches that integrate natural capital benefits. Currently, the National Planning Policy Framework requires development to provide biodiversity net gains where possible (the National Environment Planning Practice Guidance provides further explanation on how this can be achieved) and Council policy requires development to 'preserve and enhance biodiversity'.

In 2019, the Government announced it would mandate net gains for biodiversity in the Environment Bill, which received Royal Assent on 9 November 2021. A requirement for a mandatory 10% biodiversity net gain is due to become law through an amendment of the Town & Country Planning Act (TCPA) by the end of 2023.

Existing community amenities

The Mead Street Regeneration Area is well placed in a highly accessible location for many amenities and transport connections needed to support a new community.

St Mary Redcliffe Primary School and St Mary Redcliffe and Temple Secondary School are located within a 10 minute walk from the centre of the regeneration area. A new secondary school is planned on Silverthorne Lane to the north east. Assessment of school places and healthcare capacity is beyond the scope of this development brief but will need to be assessed as development occurs.

While the area to the west of the site is relatively well served by amenities in Bedminster the area to the east within the wider Bristol Temple Quarter and St Philip's Marsh Development area is currently less well served, reflecting its industrial and commercial use, although this is likely to change in future.

Victoria Park is within a short walking distance but is separated from the regeneration area by the railway which creates a barrier to movement. There is also a wider shortage of open green space in the area identified on p.26 which the regeneration of the Mead Street area will need to address

There are a number of public sports and recreational facilities in Victoria Park and there are bookable sports facilities and pitches at Windmill Hill City Farm and St Mary Redcliffe and Temple School.

There is a lack of community space in the wider Bristol Temple Quarter area reflecting the predominantly commercial use which will be addressed in this development brief.

Healthcare Amenities

- 1 Bedminster Family Practice
- 2 Wells Road Surgery

Recreation

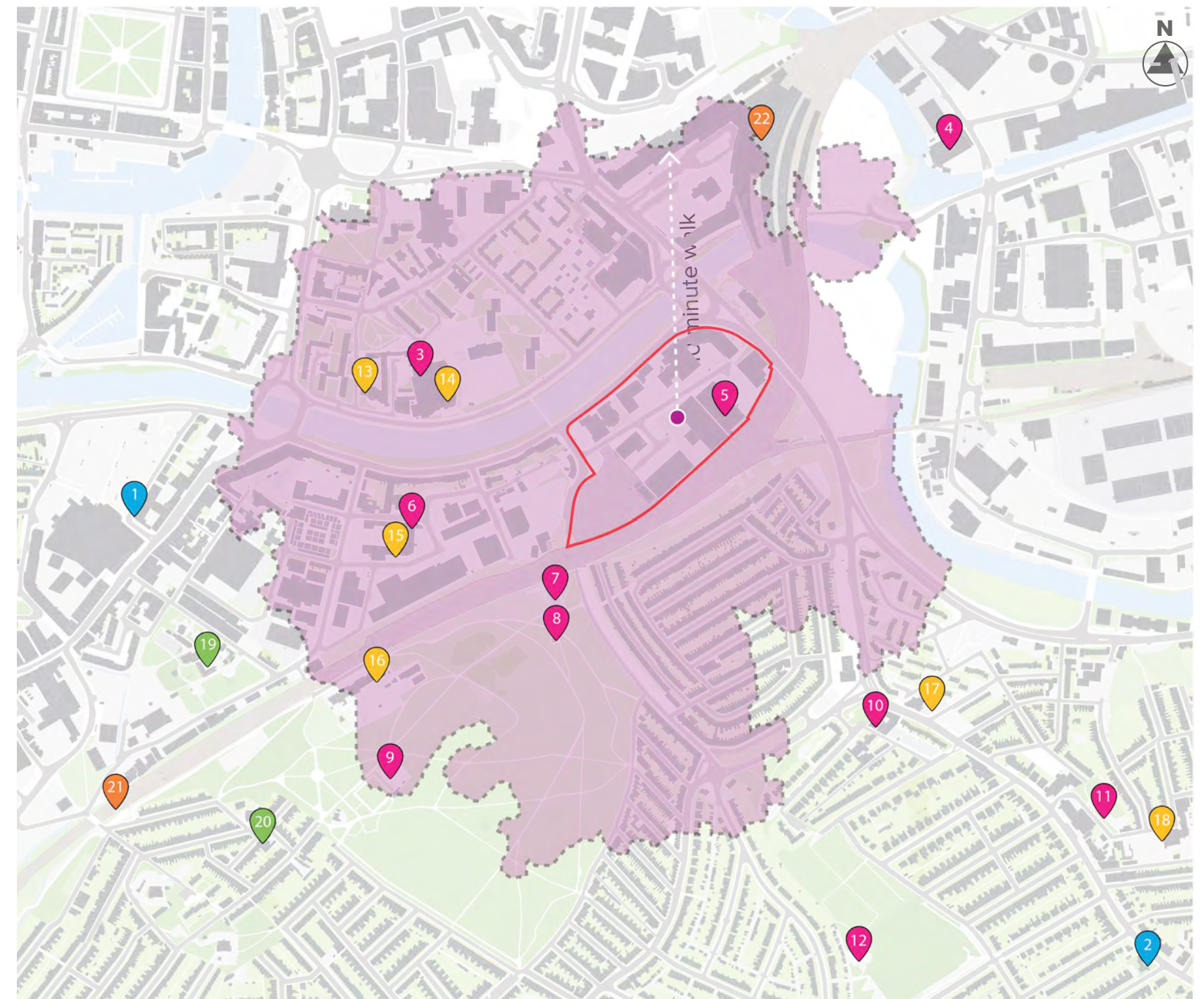
- 3 Waves Swim School
- 4 Motion nightclub
- 5 Freedog Bristol
- 6 Sweat Box Gym
- 7 Victoria Park Basketball Court
- 8 Victoria Park play areas
- 9 Victoria Park Tennis Club
- 10 Totterdown Gym
- 11 School Road Park
- 12 Prewett Street play area

Education

- 13 Redcliffe Nursery School & Children's Centre
- 14 St Mary Redcliffe & Temple School
- 15 LPW Independent School
- 16 St Mary Redcliffe Primary School
- 17 Mama Bear's Day Nursery & Pre-school
- 18 Hillcrest Primary School

Community


- 19 Windmill Hill City Farm
- 20 Windmill Hill Community Centre



Community assets and amenities

Transport

- 21 Bedminster Station
- 22 Bristol Temple Meads Station

 Area within 10 minute walk of centrepont

Existing transport & movement

The Mead Street Regeneration Area is a sustainable location for a new community, within 10 minutes of Bristol Temple Meads Station and around 20 minutes to the city centre.

It is also a short walk to Victoria Park immediately to the south, although the route is via a dark and narrow railway underbridge.

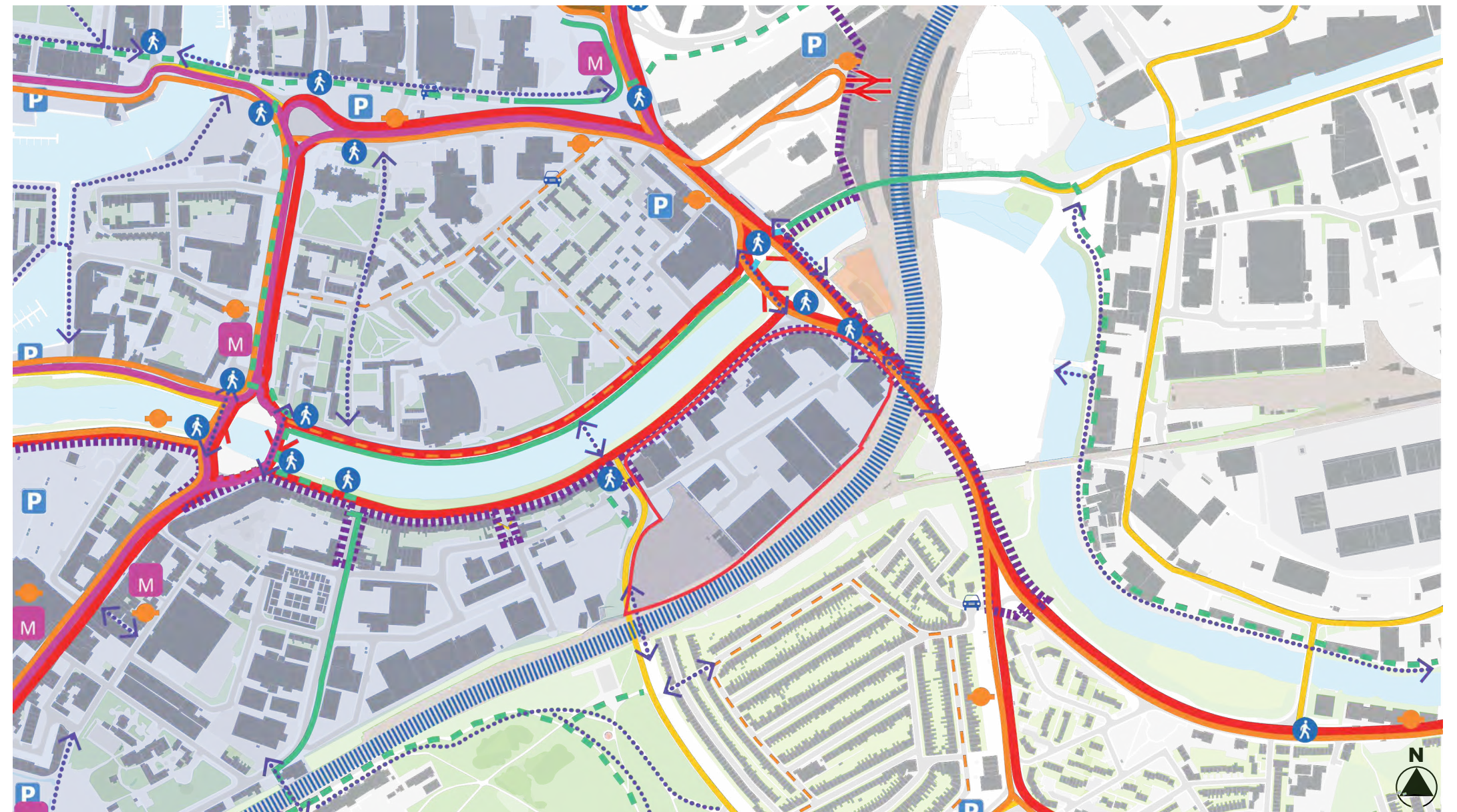
Bristol Temple Meads Station is a 10 minute walk from the centre of the site. The railway also forms a barrier to connectivity across the southern edge of the regeneration area. In particular the St Luke's Road railway underbridge is a barrier to pedestrians and cycles as it is narrow, poorly lit and heavily congested at peak times. The nearest bus stops are located at Temple Gate opposite to the station approach.

Metrobus and local bus routes also run along Bedminster Parade and across the Bedminster Bridges over the new cut, with regular services to the city centre and south Bristol.

The New Cut is a physical barrier to the north. Langton Street bridge provides a pedestrian route to across the New Cut but is not accessible to many people as it has stepped access at both ends.

The environment for walking and cycling along the A4/A37 corridor of a poor standard although improvements have recently been made to the crossings of Bath Bridge junction.

At present there is east-west cycle provision on Clarence Road but a potential new east-west route south of the river is proposed as part of the emerging Whitehouse Street Regeneration Framework to improve walking and cycling



Transport and movement plan

connections to Bedminster. Mead Street can deliver a vital section of this proposed route, providing a benefit to new residents and existing communities.

A new Southern Gateway is proposed on the opposite side of the A4. This will create a new entrance to Bristol Temple Meads, including a cycle hub and step free access to the station platforms.

KEY

- | | | | |
|--|--|--|---------------------------------------|
| | Cycle route - segregated / protected | | Metrobus (BRT) routes |
| | Cycle Route - signed route / shared path | | Local bus routes |
| | Key pedestrian route | | Community bus routes |
| | Pedestrian crossing | | Railway |
| | Major 'A' road | | Railway station |
| | Clean Air Zone | | Metrobus Stop |
| | Local distributor or 'B' road | | Residents Parking Scheme area |
| | Minor roads within Site | | Bristol Temple Meads Southern Gateway |

2.8 Constraints summary

Constraints

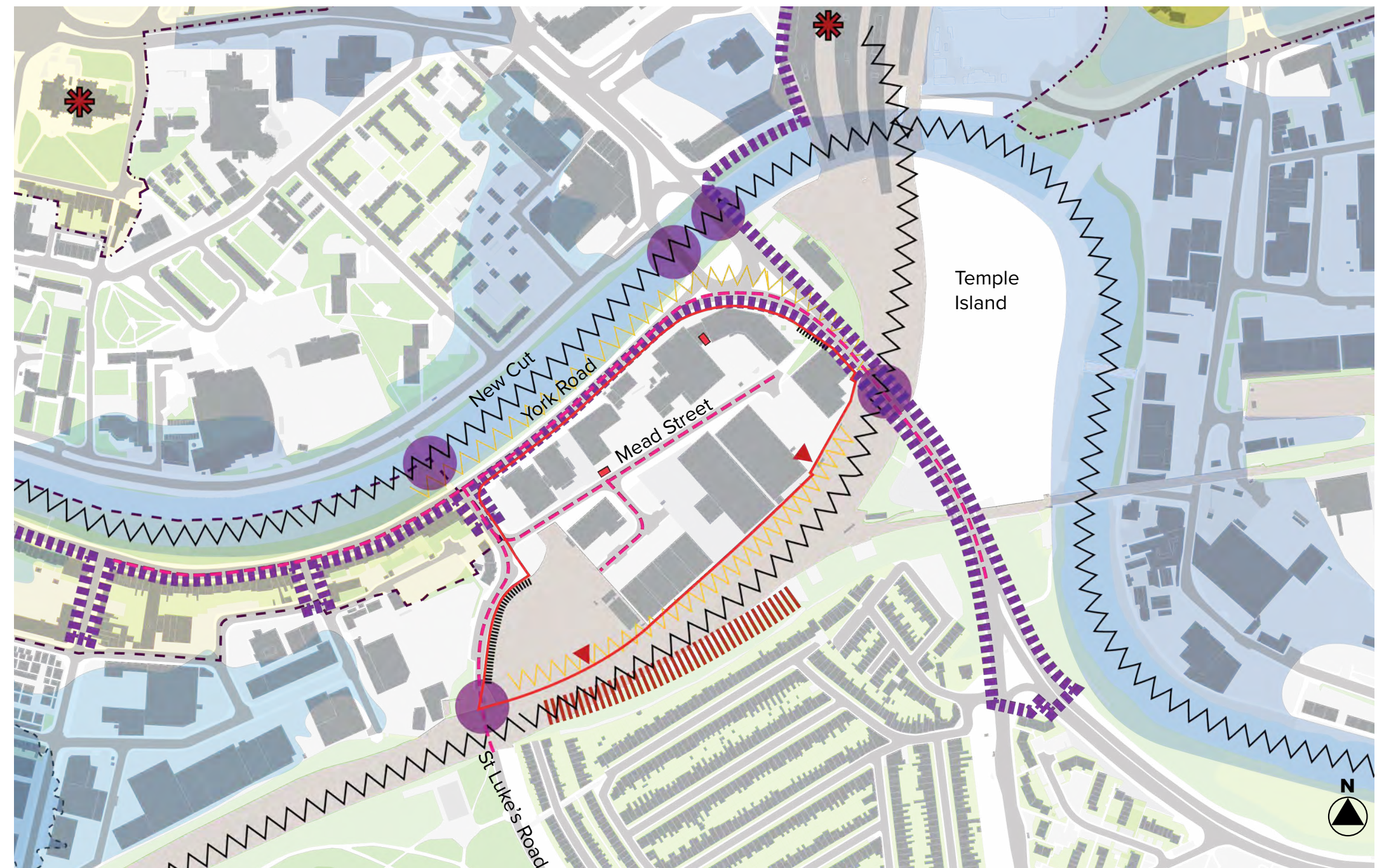
This plan brings together items from the site analysis to demonstrate the constraints upon the regeneration of the area.

As well as being a barrier to north-south movement the railway embankment is also a source of noise from trains passing through Bristol Temple Meads Station.

The Bath Road is a significant source of noise and may effect what uses it is possible to locate on this boundary. The provision for pedestrians and cycles south of the Bath Bridge junction is poor due to the level of traffic and narrow width of shared use footways.

The Langton Street 'banana' bridge provides a connection across the New Cut but is not accessible to all due to the steps at either end, and the route under the railway embankment along St Luke's Road does not provide a welcoming environment, particularly after dark.

The regeneration area is bounded to the west by the Bedminster Conservation Area and to the north and east by the Clean Air Zone due to be implemented in summer 2022.



Constraints plan

KEY

- Grade I listed building
- Grade II listed building
- Bedminster Conservation Area

- Flood zone 3
- Key barriers to movement
- Significant source of noise
- Clean Air Zone
- Rail access points

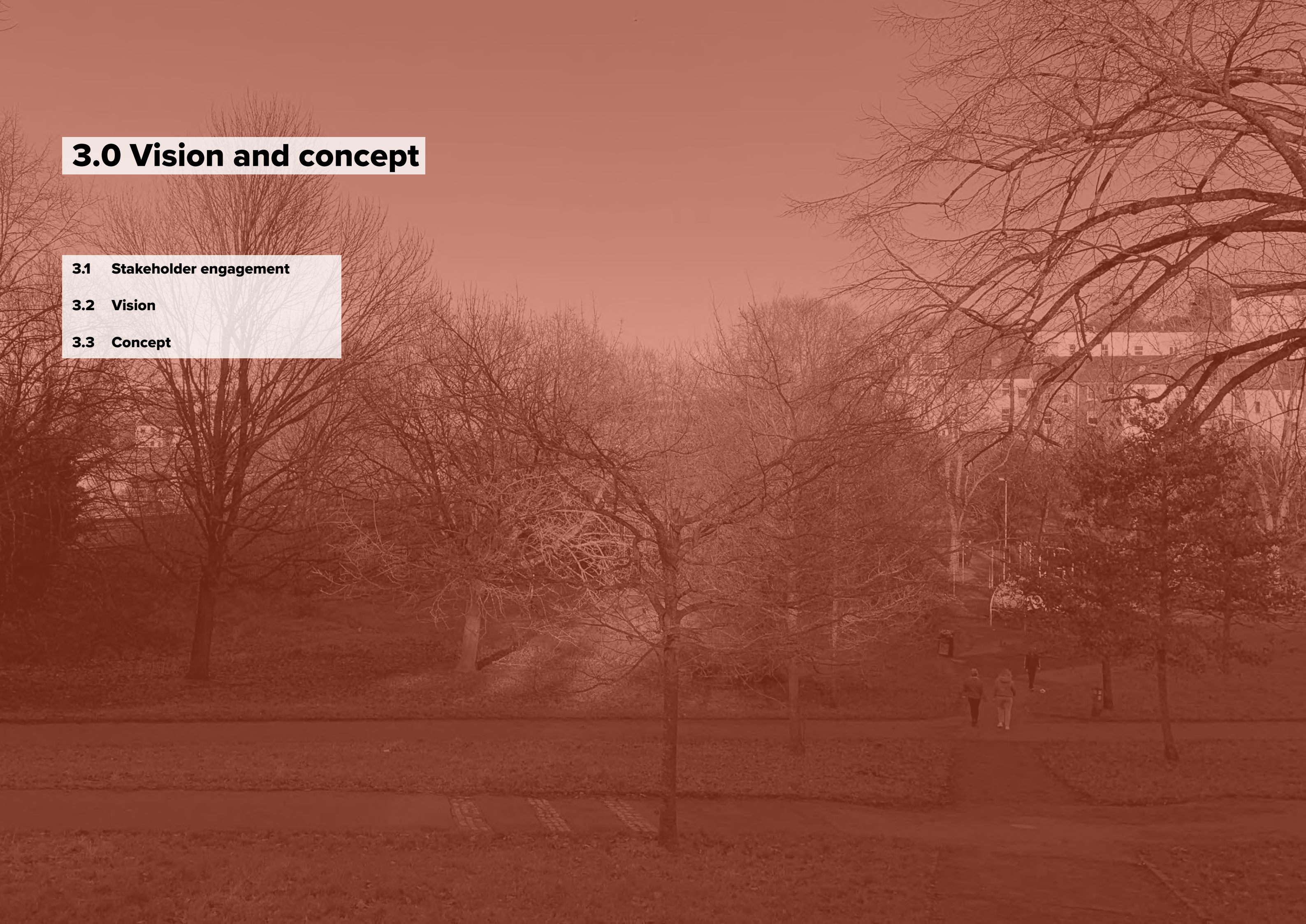
- Access points across barriers
- Substation
- Landmark feature
- Pylle Hill escarpment
- Utilities

3.0 Vision and concept

3.1 Stakeholder engagement

3.2 Vision

3.3 Concept



Summary

A series of public engagement events were held in November 2021 with businesses and residents in and around the regeneration area, local community groups and local councillors.

Process

The November 2021 engagement set out the four key principles that would guide the development and encouraged open ended comment on whether these principles were appropriate, how they could be implemented and the opportunity to raise concerns about the regeneration of Mead Street.

The feedback on the principles was broadly supportive of the key principles, ranging from 66% in support (Principle 2) to 76% (Principle 4). A number of the key themes and concerns raised in the engagement have been summarised on these pages alongside how the development brief deals with them.

As is to be expected, opinions across the many engagement responses varied and these items summarise the common themes and concerns identified.

Business engagement

Bristol City Council's Economic Development Service has been in contact with the majority of businesses with a presence within the Mead Street regeneration area. Feedback from businesses operating within the area is that the location is suitable for their businesses needs.

The Economic Development Service will remain in contact with existing businesses to liaise with them in relation to their possible retention within the Mead Street regeneration proposals or relocation elsewhere, wherever practicable.

You said:

Principle 1

Make it a place people want to live and work, are proud of and which is representative of the community that live there.

- *Concerns regarding density and height, particularly the liveability of high rise development and its impact on the Totterdown escarpment.*
- *The importance of a cohesive community, including consideration of future occupiers' health and wellbeing, mixed uses, public spaces and facilities.*
- *What about the impact on existing businesses?*
- *What about increased traffic congestion and associated pollution?*
- *Sufficient social, affordable and community led housing is required.*

Response:

Overall 68% of people either agreed or strongly agreed with Principle 1, with 26% disagreeing.

Due to its sustainable location with access to jobs, transport, amenities and green space, Mead Street is a suitable area for higher density development.

Density can be delivered in various ways - the development brief is not prescriptive about exactly what heights are suitable or unsuitable. However, the development brief does provides guidance on the importance of views to key city landmarks.

The development brief includes the building blocks of a neighbourhood and community - public open space, children's play space, community space, jobs and a mix of affordable and market homes. Further work will be required to assess and plan for demand on public services such as schools and GP surgeries.

Some businesses will likely need to relocate, however those businesses which are compatible with a mixed use neighbourhood will be enabled to stay if possible. Bristol City Council will work with businesses to help find new premises for those businesses which may be relocating, where possible.

As a sustainably located site with good public transport connections and improved active travel infrastructures this is an ideal place for building new homes that aren't reliant on private motor vehicles - the alternative is car dependent out of town development that will have a negative impact on congestion.

At least 30% of homes in all developments will be affordable homes.

You said:

Principle 2

Provide better routes for sustainable travel.

- *Concerns relating public transport route possibility*

- *Concerns regarding a low parking neighbourhood.*

- *Improvements to St. Luke's Road are required to improve safety.*

- *Improvements needed to Langton Street Bridge (Banana Bridge)*

We reponse:

66% of those responding to this question (133) either agreed or strongly agreed with this principle. 21% disagreed.

The public transport route options are outside the scope of the development brief. The Mead Street route is just one option being considered as part of a wider study, including the proposed mass transit network. The development brief safeguards this alignment while the wider city public transport options are assessed.

Mead Street is in a very sustainable location with alternatives to private car use. The ambition for Mead Street is for a low carbon neighbourhood and reducing dependence on private cars is central to this strategy.

A new pedestrian and cycle crossing of St Luke's Road has been identified as a required improvement. Options for improving the St Luke's Road rail bridge will be assessed as part of the Whitehouse Street Regeneration Framework.

Improvements to Langton Street Bridge are required to make it step free and accessible for all. Options for improving this will be assessed in future and include a ramped approach or a new parallel bridge.

You said:

Principle 3

Create high-quality places: public realm, place-making and a sustainable and low carbon neighbourhood.

- *More green space needed, and it needs to be well planned.*

- *Clearly defined targets to ensure a sustainable and low carbon neighbourhood is delivered.*

Principle 4

Green space at the heart of the new neighbourhood and ecological enhancements

- *Level of green space should be more ambitious and open to all and serve a different purpose to Victoria Park.*

- *Biodiversity net gain target of 10% not ambitious enough.*

Response:

87% of the 131 people who responded to this question agreed or strongly agreed with Principle 3, with 10% disagreeing.

A minimum 0.55ha public open space is proposed at the heart of the site, and 2.3ha of public open space across the Mead Street Regeneration Area. The detailed design will be part of detailed development proposals through planning applications.

Updated local climate policy is currently being developed as part of the Local Plan Review - the development brief is written to be future proofed for this so does not specify specific energy or carbon targets.

The development brief also requires development to connect to the district heat network and enables sustainable forms of travel.

76% of the 131 people who responded to this question agreed or strongly agreed with Principle 3, with 10% disagreeing.

The public open space delivered in Mead Street should be genuinely open to all. There will be a number of public spaces delivered across the regeneration area of different sizes and roles. Enhancing connections to Victoria Park is important to improving access to larger green spaces.

A biodiversity net gain target of 10% is ahead of emerging national policy which has yet to be implemented. The 10% BNG is a minimum for all individual developments and the aspiration for the whole regeneration area is to achieve more.

Development brief vision

The vision for the Mead Street Regeneration Area is underpinned by four key principles to create a liveable, mixed use community:

- *Make it a place people want to live and work, are proud of and which is representative of the community that live there.*
- *Provide better routes for sustainable travel.*
- *Create high-quality places: public realm, place-making and a sustainable and low carbon neighbourhood.*
- *Create high-quality space: green space at the heart of the new neighbourhood.*

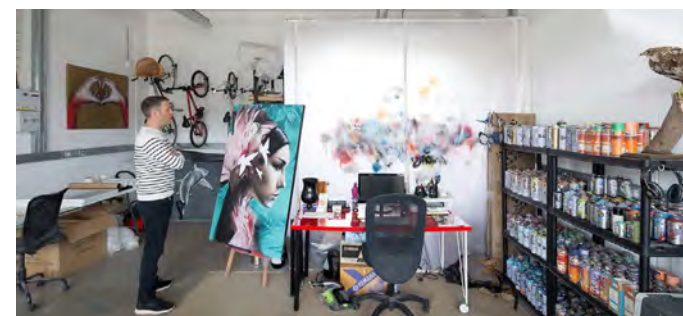
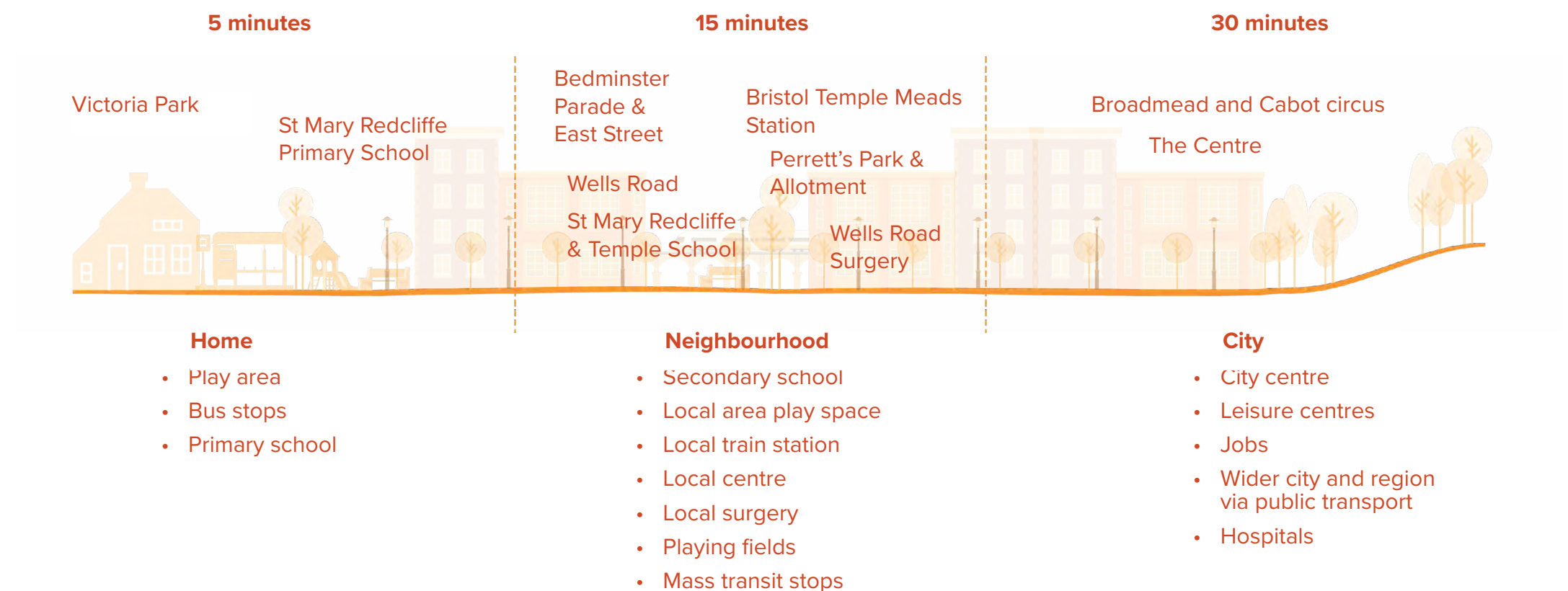
15 minute city

These principles are brought together by the idea of the 15-minute city: this is centred around the provision of everyday amenities and transport connections within a 15 minute walking or cycling distance without dependence on private cars.

It promotes a modern, sustainable neighbourhood that incorporates good air quality, high quality public space, safe streets for children and accessibility for all. Mead Street is in an ideal location to apply this concept due to its proximity to jobs, leisure and cultural amenities.

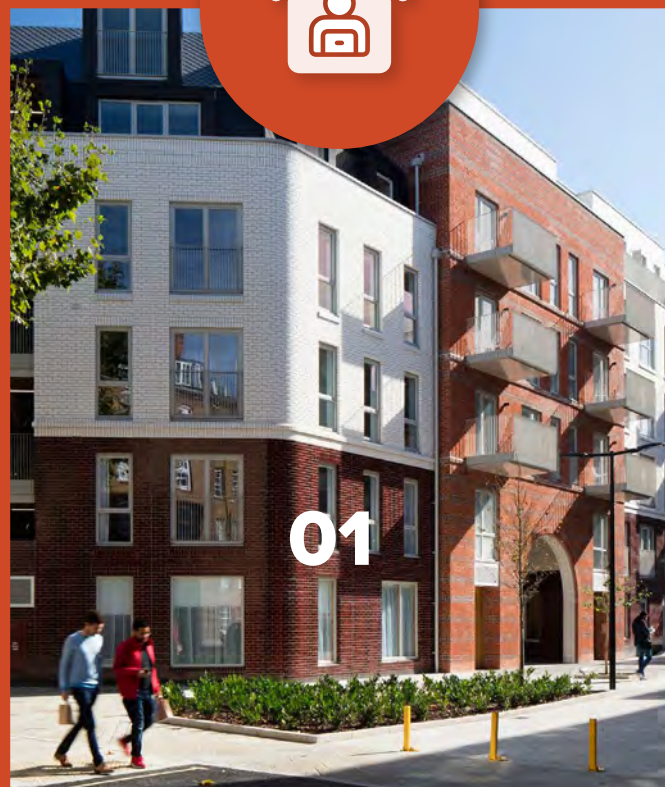
The Mead Street Regeneration Area is well located with close access to good quality parks, job opportunities, schools and public transport connections, including the future mass transit network for the city.

Development in the area will need to provide the doorstep amenities that are required to create a new neighbourhood and serve the community.





01



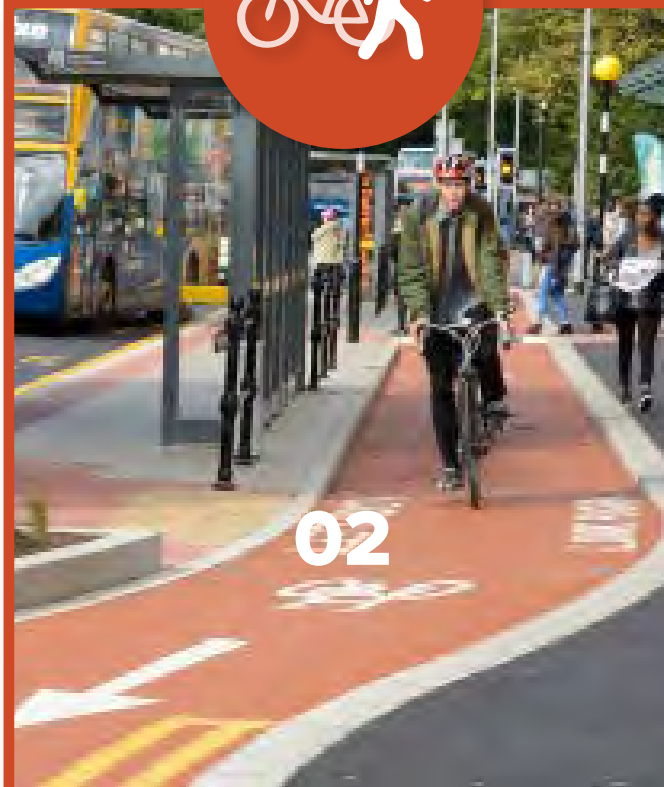
Deliver new homes and work spaces that people are proud of and that represent the local community.

The Mead Street Regeneration Area will provide a mix of homes, amenities and employment space that responds to the growing needs of the local community, which will fully integrate with the surrounding neighbourhood and wider area.

- Up to **1500** new homes
- **9000m²** new employment space
- New community space



02



Providing sustainable travel routes.

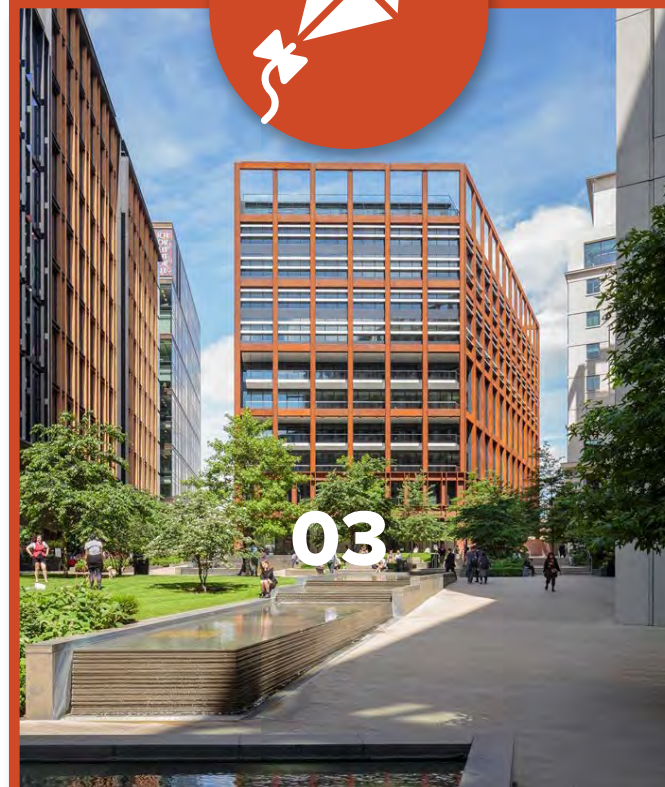
A new sustainable development designed around public transport, including the future mass transit network, sustainable travel, good air quality and safe streets that prioritise people'

Active modes of transportation will be prioritised, connecting Bristol Temple Meads Station and Bedminster, with wider footways and an enhanced pedestrian and cycle crossing.

- New strategic east-west active travel route
- Safeguarded public transport route



03



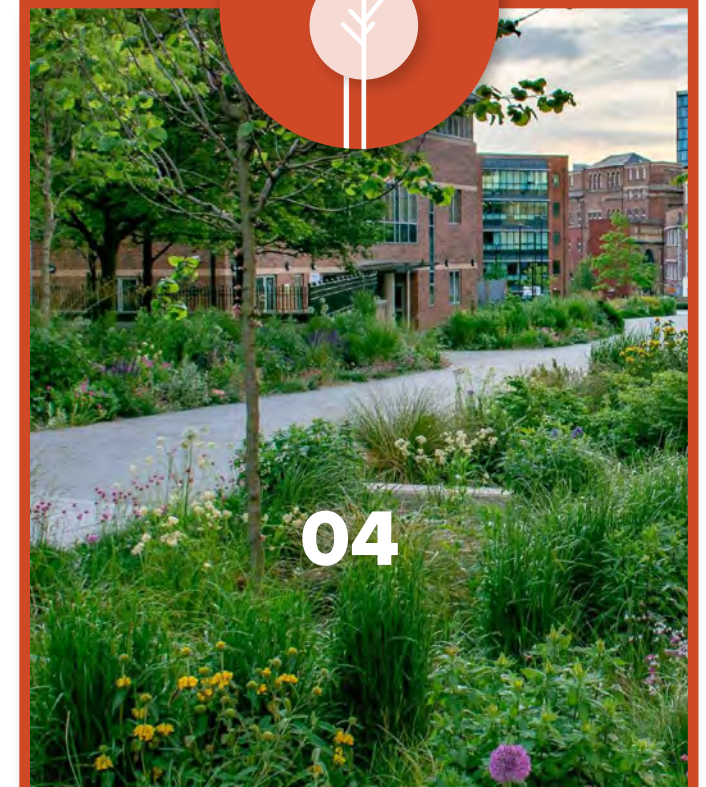
Create high-quality public places and support a low-carbon neighbourhood

A new neighbourhood which integrates best practice in sustainability and placemaking.

- Active uses at ground level and high quality public space will create an engaging environment.
- High quality buildings should reflect the local characteristics of the area and will enhance city facing frontage over looking the river.



04



Create high-quality green space

A large green space at the heart of Mead Street will incorporate features for children's play, respite and community activities. A mixture of planting, trees and swales can form to connect the central open space to the wider green network and deliver vital ecological enhancement to the site.

- New **5500m²** central public open space
- Tree lined streets
- New ecological corridor
- New children's play space

3.3 Concept

Spatial concept

The spatial concept is built around four key themes: *movement, green infrastructure, heights and uses*.

Movement

The concept incorporates a strategic new active travel route between Bath Road and Bedminster and new pedestrian connections between Mead Street and York Road, and a new or upgraded cycling connection over the new cut at Langton Street Bridge. These connections not only provide important links to the new development, but improve strategic connections to the Bedminster area and Bristol Temple Meads Station.

The core of the movement concept is to improve the east-west active travel connections and to improve permeability from Bedminster Parade to Bristol Temple Meads Station and the new Temple Quarter Enterprise Campus via the proposed Southern Gateway.

Green infrastructure

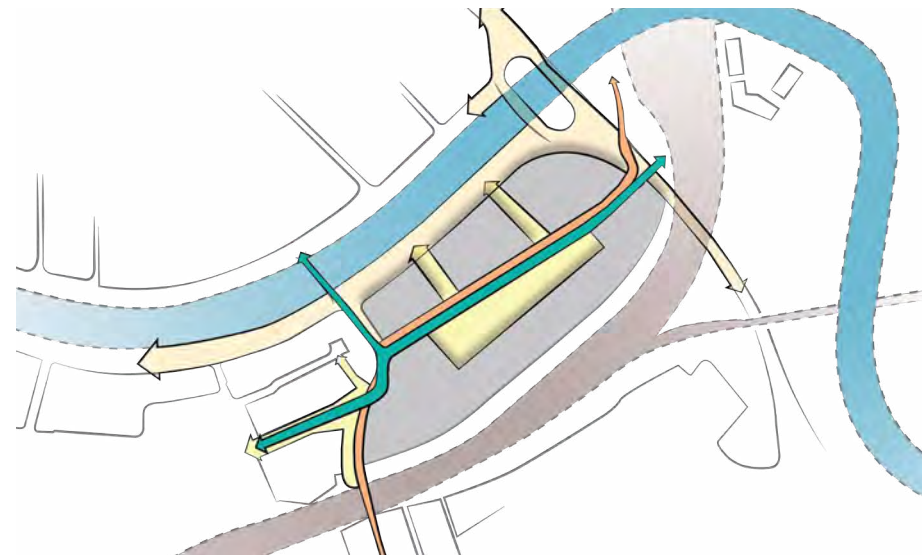
New green infrastructure (planting, street trees, swales) is proposed to connect existing green spaces (such as Victoria Park) and corridors (the New Cut, railway embankment). The green infrastructure and movement strategy work together to create attractive streets for people.

Heights

There is opportunity to build at an appropriate urban density within the regeneration area but with careful consideration to the surrounding context. There is potential for more height at the Bath Road end of the area, although this will have to be appropriate to the context and the impact on the wider townscape will need to be demonstrated.

Ground floor active uses

Key locations are identified which are particularly suitable for non-residential uses and can contribute to the sense of place: employment, small scale food & beverage, retail and community space. There is potential for an employment focus adjacent to the Bath Road. The old railways sidings site adjacent to St Luke's Road provides a potential location for light industrial / workshop employment space.



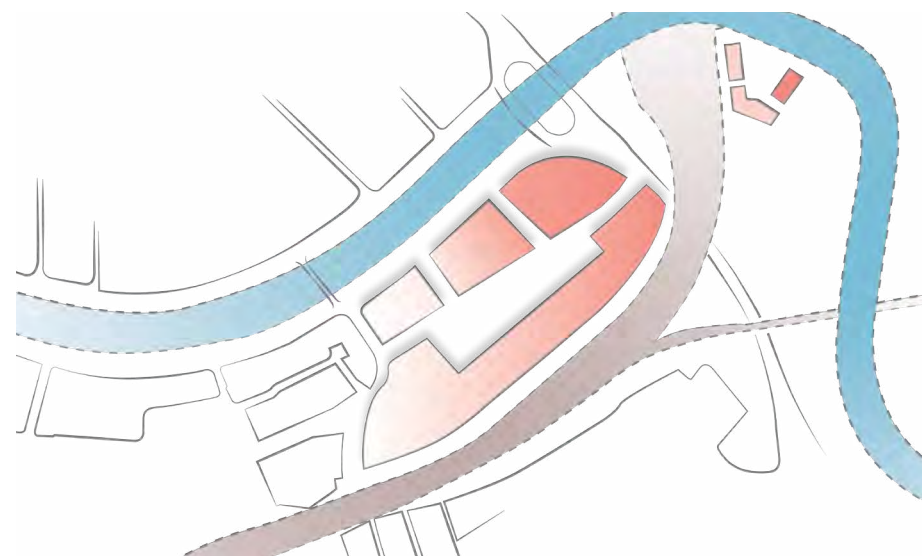
Movement concept

A new connection to link Mead Street to Whitehouse Street Regeneration Area through a safeguarded public transport route from Bristol Temple Mead Station.



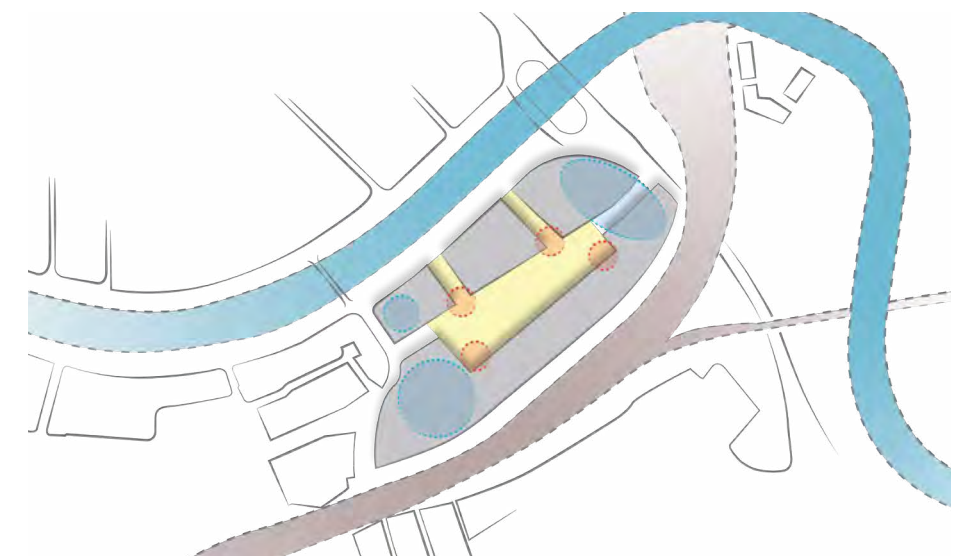
Green infrastructure concept

Green infrastructure is integrated into key movement routes to create a network that links new and existing greenery.



Heights concept

The plots closer to Bath Road have potential to accommodate some extra building height, subject to townscape appraisal. Increased height is also anticipated on Temple Island and Temple Gate.



Employment and community uses

The ends of the site have the opportunity for more focused delivery on employment space. Small scale retail, office and leisure uses can be focused on facing public space to activate the public realm.

Concept masterplan

The opportunities and concepts were brought together with spatial requirements to create a concept masterplan which summarises the key strategies including: routes, development plots, heights, land uses and public realm.

- ① Indicative location of central public open green space
- ② Indicative location of children's play space
- ③ Proposed Southern Gateway
- ④ Safeguarded public transport route
- ⑤ Proposed pedestrian and cycle route connecting to Whitehouse Street Regeneration Area.
- ⑥ New pedestrian connection
- ⑦ Ecological corridor along railway
- ⑧ Fowlers of Bristol (to be retained) - included in case of future redevelopment
- ⑨ Potential community space (indicative location only)



KEY

- Development plots
- Fowlers of Bristol
- Open green space
- Public realm improvements
- Employment focus areas

- Green infrastructure
- Development plot in WHRA
- Green corridor
- Safeguard public transport route
- Existing bus route
- Cycle connection

- Pedestrian connection
- Key frontage
- Bristol Temple Meads Station
- Existing trees
- Railway access points
- Southern Gateway bus stop

4.0 Development Brief

4.1 Movement

4.2 Employment & land use

4.3 Height scale & massing

4.4 Public realm & green infrastructure

4.5 Placemaking & character

4.6 Climate change & sustainability

4.7 Technical recommendations



Key Objectives

Sustainable transport and active travel

- Prioritise and enable active travel modes such as cycling and walking.
- Improve connections to public transport routes and strategic cycle routes
- Reduce dependence on private motor vehicles and enable transition to electric vehicles.

Connections

- Improve east-west connectivity for walking and cycling from Bedminster to Bristol Temple Meads Station via the proposed Southern Gateway.
- Provide improved pedestrian connectivity and accessibility through the area.
- Safeguard Mead Street for a potential public transport corridor from Bristol Temple Meads Station to south Bristol.

Placemaking

- Create streets which are safe and inclusive for all.
- Integrate green infrastructure and public realm improvements into streets.

Adopted Local Plan policy references:

BCS10, BCS13, BCS21, DM23, DM27, DM28, DM32

Consideration should also be given to emerging draft policies as part of the Local Plan review.

The regeneration of the Mead Street area will enable a transition to active and sustainable transport modes and create safe, pleasant streets for people.

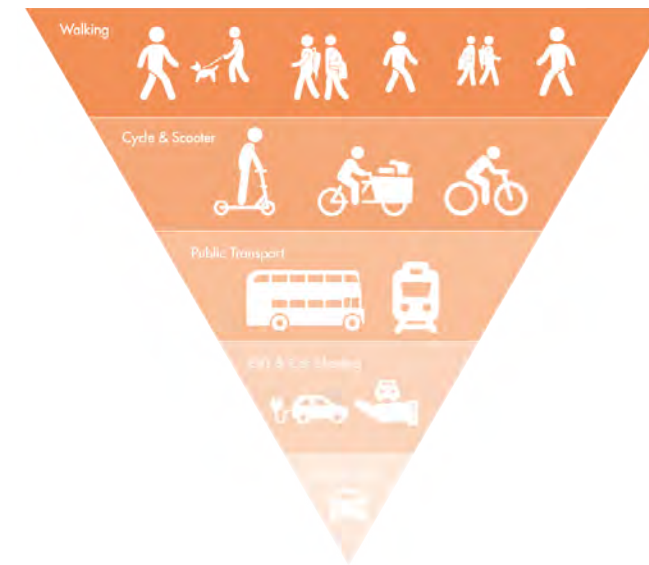
The Mead Street Regeneration Area is located in a highly sustainable location with good access to public transport (including a proposed mass transit route) and within close walking and cycling distance of the city centre, employment centres and many other amenities.

The Mead Street Regeneration Area is envisioned as a new neighbourhood that prioritises inclusive and active travel choices. The regeneration of the area will deliver an attractive and safe public realm that thoughtfully integrates green infrastructure and social spaces for new and existing residents.

The Mead Street Regeneration Area should adhere to the principles of a '15-minute city' where jobs, public transport connections and amenities are within easy walking or cycling distance of the home. The new neighbourhood should connect sensitively into the adjoining residential and mixed use neighbourhoods.

The public realm should be designed in accordance with the transport user hierarchy. Active means of travel such as walking, cycling and scooters are at the top of the hierarchy and should be prioritised, followed by public transport and then private motor vehicles.

Given this, highways and public realm improvements in the Mead Street Regeneration Area will be focused upon enabling active and sustainable travel for residents and businesses, including a new cycle track, improved footways and new pedestrian connections. Access to existing businesses via Mead Street will be maintained.



Transport user hierarchy

Development in the area will be expected to provide a high standard of provision for alternatives to private car use, including provision of cycle and electric scooter parking, dedicated car club parking and electric vehicle charging points as well as a low level of new parking provision for new development. Accessibility improvements to Langton Street Bridge are needed to make the connection over the New Cut accessible to all.



Voi E-scooters.

Planning policy summary

Local Plan policy BCS10 (Transport & Access Improvements) establishes principles for consideration in all new development proposals and supports the delivery of strategic transport infrastructure and improvements to access in all areas of Bristol by public transport, walking and cycling. Local Plan policy DM23 (Transport Development Management) builds upon policy BCS10 and seeks to ensure that new development is accessible by sustainable transport methods such as walking, cycling and public transport.

Proposals for parking, servicing and loading should make effective and efficient use of land and be integral to the design of the development.

Local Plan Review Draft policy DS2 recognises that the Bristol Temple Meads Station redevelopment will see Temple Meads transformed into a modern integrated regional transport hub, which will enhance connectivity of Bristol Temple Quarter, including Mead Street.

Proposals within Mead Street should:

- Be designed to reflect a transport user hierarchy, with the needs of disabled people included.
- Create places and streets shaped by the needs of pedestrians, cyclists and public transport users and minimise the need to travel by private car.
- Provide an appropriate level of car and cycle parking (including vehicle charging) that reflects the highly accessible location of Mead Street.
- Provide appropriate facilities for servicing and loading that are integral to the design of the site/wider area.

Movement strategy

The movement strategy is to prioritise active and sustainable modes of travel, both to serve residents and businesses in the regeneration area and to contribute to new strategic routes from Bristol Temple Meads Station to south Bristol.

An integrated approach to place and movement should be taken: the design of the streets should allow for human interaction as well as a movement function. Mead Street will include space for planting and street trees, and spaces to sit and rest. Mead Street will remain a no through route for general vehicular traffic.

The key proposed interventions include:

- ① East-west active travel corridor. Segregated cycle track, widened footways and crossing of St Luke's Road providing continuous route from Bath Bridge to Bedminster.
- ② Safeguarded public transport route. No infrastructure is proposed but the alignment is protected to ensure that it can be accommodated if this option is selected at a later date.
- ③ New pedestrian streets to connect Mead Street to York Road.
- ④ New pedestrian and cycle crossing of St Luke's Road.
- ⑤ Accessibility improvements to Langton Street Bridge

KEY

- ▬▬▬ Safeguarded public transport route (min 6.2m carriageway)
- ↔ Proposed segregated cycle track (min. 3m)
- ↔ New pedestrian route
- ▬ Footways / pedestrian spaces
- ▲ Network Rail access points
- ▼ Vehicle access point
- ⊘ No entry for motor vehicles
- ⬮ Bristol Temple Meads Southern Gateway



Active travel

In line with council policy objectives, development in the regeneration area should prioritise active modes of travel. Central to achieving this objective is the creation of a new east-west active travel corridor along Mead Street.

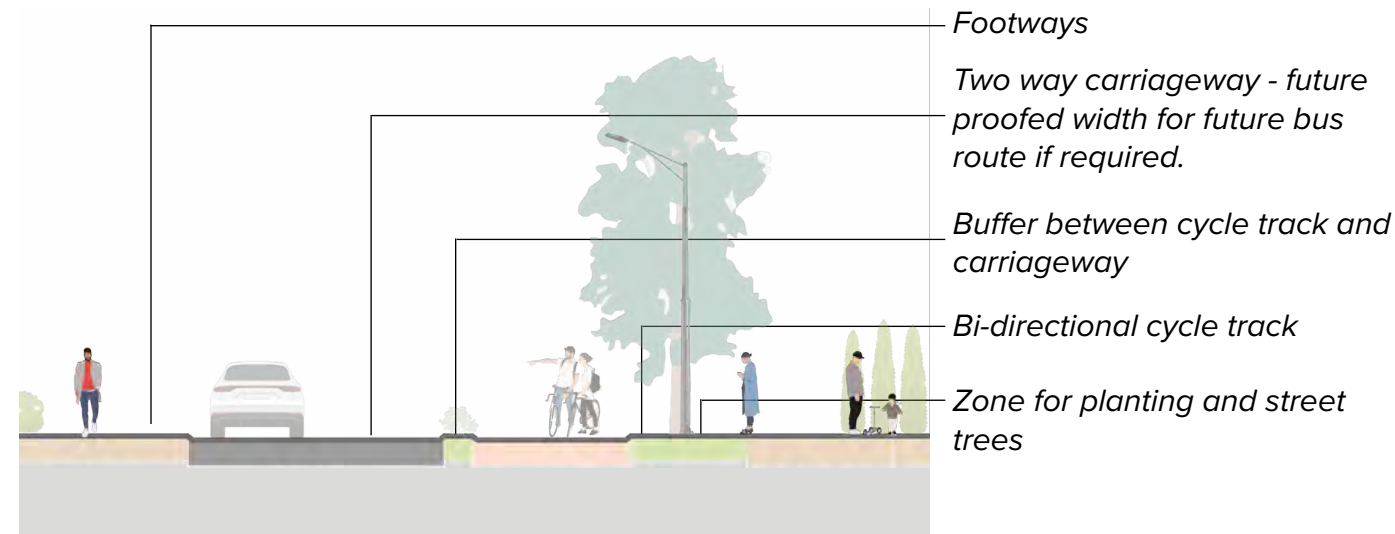
This east-west corridor builds upon proposals to connect Bedminster and Bristol Temple Meads Station via Whitehouse Street and Princess Street. This corridor will include a connection to the existing segregated cycle tracks on Whitehouse Street and Bath Bridge junction, potentially widened pavements with opportunities for integrated landscaping. This will connect to the proposed Bristol Temple Meads Station Southern Gateway where new cycle parking and station access will be provided

Mead Street will continue to provide the sole vehicular access point via St Luke's Road, while improved pedestrian permeability will be provided by pedestrian streets connecting Mead Street to York Road.

Where possible, space for improved footways, cycle tracks and planting will be re-allocated from the carriageway but land from the development plots along Mead Street will be required to deliver the active travel route.

Footways

The changing nature of the regeneration area means that the footways through the area will need to accommodate much higher footfall and provide an improved pedestrian experience. This may require footways to be widened, where possible. An indicative section through Mead Street is shown above. This is supported by a concept design for Mead Street and St Luke's Road on p.41.



Indicative section through Mead Street

Where appropriate, consideration should be given to making footways continuous over side roads. Footways should be unobstructed by street furniture and other features.

Cycle tracks

The new east-west active travel route along Mead Street will incorporate a bi-directional segregated cycle track. As shown on p.41, provision will be made to connect into existing cycle tracks on Bath Bridge gyratory junction and include a crossing over St Luke's Road to Princess Street



Example of continuous footway in Waltham Forest. This arrangement prioritises pedestrians at side roads.

Proposals should demonstrate that they allow for sufficient street width and do not compromise the delivery of pedestrian, cycle or green infrastructure along Mead Street. Highways design should be delivered in accordance with current government guidance for design of highways and active travel infrastructure.

Public transport

The area is well positioned to access the public transport network, including a proposed mass transit route. The Bath Road is well served by bus routes and the proposed new Bristol Temple



Whitehouse Street cycle track. An example of green infrastructure integrated into active travel routes

Meads Station Southern Gateway will improve the existing connection to the train station.

The alignment of Mead Street and connections at each end will be safeguarded for the provision of a future public transport route should this be required. The width of the carriageway on Mead Street will accommodate the 6.2m minimum width required for this transit corridor and development proposed along the Bath Road boundary should not prevent the provision of a future access point to Mead Street.

Bristol City Council are also undertaking a study to assess options for an underground mass transit route which may serve the Mead Street area.

Vehicle circulation and access

Vehicular access to Mead Street will continue to be via St Luke's Road only and no additional vehicular access points for general traffic are proposed for the regeneration area. The access to existing businesses within the regeneration area will be maintained.

The Mead Street area adjoins the proposed Clean Air Zone (CAZ) for Bristol. Due to be introduced in summer 2022, the CAZ is likely to have an influence over the pattern of travel and mode of transport used by residents, visitors and those working in the area. The CAZ is a key priority of the council in response to its air quality targets.

Delivery and servicing

All development should incorporate sufficient on site drop off / delivery bays appropriate for the scale and nature of the land use, and of sufficient capacity to accommodate future trends towards online shopping and deliveries. Residential and workplace development should provide adequate servicing space and access

in line with the recommendations of the Bristol Urban Living SPD. Development proposals will be expected to demonstrate how their servicing needs can be accommodated while maintaining the active travel corridor.

In the short term access will continue to be required for Royal Mail in the long term for Fowlers of Bristol.

Parking

On-street parking within the regeneration area may be restricted to car club parking and blue badge disabled parking bays only. These bays should be sensitively integrated into the public realm and avoid being visually dominant. To enable the transition to active modes of travel, residential development parking should be managed. On plot parking can be provided but should be balanced against the delivery of housing and employment space.

Where on plot car parking spaces are provided, at least 20% of spaces provided should have active EV charging points and the remainder should have passive provision.

Where on-plot parking is provided it should be of low visual impact such as in ground floor podium or basement parking areas. Access to residential parking areas shall be thoughtfully designed and shall prioritise the safety of pedestrians and cyclists at vehicle access points.

Provision of employment space parking will depend on the nature of the employment, but minimal vehicle parking is desirable.

Residential and workplace development should aim to deliver private cycle parking exceeding the minimum requirements of the local plan and should form an integral part of the scheme.

The exact level of the parking provision will be reflective of the number and size of residential units as set out in the submitted plans at the time of the application.

Provision should be made for short stay cycle parking. On-street short stay cycle parking should be well surveilled and safe and should not obstruct the pedestrian footway.



Example of discrete parking / service access: Rope Walk, Bristol

Highway design

The plan above shows the proposed highway design for Mead Street. A new signalised pedestrian and cycle crossing is shown linking Mead Street to the proposed extension to Princess Street in the Whitehouse Street Regeneration Area.

At the Bath Road end of Mead Street a new connection to the existing footways and cycle tracks at the Bath Bridge junction is provided. The alignment safeguards a potential future public transport connection to the Southern Gateway.

Delivery

Planning applications proposing development or public realm interventions will be expected to



Proposed highway design: Mead Street

contribute, either financially or on site, towards the delivery of the framework in respect to transport, movement and public realm.

A list of potential infrastructure improvements can be found in section 5.2

KEY

- Carriageway
- Cycle track
- Footway
- Green infrastructure/planting zone
- 1 Pedestrian and cycle crossing

Movement Checklist

The following checklist provides a range of key issues to consider when preparing planning applications for development that will accord with the development brief.

Does the footprint of the proposal satisfy the street width spatial requirements for the active travel route (footways, cycle tracks, green infrastructure)?	
Does the proposal provide appropriate levels of parking and electric charging points?	
Does the proposal provide sufficient cycle storage and appropriately integrated into the proposal? Is there suitable on street short stay cycle parking?	
Does the proposal provide on site space for deliveries and servicing?	
Does the proposal join up with existing streets, paths and adjoining areas?	
Does the proposal provide dedicated parking for car club vehicles?	
Are new streets and pedestrian spaces well overlooked and safe?	



Cycle track with green infrastructure,Carpino Place, Salford. Source: Green Blue Urban

Key Objectives

Aspiration for jobs growth

- Provide a mix of spaces focused on office and light industrial activities.
- Enable retention of existing businesses in the regeneration area where possible.

Integrate homes and jobs

- Provide jobs and homes together to create a genuinely mixed-use neighbourhood.
- Provide a policy compliant share of affordable homes.
- Provide a community space or building to serve the neighbourhood

Build a resilient economy

- Ensure employment space meets the needs of target sectors
- Work proactively to let space, including exploring demand from anchor tenants
- Deliver against city's wider employment and skills priorities.

Adopted Local Plan policy references:

BCS8, DM13, DS2, UL1, E1, E2, E3, E7

Consideration should also be given to emerging draft policies as part of the Local Plan review.

The objective for Mead Street is to create a mixed use neighbourhood which incorporates a range of new jobs and businesses to achieve jobs growth across the regeneration area.

Employment Strategy

Mead Street has been identified as an area which can support jobs growth, including new types of business activity which are compatible with residential development. The guiding principles of the employment strategy are:

- Residential compatibility: the introduction of homes into the Mead Street Regeneration Area means new employment uses need to be compatible with residential accommodation.
- Jobs growth: regeneration of the Mead Street area should provide employment space to accommodate growth over existing provision.
- An aspiration to encourage and enable tenants to be retained on-site where they wish to do so and where they are compatible with residential uses
- City growth sectors: provide employment space to accommodate demand in city and city region growth sectors.
- Wider city priorities: regeneration should support wide city priorities for inclusive recovery – including opportunities to unlock employment and training opportunities for local residents.

Residential compatibility

Some existing uses on the site are less suitable for co-location with residential uses and are likely to re-locate from the regeneration area.

Barts Ingredients re-located to Avonmouth in 2021 and these two sites are currently vacant. Co-location of residential and employment space is desirable to create a mixed use neighbourhood and development proposals are encouraged to adopt innovative ways of combining uses.

There is also need for a dedicated community space within the regeneration area.

Jobs growth

The aspiration is to grow the number of jobs at Mead Street. This reflects:

- Strong economic growth across Bristol in recent years creating demand for additional space across the city
- Demand for space from existing tenants both on Mead Street and neighbouring regeneration areas.

Replacing the current employment baseline of 510 FTE jobs provides a minimum threshold for future delivery and will require c. 9,000m² NIA of employment space to be achieved. This does not include the Fowlers site. Should redevelopment of this site be proposed in future the level of employment provision would need to be considered at that time.

However, the aspiration is to secure delivery of employment space over and above this minimum threshold. The current low density employment uses currently occupying the area means that jobs growth can be achieved while delivering against housing targets.

Existing employers

While the employment sectors and character of the area will change over time, businesses which are compatible with a mixed use

Planning policy summary

The Mead Street area is allocated as a Primary Industrial and Warehousing Area (PIWA) within the adopted Local Plan. Policy BCS8 seeks the retention of PIWA and Policy DM13 has a presumption against the loss of industrial and warehousing floorspace, unless the development is for a specified use or it is demonstrated that there is no demand for the use or existing site / premises for industry or warehousing, or the proposal would not prejudice the function or viability of the rest of the PIWA.

As stated in Chapter 2, the loss of any industrial and warehousing floorspace will need to be justified.

Offices: Policy DM7 requires applications for offices that are outside of centres to justify the need to be met by the development and include an assessment of the availability of suitable sites within identified centres. Detailed impact assessments will be required where the total office floorspace exceeds 10,000m²

Draft policy DS2 identifies Bristol Temple Quarter as a new mixed-use urban quarter of the city where innovative development that offers new forms of workspace and collaborative opportunities will help to grow Bristol as a more productive, fair and equitable city, delivering benefits for all communities.

The development brief sets out the strategy for the creation of new jobs and the provision of new employment space to enable this.

4.2 Employment & land use

redevelopment of Mead Street should, if possible, be enabled to relocate within the regeneration area. Bristol City Council will provide support, where possible, for those businesses who are unable to remain within the regeneration area.

The employment strategy is based on the assumption that Fowlers will remain on their current site. Should the Fowlers site be redeveloped in the future, the approach to the employment provision of that site would need to be considered at that time, and the overall employment strategy updated accordingly.

Growth sectors

The employment strategy is to support the evolution of Mead Street away from its current light industrial focus, to become a more mixed economy.

Analysis of the economic demand in Bristol and the West of England city region has identified a number of sectors which have a stronger level of suitability for future space at Mead Street, based both on co-location consideration, level of demand, and strategic importance:

- Creative and artisan making
- Creative and professional services
- Business and professional services

In addition to this, further sectors have been identified as having a medium level of suitability. These are sectors where there is demand for space but there are constraints which may mean that these are a less suitable strategic fit for Mead Street except in particular circumstances (e.g. at small scale, or only if a specific occupier or scale of demand is identified). These include::

- Media production
- Life sciences
- Food and drink manufacturing
- Advanced engineering.

Small scale ancillary retail and food and drink uses are also suitable to support the new neighbourhood. Leisure uses will be suitable where they are serving the neighbourhood or reproviding space for existing tenants.

Sector	Strategic fit for Mead Street	Type of space	Strength of opportunity
Creative / artisan making	Strong	Industrial / workshop	Smaller scale and craft focused activity with limited vehicle needs.
Creative services (ICT, Digital and Media)	Strong	Office	Office space but focused on secondary and smaller to mid-sized spaces.
Business services	Strong	Office	Office space but focused on secondary and smaller to mid-sized spaces.
Professional services	Strong	Office	Office space but focused on secondary and smaller to mid-sized spaces.
Public administration	Medium	Office	Would require a specific occupier to be identified.
Food and drink manufacturing	Medium	Industrial / workshop	Suitable at smaller or artisan scale eg. bakery, brewery etc.
Advanced engineering	Medium	Industrial / workshop	Only likely to be suitable unless at very small scale due to space requirements and co-location.
Last mile logistics and wholesale	Medium	Industrial / workshop	Only likely to be suitable a very small scale.
Media production	Medium	Bespoke	Evidence of demand across city but would require specific occupier.
Science based industries	Medium	Bespoke	Evidence of demand across city but would require specific occupier but proximity to university a positive.

The space created should be targeted at the above sectors and should avoid provision of theoretically flexible space which in practice is only suitable for a limited number of potential uses such as retail or small scale office.

Supporting inclusive growth

Bristol City Council is committed to building a better Bristol – a city of hope and aspiration where everyone shares in its success. The Council's One City Plan aims to build on the economic, social and environmental wellbeing of the city.

The Council's employment strategy for the regeneration area aims to support sustainable and inclusive economic growth. This

will be achieved by the development of new workspace as well as the retention of core industrial land.

The Local Plan review has identified new site allocations for industrial and distribution, alongside new forms of workspace as part of mixed-use proposals on current and former industrial land. A total of 35 Industry and Distribution Areas are sought to be reserved for industrial, distribution and related uses as part of the Local Plan Review.

Draft policy E1 (Inclusive economic development) requires proposals involving the development of 1,000m² of employment generating floorspace, or comprising of 100 or more homes to contribute to enabling access to employment and removing barriers to employment.

4.2 Employment & land use

This is particularly the case where homes are proposed on sites previously used for business development, where new workspace and other commercial development is created or where other major development arises that would generate new employment including during the construction phase.

Transport and digital connectivity are essential aspects to support inclusive and sustainable economic growth. As such, it is important that new developments provide access to super-fast broadband and are located where sustainable travel patterns can be achieved.

Employment Strategy

The employment strategy set out in the table opposite defines the key requirements for provision of new space in the regeneration area and how these can be achieved. Until such time as a new local plan is adopted and the Mead Street PIWA designation removed, proposals should not compromise the function or viability of the wider PIWA.

The loss of any industrial and warehousing floorspace will need to be justified in accordance with policy DM13. Justifications for the loss of industrial and warehousing uses should be provided in a Planning Statement, supported by an Economic Statement.



Travis Perkins King's Cross. Industrial-type space co-located with residential.

	What	How
Summary	<p>A mix of office and industrial allows for a mix of new uses and retained tenants in key sectors.</p> <p>There should be some flexibility to provide retail and small scale F&B space but focused on serving needs of the neighbourhood only.</p>	<p>Via planning applications that propose development that positively addresses Draft policies DS2, E1 and E3 to deliver development that focuses on high-quality, inclusive new workspaces, homes and supporting infrastructure. Developers should engage with Bristol City Council at an early stage to discuss their proposals and the implications for existing tenants.</p> <p>By the Council working in a positive and proactive manner with landowners and tenants to ensure a smooth transition to a new mixed-use neighbourhood.</p>
Economic focus	<p>A mix of office and light industrial space to enable location of growth sector employers while allowing for retention of some existing tenants. Small scale retail and F&B for neighbourhood amenity. Potential for anchor tenant as part of the mix.</p>	<p>Developers are recommended to engage with residential compatible existing businesses that wish to remain on site. Small scale retail and food & beverage may support placemaking objectives and neighbourhood amenity in line with Council policy. Bristol City Council to work with developers to explore the potential for an anchor tenant.</p> <p>Spaces provided should be suitable for the identified sectors and provision generic flexible spaces not appropriate for these sectors will be resisted.</p>
Estimated space requirement	<p>c.9,000m² NIA across regeneration area (excluding Fowlers) as a minimum threshold.</p>	<p>Each development plot across the regeneration area should provide employment space proportionate to the size of the overall development plot. The target of 9,000m² does not include the Fowlers site.</p>
Spatial implications	<p>Achievable via co-location: ground floor employment space with residential accommodation above. However, standalone commercial spaces are preferable to build critical mass and appropriate for the market</p>	<p>Some businesses may require dedicated employment space in standalone commercial premises. Location of ground floor employment space in residential buildings may be desirable in some locations for placemaking purposes or depending on the use.</p>
Indicative displacement implications	<p>Potential to retain creative manufacturing and leisure uses. Potential decant to and from the Whitehouse Street Regeneration Area which neighbour Mead Street (particularly for office uses and small scale making uses).</p>	<p>Bristol City Council will assist re-provision or re-location of existing businesses where possible. Businesses which are not compatible with residential development in the Mead Street area may be able to be re-located to dedicated space in the Whitehouse Street Regeneration Area. Depending on phasing and timescales there is also potential for (compatible) existing businesses in the WSRA to be relocated to Mead Street.</p>
Inclusive growth	<p>Maximise inclusive employment and training opportunities during construction and at end user phases of development work.</p>	<p>Require all major developments to produce an employment and skills plan to support local people into jobs and training, promote apprenticeships, and encourage experience of work and career pathways for young people.</p>

4.2 Employment & land use

Benefits of co-location & intensification

To achieve the vision for Mead Street it will need to be delivered as a genuinely mixed-use 15-minute city neighbourhood with new homes, employment and community facilities.

Creating a successful neighbourhood will require a mix of uses generating a range activity throughout the day and week which can help create a safe and engaging environment with jobs and amenities located within convenient distance of home. Residential-led development schemes delivered across the regeneration area should seek to integrate residential space and workplaces.



Stacked industrial space, Munich

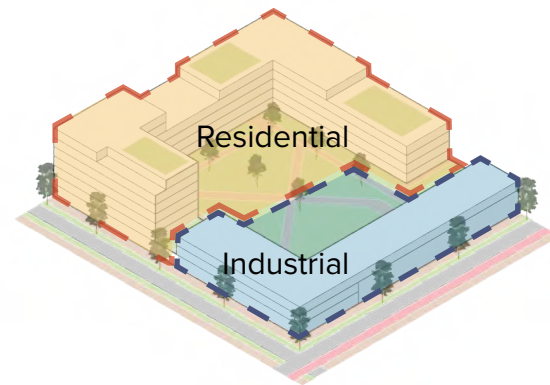
Residential and employment co-location

Co-locating uses may be in the form of stacking residential uses above compatible commercial uses (including compatible light industrial uses), wrapping residential space around workplace, or horizontally distributing the uses across a development plot.

While a mixed use approach should be taken to employment co-location and intensification, some areas of the regeneration area may lend themselves to a separate building providing

employment space. Where this is the case the building should make efficient use of land and be compatible with surrounding residential uses.

In key locations detailed development proposals will be required to deliver active frontages and contribute positively to the character of the street. Schemes should avoid blank and inactive frontages, particularly on Mead Street and public open spaces. Careful consideration should be given to minimising or mitigating negative aspects of commercial and industrial development such as operational noise and the impact caused by deliveries.



Possible configuration of residential-industrial co-location

Industrial intensification

Some of the targeted growth sectors may require light industrial or workshop type spaces. Typically light industrial uses have a low employment density and so require a larger floor space to deliver jobs compared to office based commercial operations.

To achieve this, larger industrial spaces may be considered on development parcels within the regeneration area. Consideration should be given to how industrial intensification can be achieved effectively: providing new industrial space while making efficient use of land in a location close to the city centre. Industrial intensification can be delivered

by stacking industrial uses vertically. Careful consideration should be given to delivery and servicing requirements to ensure these uses are thoughtfully integrated to protect residential amenity and create safe streets.

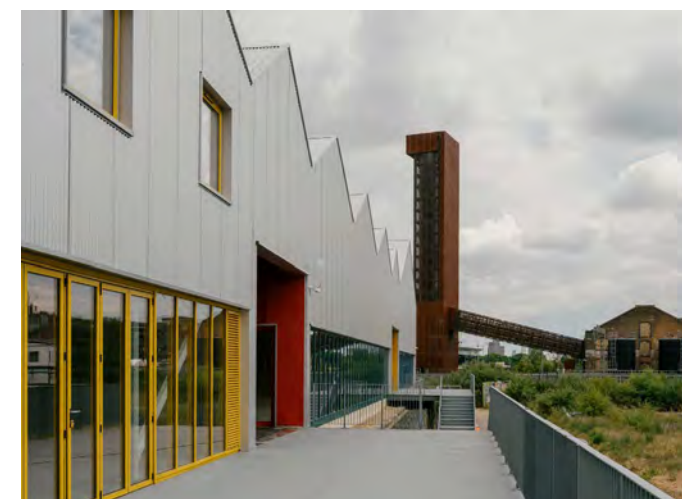
Flexible and adaptable buildings

Long term environmental sustainability should underpin all aspects of development. To reduce whole life carbon costs, development proposals will be expected to provide flexible and adaptable buildings that can be re-used as the market and technology change.

Anchor occupiers

Bristol City Council will explore options to secure an anchor occupier. High level potential tenants have been identified by the council but other options may be explored depending on opportunities that arise which can support the wider economic and cultural strategy.

Developers are encouraged to engage with the Council and potential tenants to support this objective.



Hackney Bridge: A meanwhile / short term project providing a range of workspace for local start ups and small businesses.

Case study: Caxton Works



Developer: U+I Group / Galliard Homes

Caxton Works is a mixed-use development in Canning Town in east London which provides flexible and affordable light industrial units with homes above.

Driven by a shortage of space for workshop and light industrial uses for small businesses, the co-location of employment and residential space contribute towards creating a genuinely mixed new community.

The development has been planned with a historic street reinstated as a pedestrian-first working alley with loading areas for businesses. This creates activity at street level beyond typical café-and-convenience store ground floor uses.

The architecture is designed to provide a high quality finish. This contributes towards character and appearance of the residential development above while retaining a robust industrial character.

4.2 Employment & land use

Employment spatial distribution strategy

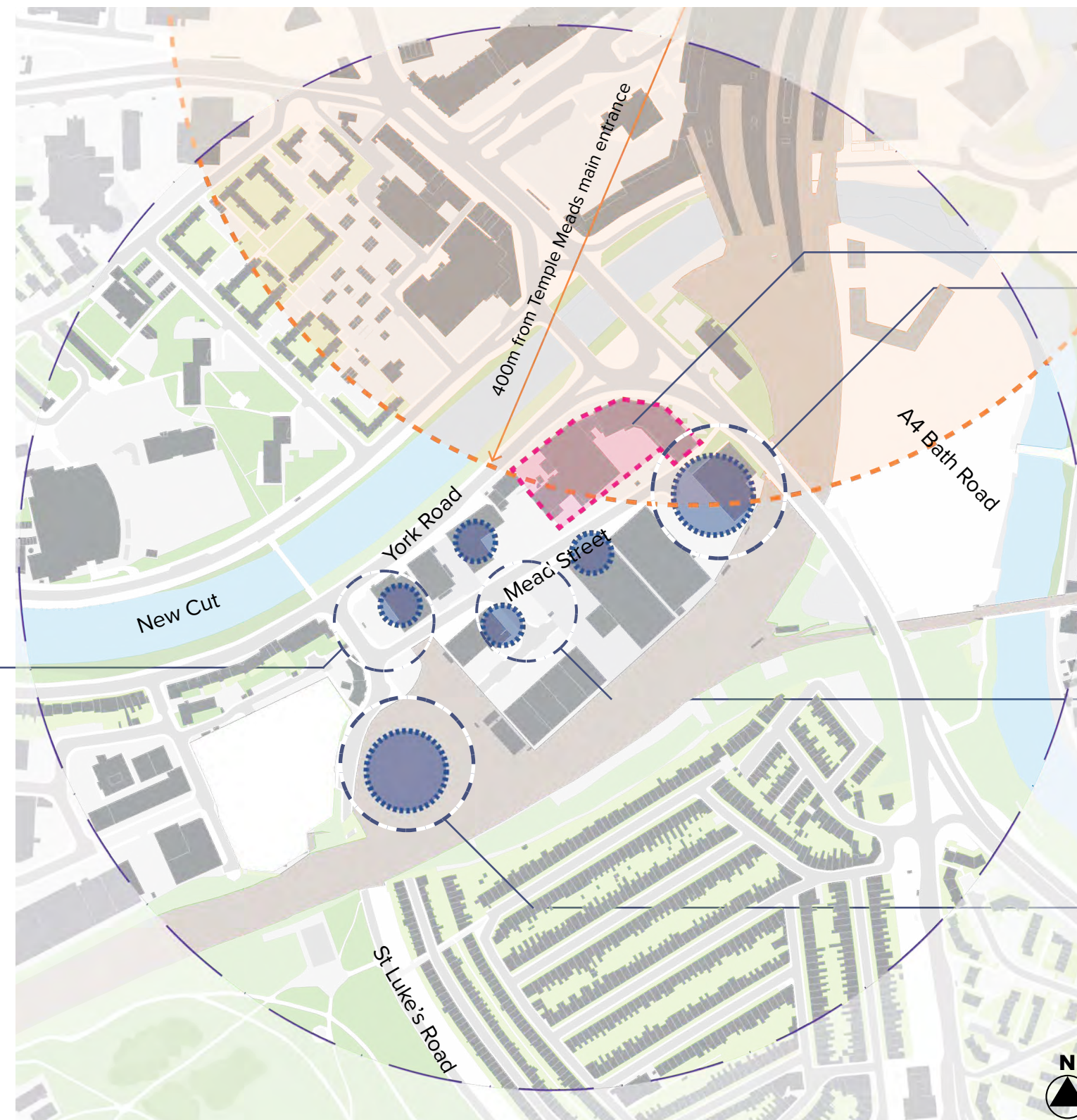
The spatial distribution strategy for employment space is informed by a number of factors. Whether employment uses are appropriate for a given site will depend on:

- Proximity to appropriate transport connections and other similar uses: office based accommodation is best suited to close links to Bristol Temple Meads Station and the wider Temple Quarter.
- Pedestrian footfall for small scale retail, food and beverage: Convenience retail and hospitality typically requires high level of footfall.
- Impact on residential amenity: Uses that have significant servicing requirements or create noise need to be located to avoid negative impact on existing or proposed residential amenity.

All development sites are expected to contribute a proportion of the overall employment space, in line with the recommendations on growth sectors and spatial provision.

Servicing and deliveries

The servicing of employment space should adhere to the principles set out in Section 4.1: Movement. Delivery bays and service access should avoid conflict with pedestrian and cycle routes. The location of service access to employment space should minimise negative impact on the amenity of residential units.



Fowlers to remain in current location.

Opportunity for office-based employment space such as co-working space or creative and professional services at Bath Road end of the regeneration area. Other more specialised employment uses may be possible if a suitable occupier can be found.

This location is less suitable for residential accommodation at lower levels due to the impact of the Bath Road and is in close proximity to Bristol Temple Meads Station and the new employment site on Temple Island.

Other uses such as small scale convenience retail, leisure, food and beverage can be located to suit the placemaking objectives such as providing activity to streets and public spaces.

The former railway sidings site is an opportunity for light industrial or workshop space. Deliveries and access space can be located at the rear where the visual and noise impacts are less significant.

Potential employment distribution strategy plan

Unlocking demand

Demand for employment space in Bristol is strong, and Mead Street is well placed to tap into this. Demand is likely to come from a number of sources:

- Existing business tenants on Mead Street and neighbouring regeneration areas such as Whitehouse Street
- Relocation of businesses from across the wider city and city region
- New businesses starting and scaling up.

Developers and BCC will need to work collaboratively to develop proactive leasing and asset management strategies which understand and respond to these different sources of demand. A flexible approach will be required recognising market dynamics.

Attraction of an anchor occupier could play an important role in the above and in underpinning the new Mead Street economy. BCC market engagement has identified potential interest from anchor tenants at Mead Street. Other options may be explored depending on opportunities that arise which can support the wider economic and cultural strategy. Developers are encouraged to engage with the Council and potential tenants to support this objective.

Employment and skills

Employment and skills are at the heart of economic and social recovery, particularly in response to the challenge of the Covid-19 pandemic. The City Council, developers and delivery partners all have a critical role to part in maximising inclusive employment opportunities

for residents across Bristol’s diverse communities.

Mead Street is part of the first phase Temple Quarter Regeneration work, providing a vital opportunity to maximise inclusive employment and training opportunities. This development will be enhanced through *Building Bristol*, a new initiative that has been set up to support construction companies and end use employers to access diverse talent and to meet their future recruitment needs.

Through updated planning validation requirements, Bristol City Council is requiring all major developments to produce an employment and skills plan. These plans will be key to supporting local people into jobs and training opportunities that are generated through the Mead Street development.

The Building Bristol Coordinator will be offering advice to Mead Street developers to finalise their plans and meet the required benchmarks. Agreed targets will be supported through lots of signposting and linking developers to a range of delivery partners, including City Council teams, local schools, colleges, universities, and independent training providers. The Co-ordinator will also support local recruitment campaigns, best practice exchange and ongoing monitoring and evaluation of plans.

Employment Checklist

The following checklist provides a range of key issues to consider when preparing planning applications for development that will accord with the development brief.

Does the detailed development proposal contribute adequately to the overall amount of employment space required across the regeneration area?	
Have opportunities been provided to existing (compatible) tenants to remain on site?	
Have opportunities been explored with Bristol City Council to locate an appropriate anchor tenant?	
Is the employment space provided suitable for businesses in the identified growth sectors?	
Does the application meet the planning threshold for an Employment and Skills Plan?	
Does the development provide employment and skills opportunities at both construction and at end use phase?	
Has alignment and complementarity with employment space coming forward on neighbouring sites been explored?	

Key Objectives

Enable development at optimal density

- Create new homes in a highly sustainable location.
- Create employment space for a mix of existing businesses and growth sectors.
- Create viable development which can contribute to improving transport infrastructure and public realm.
- Contribute to regenerating the wider area and city wide objectives.

Protect character and key views

- Deliver sensitively designed proposals which are integrated into the city streetscape and skyline
- Protect views to key landmarks in the wider area.

Placemaking

- Deliver a neighbourhood with a distinctive sense of place which is sensitively integrated into the surrounding neighbourhood.

Adopted Local Plan policy references:

BCS20, BSC21, BCS22, DM26, DM27, DM29, DM31

Consideration should also be given to emerging draft policies as part of the Local Plan review.

The height and massing of proposed development should consider the impact on views from the wider area to key landmarks.

Optimising density

The Mead Street Regeneration Area has been identified by the Council as an area of growth and regeneration with potential for around 1500 new homes and 9000m² of employment space.

Bristol City Council's Urban Living SPD does not set an upper limit to density. Instead, the SPD applies the concept of 'optimal densities'. optimal densities balance the efficient and effective use of land with aspirations for making quality places to live, successful placemaking, and a positive response to context. The Mead Street Regeneration Area with its highly

accessible location, has a focus for urban living with a typical optimal density of 200 units/ha.

The Mead Street Regeneration Area presents an opportunity to create new homes and employment space in a sustainable location by developing at higher densities.

Building upon Urban Living SPD, the emerging Draft Policies UL1 (Effective and efficient use of land) and UL2 (Residential densities) require development to make an efficient use of land, including in areas of growth and regeneration, such as Bristol Temple Quarter, which should be developed to an optimum, with a suggested minimum density of 200 dph.



View across Mead Street from Bath Road. St Mary Redcliffe and the Redcliffe estate can be seen in the background.

Planning policy summary

Local Plan policies BCS21 (Quality Urban Design), Policy DM26 (Local Character and Distinctiveness), Policy DM27(Layout and Form, Policy DM28 (Public Realm), Policy DM29 (Design of New Buildings) and Policy DM31(Heritage Assets) require new development to deliver high quality urban design that contributes positively to an area's character and identity, creating or reinforcing local distinctiveness and safeguarding or enhancing heritage assets.

In summary, the design of development will be expected to:

- Contribute towards local character and distinctiveness.
- Incorporate a layout, form, pattern and arrangement of streets, open spaces, development blocks, and landscapes that provide quality urban design and healthy, safe and sustainable places.
- Make efficient use of land.
- Not prejudice the existing and future development potential of adjoining sites or the wider area.
- Provide high-quality landscaping.
- Take account the of servicing and long-term management.
- Incorporate features to help minimise opportunities for crime.
- Create a safe, attractive, high quality, inclusive and legible public realm.
- Conserve and, where appropriate, enhance heritage assets and their setting.

Consideration should also be given to draft policies UL1 (Effective and efficient use of land) and UL2 (Residential densities)

Views and townscape

A range of significant views have been identified on page 23. Key heritage assets are the adjacent Bedminster Conservation Area and the Grade I listed buildings of Temple Meads Station and Church of St Mary Redcliffe.

Great weight is given to the conservation of designated heritage assets. The historic environment can add value to regeneration, helping to positively define the character of an area, whilst acting as a stimulus for local economic growth.

Views of Bristol Temple Meads Station can be glimpsed when moving east along York Road and when traveling northwest from the A4 Bath Road onto York Road. The Church of St Mary Redcliffe is visible when moving northwest along the A4 Bath Road, with the steeple forming a distinctive historical viewpoint on the city skyline. Because these important (Grade I) heritage assets can be experienced from the northern edge of the Mead Street Regeneration Area, it is important that development within the Mead Street area conserves and, where possible, enhances the setting of these heritage assets.

Moreover, development should also preserve and enhance the setting of the adjacent Bedminster Conservation Area and other nearby listed buildings and structures. The transitional views that are experienced from the public realm of these heritage assets should, wherever possible, be maintained by the regeneration of Mead Street and demonstrated through the Townscape and Visual Impact Assessment (TVIA).

Development proposals should consider views of the escarpment to ensure that proposals are sensitively integrated into the townscape, and



York Road river frontage prior to redevelopment.

that change through the regeneration of the area is managed but not prevented.

Planning applications for development within the Mead Street area shall appraise the impact of the proposal in a holistic manner which considers how people perceive the city as they move through it. The views identified on p.23 are not comprehensive and detailed proposals will need to undertake a TVIA. These should be seen as a sequence of views rather than placing an emphasis on one particular viewpoint.

Development proposals should demonstrate via Design and Access Statements and a TVIA that they make a positive impact on the character and appearance of the site, local landmarks and heritage assets as experienced from long, medium and local viewpoints.

Through the TVIA, detailed development proposals should demonstrate how the proposals respond appropriately to the local and city context. Consideration should also be given to where buildings can improve the legibility within the wider city.

Planning policy: Urban Living SPD

The *Urban Living SPD* provides a definition of prevailing heights, amplified heights and contextual tall buildings. These definitions vary depending on the character of the area. Areas of strong character and form offer only limited opportunities for deviation. Transitional areas of lower or more varied character, such as Mead Street, offer greater opportunities for reinvention in terms of increasing densities, or varying form and character, including amplifying building heights, or in strategically located areas, creating a contextually tall building.



Prevailing building heights:

The most commonly occurring height of buildings within an area of common character.



Amplified building heights:

Buildings that are modestly higher than the prevailing building height.

up to 1.5x prevailing height in areas of uniform height

up to 2x prevailing height in areas of varied height



Contextual tall building:

Buildings that are significantly higher than the prevailing building height.

more than 1.5x prevailing height in areas of uniform height

more than 2x prevailing height in areas of varied height

Placemaking

Development in the Mead Street Regeneration Area should make a positive contribution to the sky line and street scenes of the city. There are opportunities to restore the river frontage along York Road which was lost in the 20th century redevelopment of the site. The regeneration area is in a prominent location close to major routes into and through the city, by both rail, foot and road, and represent a significant opportunity to improve this gateway into the city.

Development will also need to consider the impact of heights and massing on the street scene from existing areas of public realm, and to ensure an appropriate relationship between the width of streets and the height of buildings fronting them.

Roofscape

The topography of the surrounding area means that the roofscape of new development within the regeneration area is sensitive to views from higher ground.

Development proposals should demonstrate via Design and Access Statements and Townscape Visual Impact Assessments, as appropriate, that views experienced from elevated public vantage points have considered the roofscape (including rooftop plant), with the aim of ensuring the roofscape makes a positive contribution to the regeneration area and the wider cityscape.

4.3 Height, scale & massing

Placemaking

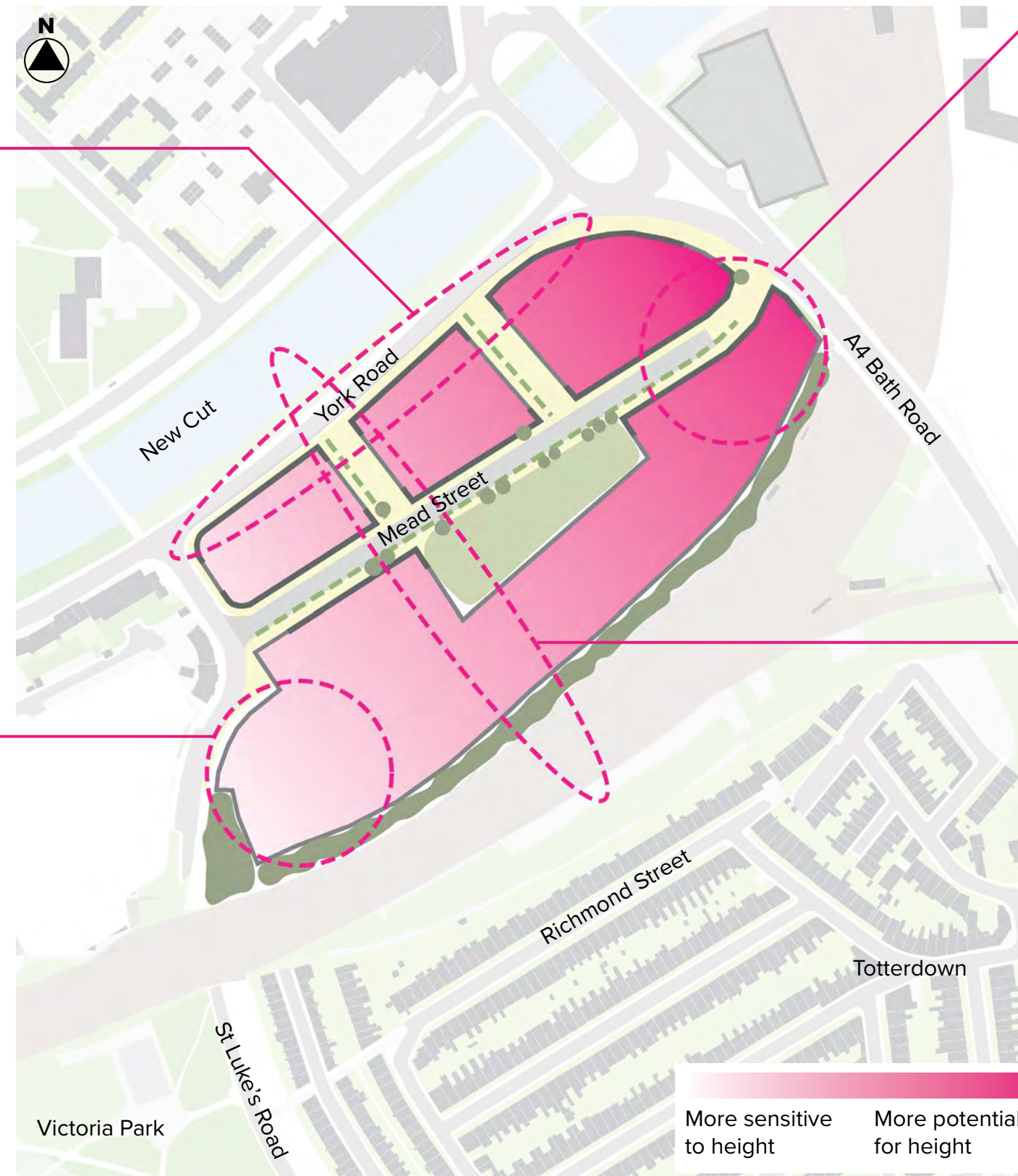
Development will also need to consider the impact of heights and massing on the street scene from areas of public realm.



There is an opportunity to restore the river frontage of York Road lost in the 20th century development of Mead Street. The scale and massing of development along York Road will need to consider the existing frontages in the Bedminster Conservation Area to the west of York Road.



The old sidings site is less constrained than the York Road frontages and is not bounded directly by the Bedminster Conservation Area.



The existing buildings along Bath Road do not provide an inviting gateway into the city centre or the Mead Street Regeneration Area. There is an opportunity for taller buildings to provide new employment space and homes in close proximity to the city centre and Bristol Temple Meads Station. Development here can provide a new focal point or landmark on a prominent route into the city centre.



Development in the Mead Street Regeneration area should consider visual permeability through the site from the New Cut and from north of the river in Redcliffe.

Daylight, sunlight and amenity.

All new development will need to demonstrate that it can safeguard the amenity of existing development and surrounding environment (including public realm), whilst creating a high-quality environment for future occupiers. New development should ensure that it achieves appropriate levels of privacy, outlook, and daylight.

Council planning policy and the Urban Living SPD provide further guidance on amenity considerations. Design and Access Statements should be used to demonstrate compliance with relevant policies relating to safeguarding amenity.

Building heights

The Urban Living SPD establishes the principles by which the heights of new developments should be assessed together with emerging draft policy UL2 (residential densities). The approach taken in different areas of the regeneration area will vary and should be based on a thorough assessment of the site and its context.

Context: prevailing building heights

The prevailing heights around the Mead Street Regeneration Area vary significantly depending on the location. The prevailing building height along York Road is around 3-4 storeys in the form of early 19th century terraces and later infill and redevelopment of a similar style and scale. North of the New Cut prevailing height is varied with no consistent building height or typology. St Mary Redcliffe is a significant city landmark and heritage asset in the city.

However, the context is likely to be changing: there is an existing planning permission for

buildings ranging from 11 to 21 storeys in the Temple Quarter Enterprise Campus, and emerging proposals for Temple Island and Temple Gate coming forward in the near future.

Amplified height

There is potential across the regeneration area for amplified height. At the St Luke's Road end of the regeneration area there is a consistent prevailing height and development adjacent to this context is expected to adopt the recommendations of the Urban Living SPD for areas of consistent prevailing height (ie. up to 1.5x the prevailing height).

Away from St Luke's Road the prevailing height of the context becomes more varied and development may adopt the amplified height for areas of varied prevailing height (ie. up to 2x the prevailing height).

Contextual tall buildings

At the Bath Road end of the regeneration area there is potential for a contextual tall building or buildings, in line with the recommendations of the Urban Living SPD. This is defined by the SPD as buildings of 30m or higher.

This does not remove the need to adopt the wider recommendations of this development brief, such as the impact of development on key city landmarks. The impact of tall buildings can be significant on the neighbourhood and the city, and detailed development proposals should fully justify them in line with the recommendations of the Urban Living SPD.

In particular when designing a tall building in this location the impact on the setting of heritage assets should be carefully considered and a TVIA will be required.



Paintworks Phase III, Bristol. This development provides relatively high density for the inner urban area with a mix of low and medium rise homes and workplace.

Development proposals should demonstrate via Design and Access Statements and TVIAs, as appropriate, how sites within the Mead Street Regeneration Area can be developed in such a way that balances making an efficient use of the land to deliver much needed housing at optimal densities, with the impact on the wider townscape.

Where tall buildings are proposed the following items should be considered:

- Proposals for tall buildings will be expected to demonstrate high quality design throughout their height to reflect their wider impact on views around the city and legibility of the townscape.
- Tall buildings should not have a harmful impact by reason of having an unduly dominating impact on the surrounding area or creating harmful microclimate effects in the vicinity.

Recommendations of Urban Living SPD

The Urban Living SPD provides guidance on how to assess the quality of proposed tall buildings:

Visual quality

- *Is the tall building well located?*
- *Does the scheme make a positive contribution to long-range, midrange and immediate views to it?*
- *Does the scheme demonstrate design excellence?*

Functional quality

- *Does the scheme ensure the safety of occupants and passers-by?*
- *Does the scheme interfere with aviation, navigation and solar energy generation on adjoining buildings?*
- *Has future servicing, maintenance and management been well considered?*

Environmental quality

- *Does the scheme create a pleasant, healthy environment for future occupants?*
- *Is the scheme sustainably designed?*
- *Will the scheme be neighbourly, both at the construction phase and following occupation?*

- Proposals should follow the guidance for tall buildings set out in the council’s Urban Living SPD as well as the guidance included in this development brief.

It is within the discretion of the planning officer to determine whether these criteria apply to buildings below 30m in height but within the definition of tall buildings provided in the SPD.

Demonstrating compliance

The technical assessments outlined below should be undertaken, as appropriate, to ensure that the height, scale and massing of the proposals deliver high-quality design and considers impacts upon character and amenity.

Townscape visual impact assessment

A TVIA is a means to demonstrating an accurate visual impact of a proposed development on the subject site and the surrounding city. TVIAs should be completed in accordance with guidance for Landscape and Visual Impact Assessments, provided at Appendix C of the Urban Living SPD. View locations should be agreed with the local planning authority as part of pre-application discussions in addition to views set out in this document.

Daylight & sunlight assessment

A Daylight and Sunlight Assessment should be carried out in accordance with the methodology outlined by the *Building Research Establishment (BRE) document ‘BR209 – Site Layout Planning for Sunlight and Daylight: A Guide to Good Practice (2011)’*. The Urban Living SPD advocates an assessment of daylight and sunlight targets to be informed by comparative contextual analysis agreed with the local planning authority in advance of detailed assessments. This approach provides flexibility to the application of

targets set in the BRE guidance in dense urban environments in line with NPPF paragraph 125 (c).

Shadow study

A shadow study is a visual model of how the proposed development would cast shadows on the subject site and the surrounding land. Shadow studies help to determine the impacts on shadow sensitive areas, such as public spaces, communal amenity areas, streets, and private residential amenity areas and, if required, how these impacts can be mitigated.

Cumulative height assessment

Every planning application submitted within the Mead Street area will be required to demonstrate high-quality design and a height, scale and massing that is appropriate for the site and its wider context. In demonstrating this, it will be necessary to consider the cumulative impacts of development within the Mead Street area and nearby. This can be achieved by sharing 3D models with the Council as part of pre-application discussions. Bristol City Council utilise city model software to enable proposed developments to be ‘tested’ alongside existing and planned development.

Wind Turbulence assessment

The grouping of buildings and their orientation to the prevailing wind can affect the impact of wind turbulence. The need to undertake a WTA is likely to be confined to the following scenarios:

- Where a tall building is proposed.
- New buildings of amplified height closest to public open space and frequently used facilities.
- New buildings that protrude more than twice the average height above a nearby prevailing buildings.

Height & Massing Checklist

The following checklist provides a range of key issues to consider when preparing planning applications for development that will accord with the development brief.

Does the proposal protect key views towards key heritage assets, such as Bristol Temple Meads Station and the Church of St Mary Redcliffe?	
Does the proposal consider key views towards local landmarks such as Pyllle Hill?	
Has the proposal considered impact on wider views and streetscene? For example along the New Cut, York Road and other views identified on p.23	
Has the proposal considered impact on cumulative development due to other proposals and consented buildings?	

Key Objectives

Create high quality public realm

- Integrate green space thoughtfully into the public realm.
- Create a new public open space at the heart of the neighbourhood.
- Provide new formal and informal children's play space.
- Provide opportunities to provide space for community food growing.

Ecology and biodiversity

- Each development proposal and public realm intervention shall achieve at least 10% biodiversity net gain.
- Green infrastructure should be connected to provide a an attractive and functional network.

Water management

- SuDS features should be incorporated into the public realm to better manage surface water flows and storage.

Adopted Local Plan policy references:

BCS9, BCS13, DM14, DM15, DM16, DM17, DM19,

Consideration should also be given to emerging draft policies as part of the Local Plan review.

High quality public realm is vital for creating a socially, environmentally and economically sustainable neighbourhood. Green infrastructure should be fully integrated into the wider public realm.

Development in the Mead Street Regeneration Area will need to integrate private and public open space to serve the new residents in the area and the wider neighbourhood.

While Victoria Park is located in close proximity to the regeneration area, it is under pressure due to the lack of green space in the wider area. As identified on p.26 there is a shortfall of public open space in the wider Temple Quarter area, with a specific shortfall in children's play space.

In order to address this the regeneration area should provide a high quality central public open space that includes play space for children that can serve new residents and the existing community.

Given the land ownership and plot dimensions it is considered that the suitable location for the central public open space is the area south of Mead Street. The overall amount of public open space will

The current direction of national policy is to require new development to achieve a minimum biodiversity net gain (BNG) of 10% and all development in the area will be expected to contribute towards achieving this.

Green infrastructure should be joined up in a coherent manner across the Mead Street Regeneration Area, including public realm and highways to create a network of planting and ecological assets and connect into the wider green infrastructure network.

Private and public open space requirements

Public open space requirements

The Mead Street Regeneration Area should incorporate:

- A public open green space in a central location of not less than **5500m²**. It should be publicly accessible and incorporate public children's play space.
- Around **2.3ha** of public open space across the regeneration area. This includes the central open space and also other areas of public realm such as the pedestrian links, play space, and pocket parks.
- New pedestrian links between Mead Street and York Road, including green infrastructure. These should provide public space as well as having a movement function.
- Planting, new and retained street trees and widened footways.
- An ecological corridor and buffer along the railway edge.

Children's play space requirements

There is an identified shortage of public children's play space in the area. Development in the Mead Street Regeneration Area must incorporate **10m²** of children's play space per child in line with the guidance in the Urban Living SPD. This can be delivered as a mix of formal and informal play space.

Play space should be provided on site, but smaller development plots may contribute to off-site provision of new or improved play space providing it can be demonstrated to meet the needs of the development.

Guidance on the provision of play space is provided on p.57

Private open space requirements

Bristol's Urban Living SPD requires **5m²** of private open space per 1-2 person dwelling and **1m²** for each additional occupant. Depending on the needs of the home, this can include private balconies and gardens, or communal gardens or terraces.

Communal open spaces can contribute to the provision of children's play space.

4.4 Open space & green infrastructure






Open space and green infrastructure plan

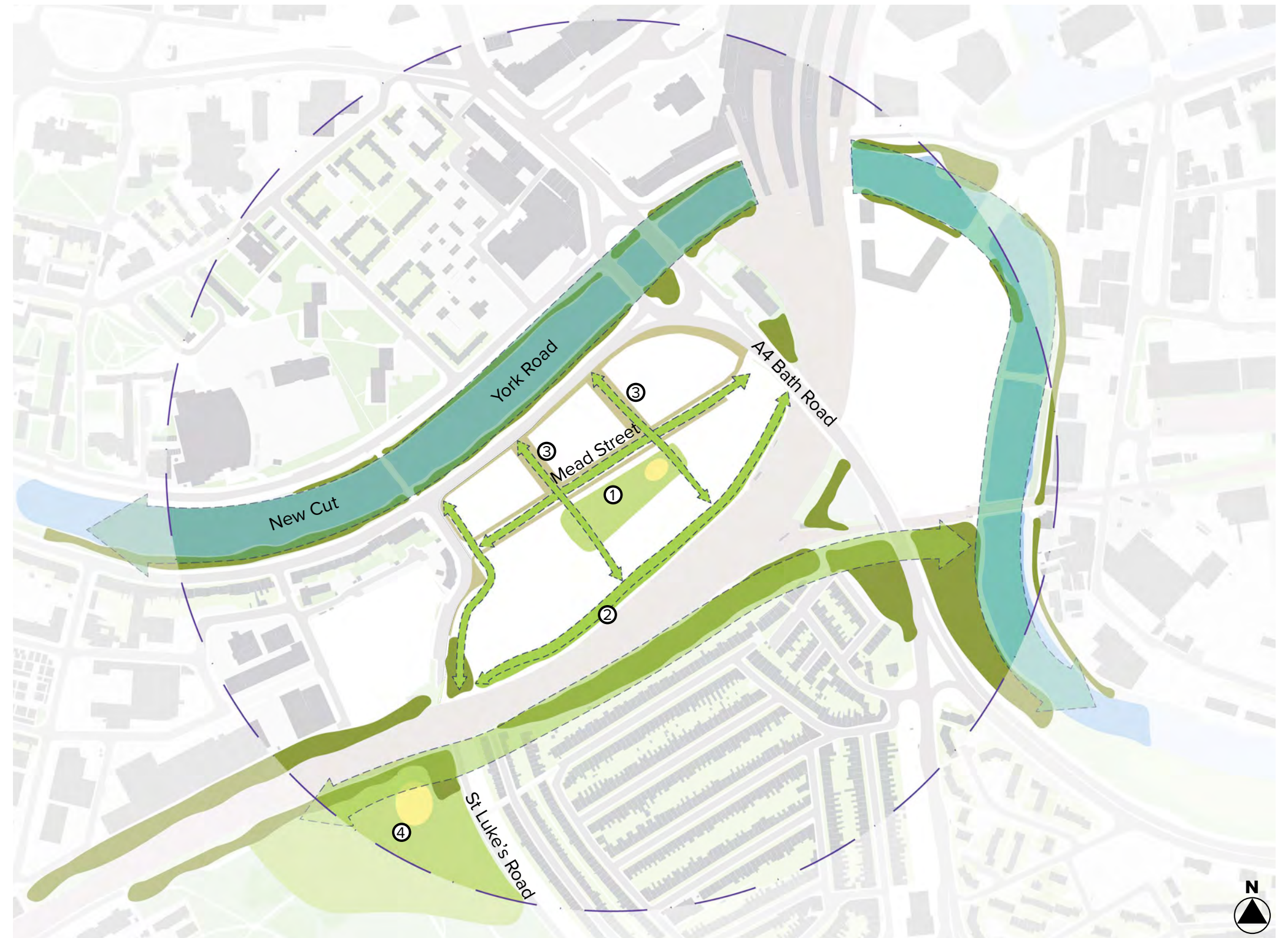
A new public open space will serve the new neighbourhood and provide a focal point for activity at the heart of the site.

The regeneration of the Mead Street area provides the opportunity to make new connections between ecological corridors in the public realm and contribute to achieving biodiversity net gain.

KEY

- ① Indicative size and location of central public open space
- ② Green / ecology corridor along railway
- ③ New pedestrian streets to connect Mead Street to York Road.
- ④ Existing Victoria Park play area

-  Existing green corridors
-  Indicative location of children's play space
-  Proposed green infrastructure network
-  Public open space
-  Blue infrastructure corridor (New Cut)



Green infrastructure strategy plan

4.4 Open space & green infrastructure

Public open space

The Mead Street Regeneration Area will require the provision of around 2.3 hectares of public open space to ensure that the development of the area does not have a detrimental effect on the existing provision of space. Provision of the overall amount of public space should be distributed across the development plots in proportion to the size of the plot. The overall amount of public space will relate to the overall scale of development in the regeneration area.

Of this overall quantity, at least 5500m² should be consolidated in a centrally located public space which is accessible and visible from Mead Street. This is to ensure a single space that is large enough to provide for a range of uses.

This new public open space will serve the new neighbourhood and provide a focal point for activity at the heart of the site. Children's play space will need to be provided and this can form part of the central open space. This space can provide a mix of green space and hard landscaping. The positioning of public space and buildings should consider the impact on overshadowing.

The remaining public open space created can be distributed flexibly but should not be designed in a manner that creates unsurveilled or unusable 'leftover' spaces. The proposed pedestrian links should be designed in a way to promote their use as public space and can contribute to the overall provision of public open space.

Planting corridor

A 2.5m wide zone for planting and green infrastructure is proposed along Mead Street. This can accommodate low level planting beds, street trees or SuDS features.

Other functions such as club or cycle parking may be located in this zone in places, but the provision of these uses must not result in significant discontinuity of the planting zone.

Street trees

Existing street trees should be retained and the provision of new street trees is encouraged. New street trees can be accommodated in the planting corridor. Widened footways should allow for existing street trees and new street trees should avoid obstructing the footway.

Community growing space

Within the regeneration area opportunities should be considered for providing food growing space. Space provided should complement those currently provided by the nearby Windmill Hill City Farm. Opportunities to partner with Windmill Hill City Farm and other local organisations are encouraged.

Private open space

Private open space will also need to be delivered in line with the requirements of the Urban Living SPD to ensure new homes provide a sufficient space for a healthy living environment, suitable for the needs of individuals and families.



Windmill Hill City Farm



Children's play integrated into public space, Elephant Park, Southwark.



A 2.5m planting zone provides a buffer between the cycle track and footway and the carriageway.



Street trees can provide shade during the summer, air quality and ecological benefits and provide an attractive addition to the streetscene.

4.4 Open space & green infrastructure

Types of play space

The charity *Fields in Trust* promote the cause of accessible spaces for play, sports and recreation, and guidance on the provision of play space:

Local Area Play (LAP)

A small area of open space specifically designated and primarily laid out for very young children to play close to where they live i.e. within one minute's walking time. LAPs are designed to allow for ease of informal observation and supervision and primarily function to encourage informal play and social interaction for toddlers. The LAP requires no play equipment as such, relying more on demonstrative features indicating that play is positively encouraged.

Locally Equipped Area for Play (LEAP)

An area of open space specifically designed and laid out with features including equipment for children who are beginning to play independently. The number and nature of equipment and structures is a matter for local decision, though provision for a minimum number of six play experiences is recommended.

Play features including equipment are an integral part of the LEAP and the attractiveness of such spaces, though it is also important that the space can be used for physical activity and games. LEAPs can also include landscaped areas of play; containing little formal equipment but imaginatively designed and contoured, using as far as is possible natural materials such as logs or boulders which create an attractive setting for play.

Neighbourhood Equipped Area of Play (NEAP)

This is an area of open space specifically designated, laid out and equipped mainly for older children but potentially with play opportunities for younger children as well. It can provide play equipment and a hard surface area for ball games or wheeled activities such as roller skating or cycling. It may provide other facilities such as a ramp for skateboarding, a rebound wall, and a shelter for meeting and socialising. NEAPs can often be combined with LEAP provision.

Play space

Bristol City Council's standards of open space for recreation establish the amount of, and distance to, formal play space for new homes. There are currently two play areas within Victoria Park which mean that all new homes within the core regeneration area are within a 10 minute / 400m walk. However these play areas require investment to bring them up to a good quality and the bridge under the railway is a barrier to access in its current form. For younger children (under 5 years old), play-space should be provided within 100m of home.

The amount of children's play space on site provided should be based upon requirements derived from the Urban Living: Child Yield Calculator. For each child 10m² of play space will be required.

Children's play can be integrated into the wider landscape scheme and where integrated within a site does not solely have to consist of formal play equipment. Opportunities for informal 'doorstep play' should be incorporated into the design of the public realm within the regeneration area. While not council policy, the charity *Fields in Trust* provide best practice guidance on the provision of types of play space.

The location of informal children's play space for younger children (LAP) should carefully consider the relationship to motor vehicles: to allow for independent play children should be able to play safely away from traffic. The *Fields in Trust* guidance recommends these areas should be a minimum of 10m x 10m with a minimum separation from dwellings of 5m.

Formal play space (LEAPs) should be provided within the regeneration area for younger children. The *Fields in Trust* guidance recommends a minimum dimension of 20m x 20m (400m²) for the activity area with a 20m buffer between the activity area and habitable rooms in nearby dwellings.

Formal play space should be carefully located with consideration of the location to avoid noise outbreak and nuisance to neighbours, while ensuring that it is located in a way which is actively surveilled to avoid anti-social behaviour.

Older children can be expected to be able to travel further and more independently and therefore be able to travel to Victoria Park.



Doorstep play in Marmalade Lane, Cambridge.



Pedestrianised children's play street, Kings Crescent Estate.

To enable this a new pedestrian crossing is proposed over St Luke's Road to improve safe access. Further consideration will be given to improving the pedestrian environment under the St Luke's Road rail bridge as part of the proposed Whitehouse Street Regeneration Framework.

4.4 Open space & green infrastructure

Ecology and biodiversity

In 2020 Bristol City Council declared an ‘ecological emergency’ in response to declining levels of biodiversity and loss of habitats. The Mead Street Regeneration Area is situated between the River Avon to the north and the railway line to the south. The area is currently predominantly hardstanding, buildings which have little ecological value and is currently lacking substantial wildlife-friendly green and blue infrastructure. However, there are a number of mature street trees which make a positive contribution to the existing environment.

The River Avon is considered to be an important habitat and commuting corridor for a range of different wildlife species, including bats. The railway line is also likely to be important for common bat and bird species. These corridors are therefore considered to be significant ecological opportunities for new development in the regeneration area.

Green and blue infrastructure should be designed in a way that increases connectivity for wildlife between these valuable resources, contributes to the delivery of biodiversity net gain, and also provides health and well-being benefits for the community, as well as urban cooling benefits.

Biodiversity net gain

All development proposals within Mead Street should seek to achieve a 10% biodiversity net gain. Proposals should use Natural England’s Biodiversity Metric 3.0 to calculate biodiversity net gain, unless the Council indicated otherwise via pre-application engagement.

Habitat creation is determined by different conditions and successful design will consider locations where habitats can flourish. Planning applications coming forward must be designed with regard to a main vegetated east / west corridor that connects the River Avon to the railway line to provide connectivity throughout the site. These will form a robust green and blue infrastructure network.



Street planting with provision for incidental play in Elephant Park, Southwark.



‘Grey to Green’, Sheffield.



Lea Bridge Road, Waltham Forest.



Pocket Park, Bethnal Green.

Case Study: SuDS



Greener Grangetown, Cardiff

Greener Grangetown is a sustainable urban drainage project to provide on street rain garden and kerbside planting areas to existing streets to slow surface run-off and remove contaminants. The scheme was incorporated into an existing late 19th century residential area.

Street space that had previously been hardstanding used for occasional parking was reclaimed for planting providing areas of permeable surfacing.

Prior to the construction of the scheme rainwater drained into the mixed sewer system. After construction rainwater is absorbed by the permeable surface and plants which filter, capture and break down pollutants.

On-street green infrastructure such as this can help mitigate the effects of climate change, contribute to improving biodiversity and provide a more attractive street for residents.

Existing trees should be retained and incorporated into green infrastructure corridors and on site open spaces. These should also include new trees, shrubs, and natural green spaces comprising pollinating plant species. Tree pit positions should be carefully considered to complement new SuDS drainage measures with the highways, and should be positioned to avoid obstruction of the footways.

Flood risk mitigation

The Mead Street Regeneration Area is shown on Environment Agency flood maps as being in Flood Zone 1. A Flood Risk Assessment (FRA) is required to accompany planning applications for developments over 1 hectare in Flood Zone 1. The FRA would need to show how the proposed development manages the impacts on drainage and surface water. The Environment Agency maps show some areas of surface water flooding and a small area of flooding due to reservoirs in the western area of the Mead Street site.

Surface water mitigation

Each development plot shall undertake a site specific Sustainable Drainage Assessment and Strategy for their development. It is proposed that the existing Wessex Water outfall into the southern bank of the River Avon is utilised for the surface water drainage. However, tide locking may occur when the River Avon water level is too high to allow discharge. As a result, an estimated total of 6,100m³ of water is to be managed to avoid flooding in a 1 in 100 annual probability (including climate change) rainfall event.

It is recommended that this could be managed above ground as infiltration is not considered viable due to the local geology. By integrating



Flood Zones from Environment Agency Flood Map for Planning

KEY

- Flood zone 2
- Flood zone 3

drainage into the green infrastructure design, dedicating approximately ¼ of the public open space area to open surface water features like ponds and swales would be sufficient to accommodate the volume of water required, with additional measures such as permeable paving.

Sustainable drainage systems such as swales and rain gardens should be included, with a focus on maximising biodiversity. The incorporation of biodiverse roof, provision of bat, bird and invertebrate boxes could create additional wildlife opportunities. Green and blue infrastructure should, where possible, have a sensitive wildlife friendly lighting strategy.

The sustainable drainage features used should encompass the requirements set out in the Council's SFRA as well as the West of England Sustainable Drainage Developers Guide, and they should focus on source control features to reduce the amount of water leaving the site as well as including water quality, amenity and biodiversity value.



Open space and green infrastructure checklist

The following checklist provides a range of key issues to consider when preparing planning applications for development that will accord with the development brief.

Does the proposal contribute towards the public open space provision? eg. the central open space	
Does the proposal provide adequate children’s play space?	
Does the proposal allow for the required width for street trees and planting?	
Does the proposal deliver a minimum of 10% Biodiversity Net Gain?	
Does the proposal contribute to mitigating surface water runoff?	
Are there opportunities to integrate informal play space into the public realm and communal outside areas?	
Are there opportunities to provide food growing space?	

Key Objectives

Create high quality public realm

- Create people-friendly streets which prioritise people over motor vehicles.
- Buildings, streets and public realm that are designed with a range of uses which make them active and safe throughout the day.
- Create attractive and accessible streets and public realm.

Reinforcing local character

- Deliver a neighbourhood with a distinctive sense of place.
- Buildings and streets that are sensitively integrated into the surrounding area.

Create a 15-minute neighbourhood

- Create a compact neighbourhood with jobs, shops, amenities, green space and public services within easy reach on foot or by bike.

Adopted Local Plan policy references:

BCS21, BCS22, DM26, DM27, DM28, DM29 and DM31

Consideration should also be given to emerging draft policies as part of the Local Plan review.

The Mead Street Development Brief will help create a vibrant neighbourhood with high quality public realm that reflects the character of the wider area.

Legibility

Building frontages should provide activity and visual interest along the street. On Mead Street development should contribute to creating a cohesive street frontage with residential entrances or shop and business frontages which provide activity on the street.

The frontage onto York Road is highly visible from the vicinity of Bristol Temple Meads Station and along the New Cut and there is an opportunity to reinstate a coherent and continuous frontage which has been lost in the 20th century redevelopment of Mead Street.

Landscaped planting and trees should be integrated into the streets and should reflect the types and uses of the space and public realm.



The York Road river frontage is broken and incoherent between St Luke's Road and Bath Road.

The design of entrances and frontages should reflect the intensity and type of use and the nature of the streets the building fronts onto. Entrances with most use should be clearly identifiable in the elevation and should be positioned in the primary frontages. A clear distinction should be made between public, communal and private space.

Active frontages

Active frontages help create a safe, pleasant and interesting place to be and large extents of blank frontages (such as in stores or plant rooms) should be avoided, particularly facing areas of public open space.

Frontages can be activated by commercial or residential frontages, but care should be taken to provide homes facing public realm with a sufficient buffer space to ensure privacy. Areas of unsurveilled public space can encourage anti-social behaviour and should be avoided.

Permeability

Development proposals enable pedestrian permeability to allow people to circulate through the neighbourhood. Permeability provides pedestrians a choice of routes which helps enable walking as a natural travel mode of choice for short journeys. This activity in turn enhances the security of the neighbourhood, promotes social interaction and helps create a more vibrant community.

Variety

To create a vibrant, mixed neighbourhood the regeneration of the area should deliver a range of uses including homes, employment space, community space and amenities. A minimum of thirty percent of new homes in the Mead Street area should be affordable homes, or in accordance with current policy should this change.



Bourne Estate, Matthew Lloyd Architects: varied scale and form provide variety and reduce the apparent height to more human scale.

Detailed development proposals should also deliver architectural variety and create attractive and inviting street environments where people want to spend time.

4.5 Placemaking & character

Local Character

For those buildings fronting onto York Road development proposals should respond positively to the character of the neighbouring Conservation Area

Development does not need to replicate historic architectural styles or buildings but consideration should be given to the sympathetic use of building form, materials and finishes.

Away from the York Road frontage there is an opportunity to define a new character for the neighbourhood



East Street, Bedminster. Street art is an important part of the character of local streets.

Public Space

Public space should be created to accommodate a range of activities, from quiet resting spots to spaces for small public gatherings. New pedestrianised connections will provide new areas of public space away from motor vehicles.

A proposed community growing garden can provide a focal point for community activity. Where possible, areas of carriageway can be given over to new pocket parks or small areas of planting, seating or informal play space.

Architectural Character

- Building frontages should provide activity and visual interest along the street.
- The design of entrances and frontages should reflect the intensity and type of use and the nature of the streets the building fronts onto. Entrances with most use should be clearly identifiable in the elevation and should be positioned in the primary frontage.
- Active frontages with residential front doors, retail frontages, or workplace entrances should be used to create safe and pleasant public realm.
- Variety in form and massing can be used to create an attractive street-scene and reflect the existing character of the area.
- Particular attention should be paid to the design and detailing of the ground floor frontages as these are the areas which most affect peoples perception of the space.
- Facade materials should be appropriate to the context of the site.



Roseberry Mansions independent living flats. The detailing of ground floor frontages adds a texture and variety at eye level.



Wapping Wharf, Bristol. The active frontages enliven the street and the buildings provide a desirable sense of enclosure.



40 Beak Street. Particular attention should be paid to addressing the corner at key junctions.

Planning policy summary

Council design policies promote high quality urban design. This is seen as having a key role in effective placemaking and enhancing the city's positive features, as well as repairing damage caused by insensitive development in the past.

Effective placemaking is achieved through the application of a number of policies and environmental objectives, including the suite of design policies within the Site Allocations and Development Management Policies (adopted July 2014) and the Urban Living SPD.

Policy DM29 (Design of New Buildings) requires the design of new buildings to be well organised to reflect their function and surroundings and to be detailed to a high standard with high quality materials Policies BCS22 and DM31 requires development to conserve and enhance heritage assets.

Draft Policy DC1 (Liveability in residential development including space standards) sets a criteria for how successful liveable places are created through optimising densities. When developing at higher densities and making efficient use of land, it is important to ensure that development creates a liveable environment for future occupiers, neighbouring development and in the public realm.

Draft policy DC3 (Character and Distinctiveness) allows for innovation and change in the local environment through introducing new scale and form including higher densities, provided this does not have harmful effects.



Townscape plan

Key items which will help define the character of the area and help integrate new development into the wider area include:

Buildings on York Road should reinstate a defined river frontage

Particular attention should be paid to key entrance points to the neighbourhood.

Pedestrian streets lined with planting and trees can provide informal public space.

Existing street trees have a positive impact on the character of the street and are to be retained.

Indicative location of public open space. The exact location of the central open space is not prescribed, but it should be easily accessible and visible from Mead Street to ensure it is genuinely public space.

Frontages to Mead Street should provide enclosure to define the public space. These frontages should be activated with commercial and residential entrances. Delivery and servicing should be provided away from the Mead Street frontages where possible.

Visual permeability through the site. Co-ordination across developments will be required to assess the cumulative impact and to ensure the impact on the townscape is managed.

Character areas

The Mead Street Regeneration Area can be defined by three character areas :

 City frontage

The area facing York Road and the Bath Bridge forms a key city facing frontage along the New Cut and towards Bristol Temple Meads Station. The key defining features should be:

- A strong visual frontage to the river.
- Height transitioning from Bedminster Conservation Area in the west to Temple Quarter in the east.
- The eastern end to form a part of a key gateway to the city centre area.

 Mead Street

Mead Street will become a new people focused street with the following defining features:

- Active frontages.
- Generous space for people with wide footways and connections to new public open space.
- Planting and street trees to create a green infrastructure corridor.

 Old sidings

The old sidings site to the south of Mead Street presents an opportunity to create a new part of the neighbourhood with its own character.

- Generous landscaped public open spaces.
- Low-vehicle, people focused neighbourhood.
- Mix of residential and employment uses.

4.5 Placemaking & character

City Frontage - Character Precedents

The York Road frontage is a prominent frontage in the city. The busy nature of the road does not lend itself to high levels of street activity but it has an important role to play.



Castle Bridge and Finzel's Reach. The buildings form a well defined frontage to the wider public realm and activity is generated by pedestrian footfall over the bridge. The range of historic and modern buildings create a varied and attractive frontage.



Fish Island, Hackney Wick. The buildings form a strong frontage to the canal with an industrial aesthetic. This development is of consistent height but variation is provided through the choice of materials and finishes.

Mead Street - Character Precedents

Mead Street will need to serve a place and movement function. It is important that ground floor active frontages (such as shop or commercial frontages, residential entrances) are incorporated into the street scene, along with green infrastructure.



Sauchiehall Street, Glasgow. The street combines a place and movement function. It has active frontages, a clear street frontage, new street trees and a new cycle track while maintaining motor vehicle access.



King's Crescent Estate, Hackney. Vehicle access is permitted but some streets have been given over to pedestrians and children's play space.

Old sidings - Character Precedents

The old sidings site has the potential to create a new neighbourhood character. New public spaces and a mix of residential and employment space will need to be carefully integrated.



Pancras Square, King's Cross. Public open space will need to be integrated into new development.



The park at Elephant Park, Southwark. The new development is centred on a new public open space including green space and children's play space.

Cultural strategy

The council recognises the importance of culture and public art in contributing to the vision and sense of place for the Mead Street Regeneration Area.

Public art

Public art planning and delivery is a condition of planning approval for Mead Street developments as with other city schemes in order to satisfy policy BSC21 regarding excellent quality urban design.

Public art should be thoughtfully integrated into scheme planning from the outset and applicants are encouraged to creatively engage with the local community and other stakeholders in the process to allow them to contribute to the character of the neighbourhood.

Process

The Council’s recommended process for public art delivery for multiple scheme developments begins with a collective and engaged approach to develop a Site-wide Public Art Plan.

Undertaking this at the earliest possible stage in the design process, with support and advice from the Council’s Public Art Officer, will set out a vision for how culture and public art will support the development brief principles. It will allow early opportunities for public art to be identified and embedded within scheme designs, and enable all schemes to begin the process of discharging the Public Art condition.

The condition will be fully discharged by production of detailed development proposals, either collectively or individually which include a timelines for delivery and details of future responsibilities and requirements.

What is public art?



St Paul’s Learning Centre, Bristol.

The term ‘Public Art’ refers to art that is in the public realm, both on private and public property and irrespective of how it is funded.

Public art does not just include static, permanent sculptures or artworks, but a diverse range of creative practice and cultural experiences that can take place in the public realm.

This might include:

- Providing space, assets or infrastructure to enable ongoing cultural and community activity and experiences such as artist studios, access to nature, community resources
- Commissioning cultural ‘happenings’, socially engaged practice and public realm animation e.g. performance, street art, creative interventions and installations
- Artist-led design to support functional requirements such as lighting, wayfinding, colour schemes, landscaping and green space.
- Commissioning temporary or permanent artworks as part of a programme in the public realm

Placemaking Checklist

The following checklist provides a range of key issues to consider when preparing planning applications for development that will accord with the development brief.

Does the footprint of the proposal satisfy the street width spatial requirements?	
Does the proposal provide active frontages to principles frontages on Mead Street?	
Does the proposal respond to the local architectural context through form, materials or detailing?	
Does the proposal make provision for public art?	
Does the proposal provide a mix of uses at ground floor?	

Key Objectives

Net zero carbon

- Create a low carbon neighbourhood that will contribute to Bristol achieving carbon neutrality by 2030.
- Aim for development to be net zero carbon for heating, cooling, lighting and power
- Enable active travel and sustainable transport modes.

Climate change mitigation

- Create a neighbourhood which has been designed to cope with the impact of global heating on the local climate.

Sustainable neighbourhood

- Achieve a minimum of 10% Biodiversity Net Gain.
- Create a socially sustainable neighbourhood with mix of homes, employment, community space and access to open green spaces.
- Contribute to improving air quality in Bristol by enabling a shift to sustainable modes of travel.

Adopted Local Plan policy references:

BCS9, BCS13, BCS14, BCS15, BCS16, BCS21, DM15, DM19, DM29, DM27

Consideration should also be given to emerging draft policies as part of the Local Plan review.

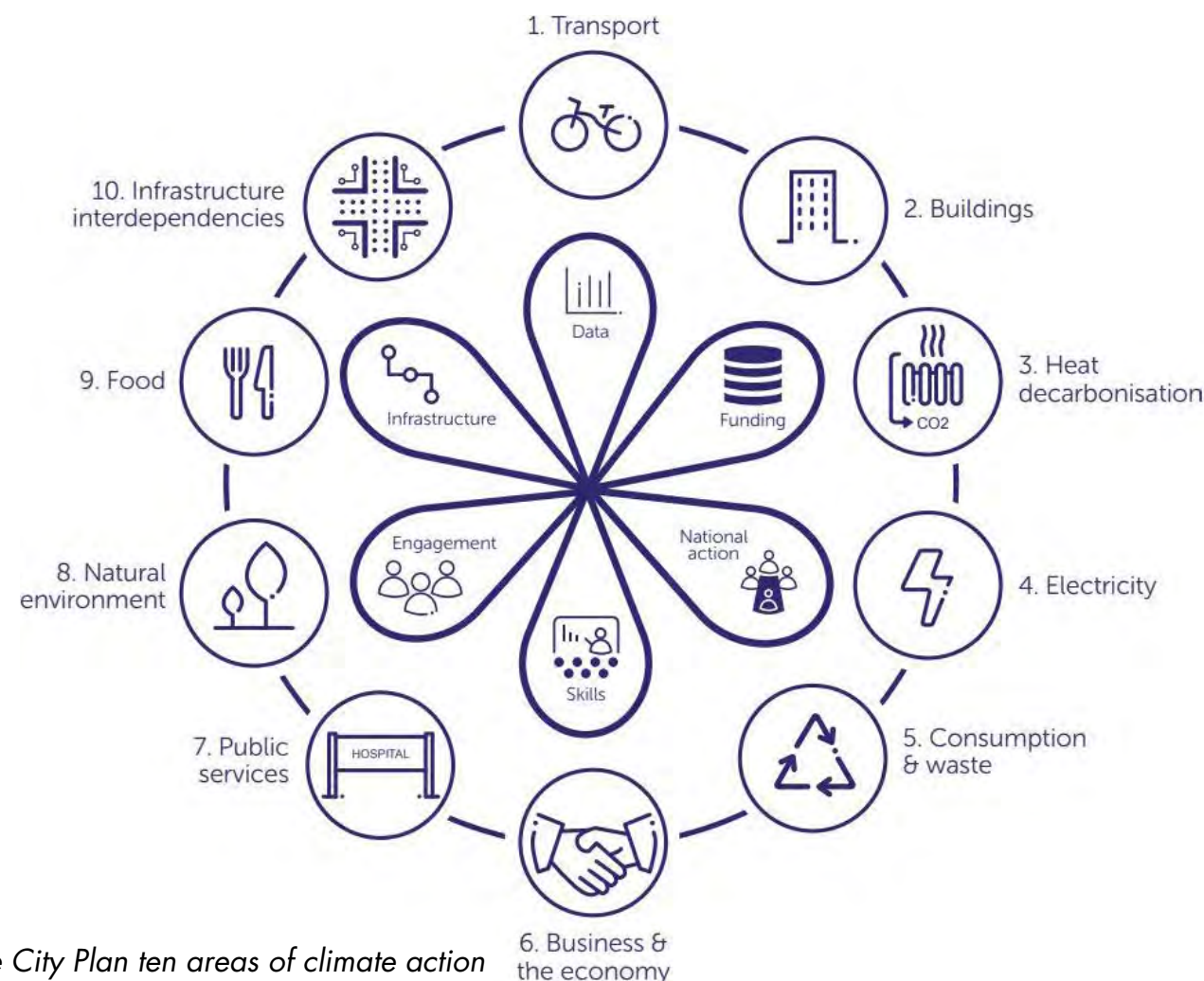
In 2019 Bristol became the first city in the UK to adopt a goal of achieving carbon neutrality by 2030. As part of the Temple Quarter Regeneration Area, new development in Mead Street will contribute to achieving this ambitious target.

The Bristol One City Climate Strategy (2021) sets out ten key areas where climate action is needed.

The Mead Street Regeneration Area is located in a highly sustainable location with local amenities and transport connections within a short walking or cycling distance. It is located with access to local heat network, allowing it to connect into zero-carbon heat sources.

The objective is to create a neighbourhood which as designed provides a route to net zero emissions without the need for retrofitting through energy efficiency, maximizing on-site, renewable power generation and connection to the Bristol City heat network.

An energy centre delivered through Bristol City Council owned Bristol Heat Networks will feed into the local heat network to supply homes and businesses with heat from renewable and low carbon sources such as the Floating Harbour and waste heat, with the objective of delivering zero carbon heat across the city.



One City Plan ten areas of climate action

Planning policy summary

The NPPF promotes the transition to a low carbon economy, by encouraging energy reduction. This will be achieved by using renewable resources and energy and reusing existing resources.

The Local Plan's suite of sustainability policies comprise of BCS13 (Climate Change), BS14 (Sustainable Energy), BS15 (Sustainable Design and Construction) and BS16 (Flood risk & water management).

Further guidance is provided within the Council's Climate Change and Sustainability Practice Note (2020).

Planning applications will be required to demonstrate compliance with these policies via a Sustainability Statements.

Draft Policies CCS1 (Climate change, sustainable design and construction), CCS2 (Towards zero carbon Development), CCS3 (Adaptation to a changing climate) and CCS4 (Resource efficient and low impact construction) build upon adopted policies, with an aim to create an urban environment that can adapt to the higher temperatures and more extreme weather events that are expected as a result of climate change, ensure that buildings will be comfortable to inhabit for their lifetime and set out a route to zero carbon development.

Compliance with the current adopted policies will be seen as a minimum sought from new development within the Mead Street Regeneration Area. Where developers can demonstrate that they have exceeded current local plan requirements, the benefits will be regarded as positive material considerations in the determination of planning applications.

Measures such as SuDS and street trees should be designed into public realm and individual developments at the outset to ensure the neighbourhood is adapted to the effects of climate change.

Path to net zero carbon

In accordance with adopted and emerging planning policy, developments within the Mead Street Regeneration Area should be planned in a way to reduce energy consumption, and aspire to achieve net zero energy use in relating to heating, cooling, lighting and power. Development should aim to meet its energy needs on site using renewable technology.

Development proposals in the Mead Street Regeneration Area should:

- Aim to achieve net zero carbon.
- Aim to achieve net zero emissions in relating to heating, cooling, lighting and power.
- Aim to meet its energy needs on site using renewable technology.
- Be resource efficient and have a low impact during the construction phase(s).
- Incorporate sustainable drainage and water management measures to reduce water use and surface water run-off.

Energy

All development should aim to achieve net zero carbon, including in relation to heating, cooling, lighting and power. New development must minimise energy demand and carbon emissions by adopting the energy hierarchy.

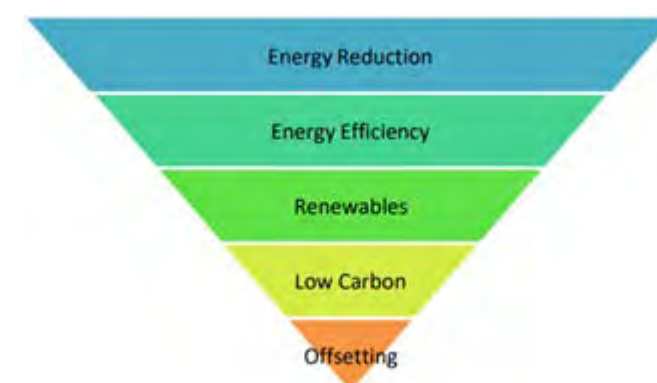
Development should embed the Energy Hierarchy within the design of buildings by prioritising

fabric efficiency, orientation and landscaping to minimise energy demand.

While fabric efficiency is essential to reduce lifetime running costs and energy demand, net zero will mean that homes are heated with a low carbon heat source and powered by renewable energy. To achieve this, developments will be expected to connect to the district heat network. Part L of the Building Regulations (2025) will deliver a significant reduction in emissions, but the use of solar PV to achieve a net zero is likely to be required.

To demonstrate how a development has achieved Net Zero Carbon, applications for planning permission within Mead Street should be accompanied with an Energy Statement as part of a Sustainability Statement. The Energy Statement should be used to demonstrate how proposals will reduce space heating demand, be efficient in respect of energy consumption and include on-site renewable generation to match the total energy consumption of the development.

Where on-site renewables matching total energy consumption is demonstrated not to be technically feasible or viable, renewable energy generation should be maximised as much as possible.



Energy hierarchy

Resource efficient and low carbon construction

Sustainability Statements should be used to demonstrate how the construction process can be resource efficient and low impact with respect to mitigating its impact on the environment, society, economy and climate change. This includes, the type, life cycle and source of materials; waste and recycling (during construction and in operation) and; opportunities to incorporate measures which enhance biodiversity.

Open spaces, green infrastructure and cooling

Detailed development proposals should take a proactive approach to mitigating and adapting to climate change to help create a climate resilient neighbourhood. Energy demand should be reduced through passive measures designed into the public realm and buildings from the outset.

Landscaped public open space and drainage systems will be required across the regeneration area. These spaces break up the urban environment, helping to provide evaporative cooling at night and thereby reducing the urban heat intensity.

Street level tree planting can also provide naturally shaded areas (e.g. in public spaces) and corridors between buildings and throughout the site (e.g. cycle tracks). Deciduous planting is encouraged as this can provide shading and privacy in the summer, whilst allowing sunlight and solar gains in the winter.

The height and positioning of taller buildings should optimise solar gain by avoiding overshadowing of other buildings including PV arrays, whilst providing street level shade during the height of summer.



London Plane street trees.

The regeneration of the area will seek to deliver biodiversity net gain by providing landscaping, tree planting and ecological features along active travel corridors. New development shall achieve a minimum of 10% biodiversity net gain across the regeneration area.

'Fabric first' approach

A "fabric first" approach to reduce energy demands should be adopted. This should be focused on reducing space heating and cooling demand through good building design and high construction quality.

Overall building layout, orientation and massing should be carefully considered to produce a beneficial Heat Loss Form Factor. A "fabric first" approach prioritises improvements to the building fabric energy efficiency, glazing performance and zero carbon heat sources.

Active design features such as daylight controls, building management systems with energy metering/reporting and heat recovery can reduce the energy requirement for heating the buildings.

Bristol Heat Network

The development of the Bristol Heat Network is considered key in helping Bristol to become a carbon neutral city by providing local businesses and housing with heat from low to zero carbon sources. The Bedminster network forms an integral part of Bristol City Council's plans for the network and is located in the Heat Priority Area.

In accordance with adopted planning policy new developments will be required to connect to the heat network where it exists, or will exist within the time-frame for construction. The Council (via Bristol Heat Networks) intend to deliver the proposed energy centre for the Mead Street area prior to the occupation of the first phase of residential development anticipated to come forward.

Selecting efficient and sustainable heating/cooling systems, in accordance with the adopted local plan heat hierarchy, is a priority for development in the Mead Street Regeneration Area.

This development brief takes account of the district heat feasibility work undertaken by the Council's Energy Service Team, which has identified a need to find a suitable location within the neighbouring Whitehouse Street Regeneration Area for an energy centre.

As detailed development proposals are prepared developers should contact Bristol City Council Energy Services team to discuss the heat requirement and profile, and occupation date.

Renewable energy generation

The delivery of low and/or renewable energy generation on site will improve the sustainability credentials and further reduce greenhouse gas emissions associated with the area. These are likely to include photovoltaic solar panels, solar water heating panels and heat recovery technologies such as mechanical ventilation with heat recovery and wastewater heat recovery, amongst others.

Options for "smart" grid technologies, such as active network management systems and energy storage (e.g. batteries and thermal storage), should also be explored in to increase the flexibility of the energy system and reduce peaks in demand and supply.

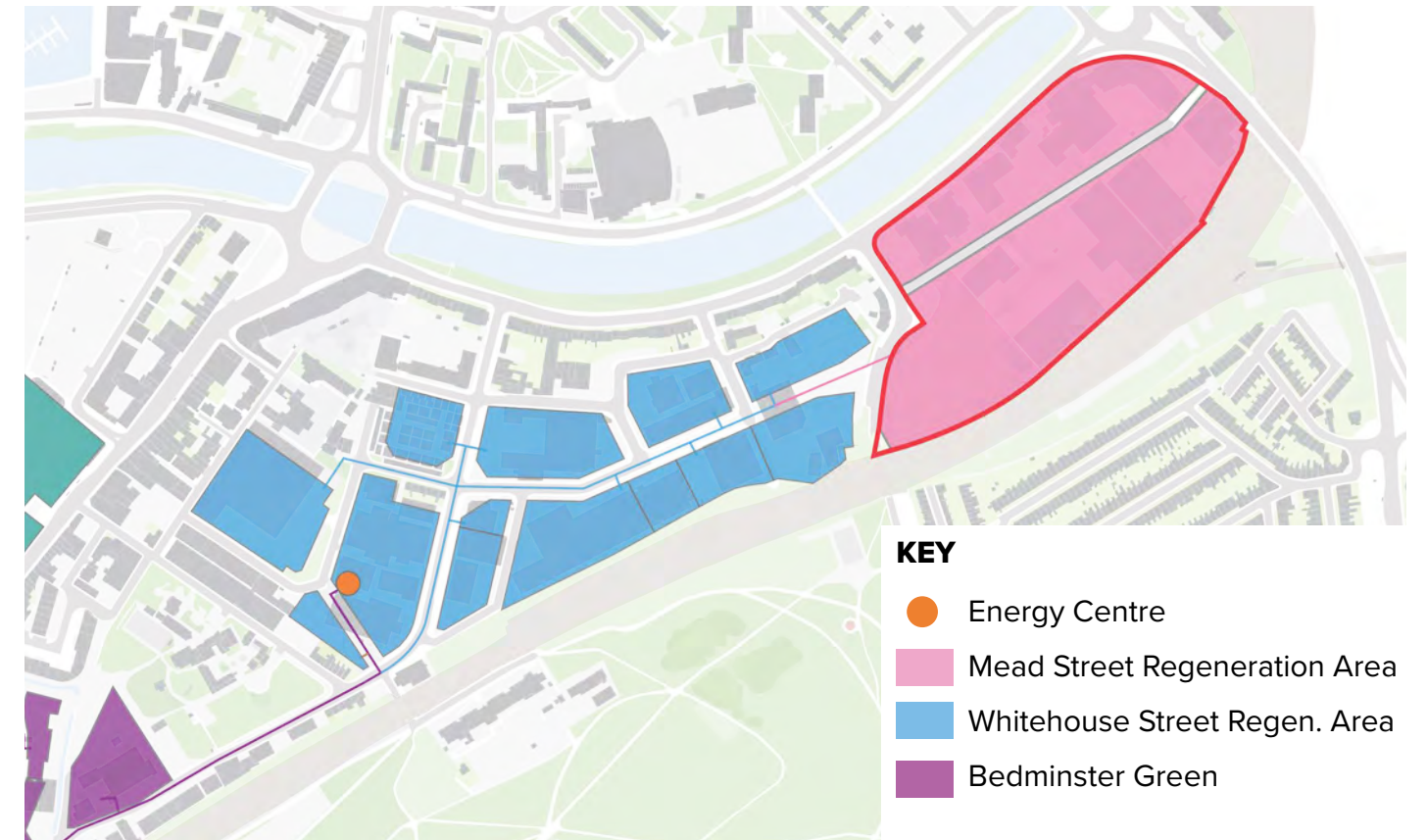
Detailed development proposals in the regeneration area will need to demonstrate how they have taken into account on-site renewable energy generation.

Transport carbon emissions

The transport sector now constitutes the largest contribution to UK CO₂ emissions, and have not shown a significant reduction in recent decades.

The Mead Street Regeneration Area is located in a highly sustainable location and regeneration should enable active travel and public transport for everyday trips, and reduce reliance on private motor vehicles.

This approach is at the heart of the movement strategy set out in section 4.1.



Proposed Bedminster district heat network



Installation of Redcliffe heat network



Installation of Bedminster heat network



Sustainability Checklist

The following checklist provides a range of key issues to consider when preparing planning applications for development that will accord with the development brief.

<i>Has energy demand been minimised through building design, layout, orientation and improvements in fabric efficiency, air permeability and ventilation. Does the scheme achieve an improvement of at least 10% against building regulations?</i>	
<i>Has the scheme been designed to connect to the heat network and has the secondary system been designed in accordance with the latest version of the Bristol Heat Networks Technical Specification to maximise overall system efficiency?</i>	
<i>Has the potential to generate renewable power on-site been maximised?</i>	
<i>Does the proposal take account of changes in the local climate during the lifetime of the scheme, and has dynamic thermal modeling and CIBSE TM52/59 been used to assess resilience to increases in average and peak summer temperatures between now and 2080?</i>	
<i>Does the proposal maximise the potential to use green/brown/blue infrastructure to enhance the ecological value of the scheme and increase resilience to projected changes in the local climate?</i>	
<i>Does the scheme enable the adoption of walking and cycling and the use of public transport and the transition to electric cars and delivery vehicles?</i>	

The following considerations summarise the technical input into the development of the.

Air quality

The regeneration area is located within the Bristol Air Quality Management Area (AQMA) which covers the city centre and parts of the main radial roads, including the M32. The AQMA was declared in 2001 for the exceedance of Nitrogen dioxide (NO₂), and Particulate matter (PM₁₀) pollutants. The surrounding air quality information gathered on York Road and the A4 show the area as having a 'low' air quality index (pollution) in February 2022.

At the time of writing, a Clean Area Zone (CAZ) is planned to be established in the summer of 2022 and will cover the majority of the city centre and surrounding roads, including the A370 and A4. This zone is expected to help improve air quality by reducing harmful levels of air pollution caused by traffic. The regeneration area will be adjacent to this CAZ.

Development within the regeneration area should, where possible, take into account the urban environment and reduce the quantity of pollutants generated during construction. Planning applications should include an Air Quality Assessment and ideally a Construction Environmental Management Plan.

Noise and vibration

The Mead Street Regeneration Area is expected to experience a high level of noise associated with road traffic, railway noise and commercial/ industrial sources. The regeneration area is encompassed by three roads to the west, north, and north-east (St Luke's Road, A370 York Road, and A4 Bath Road respectively), and a busy

railway line to the south. The regeneration area is within the Bristol Urban Area Agglomeration.

The design of the regeneration area should, where possible, take into account the urban environment and reduce the amount of noise generated both during construction and its operational phase, with particular focus on the impact noise can have on the amenity of nearby residents and businesses, and its impact on nearby residential properties. It will also be important to mitigate noise for sensitive areas, such as public open space. For example, this could be achieved with attention to building orientation, the locations of plant equipment and servicing/delivery areas.

As the proposed development will be sensitive to noise and is likely to be affected by existing noise sources. Planning applications should include a noise and vibration survey.

The policies identified within the Bristol Local Plan and Bristol Core Strategy relevant to noise are as follows:

- Policy BCS23: Pollution (Noise and Vibration); and,
- Policy DM35: Noise Mitigation (Noise).

Ground conditions

The Mead Street Regeneration Area is expected to be underlain by superficial Tidal Flat Deposits formed of mud flat and sand flat deposits, and River Terrace Deposits mostly formed of sand and gravel. Beneath these soils, bedrock comprising Mercia Mudstone mudstones and Redcliffe Sand Member sandstones is expected.

The natural ground is expected to be covered by a mantle of Made Ground of varying depths

associated with current and historic site usage. No significant geotechnical constraints have been identified; however piled foundations may be required for buildings with higher loadings.

Potentially contaminative historical land use has included activities such as railway sidings and associated good sheds/coal yard and more recently, fuel filling stations and automotive industries which could include above and below ground storage tanks. Further plot-based studies including intrusive ground investigation and risk assessment to determine remediation requirements will be required.

Utilities

Development within the Mead Street Regeneration Area should aim to minimise on-site energy use by using legislation, local and national policy and good practice as the basis of design.

Mead Street and York Road will continue to be the primary distribution routes for utilities, including water, gas, telecoms, drainage and electricity. However, some of these utilities may require local diversion and capacity enhancement. It is proposed that the new developments will connect to the Bedminster district heating network, as described in Section 4.6.

A proportion of the vehicle parking spaces should include active provision for electric vehicle charging. To accommodate this and the impact of new buildings, the two electricity substations within the regeneration area may need to be upgraded. If necessary, they could potentially be relocated to another appropriate location within the site.

5.0 Delivery & Implementation

5.1 Next steps

5.2 Infrastructure delivery



Policy overview

It is the role of local planning authorities in their decision-making capacity on planning applications to consider if unacceptable development could be made acceptable using conditions or planning obligations; planning obligations should only be used where it is not possible to address unacceptable impacts through a condition.

Planning obligations must meet all of the following tests, and be:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

Bristol City Council's Local Planning Policy requires development and infrastructure to be coordinated to ensure that growth in the city is supported by the provision of necessary infrastructure, services and facilities needed to maintain and improve quality of life and respond to the needs of the local economy.

This includes securing contributions for development towards:

- Measures to directly mitigate its impact, either geographically or functionally, which will be secured using planning obligations.
- Infrastructure, facilities and services required to support growth, which will be secured through Community Infrastructure Levy.

The list of infrastructure, facilities and services to which development may contribute towards will be subject to a case-by-case assessment for each planning application. The Council's

Planning Obligations Supplementary Planning Document (2012) provides detailed guidance on the range of matters that would form obligations within a Section 106 (s106) agreement.

This includes items such as affordable housing, community facilities, education facilities, library facilities, cultural facilities, transport infrastructure, commuted payments for maintenance of facilities provided, sustainable transport improvements, and parks and green spaces improvements.

Infrastructure

Each development will be expected to contribute, as appropriate, funds towards the provision of both strategic and local infrastructure which include, but is not limited to:

- Highway works to Mead Street including widened footways, cycle track and green infrastructure.
- New pedestrian links from Mead Street to St Luke's Road.
- A new pedestrian and cycle crossing across St Luke's Road.
- Children's play area improvements in Victoria Park.
- Accessibility improvements to Langton Street Bridge.

Off site contributions may also be sought for the ongoing maintenance of the above or other areas of public realm delivered as part of the regeneration of Mead Street.

Delivery

Funding for local infrastructure improvements that will be sought specifically for the Mead Street Regeneration Area that will be secured through s106 obligations. In accordance with the tests for contributions

and taking into account the location and scale of individual proposals and their likely impacts upon infrastructure, the local planning authority will determine, on a case-by-case basis, the proportion of funds to be secured from each planning application to mitigate, improve and provide new infrastructure.

Phasing

It is anticipated that the former Bart Ingredients premises on York Road and the area to the south of Mead Street are likely to be developed as the first phase. A full planning application for the York Road Bart Ingredients site was submitted in January 2022.

The timing of later phases will depend on the intentions of landowners and leaseholders on the remaining sites. It is anticipated that Fowlers of Bristol will remain on their current site. Should this position change in future then development on this site should be in accordance with the principles of this development brief, and reprovision of employment space should be considered at that time.

Temporary uses

Temporary or 'meanwhile' development is increasingly being used throughout many towns and cities to animate vacant and underutilised urban areas, pending more permanent regeneration. Bristol has successfully used this approach across many sites, including at the urban beach at Redcliffe Wharf, container uses Wapping Wharf, a range of temporary uses at Plot 3 within the Temple Quarter Enterprise Zone and temporary urban agriculture on the former Diesel Depot, Bath Road (the latter two being subject to Local Development Orders).

As the phased development occurs across the regeneration area, 'meanwhile' uses that can help

animate and enliven the area will be supported, subject to compliance with the relevant licences and permissions, including the need to obtain planning permission, where required.

Any meanwhile uses proposed would need to ensure that they safeguard local amenity and do not prejudice or harm business activity and trading both within and near the Mead Street Regeneration Area.

Case Study: Blue House Yard



A temporary mixed use development of creative, retail and community space in the vacant car park of a council office building in Haringey.

The spaces are intended as stepping stone spaces for local businesses to grow and become established by providing small, low rent spaces with no up-front deposits and flexible terms.

The development is managed by a social enterprise, Meanwhile Space CIC.

Many of the large industrial units in the Mead Street area have car parks or yards that could be used for temporary development.

5.2 Infrastructure delivery

Infrastructure delivery

Each development will be required to contribute to the delivery of on or off site infrastructure. This table summarises the infrastructure required to deliver the key aspirations for the regeneration area and to ensure that development is acceptable in planning terms.

Public Services

The increased population resulting from new development may put pressure on the local services and facilities such as schools, healthcare and public open space. In the Mead Street area there is currently primary school capacity to accommodate the likely increase in children resulting from the proposed Mead Street regeneration.

There are limited secondary school places in the area and this could be addressed in various ways, including the possible delivery of a new secondary school at Silverthorne Lane or through the potential allocation of Strategic Community Infrastructure Levy (CIL).

The majority of new development at Mead Street will be required to contribute towards CIL. Local healthcare provision is planned by the NHS through Clinical Commissioning Groups (CCG) and is not currently funded through developer contributions. Bristol City Council will liaise with the local CCG to inform them of planned growth in Bristol, including Mead Street, to assist in planning future healthcare provision in Bristol.

The provision of public open space and play provision within the Mead Street area forms part of the requirements of this development brief and is anticipated to be delivered as part of wider development proposals that come forward under planning applications.

Infrastructure	Description	Purpose	Timing / Delivery
Active travel route	3.0m Segregated cycle track with 3.5m footways along Mead Street with associated green infrastructure zone and informal crossings to the new pedestrian links. See p.37-41	To deliver part of a new active travel (walking and cycling) corridor from Bristol Temple Meads Station to Bedminster via Mead Street and the Whitehouse Street Regeneration Area. Improvements to enable active travel are required to provide alternatives to car use in a sustainably located neighbourhood.	To be delivered with s278 highway works as part of the first phase of the development area to the south of Mead Street. Early implementation is required to ensure necessary infrastructure is provided for early occupiers.
Pedestrian links	Two new pedestrian links connecting Mead Street to York Road. See p.39	To improve pedestrian permeability through the area and embed walking as the natural choice for short journeys. Pedestrian permeability will help enliven and activate the streets in the new neighbourhood.	To be delivered as development plots come forward for development. Where the proposed pedestrian links are astride plot/ownership boundaries (eg the Royal Mail / Barts Ingredients boundary) provision should be made for delivery in part in the interim.
St Luke's Road crossing	A segregated pedestrian and cycle crossing over St Luke's Road. See p.41	To connect the active travel corridor on Mead Street to Princess Street, and to improve access across St Luke's Road from Mead Street to Victoria Park and Langton Street Bridge.	To be delivered in the first phases of development alongside the active travel route, either as s278 highway works or through s106 contributions.
Langton Street Bridge	Accessibility improvements to Langton Street Bridge. Details of proposed solution to be determined by future detailed design work.	To enable step free access for all users such as wheelchair users, buggies, cycles etc. The current bridge approach is made via flights of steps at either end.	Improvements to be delivered and co-ordinated by BCC.
Public transport route	Safeguarding a potential public transport route through Mead Street. Realignment of the carriageway width should meet the requirements of this route. See p.41	To ensure that potential public transport route options (including mass transit routes) are not compromised by new development in the Mead Street area.	No works are required as part of the regeneration of Mead Street, however development must safeguard the land required (between Fowlers and the current Europcar premises) to allow access to Mead Street from Bath Road.
Children's play area	On site children's play space. and contributions to enhancement of local play areas in Victoria Park. See p.57	To contribute to redressing the shortage of dedicated children's play space in the wider area and to ensure this is not exacerbated by new development.	Developments will be expected to provide Local Area Play within the Mead Street Regeneration Area for younger children, and contributions may be sought for improvements to Locally Equipped Play Space in the wider area.
District heat network	Extension of the Bedminster district heat network to serve Whitehouse Street and Mead Street Regeneration areas. See p.68	To ensure that new developments can connect to a low carbon heat source from the outset and ensure that they meet Bristol's objective to become carbon net zero by 2030.	The district heat network will be delivered by Bristol Heat Networks, including a new energy centre in the Whitehouse Street area. Developments will be expected to make provision to connect to the network.

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