WESTERN HARBOUR
THE WESTERN
GATEWAY TO BRISTOL

DEVELOPMENT FRAMEWORK - DRAFT FOR CONSULTATION

You can request alternative formats of this document by contacting: western.harbour@bristol.gov.uk

Bristol City Council

West of England Combined Authority

Lifschutz Davidson Sandilands
Architects Design consultants Urban planners

What is a draft for consultation document

Last year we shared the ideas for the area's future, since then we've developed those ideas into the draft Development Framework, now we're inviting you to review the document and tell us what you think. We see the Framework as a recipe for building on the assets of Western Harbour and the surrounding communities to create a dynamic place, which encourages movement through diverse landscapes.

This Development Framework is presented as a **Draft for Consultation**. Alongside the endorsed vision, the document reflects the Council's current position, with proposals subject to consultation and may be amended in response to feedback before a final version is considered for endorsement by Committee.

The purpose of publishing a draft is to invite feedback from residents, businesses, stakeholders, community organisations, landowners, and other interested parties. Consultation responses will help refine the framework, ensuring that it reflects local priorities, opportunities, and challenges.

Following the consultation period, all feedback will be carefully considered and may lead to amendments before a final version of the Framework is prepared for formal consideration by Committee and endorsed.

The design and integration of public realm and flood defence infrastructure will continue to be coordinated with the Avon Riversides 2100 project.

We hope these proposals excite you about the future of Western Harbour.

A key regeneration opportunity for Bristol & the West of England



Bristol is the Core City at the economic heart of the West of England and a city that continues to grow and change. Western Harbour represents one of the most significant opportunities to shape that growth, bringing together investment in flood defences, new homes, public spaces and sustainable transport in a highly prominent waterfront location that has national significance. As the western gateway to our city centre, the area presents a rare chance to reshape a key part of Bristol, creating a place that is better connected, more resilient and fit for the needs of future generations.

Building on Bristol's maritime heritage, Western Harbour provides an opportunity to create a place that responds to the challenges of the future. New homes, public spaces, improved connectivity and greater climate resilience can help ensure this important part of the city continues to contribute to Bristol's prosperity and wellbeing.

The scale of change proposed has the potential to make this a nationally significant waterfront regeneration project, delivering benefits for local communities and for Bristol as a whole. The Development Framework sets out a long-term plan for how the area could evolve over the coming years, guiding investment and development while helping to ensure that change delivers lasting benefits for residents, businesses and the city.

I would like to thank everyone who has taken the time to share their views and ideas as this work has developed. The level of interest reflects the importance of this area to the city and the strength of feeling about its future.

As this document is published for consultation, I look forward to hearing your views on the proposals it contains. Your feedback will help shape the final Development Framework and help ensure it reflects the aspirations of local communities, businesses and stakeholders.
I encourage everyone with an interest in the future of Western Harbour to take part in the consultation and share their comments

Cllr Tony Dyer, Leader of Bristol City Council



Figure 01: *View looking west towards B Bond Warehouse and Clifton Suspension Bridge from Ashton Meadows © CB Bristol Design*

The opportunity

Executive summary

Western Harbour represents one of the most significant and transformative regeneration opportunities in the West of England.

Positioned as the western gateway to Bristol's city centre, this historic waterfront quarter is currently dominated by a largely redundant road network. However, as the site is predominantly under Bristol City Council freehold, there is a significant opportunity to reclaim this under-utilised land. By aligning critical flood resilience works with strategic urban planning, the city can transform an asphalt-heavy landscape into a resilient and vibrant destination.

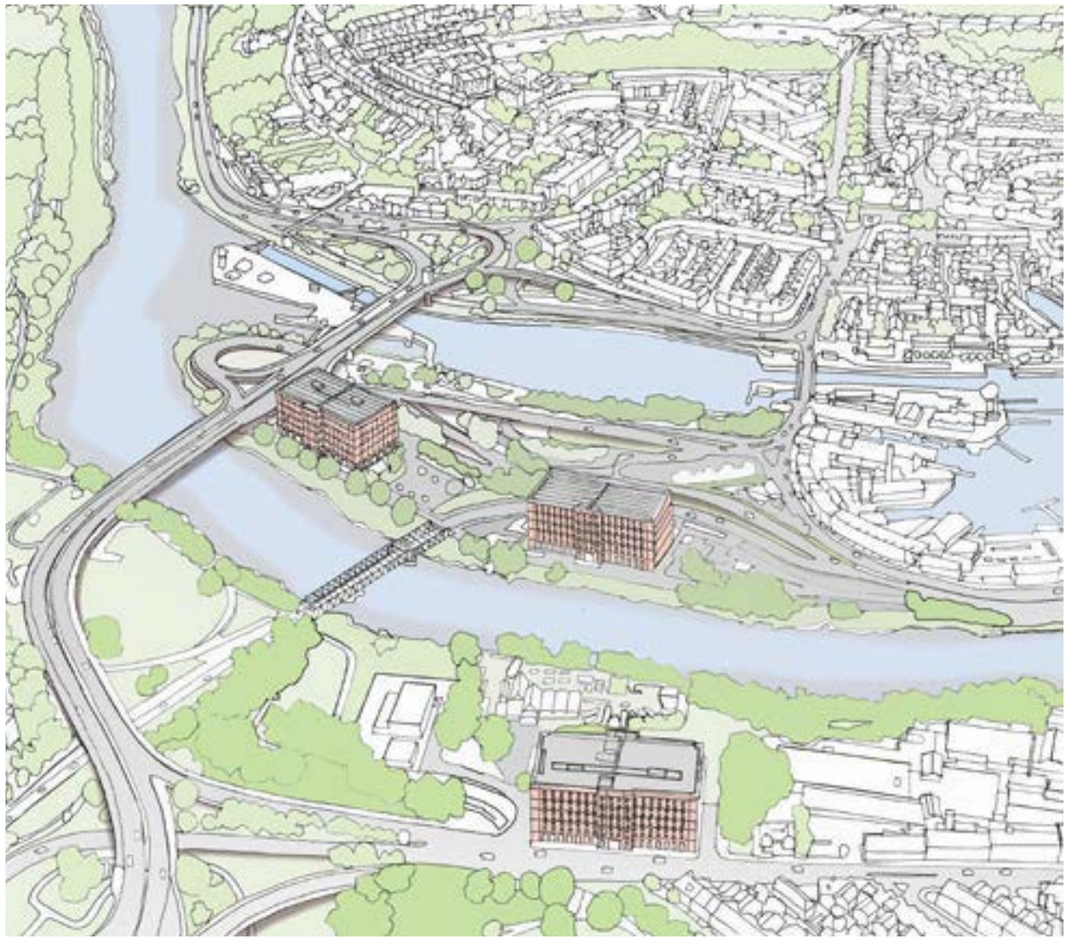


Figure 02: *Sketch of the Western Harbour site today from above, looking towards Hotwells*

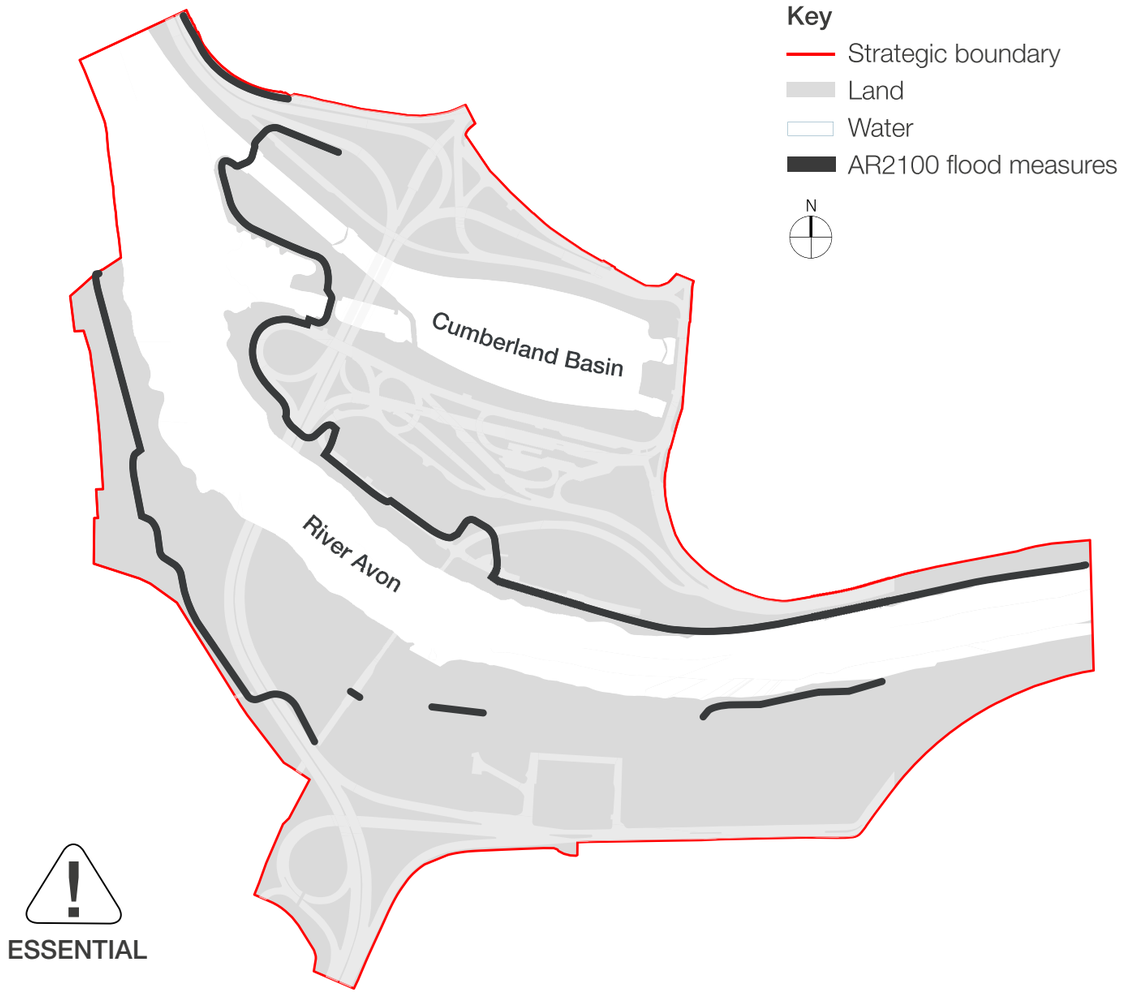
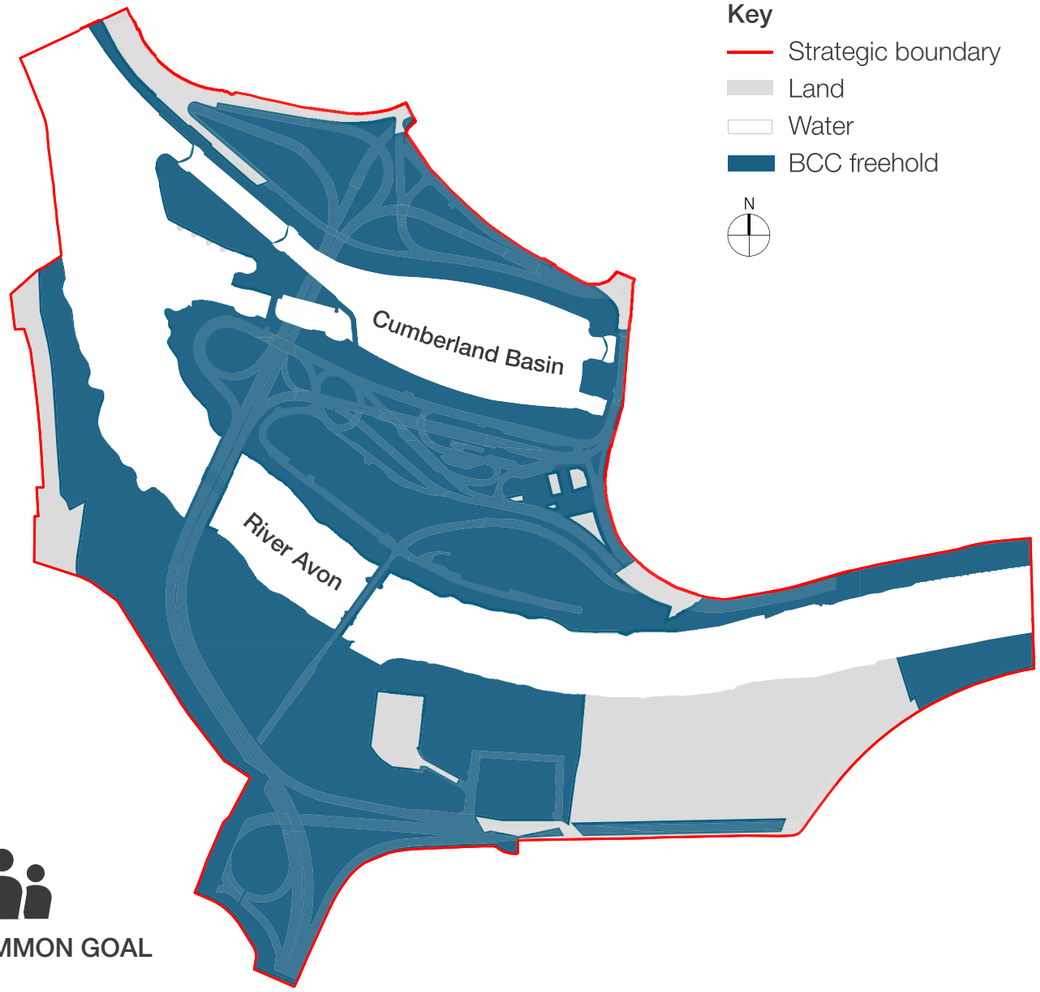


Figure 03: *Plan indicating the AR2100 flood measures in Western Harbour*

Avon Riversides 2100 (AR2100)

Necessary to provide permanent protection for the city and safeguard existing communities from extreme flood events, the AR2100 flood defence measures are vital infrastructure that must be introduced regardless of any wider development plans. These measures underpin the ambitious urban renewal of Western Harbour, and rather than acting as a purely utilitarian barrier, can be integrated directly into the wider landscape to create a safe, biodiverse and active waterfront quarter.

The opportunity



COMMON GOAL

Figure 04: *Plan identifying council freehold land in Western Harbour*

Bristol City Council (BCC) land ownership

Unlocking this quarter's potential is simplified by Bristol City Council owning the vast majority of the land, much of it within the Statutory Harbour Authority Estate. This unified public ownership provides a rare and strong strategic position that avoids complex private land assembly, enabling the council to drive a cohesive, design-led vision. It ensures future development serves the public good - delivering sustainable, high-density housing that supports new enterprise and creates thriving community spaces designed for the long-term benefit of all residents.



CATALYST

Figure 05: *Plan identifying the existing road network in Western Harbour*

Road infrastructure

The catalyst for this transformation lies in dismantling the vehicle-heavy infrastructure that currently divides the landscape. A massive portion of prime waterfront space is currently occupied by a largely redundant road network and sprawling flyover systems. By rationalising these surplus roads, the development can reclaim over two hectares of underutilised asphalt. Reclaiming this space effectively removes the physical barriers dividing local neighbourhoods while freeing crucial land for much-needed new homes.

Figure 06: *Aerial photograph of Plimsoll Swing Bridge during the swing operation*

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Credits

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01. INTRODUCTION

Introduction

01.01 Area of growth and regeneration

Evolving Bristol

Western Harbour is the western gateway into Bristol, forming part of Central Bristol and Bristol's City Centre as identified within the Local Plan Review (Bristol Local Plan 2022 to 2040). The combination of established public transport links, capacity for high-density housing and the potential for social infrastructure investment reinforces Western Harbour's status as a priority regeneration area.

With a target to deliver at least 34,650 new homes by 2040, a significant proportion of this growth is focused on locations that promote sustainable development, particularly within the City Centre. To support Bristol in achieving this objective, Areas of Growth and Regeneration *(Figure 07)* have been identified as offering the most significant opportunities for regeneration.

Key

- Bristol City Centre
- Bristol City Council extents
- Neighbouring local authorities
- Western Harbour Area of Growth and Regeneration
- Central Bristol Area of Growth and Regeneration
- Wider Bristol Development Areas
- North Somerset Development Areas *(note: outside of Bristol City Councils boundary)*
- River / waterway
- Road
- Railway / railway within tunnel
- Railway stations

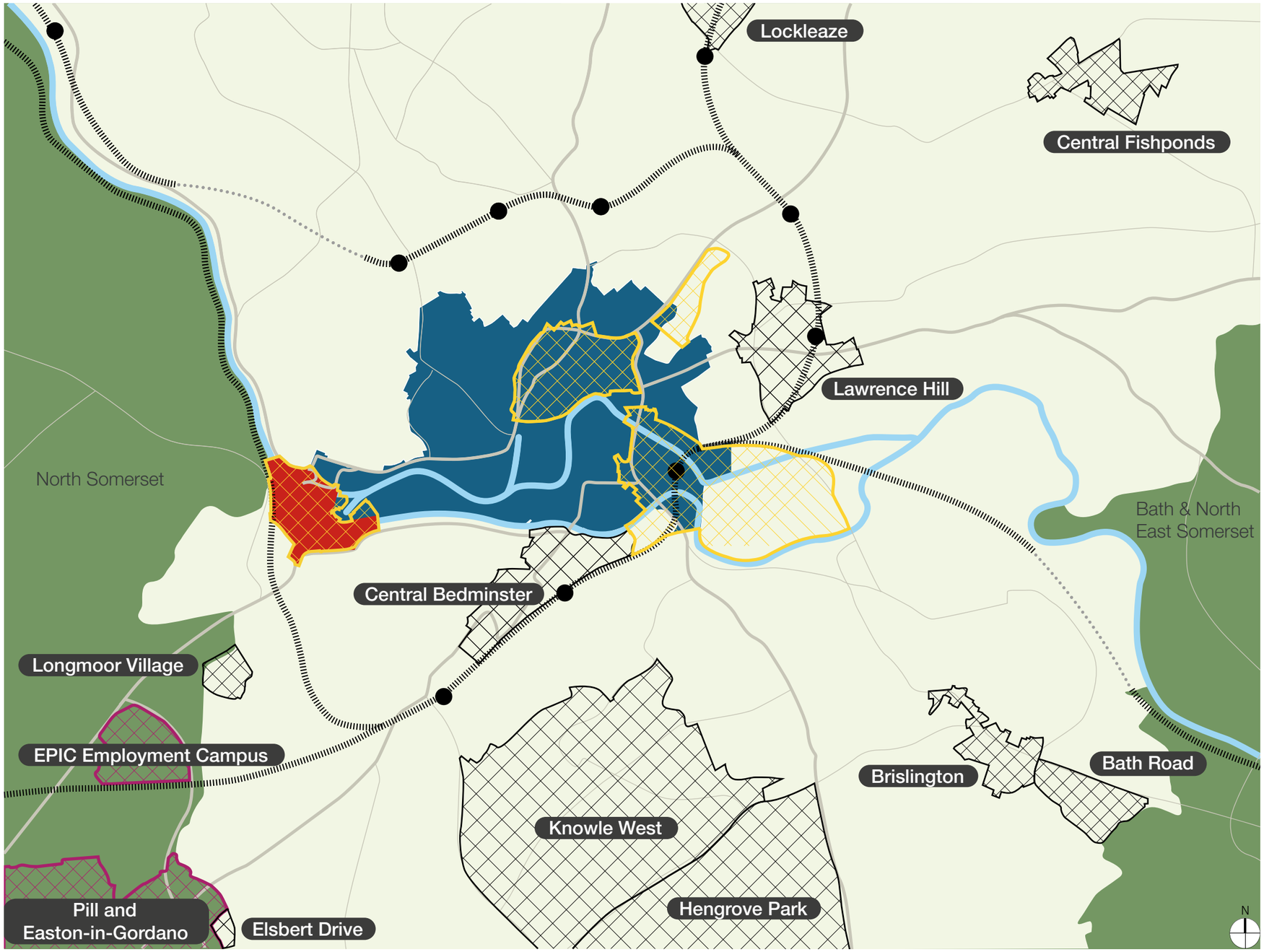


Figure 07: *Plan identifying the wider Areas of Growth and Regeneration within Bristol and North Somerset*

Introduction

01.01 Area of growth and regeneration

West of England Growth Strategy context

Over the next 15 years Bristol will undergo a significant transformation, responding to the needs of a growing population while strengthening its role as an engine for regional growth across the west of England. This growth needs to accommodate development, but to ensure that prosperity is shared and that new investment contributes positively to communities across the region.

The West of England's Growth Strategy supports this wider ambition. Growth Areas are identified in the strategy and are recognised for their national importance and capacity to attract long-term investment. Western Harbour sits within the Central Bristol & Bath Growth Zone which is particularly notable for its infrastructure planning, major regeneration programmes and innovative economic base. With substantial opportunities for housing and mixed-use development, the area is positioned to play a central role in delivering inclusive regional growth.



Figure 08: *Front cover of the West of England Growth Strategy (Bristol Pride © Dan Weill)*

Introduction

01.02 Stakeholder engagement

Statement of consultation

Bristol City Council is committed to actively engaging with communities, businesses, and developers to bring the vision for Western Harbour to life. We recognise that the most successful regeneration happens through an iterative, open dialogue with the people who know the city best.

This collaborative journey started in 2021 and has evolved across extensive, and dedicated, phases of engagement. At the very heart of this process has been the Harbour Hopes consultation which set the guiding vision for all future work. Also instrumental to the process has been the Western Harbour Advisory Group (WHAG). Comprised of passionate community representatives from the surrounding area, WHAG worked closely alongside the Council and the masterplanning team. They brought vital community insights to the table, helped steer the overall direction of the project, and championed the vision in their wider neighbourhoods.

Local voices have genuinely driven the direction of Western Harbour. Public consultation on The Draft Masterplan took place in Autumn 2024 and Spring 2025, with the invaluable findings gathered during these periods directly informing the development of The Draft Masterplan. Every comment received was carefully considered, leading to tangible changes that are now reflected in this Development Framework.

As we move forward through the formal consultation phases of 2026/7, the principles and parameters distilled within this document stand as a direct testament to the power of community collaboration.



Figure 09: *Photograph from a Design Review Panel tour (25.02.25)*



Figure 10: *WHAG meeting on (16.07.24)*



Figure 11: *Public consultation (23.10.24)*



Figure 12: *Public consultation (26.10.24)*



Figure 13: *Outdoor display (07.11.24)*

Introduction

01.02 Stakeholder engagement

DETAILS TO FOLLOW 2026/7 ENGAGEMENT PERIOD

Figure 14: *Details to follow 2026/7 engagement period*



Figure 15: *Extract from Harbour Hope, A vision for Western Harbour*



Figure 16: *Shape My City (13.11.24) © Design West & Paul Blakemore*



Figure 17: *Bristol Legacy Foundation workshop (10.02.25)*



Figure 18: *Staffed exhibition (01.03.25)*



Figure 19: *University of West England reverse crit (07.03.25)*



Figure 20: *Plimsoll Swing Bridge control tower, 1969 © Know Your Place*

Introduction

01.03 Readers guide: context

What is an Area of Growth and Regeneration?

The Bristol Local Plan Review identifies several Areas of Growth and Regeneration across the city; five of these are within or overlap with Bristol's City Centre. These are:

- Western Harbour
- Broadmead, Castle Park and the Old City
- Frome Gateway
- Bristol Temple Quarter
- St Philip's Marsh

The designated areas aim to help meet the needs of a growing population by providing new and affordable homes, promoting infrastructure investment, stimulating business activity and supporting the growth of local services.

They are the primary focus areas for the Urban Living policy, creating characterful areas where residents can live, work and socialise while relying on sustainable transport.

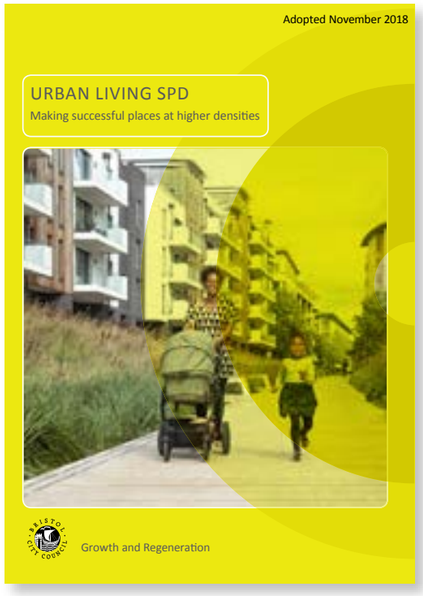


Figure 21: *Urban Living SPD - making successful places at higher densities*
© Chris Bahn © Bristol Design

What is Urban Living?

Urban Living is guided by the Urban Living SPD (adopted November 2018), which defines it as:

> *Urban living is all about the creation of compact, characterful and healthy urban areas where people can live, work and play with good access to high quality walking and cycling linkages and public transport. Such an approach looks to making the best use of urban land and building at optimal densities, adopting creative approaches to mixing land uses, and delivering a high quality public realm. Densities are optimised by balancing the efficient and effective use of land, with aspirations for a positive response to context, successful placemaking, and making quality homes.*

Why is this Development Framework needed?

A Development Framework sets out guidance to coordinate the regeneration of Western Harbour in line with Bristol's wider strategic objectives. The area's maritime and industrial heritage provides a strong foundation for a distinctive, character-led approach to development, offering a valuable opportunity to embed the local character into the development.

At the same time, the presence of complex infrastructure, flood protection requirements and diverse stakeholder interests mean that change must be guided by a clear and coherent structure. New development can place pressure on the existing built fabric and risks diminishing the area's intrinsic value if not carefully managed.

By recognising the varied character and multiple interests that shape Western Harbour, this Development Framework establishes a shared structure for future delivery partners. It guarantees that the area's unique qualities are celebrated, its heritage sensitively considered, and that future development needs are balanced to unlock Western Harbour's full potential.

What will this Development Framework do?

This document explains the Council's aspirations for placemaking, housing delivery and the necessary infrastructure required - setting out how the planning, design and delivery processes work together to achieve this vision.

The Framework establishes guidance to achieve the following:

- Providing high-quality, sustainable, and affordable homes to meet the needs of the city's residents.
- Creating seamless connections linking communities north and south of the River Avon - prioritising active travel.
- Protecting the unique historical and architectural assets of the area and integrating them into an enhanced landscape.
- Promoting low-car lifestyles, fostering biodiversity, and making the best use of urban land.
- Creating opportunities for leisure, tourism, and community activities in a prosperous environment.
- Enhancing flood protection while improving ecological value and creating high-quality green spaces.

Who should use this Development Framework?

This Development Framework establishes a clear strategic direction for Western Harbour. It provides confidence for investment decisions, becomes a material planning consideration, demonstrates the Council's commitment to delivery and supports future investment opportunities. It is primarily intended for the following groups to shape development proposals:

- Landowners
- Developers and Design Teams
- Council Officers
- Local Stakeholders and Community Groups

Introduction

01.04 Readers guide: how to use this document

Example

This structure of this Development Framework is intended to support clarity and ease of navigation, allowing key principles, opportunities and spatial guidance to be communicated clearly and consistently. Each section combines concise explanatory text with diagrams, illustrations and supporting figures to demonstrate how the guidance should be interpreted and applied.

Adjacent is an example page, this is to be read in conjunction with the annotations below:

01) Chapters: There are 9 chapters total. Chapter numbers appear only on the opening spread of each chapter, helping readers quickly identify where they are within the wider document.

02) Cross-referencing chapter numbers: Each heading begins with a four-digit reference number. The first two digits indicate the chapter in which the content sits. The second two digits identify the section position within that chapter.

03) Summary heading: Each sub-heading is followed by an opening statement. This statement outlines the core context, challenge, or objective addressed on that page to give readers an immediate understanding of the page's purpose.

04) Supporting text: Where further explanation is needed, supporting text expands on the opening statement. This may include background information, clarifications, or additional narrative to help readers understand the rationale behind the content.

05) Key items / outcomes: Key information is highlighted using blue text boxes. These boxes draw attention to the most significant elements of the page. These are typically aims, deliverables, or essential considerations that underpin the topic.

06) Consultation / engagement context: Findings from multiple rounds of consultation have been quantified, and where appropriate/relevant, extracts are provided to demonstrate feedback that has informed key decisions. These are denoted with the indicated % symbol.

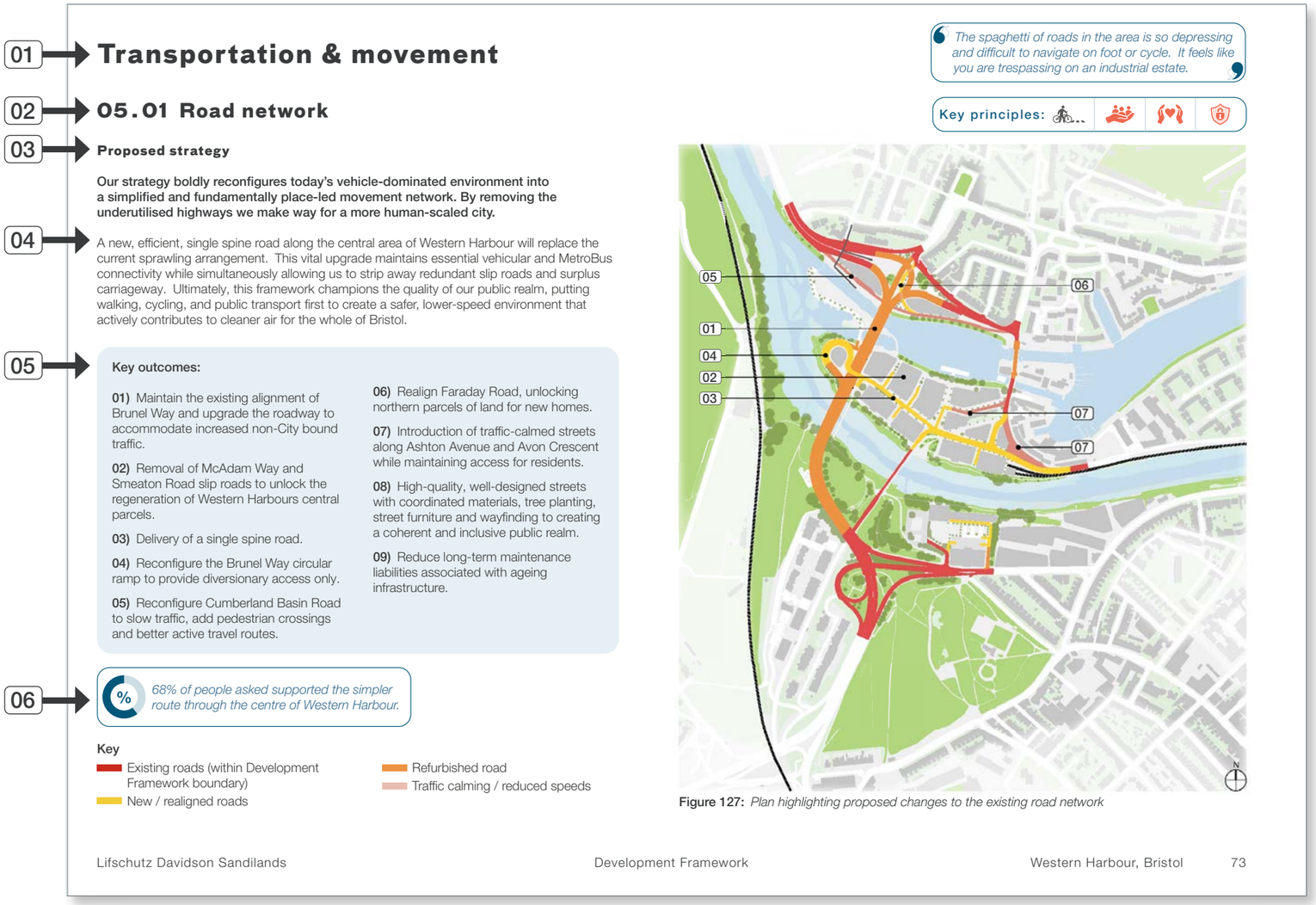


Figure 22: *Example page depicting the typical Development Framework pages - for illustration purposes only*

Introduction

01.04 Readers guide: how to use this document

07) Individual quotes or statements reflecting public feedback: Throughout the consultation process, individuals provided comments that help articulate public sentiment. Where a specific quote is available, it is shown as an individual statement. Where no direct quote exists but a clear pattern emerged, a generalised consensus statement is provided. These are denoted by the following symbols:

Individual statement

General sentiment

08) Key principles: The Harbour Hope vision identified 24 development principles that guide the regeneration of Western Harbour. Icons for each of these principles are used throughout the document to demonstrate where a particular principle is being addressed - *see section 03.01 for further information.*

09) Primary illustrative material: Most pages contain a reference map or image to support the points highlighted in the 'Key items / outcomes' boxes, helping readers understand how the principles translate into spatial or design outcomes.

10) Specific reference numbers: Where 'Key items / outcomes' relate to a particular element of the illustrative material, they are pinpointed to show exactly which part of the diagram they correspond to.

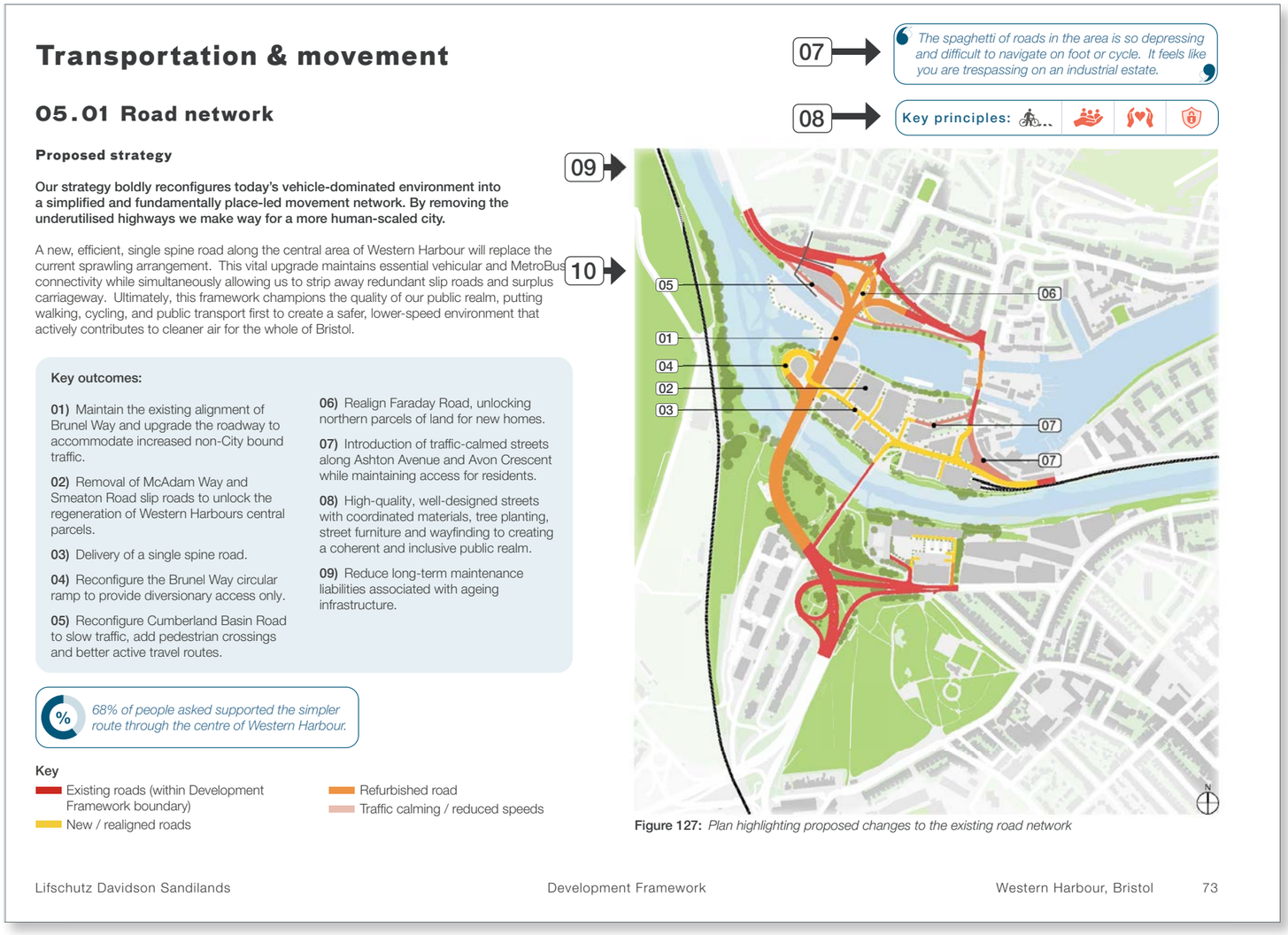


Figure 127: *Plan highlighting proposed changes to the existing road network*

Figure 23: *Example page depicting the typical Development Framework pages - for illustration purposes only*

Introduction

01.05 Readers guide: Planning landscape

01 National Planning Policy Framework (NPPF) (December 2024)

Key NPPF guidance and background information includes:

- *Planning Policy Guidance (PPG)*
- *United Nations 17 Global Goals for Sustainable Development (agreed to pursue in the period to 2030)*

02 Bristol Local Plan Review

Key local plan guidance includes:

- *Affordable Housing Practice Note (July 2022)*
- *Delivery of First Homes in Bristol (July 2022)*
- *Planning a Healthier Bristol (February 2013)*
- *Climate Change and Sustainability (July 2020 & June 2023 Addendum)*
- *Flood Risk Sequential Test Practice Note (August 2013)*
- *Government's Housing Standards Review: Operation of Bristol Local Plan Policies (March 2021)*
- *Public Art and Cultural Activation Tool-kit*
- *Space Standards Practice Note*
- *Waste and Recycling Storage and Collection Facilities (March 2022)*
- *Travel Plan Guide for New Developments (September 2024)*

03 Other guidance of 'material consideration'

Key guidance includes:

- *Urban Living SPD, Making successful places at higher densities*
- *Managing the development of house in multiple occupation SPD*
- *Planning Obligations SPD*
- *Archaeology and Development SPD*
- *Harbour Place Shaping Strategy (HPSS)*
- ***Western Harbour: The Western Gateway to Bristol Development Framework***

Figure 24: *Hierarchy indicating where the Bristol Western Harbour Development Framework sits in relation to other planning policies*

Wider Planning policy

This Development Framework sits within a hierarchy of planning policy *(Figure 24)*.

This Framework, and any subsequent site development, must comply with both the National Planning Policy Framework (NPPF) and Bristol's local planning policies.

Bristol's Local Plan: current and emerging plans

Bristol's planning policies are currently transitioning. The Local Plan (Core Strategy, 2011 and related documents) covers the period up to 2026. The Local Plan Review is expected to be adopted in late 2026 and will cover the period up to 2040.

This Development Framework aligns with Bristol's emerging Local Plan, where Western Harbour is specifically identified as an Area of Growth and Regeneration capable of supporting significant sustainable development. Once endorsed by Bristol City Council, this Framework will be of 'material consideration' - meaning it must legally be taken into account when assessing future planning applications.

Bristol's Local Plan: Area designation policies

The emerging Local Plan contains two area-specific policies that guide Western Harbour: Policy DS1 (Bristol City Centre) and Policy DS4 (Western Harbour).

Policy DS1 establishes Bristol's City Centre as a regional focus for growth and investment. It promotes high-density, mixed-use development to deliver homes and jobs in a sustainable manner. The policy recognises that improving social inclusion and community cohesion is vital to successful regeneration. This is especially relevant for Western Harbour, given the physical barriers (like the highway network) that currently separate the area from the wider city.

Western Harbour is identified as a distinct character area within the City Centre and is considered highly suitable for major regeneration.

Policy DS4 promotes Western Harbour as a new city quarter. It outlines how the site must meet specific local challenges, including delivering flood resilience measures, establishing new public transport connections, reducing reliance on private vehicles, creating a high-quality public realm, improving access to the water, and guaranteeing long-term adaptability to climate change. These goals sit alongside the delivery of new homes and supporting infrastructure.

Finally, Policy DS4 highlights the importance of Western Harbour's historical assets. Future development proposals must respond sensitively to these structures, paying particular attention to their setting and the key views across the site and surrounding landscape.



Figure 25: *River Avon's southern bank c.1905 © Detroit Publishing Company*

02. EXISTING CONTEXT

Existing context

02.01 Western Harbour today

> *This area has so much potential and is currently very car heavy, but it's a really special place that is not celebrated.*

Location of the Development Framework

Western Harbour is at the western edge of Bristol, where the city ends and countryside begins, and offers spectacular views along the River Avon toward the Clifton Suspension Bridge.

Waterways surround much of the Site with four bridges crossing Bristol's River Avon, Cumberland Basin and the Floating Harbour. Brunel Way forms a western corridor via Avon Fixed Bridge and Plimsoll Swing Bridge. The corridor leading to the east follows the historic Ashton Avenue Bridge (a former double-decker rail and road crossing) over the River Avon and Junction Swing Bridge to the east of Cumberland Basin. Aside from Ashton Avenue Bridge, these crossings heavily prioritise motor traffic over walking, wheeling and cycling.

The dual carriageway running north-south dissipates into a series of curved ramps on the Hotwells side of Western harbour, with a further collection of ramps overrunning the central parcel of land on Spike Island. This network was seemingly designed to accommodate diversionary traffic when the Plimsoll Swing Bridge opens, although it now does so relatively rarely.

Wihtin this road network the bonded warehouses dominate the scene by virtue of their height, bulk and strident red brick, with few other buildings around them. Other historic assets are found across the Site *(Section 02.04)*.



Figure 26: *Aerial photograph of Western Harbour, 2021 © CB Bristol Design*

70% of people asked placed a high to very high importance on providing new homes that do not dominate the listed warehouses

Existing context

02.01 Western Harbour today

The Development Framework is shaped by the Strategic Boundary. Situated within Bristol's City Centre, at the western end of the Floating Harbour, a complex road network dominates its character. By simplifying this network, Western Harbour can be re-imagined as the following character areas:

01 **Hotwells Reach:** Located north of the River Avon, it forms part of Bristol's City Centre. The boundary follows Hotwells Road, Dowry Place, and Oldfield Place. It also includes the elevated flyover system north of Cumberland Basin.

02 **Cumberland Wharf West** &

03 **Cumberland Wharf East:** Situated between the River Avon to the south and Cumberland Basin to the north. It extends east toward Avon Crescent, continuing parallel to the former railway line and Cumberland Road. This is also within Bristol's City Centre.

04 **Ashton Riverside:** To the south, the boundary follows Coronation Road, Clift House Road, Jessop Underpass, and Brunel Way. Ashton Meadows forms the western perimeter, with the former Portishead Railway reinforcing the Strategic Boundary edge.

Figure 27: *Plan outlining the Western Harbour Development Framework boundary*



Existing context

02.02 Existing land use

Existing land use: summary

Western Harbour will reconnect and strengthen the communities around it. By turning fragmented infrastructure into a clearer, welcoming landscape, the framework enhances links between Hotwells, Southville and the wider city.

Reducing road infrastructure dominance will open up movement, access and shared public spaces to create a community focused waterfront that supports everyday life and strengthens neighbourhood relationships. This shift will help establish the waterfront as a distinctive, character rich destination that protects existing employment assets and helps drive long-term investment.

Summary (context):

- Western Harbour sits within a predominantly residential context, framed by Hotwells and Clifton to the north and Southville to the south.
- Extensive parkland and allotments form a distinctive green edge to the south marking the administrative boundary with North Somerset.
- Paynes Shipyard and former Tannery along the south-eastern boundary represent large, predominantly underutilised sites with potential for development.
- The Riverside Garden Centre is a valued community destination generating important local footfall and employment.
- 3 bonded warehouses provide a home to several businesses. All retain their primary storage facility function but B Bond also provides a well-established civic centre.
- Several independent businesses operate across the site; these are predominantly located beneath the ramps and flyovers.
- A row of Grade II listed houses along Avon Crescent is located along the eastern boundary, alongside several terraced houses on Ashton Avenue.
- The Harbour Authority manages the infrastructure around the perimeter of the Floating Harbour and Cumberland Basin.
- To the north, Cumberland Piazza is characterised by residential frontage and extensive hard-standing.
- The nearest local centres are Hotwells Road and North Street. Both are characterised by independent businesses, though North Street does accommodate several larger, nationally recognised, retailers.

Key

- Strategic boundary
- Residential
- High street
- Business
- Civic
- Maritime
- Stadium
- School
- Wider residential to high street connection
- Primary residential to high street interaction

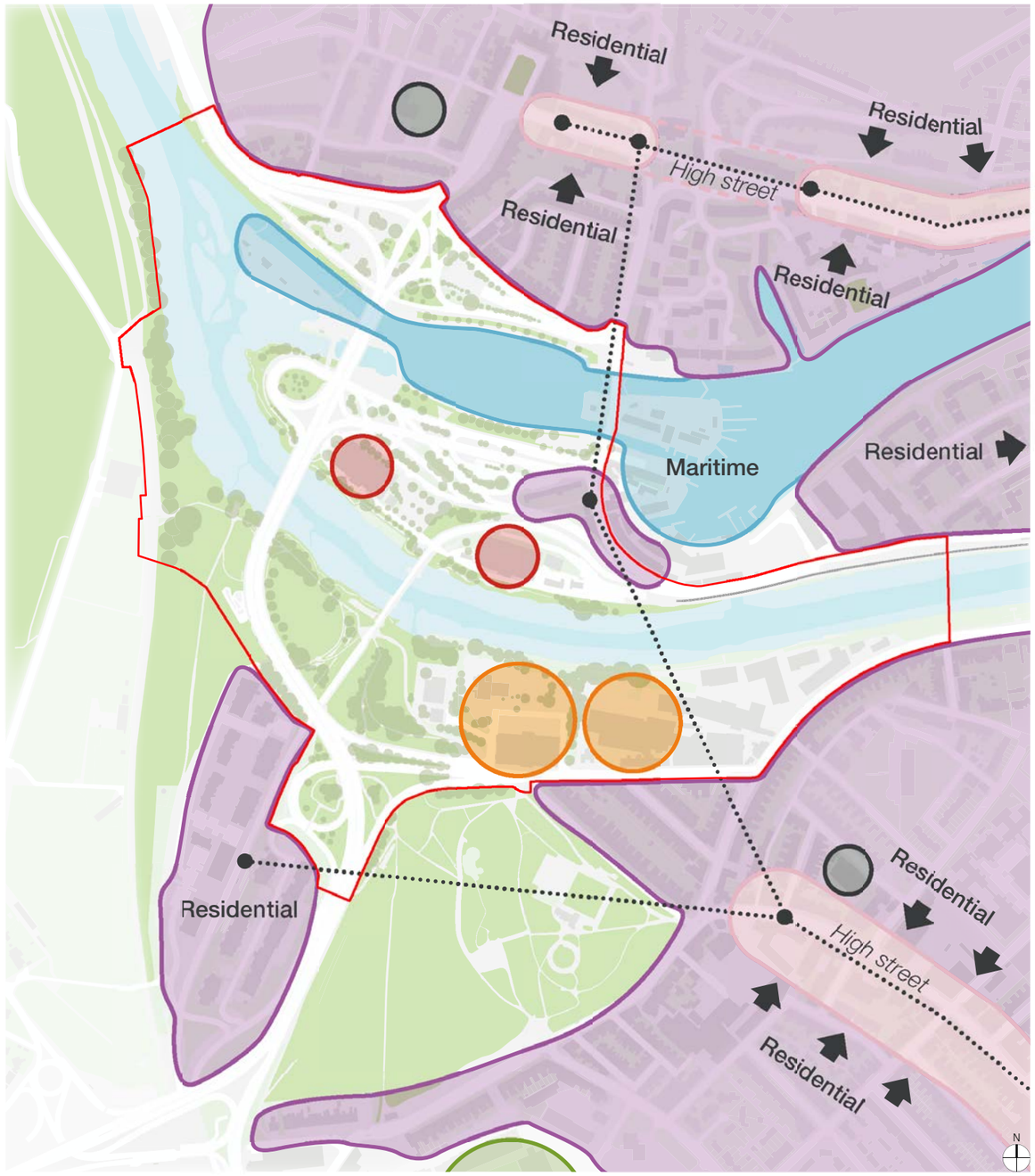


Figure 28: *Map showing existing land uses in the Western Harbour and the surrounding area, including residential, high streets, businesses, civic, maritime, stadium and schools.*

Existing context

02.03 Constraints

Challenges

While there are a lot of positives within the Development Framework boundary, there are significant challenges to creating a successful neighbourhood. These challenges are often interlinked and are at a city scale level, such as the construction of the city flood protection, upgrades to the road network, addressing longevity of the existing bridges and the complex network of pedestrian obstacles that restrict movement through the area.

Analysis of local data, demographics and feedback from The Draft Masterplan consultation process highlighted multiple key challenges - these are identified in the adjacent plan *(Figure 29)* and elaborated on across the remainder of section 02.03.

72% of people asked placed a medium to very high importance on maintaining the existing Brunel Way alignment

89% of people asked, said it was important to consider how the listed bonded warehouses could be converted to homes

Key

- Strategic boundary
- Existing building
- Existing homes within the strategic boundary
- Existing sewage pump station
- Foul water sewer and easement
- Body of water
- Intertidal mud and riparian environment
- Existing garden centre
- Harbour operations area
- Replacement / repair of lock gates
- Improvement of bonded warehouses condition and safety
- Replacement / repair of road infrastructure
- Proposed flood protection line (AR2100)
- Former railway line (out of operation & discontinuous)
- Safeguarded MetroBus link
- Elevated roads
- Existing tree (as of November 2024)

Note: constraints associated with heritage assets and conservation are defined in section 02.04.

> *Bonded warehouse containing the contents of the empire and commonwealth museum - could become a museum that could include local history, also the history of the* docks and the uses of the bonded warehouses.

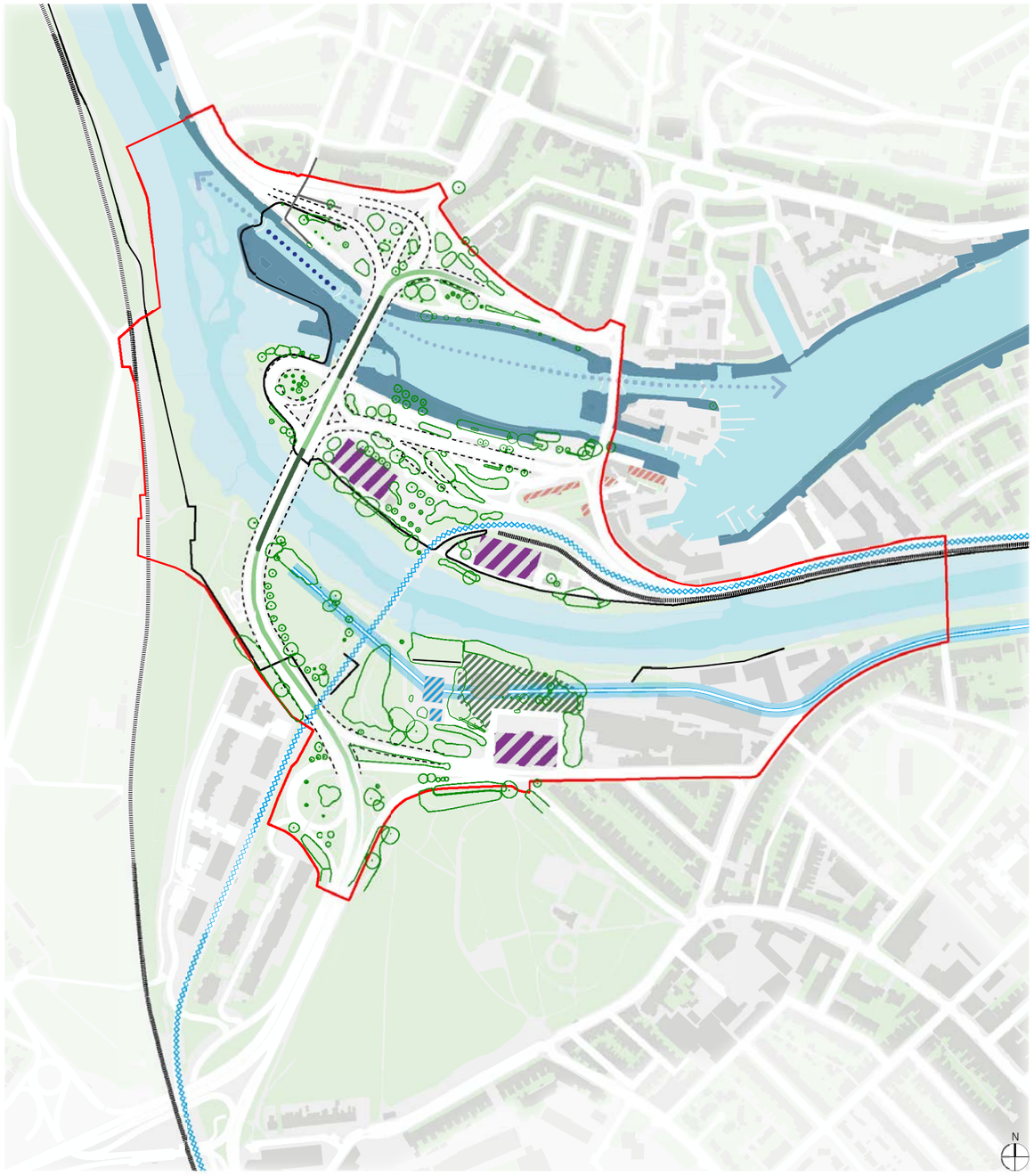


Figure 29: *Plan of the key challenges associated with Western Harbour*

Existing context

02.03 Constraints



Figure 30: *Cumberland Basin Road*

01) Existing road infrastructure

There are approximatively 10 miles of existing roads, including an elevated primary road network, multiple bridges, and several ramps. These physical barriers divide Western Harbour from its surrounding communities and from the rest of the city.



Figure 33: *Spring tide flood, 2011*

04) Increasing flood risk

A large proportion of the site sits within the Environment Agency's Flood Risk Zone 2. River flows and tidal surges from the River Avon now occur more regularly due to climate change.

The emerging AR2100 strategy addresses these issues and must be adhered to, and integrated into the wider area's development.



Figure 31: *Avon Fixed Bridge*

02) Road Infrastructure requiring attention

Plimsoll Swing Bridge is in need of repair to provide reliable continued operation. The Avon Fixed Bridge will also require significant works or replacement in the coming years.

Junction Swing Bridge is also in need of investment.



Figure 34: *Road infrastructure around Cumberland Piazza*

05) General condition

Over the decades, Western Harbour's physical environment has come under increasing strain. Its deteriorating condition has been exacerbated by the road network, which isolates green spaces, creates unsafe pedestrian routes and makes an unwelcoming environment that is not people-centred.



Figure 32: *Avon Crescent Substation*

03) Neglected historic assets

Western Harbour has a rich history with many historic assets. These have lacked investment and are now falling into a state of disrepair, including the bonded warehouses, Avon Crescent Substation, Brunel Bridge & Sluice Gate, Brunel's Other Bridge, the former railway along the Avon New Cut, the 'Knuckle' harbour infrastructure, and the gridiron.



Figure 35: *Road ramp leading to Brunel Way with under utilised open space below and adjacent*

06) Lack of usable open space

Western Harbour's open spaces have been isolated by increased car dependency that restricts pedestrian access.

Some spaces are relatively successful, such as Cumberland Piazza, where local residents have taken ownership and pride in its upkeep.

Existing context

02.03 Constraints



07) Safeguarded MetroBus link

The MetroBus connects Long Ashton through to Bristol's City Centre and serves MetroBus stops adjacent to A Bond. The M2 corridor should be retained as it provides the sustainable transport capacity required to support new homes.

Figure 36: *MetroBus route across Ashton Avenue Bridge*



08) Listed bonded warehouses

The bonded warehouses are Grade II Listed and prominent landmarks on the approach to Bristol's City Centre. Specifically designed for the storage of tobacco, they have low ceiling heights, small windows, and thick walls that control the indoor environment - creating challenging conditions for development.

Figure 37: *B Bond, with Ashton Avenue Bridge in the foreground © Matt Whiteley*



09) Poor connectivity

The road network creates a series of barriers for those travelling from Southville into the city centre. The environment is noisy, lacks natural surveillance or adequate pedestrian lighting. The area has few active uses reinforcing its isolation from surrounding neighbourhoods.

Figure 38: *Road network around Cumberland Piazza*



10) Active harbour operations

The harbour remains operational across Cumberland Basin and its associated infrastructure; these functions are essential.

Engagement with the Harbour Operations team to guarantee the efficiency and continuity of harbour activities is essential.

Figure 39: *Various boats entering the northern Entrance Lock Gate © Bristol City Council*



11) Harbour infrastructure

The condition of the Harbour's current assets varies significantly and considerable investment is required in order to provide effective operations, greater longevity, and be future-fit for integration with the emerging AR2100.

Key assets in need of investment include the Entrance Lock Gates and Brunel Bridge & Sluice Gate.

Figure 40: *Entrance lock gate between the River Avon and Cumberland Basin © CB Bristol Design*



12) Silt build up

Non-functioning sluice gates have resulted in mudflats accumulating and concealing the listed harbour walls and gridiron.

The area is also considered to have ecological value.

Figure 41: *Mudflats outside Brunel Bridge & Sluice Gate*

Existing context

02.04 Heritage

Key principles:

Conservation Areas and historic assets

Created in 1809 as the vital lock entrance to Bristol's new Floating Harbour, Western Harbour evolved rapidly to accommodate booming global trade. The area has seen major 19th-century expansions by Isambard Brunel and construction of iconic industrial infrastructure by the early 20th century. Since the 1960s, the area has transformed into a major road infrastructure corridor.

Western Harbour's heritage is a defining characteristic that distinguishes the area from much of Bristol. Future growth should harness this significance to create development that is carefully integrated with the historic environment.

Key outcomes:

01) Respect and celebrate heritage assets - retaining key views, and visual relationships.

02) Establish long-term stewardship and maintenance strategies - securing the sustainable future of these assets through appropriate management, consultation and funding mechanisms.

03) Prioritise the sensitive reuse and adaptation of historic buildings and dock infrastructure - bringing them back into viable, long-term economic or social use.

04) Undertake robust heritage assessments, including historical, structural, and setting analysis to inform proposals.

05) Sensitively upgrade retained historic structures to meet modern safety and energy efficiency standards.

06) Mitigate unavoidable loss through detailed recording, creative interpretation, and heritage-led landscape strategies that acknowledge and commemorate the site's history.

07) Respond positively to the materials, character, and maritime-industrial identity.

08) Retain and celebrate non-designated heritage assets by creatively incorporating former industrial and maritime features into the emerging urban fabric and public realm.

Key

- Grade II Listed building / structure
- Grade II* Listed building / structure
- Grade II* Listed Park and Garden
- Scheduled monument (Underfall Yard)
- Locally listed building / structure

Key (other non-listed heritage assets)

A) Crimean War cannon
B) Concrete memorial viewpoint
C) Plimsoll Swing Bridge
D) Former ship anchors (4no.)
E) Remains of Rownham Ferry slipway
F) Remains of bonded warehouse wharfs
G) Former railway

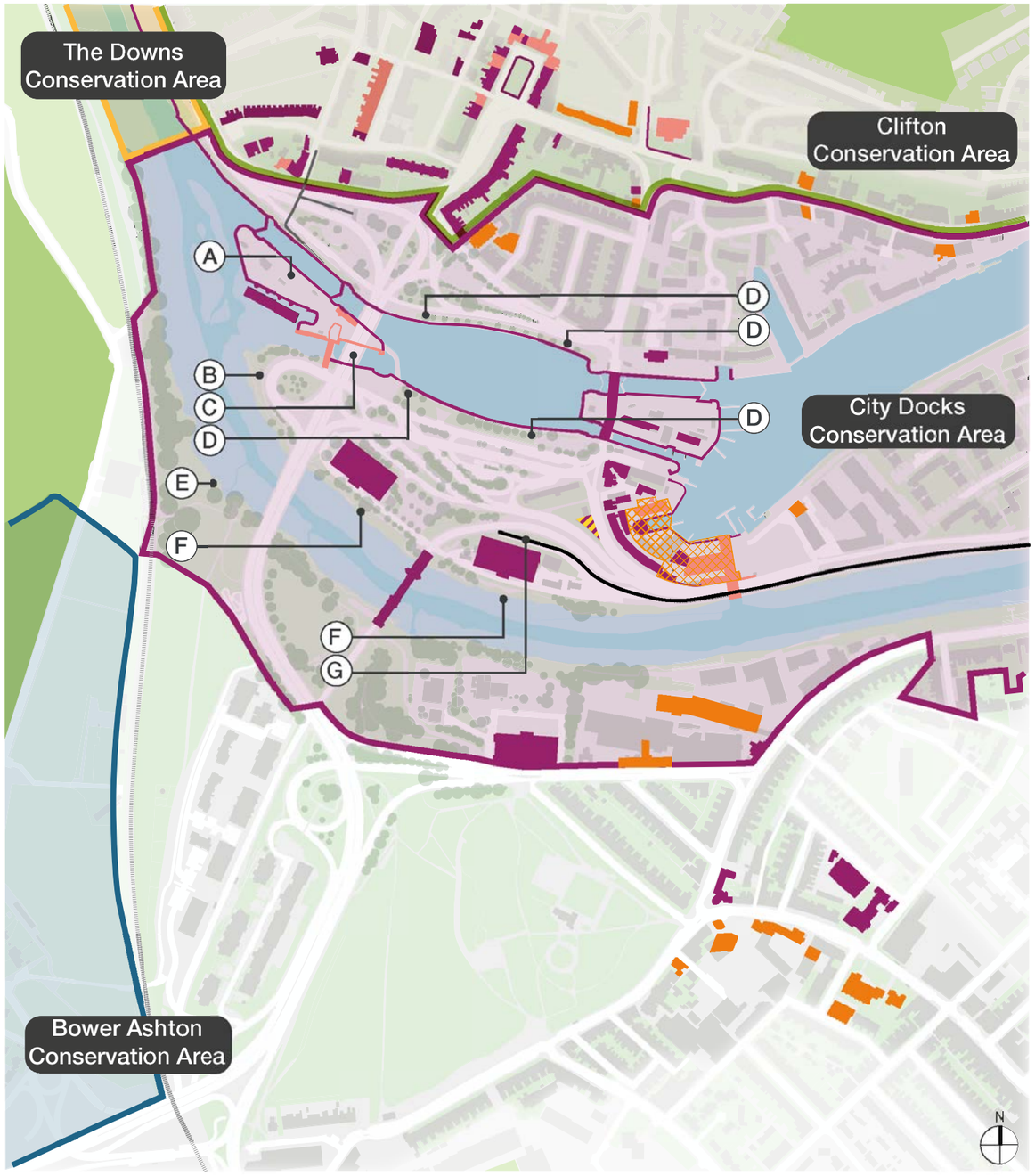


Figure 42: *Plan identifying the Heritage assets are spread throughout the area, including listed buildings, structures and conservation areas. Their extent means that heritage considerations are a significant factor in shaping future development and design proposals.*

Existing context

02.04 Heritage



Figure 43: *Entrance lock gates © CB Bristol Design*



Figure 44: *Grid iron © Historic England Archive*



Figure 45: *Brunels Swivel Bridge © Historic England Archive*



Figure 46: *Brunel Bridge and Sluice Gate © Bristol Archives: 42054/6/7730*



Figure 47: *B Bond Warehouse © CB Bristol Design*



Figure 48: *Ashton Avenue Bridge © Know Your Place*



Figure 49: *A Bond Warehouse © CB Bristol Design*



Figure 50: *Thomas Ware Tannery Office © Neil Owen*



Figure 51: *C Bond*



Figure 52: *Cumberland Basin quay walls*



Figure 53: *Junction Lock swing bridge © Bristol Archives: 40826/DOC/25*

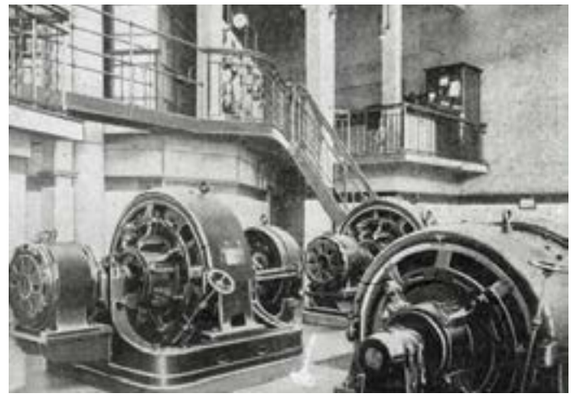


Figure 54: *Interior of the Avon Crescent Substation © Know Your Place*

Existing context

02.04 Heritage

Dame Sylvia Crowe landscape

Appointed in 1963, Dame Sylvia Crowe designed Western Harbour's landscape in response to the 1.5km transport route from Hotwells to Ashton Gate Junction. The route was deemed necessary to alleviate traffic following the exponential growth in car ownership and expanding highway infrastructure.

The objectives of the design were to:

- Connect the roads and bridges into the wider landscape through the planting and shaping of the ground.
- Provide a safe, segregated route for pedestrians to travel from Hotwells to Ashton Gate Junction.
- Use the space available beneath the elevated roads for recreational purposes.

The scheme was divided into character areas that define the northern and southern extremities of this Development Framework's priority area. These are:

01) Cumberland Piazza: Designed to provide residents of Hotwells with an urban park, it also served as a place for road users to stop and observe the regular movement of ships entering Cumberland Basin. The late introduction of a footbridge leading from Granby Hill disrupted key views.

02) Look-Out and Brunel Lock: An open landscape with views over the water towards Rownham Hill, Leigh Woods, and Avon Gorge. A seating area and restaurant on the inside of the slip road, designed to engage with these views, were never realised.

03) Ashton Meadows: An expansive soft landscaped space providing an important green link between Greville Smyth Park and the wider river landscape of Leigh Woods and Ashton Court.

Brunel Pump Track and Curbside Skatepark have since grown organically beneath the elevated road, helping to fulfil the desire for positive social use of these spaces.

04) Greville Smyth Park: A large formal park with extensive planting along the embankments to screen Brunel Way. A break in the north-west embankment allows the open space and footpaths to sweep around the bank, directing pedestrian movement towards the riverside and Ashton Meadows.

05) Ashton Gate Junction: Features extensive tree and shrub planting on the southern boundary to provide screening from the surrounding road network. Two large tree groups on elevated mounds of grass were originally proposed to frame key views of the Clifton Suspension Bridge, though these are now obscured.

> *The heritage of the area is most important. Brunel's dockyards which are currently covered in silt need to be dredged. The importance of the construction of these and this area needs to be more fully recognised and a Brunel Heritage Trail needs to be established.*

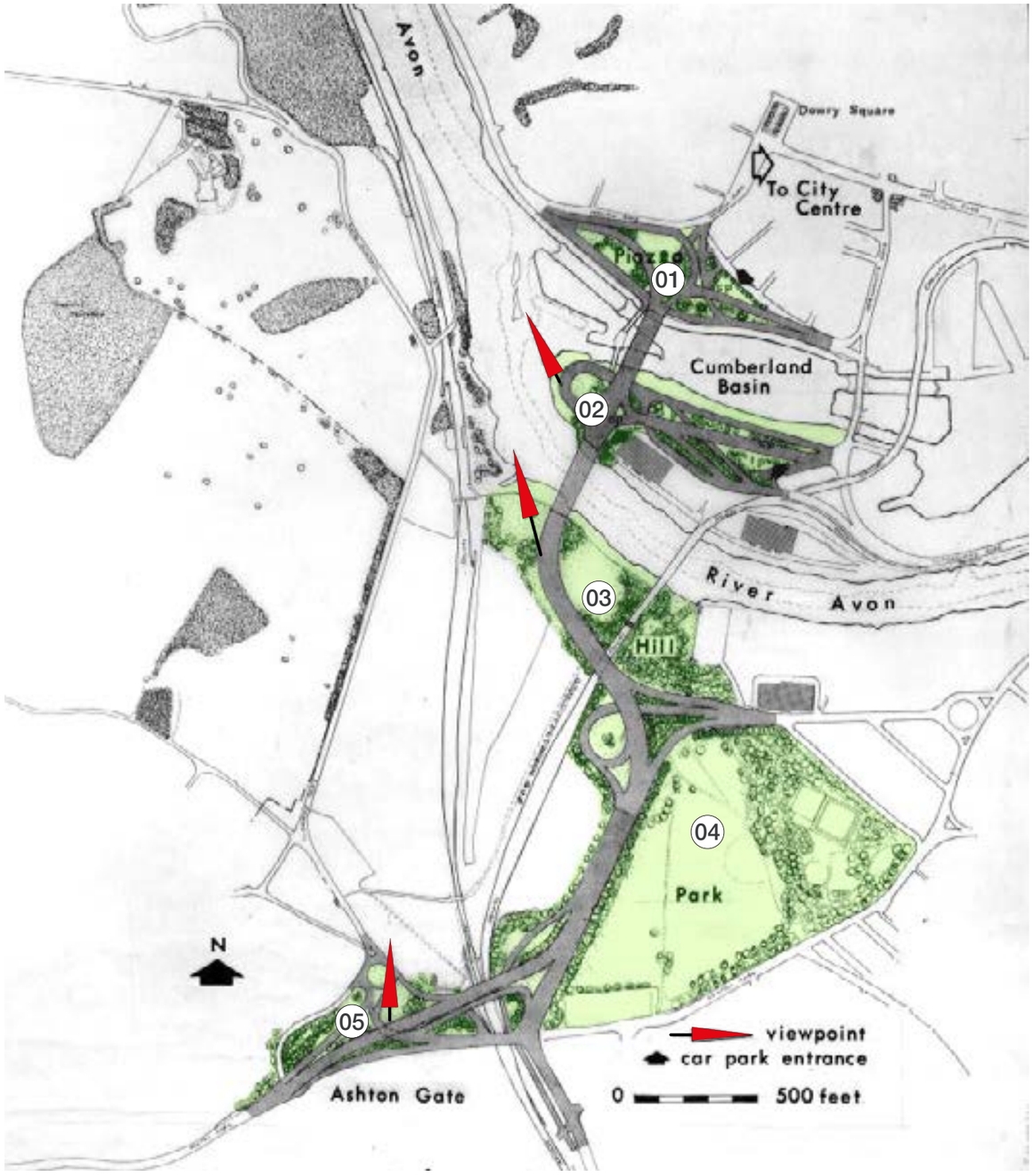


Figure 55: *Plan of Cumberland Basin Bridge and Ashton Gate Junction Landscaping plan highlighting the key viewpoints and character areas identified by Dame Sylvia Crowe © The Museum of English Rural Life*

Figure 56: *Photo of the historic Cumberland Piazza with pavilion in the foreground © Know Your Place*

03. DESIGN PARAMETERS

Design parameters

03.01 Design vision principles

This Development Framework supports Bristol City Council's strategic themes of delivering homes and communities, alongside their foundational principles of equality and inclusion, resilience, sustainability and world-class employment.

An extensive programme of public engagement that commenced in 2021/2022 resulted in key commitments to guide the transformation of Western Harbour. It was endorsed by Bristol City Cabinet on 12th July 2022.

Build on its tradition of innovation

Tackle challenges

Building on the legacy of maritime ingenuity and engineering innovation exemplified by Brunel, the development should provide ground-breaking, innovative solutions for the city's 21st century challenges.

Integrate resilience

A resilient flood protection system, sensitive to heritage assets, will be integrated into a playful and inclusive landscape design, forming a safe threshold between land and water.

Achieve net-zero

Lead the way for the city's sustainable future through regenerative development that is climate resilient and net-zero in operation.

Run on green energy

Innovative green energy systems should be integral to all new buildings, ensuring efficiency on a neighbourhood wide level.

Build-in sustainable drainage

The built environment will integrate green and blue surfaces in the landscape, streets and on roofs to achieve a sustainable drainage system,

Biodiverse built environment

Biodiversity net-gain will be achieved through the integration of wildlife friendly habitats in buildings and the public realm, for example through planting, bat and bird boxes, green roofs, green walls, and living structures.

Be a distinctive gateway to Bristol

Welcome to all

Western Harbour's regeneration should honour its historical role as the gateway between Bristol and the countryside, creating a destination where visitors and locals can enjoy both land and water.

Reduce local traffic

Amenities will be located within walking distance while cycling routes will be legible and safe. Public transport and active travel routes will be prioritised over cars.

Have character

New architecture and infrastructure will be of exemplar quality, distinct to Western Harbour, and respect the significance of existing local landmarks and views.

Create connections

New pedestrian and cycling routes extending the harbourside walkway will link into surrounding neighbourhoods, Ashton Court, and beyond.

Celebrate heritage

The heritage landscape will be explored and respected while looking to the future. Dock buildings and infrastructure will be restored, adapted, reused and explained, ensuring the iconic bonded warehouses remain the defining built structure within the landscape.

Encourage culture

A bonded warehouse will be converted for mixed use and include a cultural hub for Bristol, and beyond, that can offer a programme of national significance.

Design parameters

03.01 Design vision principles

> *In principle I applaud your vision for the Western Harbour. It is an important introduction to the historic dockyards and former workings of Bristol's docks. It is also a gateway to North Somerset.*

Embrace freedom and nature

Celebrate the waterfront

An extended harbourside walk will celebrate heritage, views and encourage activity on the water, while providing places to dwell and socialise.

Escape the bustle

The neighbourhood will offer a retreat from the hustle and bustle of the rest of the harbour, creating tranquil spaces where people can pause and reflect.

Promote recreation

Promoting and providing access to the site's natural spaces will encourage outdoor play and recreation, fostering a sense of freedom and supporting healthy, active lifestyles for both residents and visitors.

Provide vantage points

Beautiful public spaces to enjoy key views of the Clifton Suspension Bridge, Ashton Court and Avon Gorge both from within the area and across the city.

Nurture ecology

Protection and enhancement of harbour and river wildlife corridors, as well as targeted re-wilding projects, will nurture the area's ecology and biodiversity.

Connect to River Avon

New buildings and public realm should connect to the river corridor, provide access to nature and support the health and well-being of residents and visitors.

Support a thriving community

Inclusive places

Places that are free and accessible to all, where everyone is welcome, whether you live here, work here, or just like to visit.

Provide quality homes

High quality homes with a mix of sizes and tenures, of which 50% are affordable, will support the community to grow over generations.

Support enterprise

Local economic growth, training and job creation will be fostered through affordable space for small and medium businesses, and social enterprises.

Feel safe

Eye contact from window to street level, active ground floors with a mix of uses, and a generous public realm will create safe and lively streets.

Support community

Facilities will be provided for the growing population to meeting the needs of existing and new communities.

Safeguard treasured assets

The treasured assets of Riverside Garden Centre and the Brunel Way Pump Track will be accommodated within the areas regeneration for existing and new communities to enjoy.

Design parameters

03.02 Opportunities for Western Harbour

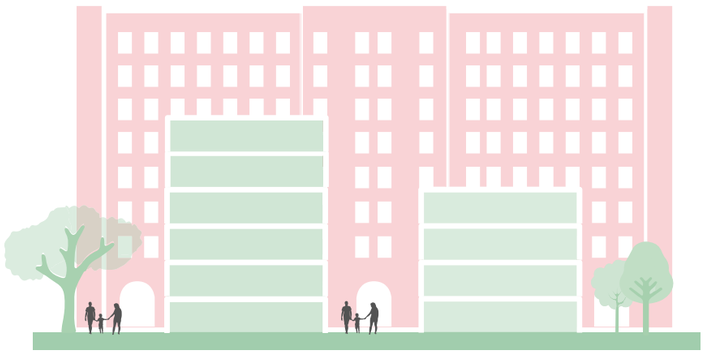
Opportunities

This underused brownfield site has ample opportunities to remove extraneous features and catalyse positive change, helping transform Western Harbour into one of the most captivating and beautiful places to live, work and visit in the UK.



Remove obsolete roads

Remove over 2 hectares of roads - unlocking the greatest opportunity to regenerate Western Harbour.



New homes

Potential for 1,600+ new mixed-tenure homes.



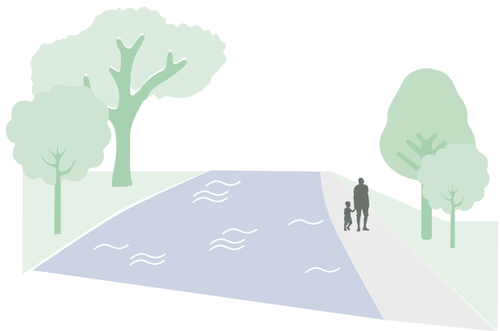
Plant additional planting

c. 1,000 new trees to supplement existing trees of high or moderate quality.



Active travel

Promote active travel, improved public transport connections and ease of access to the city centre.



New and improved public realm

Create up to 5 hectares of public realm and green space with a rich diversity of fauna and flora.



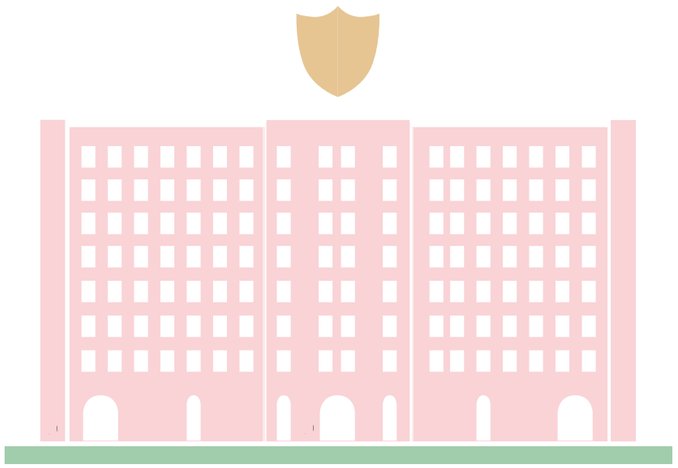
Enhanced parkland

Enhance c. 2.8 hectares of existing parks, creating high-quality amenity space for residents and visitors.

Design parameters

03.02 Opportunities for Western Harbour

Majority of people felt it is important to create a landscape that is better connected to both the river & the harbour.



Protected heritage

Provide long term conservation for the 17 listed structures that occupy the site.



Supporting social infrastructure

Create of non-residential space to support social and community life.



Improved biodiversity

Achieve a biodiversity net gain in excess of 10%.



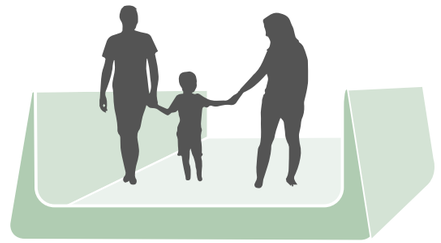
Improved green infrastructure

Achieve an urban greening factor of at least 0.4.



Encouraging a healthy lifestyle

Provide over 5 miles of active travel routes, making it easier for people to get around.



Improved connections across the River Avon

More reliable bridge crossings to protect the future mobility of the city.

Design parameters

> *A place that celebrates Bristol's past engineering, ingenuity and endeavour and engenders a continuing celebration of that past through its future development and use across all its diverse communities.*

03.03 Strategic parameters

This chapter contains the parameter plans that set out the principles for development, such as routes, land-uses, public open spaces and active frontages. Developments must work within these parameters to maintain the vision of this regeneration project.

While the framework establishes clear expectations, it is not intended to be unduly prescriptive. Variations may be considered where proposals can demonstrate thorough testing and clear justification. Alternative approaches should deliver equal or greater benefits to design quality, sustainability, connectivity, viability, public benefit and policy compliance. Any departure from these baseline parameters must clearly evidence how the overarching objectives of the Development Framework are maintained or enhanced.

The parameter plans *(see figures 60-65)* form the baseline against which all development proposal are assessed. An illustrative summary of how these parameters interrelate is be found on the following page *(figure 59)*.

% 68% of people asked supported a simpler road layout through Spike Island.

% 76% of people asked supported the improved connections between Ashton Meadows and city centre



Figure 57: *Photo of Ashton Avenue Bridge crossing from Ashton Meadows towards A Bond*



Figure 58: *Extract from Development Framework animation looking west along Cumberland Basin*

Design parameters

03.03 Strategic parameters

Key

- Strategic boundary
- Existing buildings
- Development parcel
- New / existing trees (indicative)
- New / enhanced green space
- Other green space
- Essential road infrastructure to be delivered
- Key pedestrian routes
- Road / railway gantry
- AR2100 proposed flood protection infrastructure
- Railway
- Landmark structure/feature
- Key placemaking opportunity

Note: Design and integration of public realm and flood defence to be coordinated with Avon Riversides 2100 project

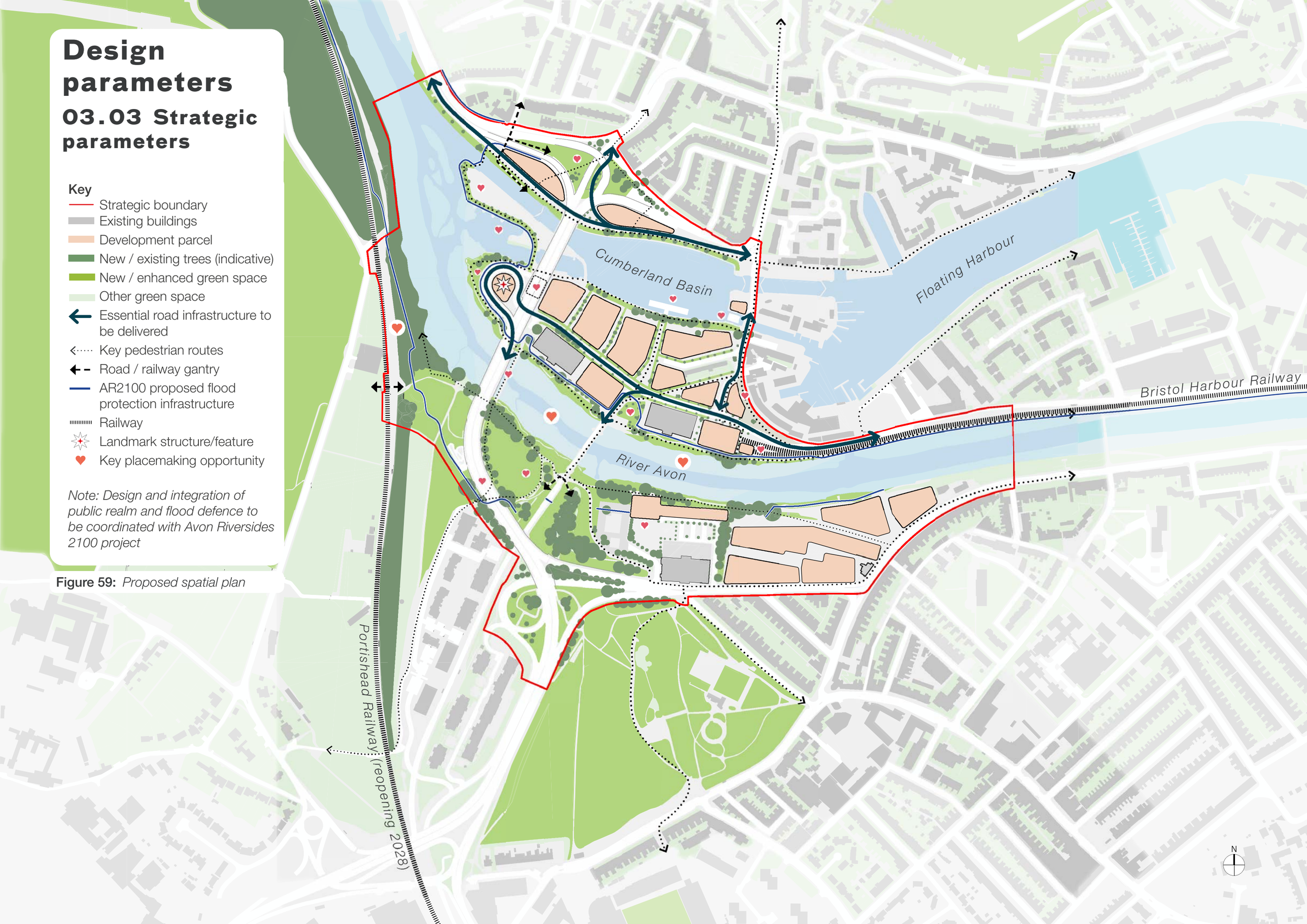


Figure 59: *Proposed spatial plan*

Design parameters

03.03 Strategic parameters

Key principles:

Development parcels

The Development Framework identifies up to 25 development parcels, some of which have existing planning permissions or are being redeveloped. Each plot provides flexibility for buildings to be brought forward in a variety of ways, responding to their surrounding context.

Key considerations:

01) Blocks adjacent to Brunel Way designed to mitigate any noise impacts of the adjacent elevated highway network.

02) A landmark structure / feature of exceptional quality. Marking the arrival into Bristol City Centre it sits within the context of Clifton Suspension Bridge.

03) A public square connecting Cumberland Basin to Butterfly Junction and south Bristol.

04) Planning permission has previously been granted for the development of the Paynes Shipyard site (ref: 19/06107/F).

05) Developments need to account for harbour operational requirements.

06) Any future consideration of the Tannery site should provide public access along the waterfront and connectivity into the surrounding area.

07) Waterfront-adjacent parcels are oriented to maximise views towards Cumberland Basin and the River Avon.

08) Development plots designed to maintain good levels of daylighting, outlook, and privacy for new and existing residents.

09) Development should consider Bristol's Transport Development Management Guidance (TDMG), including the TDMG Street Design Matrix (new residential street adoption standards)

Key

- Strategic boundary
- Development parcel
- Character area 01: Hotwells Reach
- Character area 02: Cumberland Wharf West
- Character area 03: Cumberland Wharf East
- Character area 04: Ashton Riverside
- Landmark building
- Pedestrian-focussed public square with space for ground-floor uses to spill out onto - vehicles restricted to emergency vehicles, harbour operations and deliveries
- Pedestrian priority streets with occasional servicing vehicles
- Residential street maintaining existing parking with local vehicle access only
- Widened car-free public promenade providing space for ground-floor uses to spill out into the public realm
- Traffic-calmed road with regular pedestrian crossings, dedicated cycle path and space for ground-floor uses to spill out into the public realm
- Primary road providing servicing access for the central site and public transport connections

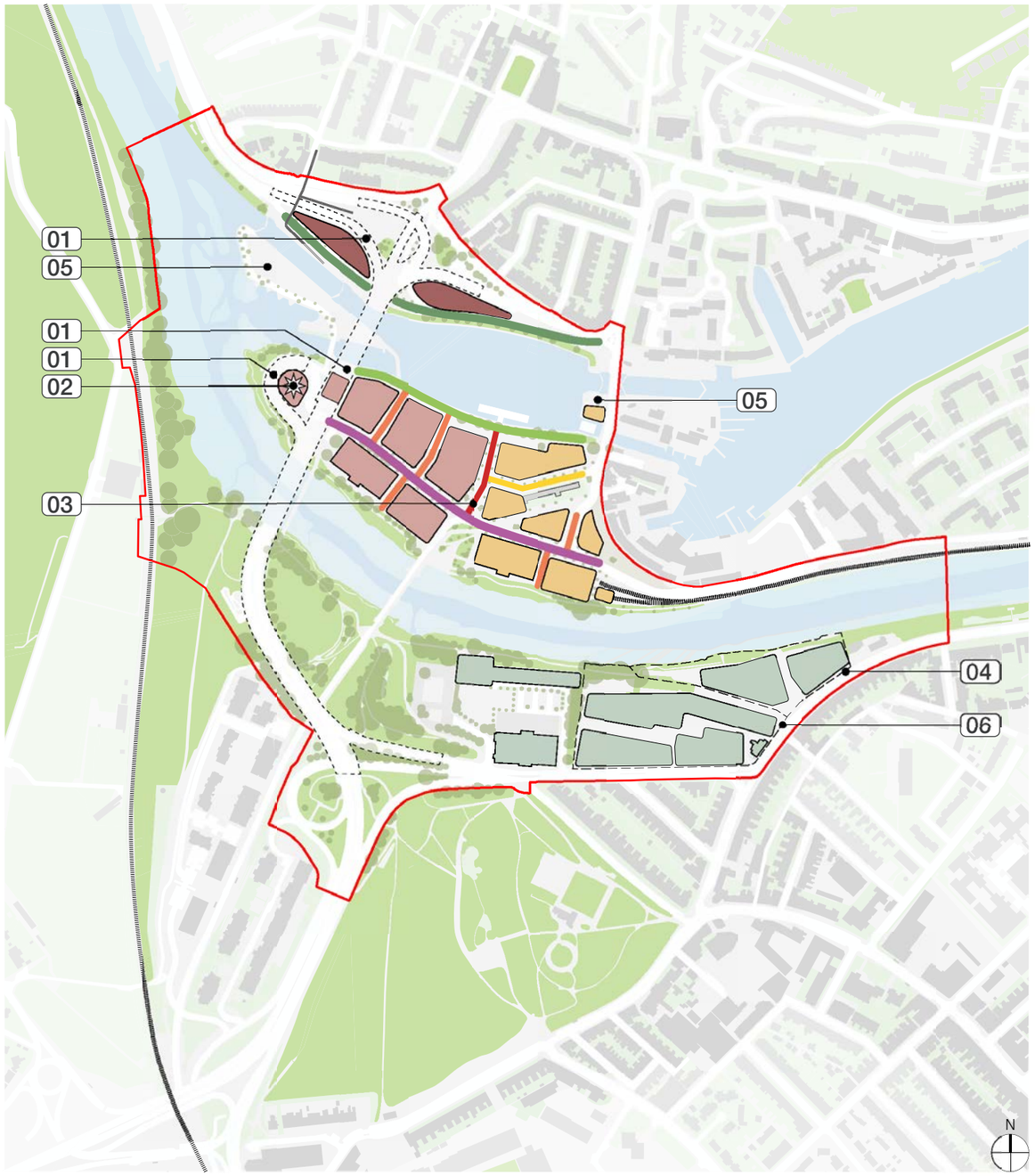


Figure 60: *Development parcels parameter plan*

Design parameters

03.03 Strategic parameters

Key principles:

Development parcels density

Located within Bristol's City Centre, the area is prime opportunity for sustainable development. Proximity to schools, shops, public transport and the centre of town. These connections and the areas capacity to support growth can support a design-led approach to density, informed by the site's location, character, accessibility and heritage.

Proposals should demonstrate how density has been optimised through building form, massing, typology and layout, rather than through numerical uplift alone.

Key considerations:

01) Provide regular gaps between buildings to retain the legibility and prominence of the bonded warehouses from the waterfront.

02) Contrast in scale and character with the bonded warehouses while maintaining their historical legibility and significance.

03) Reduced building density towards the east, with taller buildings located to the west.

04) Design of plots to mitigate the impact of development on existing residential properties.

05) Development plots should be designed in accordance with Bristol City Council planning policy, including the 'Urban Living SPD - making successful places at higher densities', which gives guidance on a design-led approach to optimal density, balancing efficient and effective use of land with aspirations for a positive response to context, successful placemaking and liveability.

06) Optimise layouts to maximise housing density, while maintaining excellent design standards, daylight, sunlight, outlook, and privacy.

> I think we should go higher in some locations, we need homes, we are falling behind other cities not just in the UK but all over the world... why not make the most of the limited space we have?

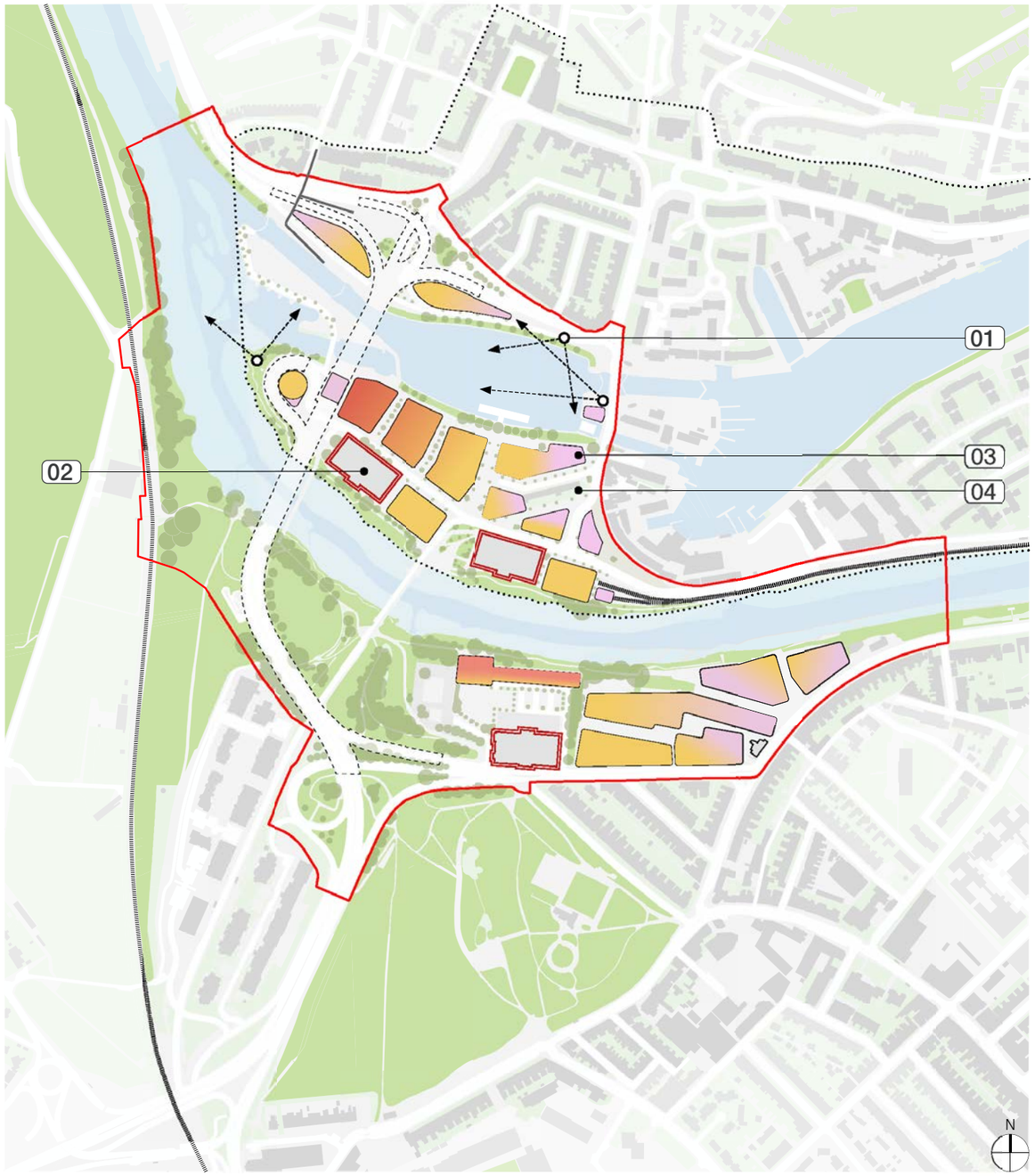


Figure 61: *Illustrative plan of development density*

Key

- Strategic boundary
- Area of increased density
- Area of prevailing density
- Area of lower density
- Bonded warehouse to maintain landmark significance
- Key views
- Bristol City Centre designation boundary

Design parameters

03.03 Strategic parameters

Key principles:

Delivery of essential road infrastructure

Rationalising Western Harbour's road network while maintaining a resilient wider movement network will unlock Western Harbour's greatest opportunity to improve placemaking, enhance pedestrian connectivity and unlock land for regeneration.

A new spine road will replace the existing complex road layout on the central site. Tertiary branch roads provide servicing and emergency access.

Key considerations:

01) Faraday Road realigned to unlock northern development parcels.

02) Traffic calming along Cumberland Basin Road - improving access to the waterfront from Hotwells.

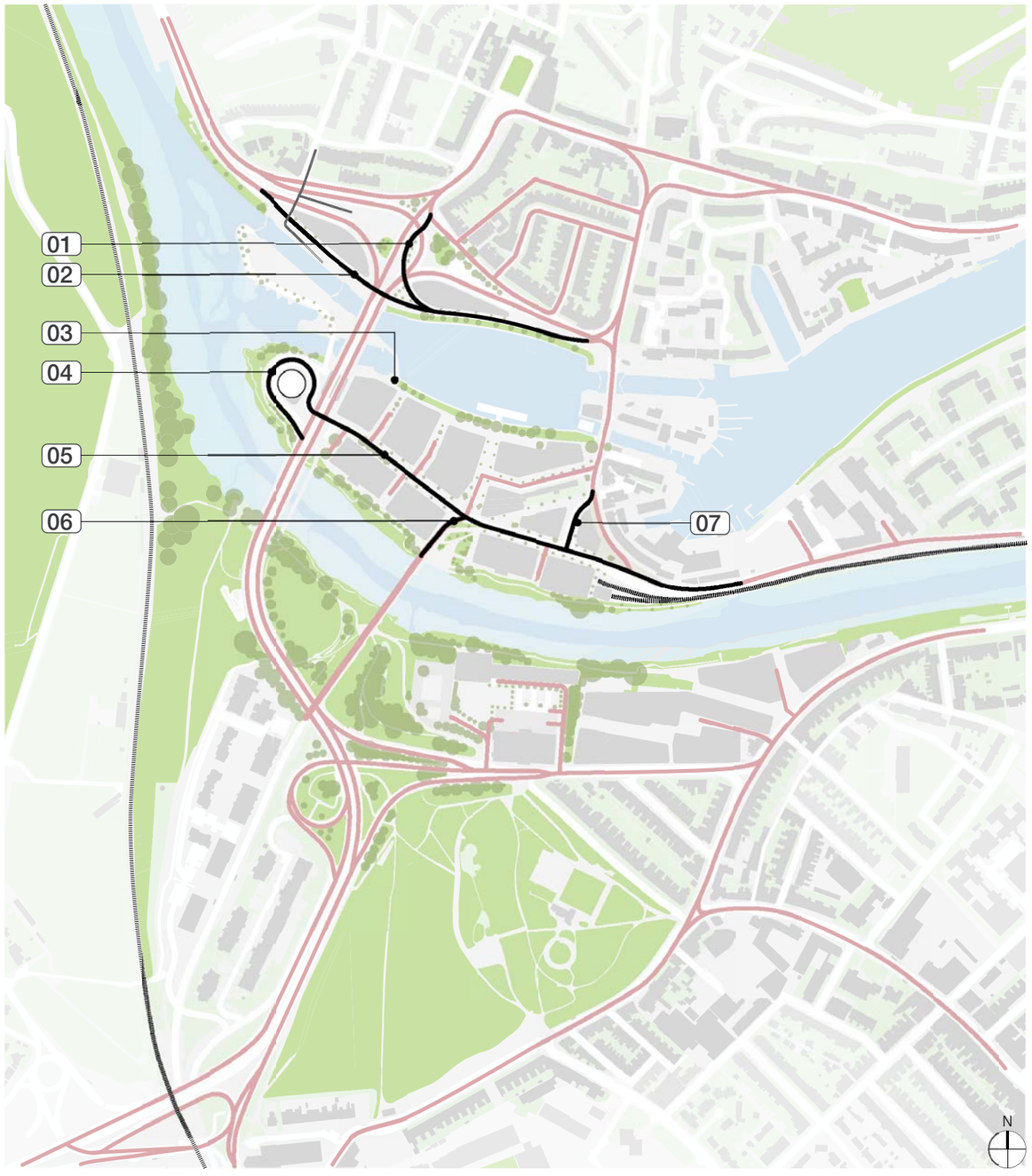
03) Restricted vehicular access along Cumberland Basin. Provision must be made for out-of-hours servicing, emergency services and harbour operations.

04) Ramped access to Brunel Way are reconfigured to maintain north and southbound diversionary routes.

05) A single spine road replaces much of the existing road network - rationalising access across the development.

06) The MetroBus route is retained and realigned to incorporate passive flood protection.

07) Diversionary route to provide traffic calming to Avon Crescent.



Key

Essential road infrastructure to be delivered

Wider road network connections to Western Harbour

Figure 62: *Road hierarchy parameter plan*

Design parameters

03.03 Strategic parameters

Key principles:

Active travel routes

Bristol's commitment to become a carbon neutral city and reduce car journeys by 40% will be supported by promoting low car ownership though the growth of excellent active travel, walking, cycling and wheeling routes.

Key considerations:

01) Create public routes through Cumberland Piazza to link Hotwells to the waterfront.

02) Extend the Harbourside loop to include the Look-Out.

03) Provide an elevated active travel route associated with AR2100 strategy

04) Create a north-south route between Butterfly Junction Park and Cumberland Basin.

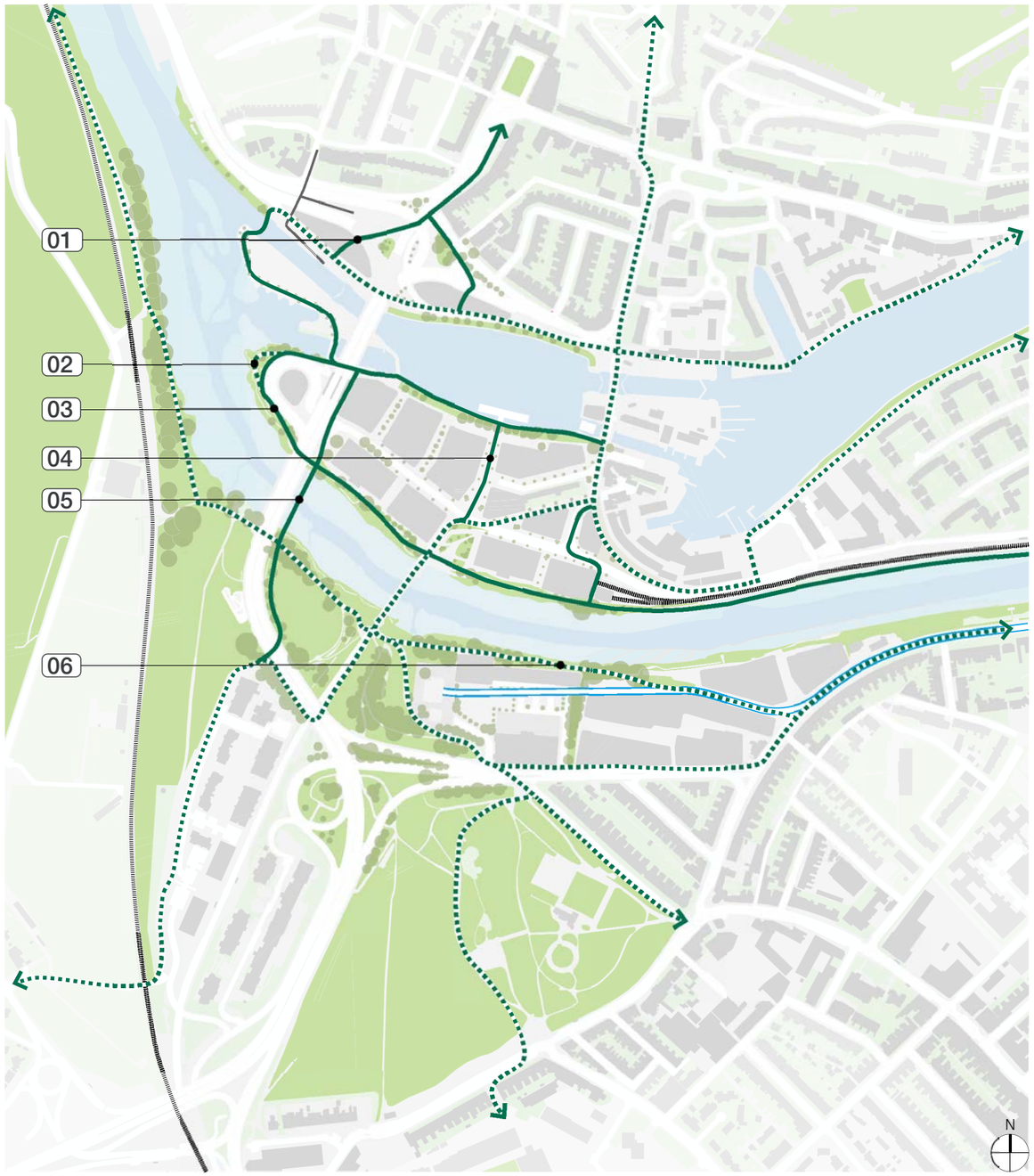
05) Great opportunity to provide a new pedestrian footbridge parallel to Avon Fixed Bridge to increase connectivity across the site.

06) Provide a public route along the southern bank of River Avon with connections towards Southville.

07) Provide clearly marked and well designed active travel routes that promote a permeable neighbourhood through improved connections.

08) Provide convenient routes into the city centre.

A safe continuous route from Ashton Ave bridge to Hotwells Rd would be great as then it would link up with Anchor Rd bike lanes etc.



Key

- Proposed new active travel route
- Enhanced existing active travel route
- sewer culvert easement

Figure 63: *Active travel routes parameter plan*

Design parameters

03.03 Strategic parameters

Key principles:

Active frontages

For streets to be enjoyable and actively overlooked, buildings should be designed so that service entrances, refuse areas, and plant rooms are concealed and securely accessible. Service areas should be placed away from public spaces and be easy for vehicles to access.

Key considerations:

01) Active frontages along the promenade deliver an animated and revitalised Cumberland Basin waterfront.

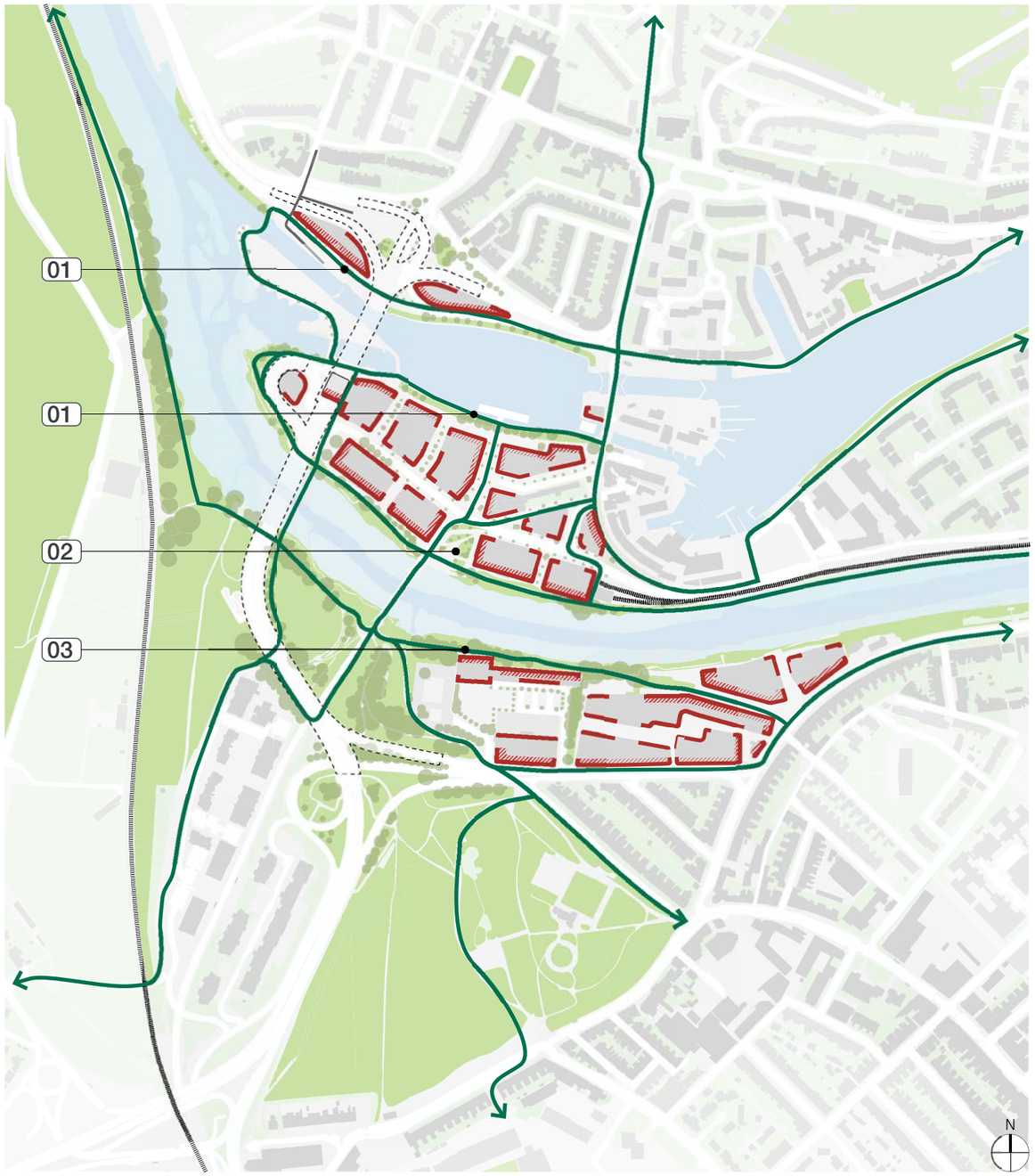
02) Activation of Butterfly Junction Park with multifunctional ground-floor uses within the bonded warehouse.

03) New active travel route along Avon New Cut to increase footfall and passive surveillance.

04) Position back of house and parking entrances away from key movement routes.

05) Active elevations predominantly facing public spaces along active travel routes to promote safer streets and a sense of safety.

06) Flexible ground-floor layouts to accommodate a variety of shops and restaurants, community uses (including nurseries and medical surgeries), workspace, and workshops.



Key

- Focus of active frontages
- Focus of public ground floor use
- Active travel routes

Figure 64: *Development parcels parameter plan*

Design parameters

03.03 Strategic parameters

Key principles:

Public realm

Public realm enhancements will further improve connections through the area and create enjoyable, varied, and safer places for people to enjoy.

Key considerations:

01) The Knuckle and Avon Quay accommodate several harbour operations with associated sluice gates, lock gates and bridge infrastructure. The quay walls should be publicly accessible but this must not obstruct harbour operations.

02) Informal play opportunities are to be embedded throughout the landscape with formal recreation concentrated along the Leisure Trail.

03) Landscape should be introduced along the waterside and provide accessible, safe and gradual routes down to the water's edge where appropriate.

04) The public square functions as a pedestrian-priority route lined with active ground-floor uses and integrated play elements.

05) Reinstated railway infrastructure preserves heritage character while allowing pedestrian and cycle connectivity between Underfall Yard and the river edge.

06) Enhance and protect Ashton Meadows to provide amenity green space for new and existing residents.

> People currently frequently cross these roads and plans need to include ways to do this safely so that the needs of people and not cars are prioritised.

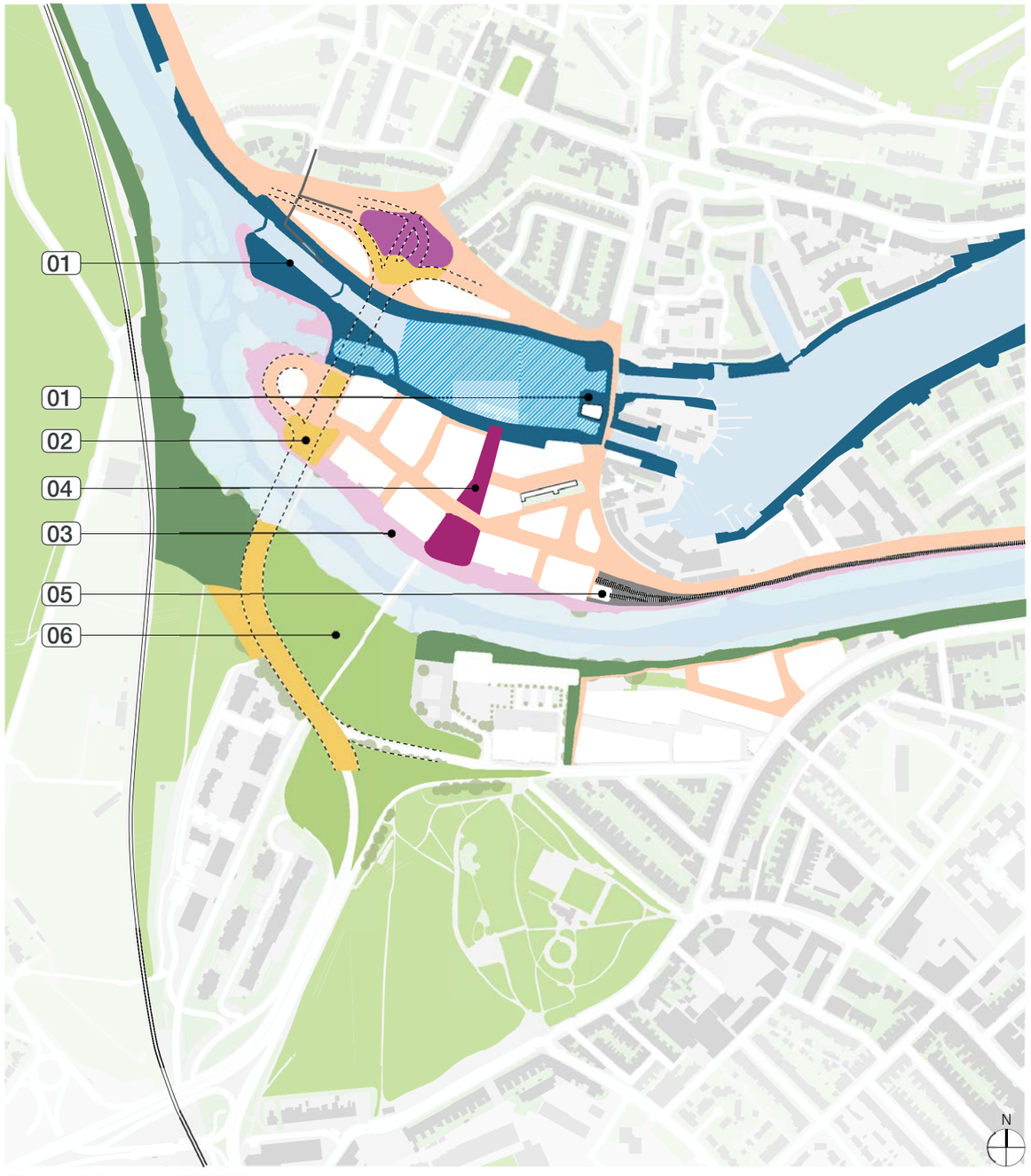


Figure 65: *Land use parameter plan*

Key

- Informal green space
- Formal parkland
- Leisure space
- AR2100 walkway
- Piazza
- Public square
- Harbour quay / operations
- Public roads / walkways
- Heritage railway station
- Waterfront activity zone (uses subject to AR2100 designs)
- Elevated roads

Design parameters

03.04 Townscape

Key principles:

Townscape views

Arrival into Bristol is marked by the dominant bonded warehouses. Broad, panoramic views of the city's landmarks and topography, combine with focused views of notable historic assets.

All future schemes must be assessed against the views identified in *Figure 67*. These views are not exhaustive; the potential impact of development on them, and on other significant views, must be evaluated as part of any planning application, supported by appropriate townscape and visual analysis.

Building height

Western Harbour's building heights are not prescribed in this framework, but careful regard must be given to the setting and significance of nearby listed buildings and heritage assets. The key views and visual relationships that shape Western Harbour's historic character, sense of place and overall legibility is essential and must be preserved.

The three bonded warehouses should remain the most prominent built forms within Western Harbour. Their historic importance and landmark status should be reinforced, with new development responding positively to their scale, form, and architectural quality. This framework encourages a high quality contemporary design approach that complements, rather than competes with, these assets.

Key townscape points to be assessed:

- Impact on the setting of Clifton Suspension Bridge.
- Impact on the setting of Underfall Yard, particularly the appearance of any buildings within its backdrop.
- Legibility and dominance of the bonded warehouses.
- Ability to enhance the legibility and setting of other listed structures.
- Views through the development, linking Cumberland Basin to Ashton Avenue Bridge.
- Appreciation of the countryside and hillside from around Cumberland Basin.

> *Part of its attraction is the way nature dominates in the form of water with the harbour and river... It is very much the edge and end of the city...*

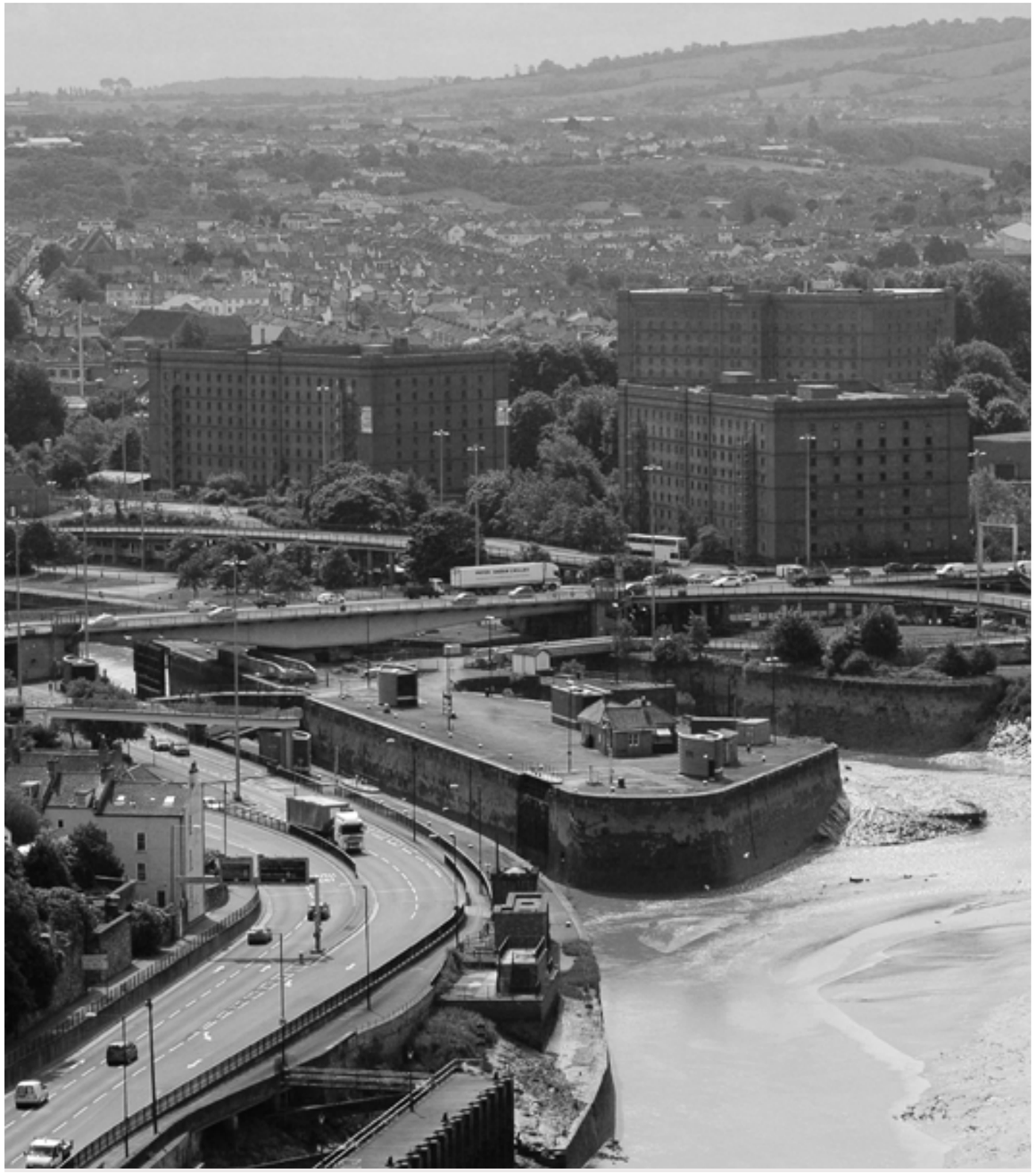


Figure 66: *The Knuckle with all three bonded warehouses in the background © Dick Darlington*

Design parameters

03.04 Townscape

Key

- Heritage viewpoint
- Heritage sequential viewpoint

01) Sylvia Crowe Look-Out viewpoint towards Clifton Suspension Bridge

02) Sequential views along Brunel Way

03) Views towards the gorge and Clifton from Sylvia Crowe's landscape and pedestrian/cycling route

04) Views from Clifton of Cumberland Basin, Floating Harbour and associated landmarks

05) Views from Clifton Suspension Bridge

06) Views of Clifton Wood and the Floating Harbour from Underfall Yard

07) Glimpsed views from Coronation Road of Underfall Yard and Clifton terraces

08) Views east and west from Vauxhall Bridge

09) View towards Underfall, bonded warehouses and landscape beyond from the northern side of the Floating Harbour

10) Sequential views along the Chocolate Path east and west

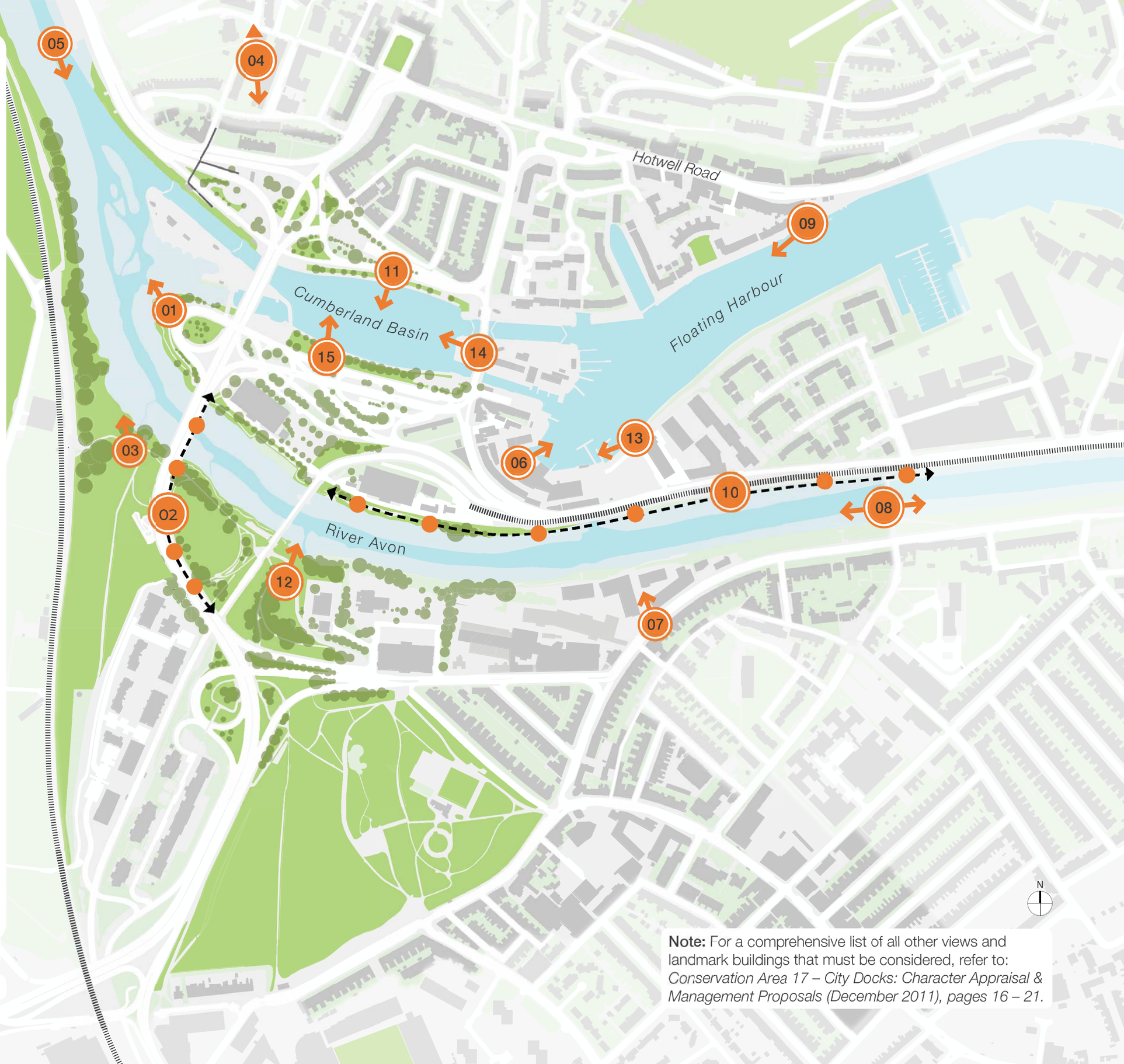
11) Views from Cumberland Basin Road south west towards A Bond and B Bond Warehouses

12) Views from Ashton Meadows northeast towards A Bond and B Bond Warehouses

13) View west across Underfall Yard with A Bond and B Bond Warehouses in the background

14) View north-west towards the gorge

15) View from Brunel Lock Road quayside towards Clifton Terraces



Note: For a comprehensive list of all other views and landmark buildings that must be considered, refer to: *Conservation Area 17 – City Docks: Character Appraisal & Management Proposals (December 2011), pages 16 – 21.*

Figure 67: *Plan of key townscape viewpoints*

04. PLACEMAKING

Placemaking

04.01 Placemaking trails & opportunities

Summary

The character of Western Harbour is linked to a landscape shaped by pioneering engineering, tidal shifts, and centuries of global trade - all of which is now isolated and disconnected. By re-forging links between these spaces through a cohesive network of character-led movement trails, the true potential of the waterfront can be unlocked.

The four distinct but interwoven routes include, the:

- Heritage District Trail *(section 04.02)*
- Leisure Trail *(section 04.03)*
- Waterside Trail *(section 04.04)*
- River Avon Trail *(section 04.05)*

These trails (summarised in *Figure 56*) will guide movement, make the area's heritage accessible and legible, and help revitalise Western Harbour while keeping it deeply rooted in its unique identity.

A non-exhaustive list of placemaking opportunities support these routes and demonstrate how individual interventions can contribute to a legible and connected network of experiences. Collectively, they strengthen the relationship between landscape, water, infrastructure and community life. As regeneration progresses and detailed proposals come forward, further placemaking opportunities should be identified, tested and incorporated where they support the overarching vision and strategic objectives of this Development Framework.



84% of people asked placed a high to very high importance on accommodating existing community assets



On average, across the 4 movement trails, 77% of people supported them

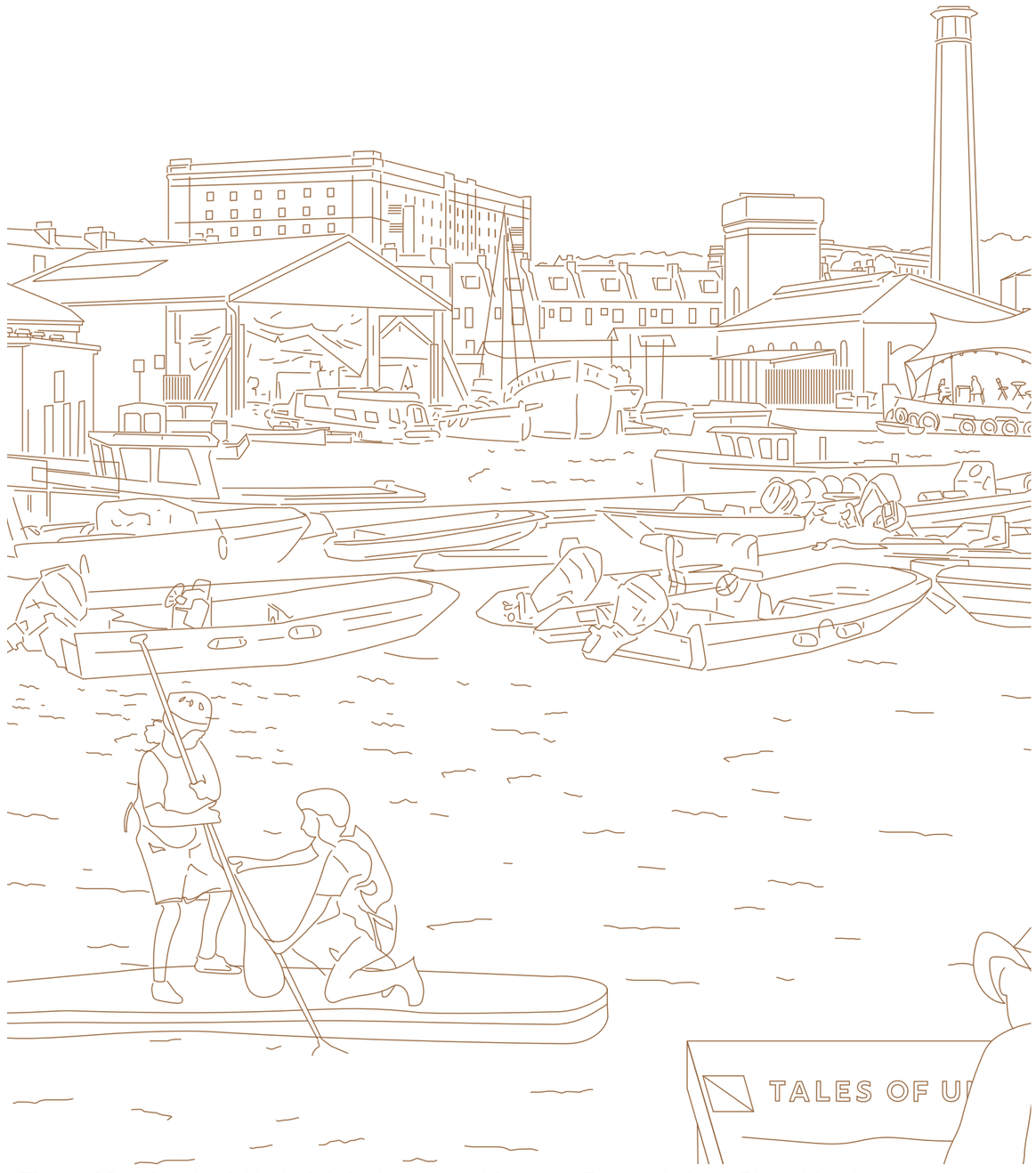


Figure 68: *Sketch of Underfall Yard (extracted from the Bristol Harbour Place Shaping Strategy Vision 2024 - 2044)*

Placemaking

04.01 Placemaking trails & opportunities

Leigh Woods
Avon Gorge
Hotwells
Clifton Suspension Bridge
Dowry Square Garden
Harbourside Trail
Harbourside Trail
'Brunel Mile ' walk to SS Great Britain & Temple Mead
Ashton Court
Cumberland Basin
Riverside Trail
Floating Harbour
Heritage District Trail
B Bond
A Bond
River Avon Trail
Avon New Cut
Avon New Cut
Ashton Court
N
C Bond
Leisure Trail
Old brewery & tobacco factory
Ashton Gate Stadium

Key

- Heritage District Trail
- Leisure Trail
- Waterside Trail
- River Avon Trail

Note: Design and integration of public realm and flood defence to be coordinated with Avon Riversides 2100 project. Separate consultation and engagement on the Avon Riversides 2100 proposals is expected to begin in 2027, when you will have the opportunity to provide feedback on the proposals.

Figure 69: *Summary plan of placemaking trail routes*

Placemaking

04.02 Heritage District Trail

The trail

This trail draws on Bristol's rich industrial legacy, revitalising historic warehouses and forgotten spaces into a captivating journey through living history and public archives.

Key opportunities:

01) Link together heritage assets to create a public education route with interpretive signage highlighting industrial heritage.

02) Potential to open up the Bristol Archives to create a public exhibition space.

03) Explore the reinstatement of the historic harbour railway with a new station stop (subject to AR2100 designs).

04) Respond to the historic context by reinforcing local character while supporting contemporary uses.

05) Draw inspiration from the dockside and industrial heritage.

06) Reinforce local distinctiveness and contribute to a cohesive townscape.

07) Enhance heritage assets and the character of areas of historical importance.

08) Demonstrate how the features of a heritage asset (that contribute to its historical, archaeological, social, artistic, or architectural interest) will be retained and demonstrate how the local character of the area will be respected.

Figure 70: *Boats passing through the Entrance Lock Gates, 1953 © Bristol Culture and Creative Industries / M Shed*

Placemaking

04.02 Heritage District Trail

District A: The Knuckle

The Knuckle is an area with a high concentration of listed structures that exhibit Bristol's remarkable legacy of engineering and maritime infrastructure. Historic structures, bridges and dockside features collectively tell the story of the harbour's once-intense industrial activity.

Clifton Suspension Bridge

Brunel Mile walk to SS Great Britain & Temple Meads

Old brewery & tobacco factory

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District B: Underfall Yard

Underfall Yard, the Avon Crescent Substation, and the surrounding dock workers' housing represent the historic backbone of Bristol's harbour industry. Together these assets illustrate the operational and social infrastructure that sustained the docks and supported generations of workers.

District C: Warehouse Quarter

The bonded warehouses are defining landmarks of Western Harbour - their scale and presence dominating views across the water. Long appreciated from afar, their historic character should now be experienced more closely through routes that follow the alignment of the former railway, with potential to open these buildings up to the public.

N

Note: design and integration of public realm and flood defence to be coordinated with Avon Riversides 2100 project. Separate consultation and engagement on the Avon Riversides 2100 proposals is expected to begin in 2027, when you will have the opportunity to provide feedback on the proposals.

Figure 71: *Heritage District Trail plan identifying placemaking opportunity locations*

04.02 Heritage District Trail

Placemaking opportunities:



A) Reveal the Victorian 'grid iron'

Refurbish the Brunel Bridge & Sluice Gate to clear the silt and place the grid iron on display (subject to AR2100 design).

This Victorian feature allowed ships to be cleaned without needing to bring them into the floating harbour. While its original function is unlikely to be reinstated, it remains a unique addition to the area that should be celebrated.

Figure 72: *The 'grid iron' prior to being covered by the river silt © Historic England Archive*



B) Brunel's Other Bridge

Refurbish the Grade II* listed swivel bridge.

Conserve the bridge in its current location as a historic monument, potentially enabling its use by pedestrians at certain times of the year.

Figure 73: *Brunel's Other Bridge © Historic England Archive*



C) Celebrate Brunel Bridge & Sluice Gate

Exhibiting the historic structures as part of the heritage trails through Western Harbour.

Figure 74: *Southern lock Basin in front of the sluice gates clear from silt © Historic England Archive*



D) Regenerate the bonded warehouses

Refurbish, regenerate, and protect their long term future.

It is essential that these buildings are actively used in ways that contribute to their ongoing maintenance and repair. This will require imaginative new uses/combinations of uses, and considered structural interventions.

Figure 75: *B Bond Warehouse © CB Bristol Design*



E) Former warehouse mooring

Remains of bonded warehouse wharfs, including mooring posts and pier timbers, are visible at low tide.

Information boards could be added to the area, educating the public about the industrial heritage.

Figure 76: *The New Cut showing the 'B Bond' warehouse mooring, 1910 © Bristol Archives: 43207/9/29/63*



F) Walkable former railway tracks

The former railway line that served the bonded warehouses runs parallel to Ashton Avenue.

The path's landscape should reflect its history, echo the former tracks and create dedicated cycle/pedestrian paths.

Figure 77: *Former railway route to the rear of the homes on Ashton Avenue*

Placemaking

04.02 Heritage District Trail

There was a deep appreciation for existing heritage assets, with many emphasising the importance of preserving historical character while integrating modern development.

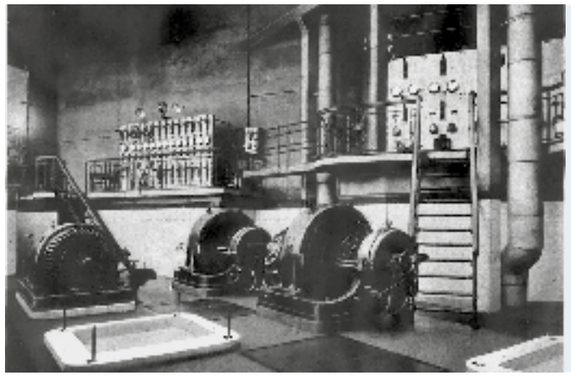


G) Open up Bristol's collections to the public

Create a public store to exhibit the city's collections.

Many of the collections stored within the bonded warehouse are inaccessible. These could be consolidated into a single location and opened up to the public.

Figure 78: *B Bond Warehouse © CB Bristol Design*



H) Avon Crescent Substation

Convert the substation into a new cultural / community space.

Located in the heart of the Western Harbour Heritage District, this building could be refurbished to reinstate the original windows, exposing the interior.

Figure 79: *Inside Avon Crescent Substation, 1909 © Know Your Place*



I) Improve pedestrian connections from Underfall Yard into Western Harbour

Potential to build on existing traffic calming along Avon Crescent to create better pedestrian routes towards the railway platform and A Bond.

Figure 80: *Royal York Crescent from Avon Crescent, 1985 © Bristol Archives 45212/Of/15/11*

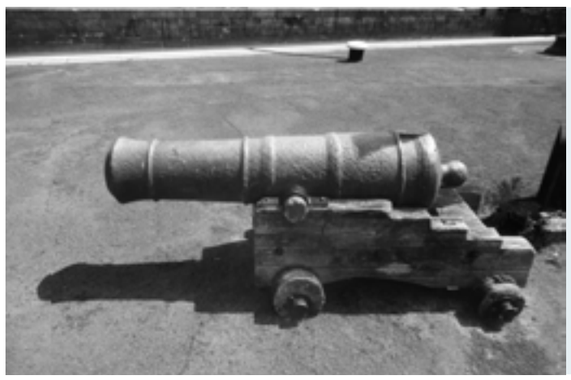


J) Railway extension

A new platform connecting the Heritage District to Museum Square.

Subject to AR2100 design, allowing people to ride the historic steam train within the setting of Western Harbour would be a truly unique experience, drawing people to the area.

Figure 81: *The steam train passing in front of A Bond Warehouse © Glen Batten*



K) Historic public realm wayfinding

Use Bristol's historic artefacts as a wayfinding trail, leading visitors to learn and discover.

Artefacts - such as the 1850s Crimean War Cannon - can be used to tell the story of the site.

Figure 82: *Crimean War cannon © Know Your Place*



L) Plimsoll Swing Bridge control tower

Currently used to control the rotation of Plimsoll Swing Bridge, the tower provides a clear vantage point over day-to-day operations. Its long-term repurposing is an aspiration, subject to assessment of impacts on harbour operations and existing infrastructure.

Figure 83: *Plimsoll Swing Bridge control tower, 1969 © Know Your Place*

Placemaking

04.03 Leisure Trail

The trail

Connecting sports venues and green spaces, this energetic corridor transforms underused urban spaces into active hubs filled with play, urban sports and dynamic waterside recreation.

Key opportunities:

01) Create a leisure corridor that connects Ashton Gate Stadium through Greville Smyth Park, Western Harbour, and Cumberland Piazza.

02) Promote and support existing sports clubs and venues to enable their continued operation and opportunities for growth.

03) Attract visitors to Western Harbour as a leisure hub - drawing reinvestment into the parks and open spaces to assist in their long-term maintenance.

04) Provide children and young people with access to safe, inclusive, and high-quality play opportunities in close proximity to their homes.

05) Promote health, well-being, and social interaction for people of all ages and abilities.

06) Provide and integrate safe, inclusive, and high-quality play into the public realm.

07) Collaborate with local organisations and respond to local community demand.

Figure 84: *Water polo players below a fly-over at A8ernA, Amsterdam © NL Architects*

Placemaking

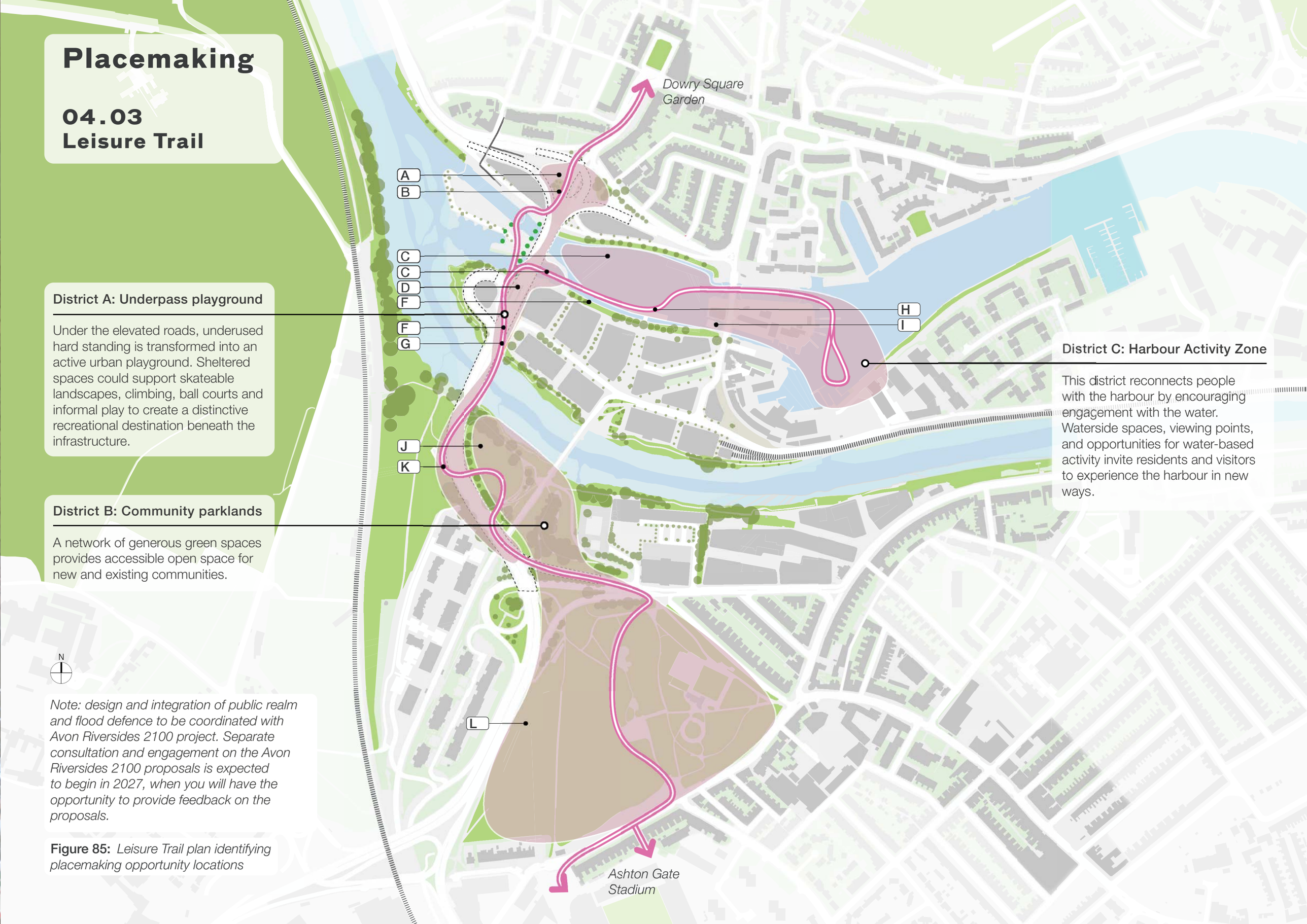
04.03
Leisure Trail

District A: Underpass playground

Under the elevated roads, underused hard standing is transformed into an active urban playground. Sheltered spaces could support skateable landscapes, climbing, ball courts and informal play to create a distinctive recreational destination beneath the infrastructure.

District B: Community parklands

A network of generous green spaces provides accessible open space for new and existing communities.



District C: Harbour Activity Zone

This district reconnects people with the harbour by encouraging engagement with the water. Waterside spaces, viewing points, and opportunities for water-based activity invite residents and visitors to experience the harbour in new ways.

Note: design and integration of public realm and flood defence to be coordinated with Avon Riversides 2100 project. Separate consultation and engagement on the Avon Riversides 2100 proposals is expected to begin in 2027, when you will have the opportunity to provide feedback on the proposals.

Figure 85: *Leisure Trail plan identifying placemaking opportunity locations*

04.03 Leisure Trail

Placemaking opportunities:



A) Refurbish Cumberland Piazza

Celebrate and enhance existing spaces to better meet the needs of residents.

Guided by the landscape design principles of Dame Sylvia Crowe, deliver improved landscaping, better lighting and new play spaces. This, together with traffic calming and wayfinding measures, will provide better waterside access for the residents of Hotwells.

Figure 86: *Photograph of Cumberland Piazza © CB Bristol Design*



B) Locally Equipped Play Area (LEAP)

Ashton Meadows and Cumberland Basin hold sufficient space to provide formally designated play areas.

A new playground at Cumberland Basin would bring back that which once served the Hotwells community, while Ashton Meadows will provide primary amenity needs, locally.

Figure 87: *Holland Park Playground, London © Root and Erect*



C) New watersport activities

Revive the life of Western Harbour's waterways through new modes of activity.

Following the demise of the area's industrial activity, much of Cumberland Basin's life declined. Encouraging it to become a new destination for watersport activities, possibly including a sailing regatta, will revive it.

Figure 88: *Sail boat on the Floating Harbour © Andrew Dennes*



D) Activity centre

While restricted by the bridge above, a new clubhouse at this prime location would support greater participation and tourism.

Providing additional amenities could help build on the success of Brunel Way's Pump Track and Curbside skatepark, bringing popular events to the heart of Bristol.

Figure 89: *F51 Skatepark Folkstone © Hollaway Architects © HuftonCrow*



E) Play on the way

Making everyday journeys through Western Harbour more engaging for children, families, and the wider community.

A series of playful landscape interventions integrated into routes and public spaces will encourage informal play and interaction.

Figure 90: *Play on the way at South Gardens © Will Wiesner*



F) Spectator seating

Encouraging spectator enjoyment and dwell time.

Semi-formal viewing areas where people can gather, watch activity and engage with the surrounding public activity spaces.

Figure 91: *Basket bar seating area in Utrecht, Netherlands © NL Architects © Jeroen Musch*

Placemaking

04.03 Leisure Trail

The spaces under the flyovers offers a fantastic opportunity to create a leisure corridor that connects the Ashton Gate Stadium to Cumberland Piazza - creating a unique and active sports facility.



G) Urban sports pitches

A set of urban sports pitches that energise the leisure trail, blending active play and spectating.

This activity can occupy space where building development is sub-optimal given the constraints of the overpass.

Figure 92: *Urban beach volleyball at Crystal Palace © Deep Dish Beech Volleyball*



H) Extension to the ferry service

Promote sustainable travel into the city centre with extension of the ferry service.

Improve public transport connections into the city centre by creating a new ferry pier within Cumberland Basin, bringing visitors to the area and support commutes into the city centre (reducing reliance on car ownership).

Figure 93: *Photograph during Harbour Festival at Bristol Packet Boat Trips ferry point*



I) New basin slipway

A new fixed slipway to support access to the water and increase watersport.

The Harbour Placeshaping Strategy has designated the western end of the harbour as a key location for watersports in Bristol. This watersports network could be further extended into the basin during periods when harbour scouring is not underway.

Figure 94: *Slipway at Bristol Marina © mfimage*



J) Enhance Ashton Meadows

Enhanced landscaping and biodiversity, spaces for recreation, and enjoyment of riverside views.

This important park for the local community and wildlife should be designed to strengthen green connections and native planting.

Figure 95: *Photo of pedestrians and cyclists at the east entrance to Ashton Meadows*



K) Enhance the underpass activity zone

Enhance and support the urban sports and creative expression below the overpass.

Building on the success of Brunel Way Pump Track and Curbside skatepark, that have emerged organically, with a 1km leisure trail that hosts a range of urban sports running the length of the underpasses. Enabling greater participation, tourism, and highly popular events.

Figure 96: *Photo of Brunel Way Pump Track © Jacob Gibbins*



L) Enhance Greville Smyth Park

Well maintained formal parkland with the opportunity for a play area below Jessop Underpass.

As the northern landscape drops away beneath the Jessop Underpass slipway, there is an opportunity to extend Dame Sylvia Crowe's original vision.

Figure 97: *Greville Smyth Park © Anthony O'Neil*

Placemaking

04.04 Waterside Trail

The trail

Re-imagining Cumberland Basin and the River Avon's edge as a serene, pedestrian friendly promenade. This route brings active travel, floating habitats and water transport together into a thriving waterfront experience.

Key opportunities:

01) Create a continuous, walkable, and legible network that integrates green infrastructure along the water edges.

02) Link together and enhance green open spaces to increase ecological value, provide informal recreational use, and improve climate resilience.

03) Provide regular seating and 'play-on-the-way' features.

04) Prioritise pedestrians and cyclists by restricting motor vehicles along the southern edge of Cumberland Basin to essential services, harbour operations and boat loading only.

05) Introduce traffic-calming to Cumberland Basin Road with dedicated cycleways and frequent pedestrian crossings.

06) Strengthen connections to the water transport systems by providing access to new pontoons or ferry stops.

07) A pedestrian-focused approach, shaped by a high-quality landscape design, should guide the treatment of streets on both sides of the basin.

08) Streetscapes should include engaging ground-floor uses, seating and activity to animate the waterfront.

Figure 98: *Example of riverside living, Hafencity, Hamburg © Benedetta Tagliabue - EMBT*

Placemaking

04.04
Waterside Trail

District B: Cumberland Waterfront

Cumberland Basin's dockside is transformed into an inviting waterside destination. Improved public spaces, new walking and cycling routes and better access to the water's edge encourage communities to engage more closely with the harbour.

District A: Riverside Woodlands

Enhanced north-south connectivity along the harbourside trail, including a new pedestrian footbridge, strengthens links across Western Harbour and opens up greater access to Ashton Court.

District C: Riverside Gardens

A new home for the Riverside Garden Centre becomes a catalyst for activity along the southern bank of the Avon New Cut, where horticulture and commercial growing spaces blend with the surrounding landscape and public realm.

N

Note: Design and integration of public realm and flood defence to be coordinated with Avon Riversides 2100 project. Separate consultation and engagement on the Avon Riversides 2100 proposals is expected to begin in 2027, when you will have the opportunity to provide feedback on the proposals.

Figure 99: *Waterside Trail plan identifying placemaking opportunity locations*

Placemaking

04.04 Waterside Trail

Placemaking opportunities:



A) Quay walls

Create a public waterfront destination along the listed quay walls.

Activating the waterfront relies on both the activity on the water and on creating an enjoyable promenade. Buildings should be set-back from the water's edge with substantial space for trees, landscape, recreation and play.

Figure 100: *Aker Brygge, Oslo*



B) Install basin jetties

Jetties providing new public spaces with fantastic views along the water.

Fixed piers that extend into Cumberland Basin and create new, public access to the water space with views across the water for the public to enjoy harbour activity. The design should accommodate the continued passage of large ships and is subject to accommodating the scour.

Figure 101: *Aker Brygge, Oslo © Andrzej Wójtowicz*



C) Enhanced active travel route across Junction Swing Bridge

Upgrade the bridge to incorporate wider pavements and provide better connections into the city centre.

Proposals include widening the cantilevered pathways on one or both sides to create an improved active travel route into the city centre.

Figure 102: *Junction Swing Bridge, 1930's © Know Your Place*

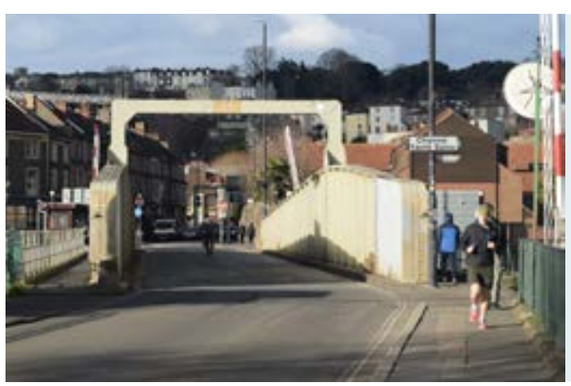


D) Wayfinding: former ship anchors

Four anchors from the CS mercury.

The CS Mercury was a cable laying ship which caught fire in Avonmouth in 1996 and was scrapped in 1997. Its anchors provide four recognisable nodes that could be repositioned along the route to assist with wayfinding.

Figure 103: *1 of 4 ship anchors on Cumberland Basin dockside*



E) 5/10km running trail

A key transition point for runners to anchor their circuits.

Clearly marked 5km and 10km routes could help promote active lifestyles by offering an accessible and attractive exercise / running loop.

Figure 104: *Runner having passed over the narrow pedestrian crossing at Merchants Road*



F) Low-level footbridge across the Avon

Aligned with the leisure trail between Cumberland Piazza and Ashton Avenue.

Pavements along Brunel Way are unwelcoming, situated in a noisy environment with great difficulty of access. A new footbridge, alongside the replaced Avon Fixed Bridge, will offer a safe and accessible connection between Ashton Meadows and Hotwells.

Figure 105: *Potential crossing point of the a pedestrian bridge*

04.04 Waterside Trail

> *... the Riverside Garden Centre.. is a rare oasis now that so many other garden centres have closed down.*



G) Patch into the National Cycle Network

Promote greater use of sustainable transport by strengthening connections to the National Cycle Network.

Improved links will support safer and more convenient cycling routes that connect Western Harbour with surrounding neighbourhoods, the city centre and the wider regional cycle network.

Figure 106: *Ashton Avenue Bridge, the primary north-south cycle route feed point © CB Bristol Design*



H) Pedestrian deck above Ashton Avenue Bridge

Potential to re-imagine Ashton Avenue Bridge historic upper deck.

Creating a riverside landscaped viewing walkway above the historic elevated bridge deck, providing valuable public open space, biodiversity and opportunity to link into the bonded warehouses at an upper level.

Figure 107: *Bristol Harbour Railway over Ashton Avenue Bridge, 1997 © Gordon Edgar*



I) Promote the riverside route to SS Great Britain

Turn Western Harbour from an active travel termination point to key connection.

Promote pedestrian routes to and from SS Great Britain and the cross-harbour ferry.

Figure 108: *SS Great Britain*



J) Accommodating the garden centre

A highly valued local asset with strong community connections.

Support the continued evolution of this valued community asset, strengthening its contribution to the local economy, biodiversity and placemaking while ensuring its long-term viability.

Figure 109: *Photo within the Riverside Garden Centre*



K) Sewage heat source generation

Sewage source heat generation - a novel energy generation technology to create renewable and clean energy.

This novel energy generation technology could allow for waste heat to be extracted from the sewage system as it flows into the sewage system and supply nearby buildings.

Figure 110: *Photo of sewage pumping station*

Placemaking

04.05 River Avon Trail

The trail

Designed to seamlessly combine vital flood defence infrastructure with accessible and elevated waterside paths, this trail moves through intertidal mudflats and historic landmarks into a scenic corridor overlooking the Avon Gorge.

Key opportunities:

01) Create a series of moments along the path, including at the Knuckle, the Look-Out, and Butterfly Junction Park.

02) Provide accessible pedestrian and cyclist routes, that offer a safe and scenic vantage points, along elevated flood protection.

03) Maintain visual connections between the land and the water.

04) Build on the success of Butterfly Junction to create Butterfly Junction Park - a public space that integrates existing habitats with new public realm opportunities.

05) Create level access into the bonded warehouses that removes the need for steps or ramps.

06) Incorporate habitat-sensitive lighting and features that enhance river ecology while improving safety.

07) Provide safe views of operational harbour elements (e.g. Plimsoll Swing Bridge and Entrance Lock Gates).

08) Celebrate the expansive scenic vistas of Avon Gorge from the Look-Out.

Figure 111: *Elevated riverside walk, Baakenpark, Hamburg © Grosch/Atelier Loidl*

Placemaking

04.05
River Avon Trail

District A: The Look-Out

Realising Dame Sylvia Crowe's original vision, this space celebrates the dramatic landscape of the Avon Gorge and views to Clifton Suspension Bridge. Integrated landscape design, seating and AR2100 flood defences will create a distinctive place to pause and enjoy the setting.

District B: Butterfly Junction

A lively waterside square beneath A Bond Warehouse that celebrates the area's ecology and heritage. New public spaces invite locals and visitors to engage with the water's edge while bringing activity and energy to this part of the harbour.

Hotwells

Avon New Cut

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Note: design and integration of public realm and flood defence to be coordinated with Avon Riversides 2100 project. Separate consultation and engagement on the Avon Riversides 2100 proposals is expected to begin in 2027, when you will have the opportunity to provide feedback on the proposals.

Figure 112: *River Avon Trail plan identifying placemaking opportunity locations*

04.05 River Avon Trail

Placemaking opportunities:



A) Entrance lock gates

High level crossing for pedestrians and wheelchair users plus dismounted cyclists across the lock with spectacular views west to Clifton Suspension Bridge and east to the floating harbour.

As part of the AR2100 flood defence upgrades, there is an opportunity to significantly improve connections between Hotwells and Southville.

Figure 113: *Photograph of the Entrance Lock Gates leading to the Cumberland Basin © CB Bristol Design*



B) New observation point

Additional opportunities to take in Western Harbours iconic views.

Creating places to pause and take in the dramatic views of the Avon Gorge and Clifton Suspension Bridge, enriching the AR2100 journey with memorable vantage points.

Figure 114: *Iconic view across the Knuckle towards Clifton Suspension Bridge © CB Bristol Design*



C) Raised terrace landscaping

Providing points to drop down off of the continuous AR2100 defences.

Where operational space allows, a terraced landscape along the northern edge facing Cumberland Piazza creates opportunities for places to sit and dwell.

Figure 115: *Level change integrated into the landscape © Sheffield City Council*



D) Native planting to intertidal mudflats and saltmarsh

Notable habitat areas to be preserved and enhanced where possible.

These habitat will potentially be impacted by the implementation of the parallel AR2100 flood defences. Mitigation for any potential impact or loss of habitat will need to be assessed.

Figure 116: *Existing silt landscape along The Knuckle © CB Bristol Design*



E) New cantilevered bridge

A new cantilevered bridge linking Avon New Cut Trail to The Knuckle

As part of raising the flood level at Brunel Dam, a high-level bridge sitting on the outer side of the defences could be introduced. This needs careful design to integrate with the exisitng low-level Grade 2* Brunel Bridge.

Figure 117: *Existing bridge condition above the Sluice Gates*



F) Historic sluice gates

Explore opportunities to expose the listed structure.

Potential to expose and/or educate visitors of the floating harbour engineering, with elevated views of the southern entrance lock from Brunel's listed, fixed bridge, overlooking harbour operations.

Figure 118: *Sluice Gates closing off Cumberland Basin © Bristol Archives: 42054/6/7730*

04.05 River Avon Trail

Over 70% of respondents felt that The Draft Masterplan did a reasonable job, or better, of integrating the proposed flood defences with a river walk.



G) The look-out seating

Realise Dame Sylvia Crowe's original vision for a seating area.

The primary low-level viewpoint of Clifton Suspension Bridge and Avon Gorge. Seating could wrap around the ramped access onto Brunel Way. The Look-Out sculpture could also be refurbished.

Figure 119: *The Look-out point © CB Bristol Design*



H) Landmark opportunity with viewing terrace

Mark the arrival into Bristol City Centre with a public viewing terrace.

The Rotunda should be a world class building or structure, possibly the result of an international architectural competition, attracting Bristolians and tourists to this iconic western gateway to the city.

Figure 120: *Young trees currently planted in the space within the highway ramp*



I) Riverside public square

A key destination providing a flexible space for various programmes and events - creating a green connection between river and harbour.

With a strong focus on habitat and ecology, the area will offer a public route through a natural environment. The square will build upon the site's established ecology, creating a long-term home for local flora and fauna.

Figure 121: *Existing photo of Butterfly Junction with B Bond Warehouse in the background*



J) Level access into the bonded warehouses

Provide an inclusive and accessible solution that addresses the existing 1.5m level difference

Sensitive design interventions should enable step-free access, while respecting the historic fabric and character of these landmark buildings.

Figure 122: *Terrace in front of A Bond Warehouse indicating the buildings higher internal finished floor level © CB Bristol Design*



K) Chocolate Path

Promote the active travel route along the northern bank of the New Cut.

Explore opportunities to reinstate the heritage railway line, possibly in a downgraded form, enabling the removal of associated fencing and creating new pedestrian crossing points similar to the environment around the tracks at M Shed. The strategy would be informed by AR2100.

Figure 123: *Chocolate Path © Sam Saunders*

05. TRANSPORTATION & MOVEMENT

Figure 124: *Elevated road network across Central Western Harbour and Cumberland Piazza with Clifton Suspension Bridge in the background*

Transportation & movement

05.01 Road network

Key principles:

Context and opportunity

The rearrangement of Cumberland Basin's road infrastructure is absolutely paramount to unlock Western Harbours greatest potential and reshape it, the strategic gateway to Bristol. By rebalancing movement in favour of people, place and landscape, the area can evolve from a vehicle-dominated environment into a connected neighbourhood that reflects the city's ambitions for inclusive growth and carbon neutrality.

The infrastructure challenge:

- The Cumberland Basin road network opened in 1965, designed to accommodate forecast traffic growth to 1985. Modern traffic volumes have since exceeded those anticipated levels, accelerating structural deterioration and increasing long-term maintenance liabilities and costs.
- Brunel Way serves as a vital strategic connection for the city and the wider region, linking South Bristol to the centre and the major strategic road network via the Portway.
- Substantial investment is now required to secure the safety, resilience and continuity of operation. Regeneration provides a strategic opportunity to simplify and rationalise the highway infrastructure.

The strategic opportunity:

- Car journeys are to be reduced by 40% by 2030, and the city will transition to 90% Ultra Low Emission Vehicles (ULEVs) as set-out within Bristol's One City Climate Strategy (excluding wider strategic journeys).
- Release land of significant civic value that is capable of supporting new homes and public space. This will better integrate the Hotwells, Southville and surrounding communities with the city centre.
- Promote Bristol's transition towards more sustainable modes of transport and transform the area into a more walkable, people-focused environment.
- Car dependency will need to align with the principles of the One City Plan and the city's ambition to achieve carbon neutrality by 2030.



Figure 125: *Cabot Way passing over Cumberland Piazza © CB Bristol Design*

77% of people asked placed a medium to very high importance on reducing the number of diversion roads to make room for other uses

"This area has so much potential and is currently very car heavy, but it's a really special place that is not celebrated."

Transportation & movement

05.01 Road network

Existing context

Western Harbour is currently defined by an extensive, mid-century highway network that physically divides the landscape. Resolving and reducing this tangle presents a generational opportunity. By carefully rationalising surplus roads, safeguarding critical city-wide connections and drastically strengthening sustainable transport links, we can craft a movement strategy that transforms Western Harbour into a highly accessible neighbourhood with low car dependency.

While the strategic function of Brunel Way remains as a vital artery for the wider city network, much of the surrounding local road infrastructure has become redundant. Reclaiming over 2 hectares of underutilised asphalt will unlock prime waterfront land, directly supporting regeneration, improving active travel and reconnecting our existing communities.

Key findings:

01) Need to safeguard the continued, safe and reliable operation of key road and harbour assets, including Avon Fixed Bridge and Plimsoll Swing Bridge.

02) Need to maintain a resilient and functional strategic road network.

03) Limited potential to rationalise the road network around Cumberland Piazza.

04) Predicted future car journeys evidence surplus roads across Western Harbour's central area.

05) Key MetroBus and public transport connection between South Bristol and the City Centre can be enhanced.

06) Long-term maintenance liabilities associated with ageing infrastructure.

07) Priority of southbound traffic to maintain traffic control within the City Centre.



Figure 126: *Plan highlighting all the roads within the Development Framework site boundary*

72% of people asked placed a medium to very high importance on maintaining the existing Brunel Way alignment

"The spaghetti of roads in the area is so depressing and difficult to navigate on foot or cycle. It feels like you are trespassing on an industrial estate."

Key

- Existing roads (within Development Framework boundary)
- Existing MetroBus route
- Existing bus routes

Transportation & movement

05.01 Road network

Key principles:

Proposed strategy

Our strategy boldly reconfigures today's vehicle-dominated environment into a simplified and fundamentally place-led movement network. By removing the underutilised highways we make way for a more human-scaled city.

A new, efficient, single spine road along the central area of Western Harbour will replace the current sprawling arrangement. This vital upgrade maintains essential vehicular and MetroBus connectivity while simultaneously allowing us to strip away redundant slip roads and surplus carriageway. Ultimately, this framework champions the quality of our public realm, putting walking, cycling, and public transport first to create a safer, lower-speed environment that actively contributes to cleaner air for the whole of Bristol.

Key outcomes:

01) Maintain the existing alignment of Brunel Way and upgrade the roadway to accommodate increased non-City bound traffic.

02) Removal of McAdam Way and Smeaton Road slip roads to unlock the regeneration of Western Harbours central parcels.

03) Delivery of a single spine road.

04) Reconfigure the Brunel Way circular ramp to provide public transport and diversionary traffic access only.

05) Realign Faraday Road, unlocking northern parcels of land for new homes.

06) Reconfigure Cumberland Basin Road to slow traffic, add pedestrian crossings and better active travel routes.

07) Introduction of traffic-calmed streets along Ashton Avenue and Avon Crescent while maintaining access for residents.

08) High-quality, well-designed streets with coordinated materials, tree planting, street furniture and wayfinding to creating a coherent and inclusive public realm.

09) Reduce long-term maintenance liabilities associated with ageing infrastructure.

68% of people asked supported the simpler route through the centre of Western Harbour.

Key

- Existing roads (within Development Framework boundary)
- New / realigned roads
- Refurbished road
- Traffic calming / reduced speeds

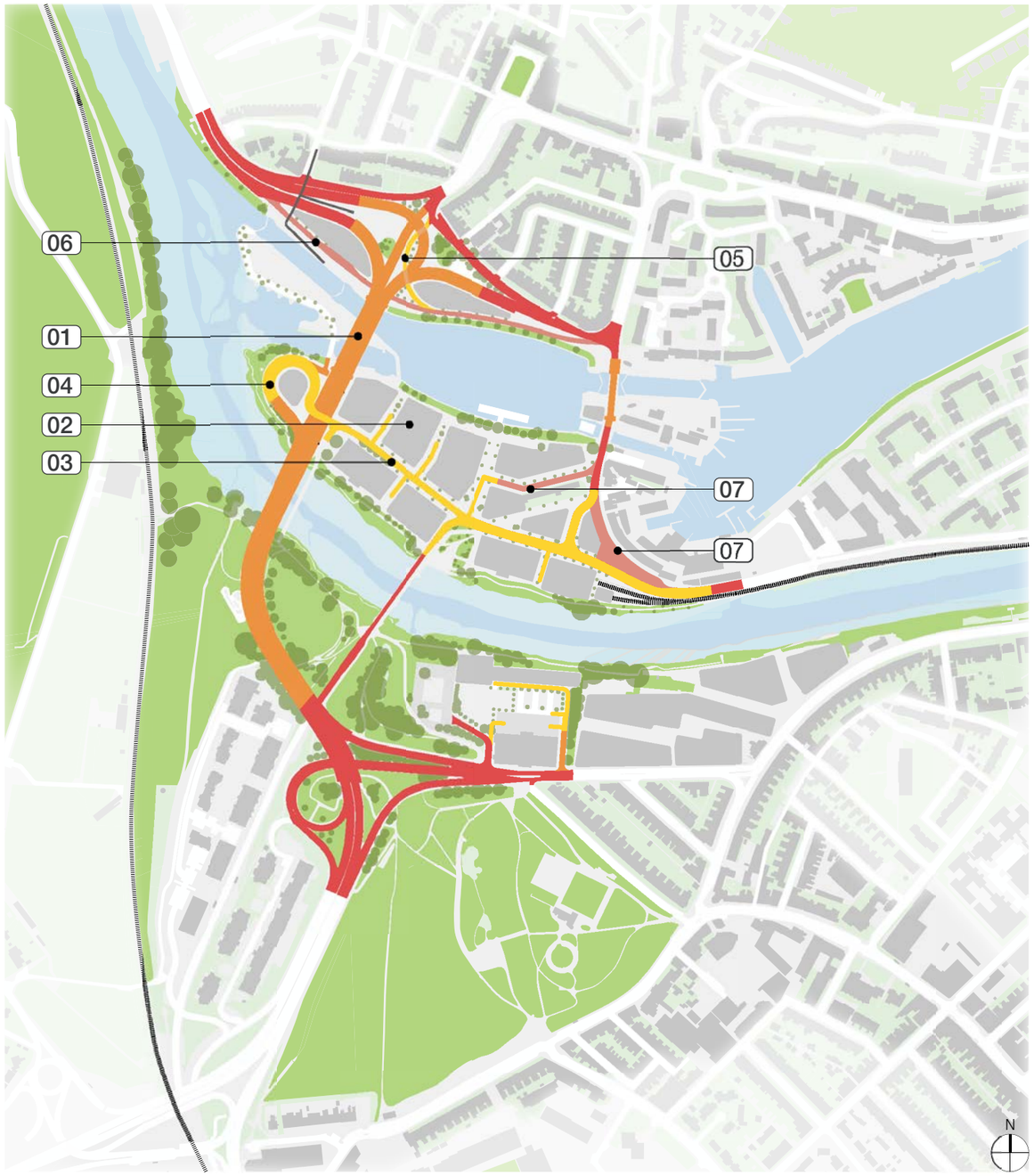


Figure 127: *Plan highlighting proposed changes to the existing road network*

Transportation & movement

05.02 Brunel Way diversionary route

Key principles:

Day to day traffic and emergency services

Cumberland Basin is a critical part of the Floating Harbour that creates an important connection between the city and the River Avon. This relationship is exemplified by the navigable Plimsoll Swing Bridge which allows vital tidal access into the Floating Harbour.

Maintaining a resilient road network when the Plimsoll Bridge swings requires a robust diversionary route to avoid significant disruption to the City Centre.

Key outcomes:

01) Upgrades and ongoing maintenance are required for Plimsoll Swing Bridge to provide reliable operation and improved swing times.

02) Southbound traffic to be given priority over northbound to maintain capacity within the City Centre.

03) Brunel Way circular ramp reconfigured to provide access onto Brunel Way

04) North and southbound emergency vehicles must be integrated into the diversionary route design.

05) The diversionary route should allow for general traffic to be diverted during planned bridge maintenance or other temporary road network closures.

06) Earlier driver notification through telematic signage or apps would allow for greater alternative route choices.

Plimsoll Swing Bridge opens c. 5 times a month during the winter & c. 50 times at its peak in July (largely due to harbour festival)

On average Plimsoll Swing Bridge takes 20 minutes to open and close, plus 2 minutes per vessel to pass

Key

- Diversionary route southbound
- Northbound traffic held on Brunel Way
- Potential for emergency vehicles, public transport and planned maintenance
- Diverted traffic to the east

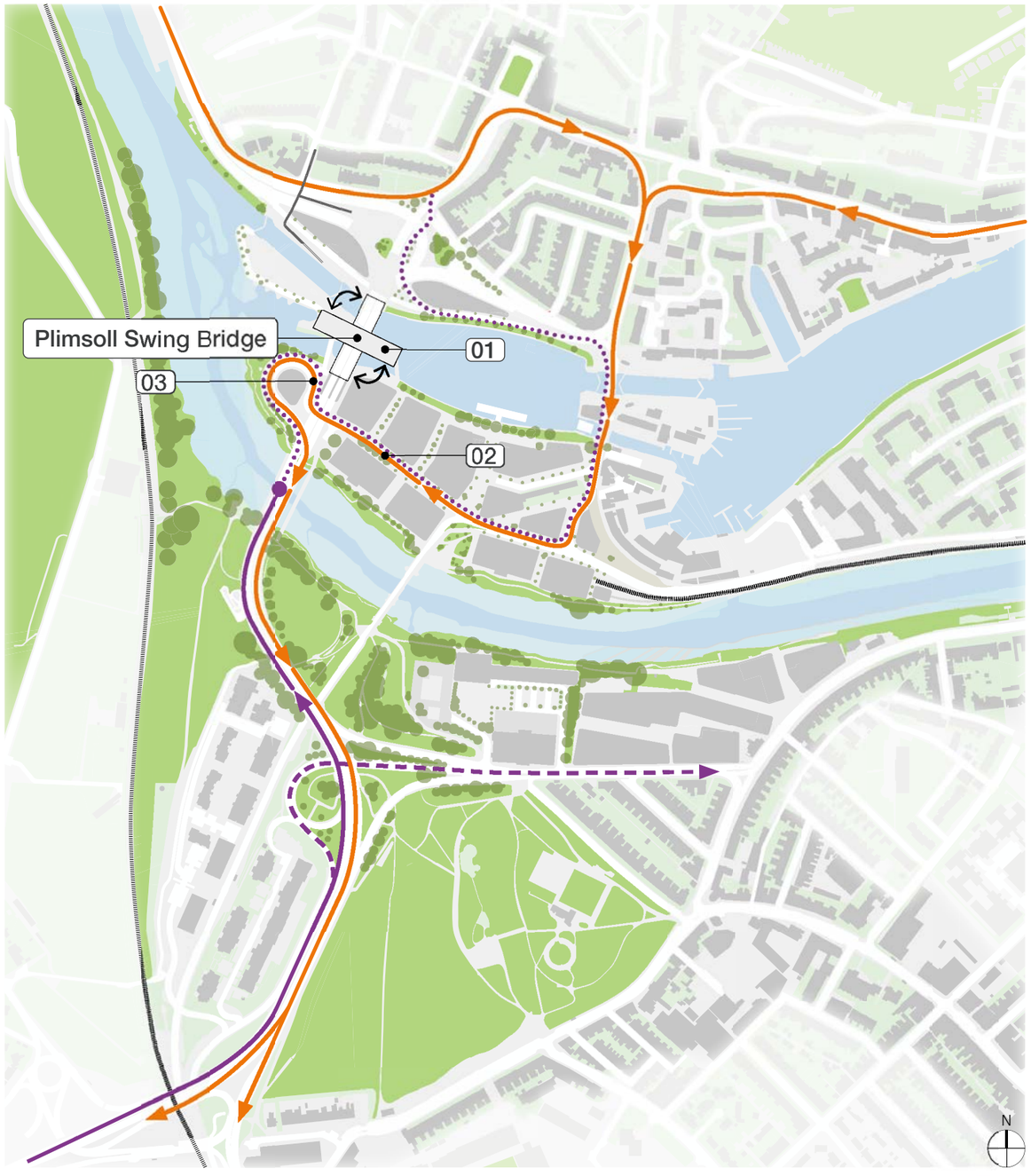


Figure 128: *Plan indicating the proposed diversionary routes for general traffic through the Site when Plimsoll Bridge is open for harbour navigation*

Transportation & movement

05.03 Public transport

Public transport routes

Alongside active travel routes, public transport forms the backbone of a low-car neighbourhood. By safeguarding and enhancing MetroBus connectivity, introducing a mobility hub for buses, bikes and taxis and prioritising bus movements, the area can evolve into a highly accessible neighbourhood where sustainable travel is convenient, legible and attractive.

Western Harbour already benefits from excellent bus connections with nine routes serving the area. The regeneration will further enhance these services as the provision of new homes will increase demand and increase bus frequencies. Extension of the ferry service could enhance public transport availability further.

Key outcomes:

01) A new mobility hub for buses, bikes and taxis located at the heart of Western Harbour.

02) Minimising disruption to existing bus routes and maintaining MetroBus continuity across Ashton Avenue Bridge.

03) Priority access for northbound buses and emergency vehicles.

04) Potential to extend the water taxi service into Cumberland Basin.

05) Bus gate leading onto Brunel Way from the spine road that allows buses to move southbound along Brunel Way.

06) Improved signage and intelligent transport systems, including real-time bridge information, to manage traffic flow effectively.

87% of people said it is important to make the site easier to access and get around without a car.

Key

- Bus route (Avonmouth / City Centre)
- Bus route northbound
- Bus route southbound
- Metro bus route
- Potential for additional resilience built into northbound road network
- Bus stop
- New bus stop
- New bus gate
- New mobility hub
- Railway
- Ferry route
- New ferry stop

Key principles:

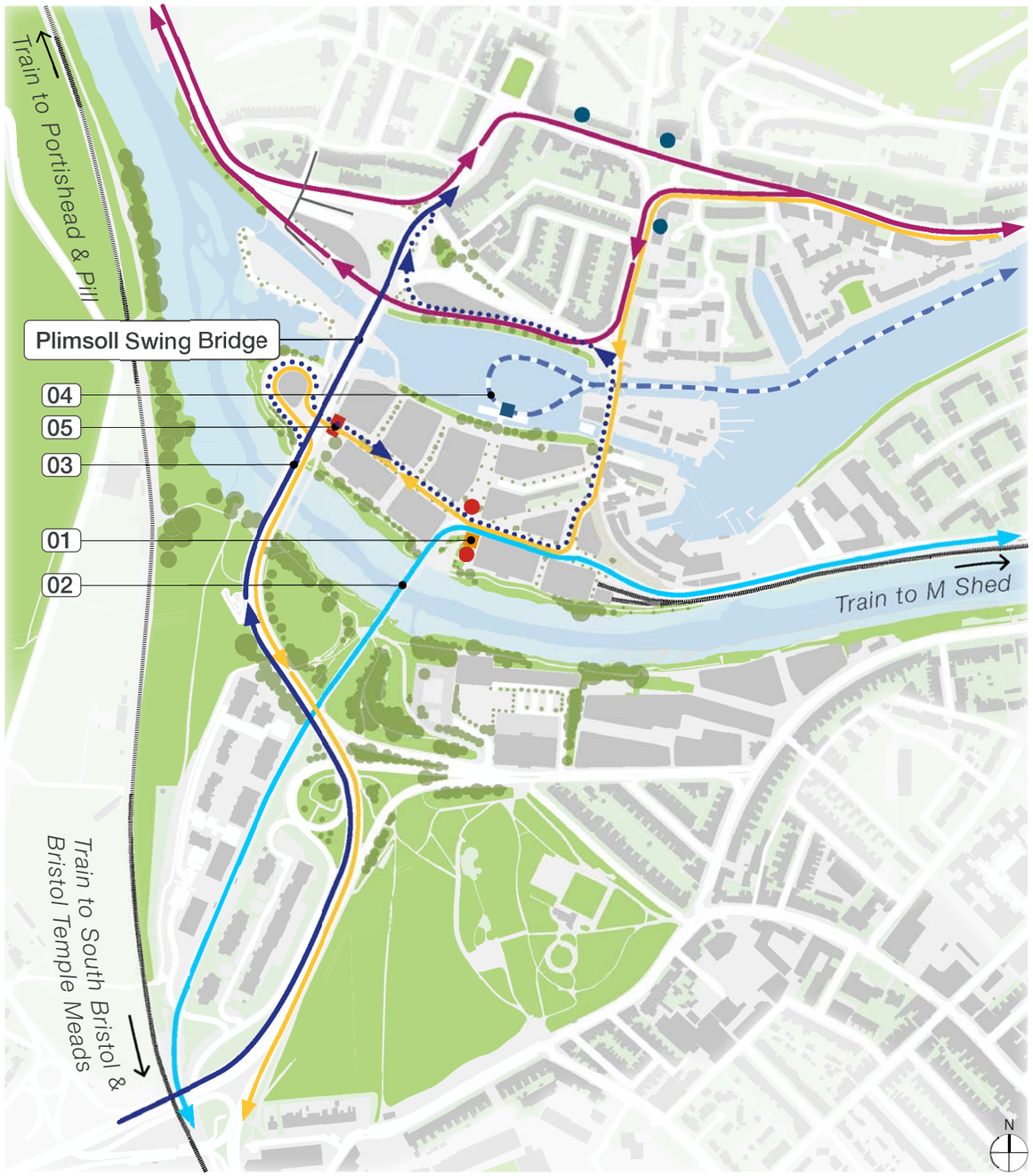


Figure 129: *Plan showing public transport movement through Western Harbour*

Transportation & movement

05.04 Pedestrian routes

Existing pedestrian routes

Western Harbour has immense potential to re-establish itself as a key gateway into the city by evolving into an accessible, legible, and welcoming urban environment. It can become a vital link not only between South and North Bristol, but also between the city and surrounding countryside.

Currently, however, the area functions more as a movement corridor than a connected neighbourhood. The existing highway infrastructure creates physical barriers that constrain the quality and continuity of pedestrian routes.

Key findings:

01) Missed potential to extend the Harbourside Loop along Cumberland Basin's edge.

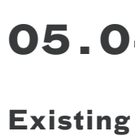
02) The Lookout viewpoint towards Clifton Suspension Bridge is neglected.

03) Ashton Avenue Bridge and historic railway path is a key City Centre connection.

04) Elevated walkways are rarely used and perceived as unsafe.

05) Road infrastructure creates physical barriers that sever pedestrian movement.

06) Poor pedestrian connectivity limits links to the waterfront.



80% of people asked supported extending the Harbourside Loop along the new flood protection

We need to build a city that is walkable, facilitates active transport and provides smooth car-free movement...



Figure 130: *Existing pedestrian routes through the Site*

Key

- Primary pedestrian routes
- Secondary pedestrian routes
- Elevated walkway

Note: *Tertiary routes not shown*

Transportation & movement

05.04 Pedestrian routes

Key principles:

Proposed pedestrian routes

Our vision is to transform redundant road space into a permeable and people-centred gateway, where active travel routes will be prioritised.

Reclaiming redundant road space will remove the physical barriers created by the existing highways making walking and wheeling the most appealing way to explore the neighbourhood and reach the wider city.

Key outcomes:

01) Fully accessible routes across the Entrance Lock Gates and Brunel Bridge & Sluice Gate, subject to AR2100 design.

02) Better pedestrian routes between Hotwells and Cumberland Piazza that allow residents to easily access the waterfront.

03) Introduction of ground-level routes that allow people to avoid using the elevated paths across Brunel Way.

04) Completion of the Harbourside Loop around Cumberland Basin's southern edge.

05) A new walkway along the southern bank of Avon New Cut.

06) A hierarchy of continuous routes that connect into the surrounding area and strengthen north-south neighbourhood connections.

07) Improved public realm that creates a more welcoming and accessible environment for people of all abilities.

08) Street design following best practice guidance, including Manual for Streets, Streets for a Healthy Life, and Local Transport Note 1/20.

71% of people asked were satisfied that The Draft Masterplan supported active travel

73% of people asked supported the addition of a new pedestrian/cycle route next to Avon Fixed Bridge

Key

- Primary pedestrian routes
- Secondary pedestrian routes
- Elevated footbridge

Note: *Tertiary routes not shown*

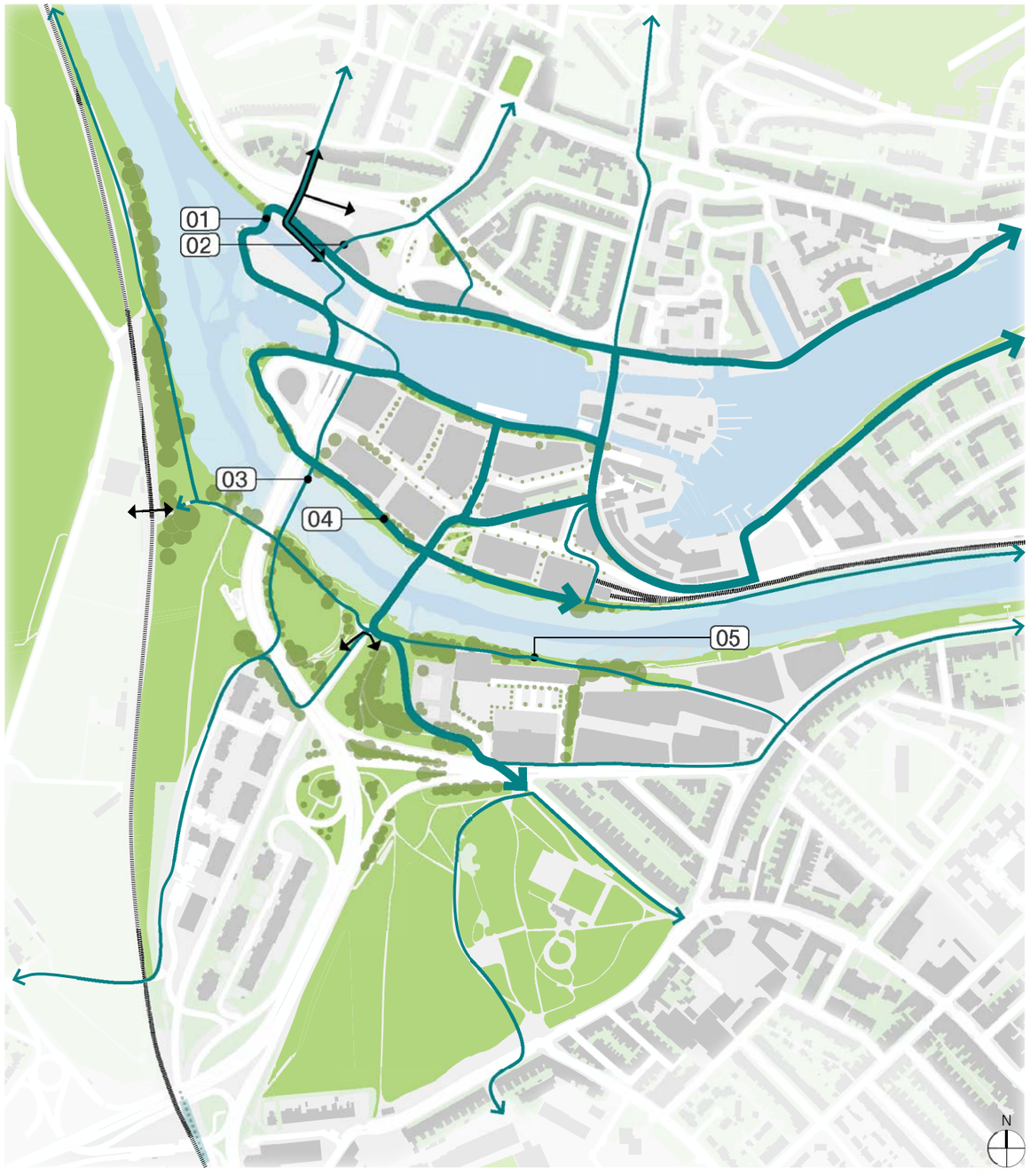


Figure 131: *Proposed pedestrian routes through the Site*

Transportation & movement

05.05 Cycle routes

Key principles:

Existing and proposed cycle routes

Western Harbour will become a premier active travel hub, empowering cyclists with smooth, continuous connections across the city and beyond.

By transforming redundant highway infrastructure into a permeable, bike-friendly network, we can eliminate fractured and impeded routes. Prioritising safe, direct cycleways ensures active travel is the natural, effortless choice for everyday journeys.

Key findings:

A Missed potential to extend the Harbourside Loop.

B Cycle routes are discontinuous and often not on desire lines

C Poor cyclist connectivity limits links to the waterfront.

Key outcomes:

01) Improving access for walking, wheeling and cycling over Junction Lock Swing Bridge.

02) Maintain the active travel route along the historic railway line.

03) Provide a continuous cycle network that aligns with key routes.

04) Active travel routes enhanced and extended.

05) Street design following best practice guidance, including Manual for Streets, Streets for a Healthy Life, and Local Transport Note 1/20.

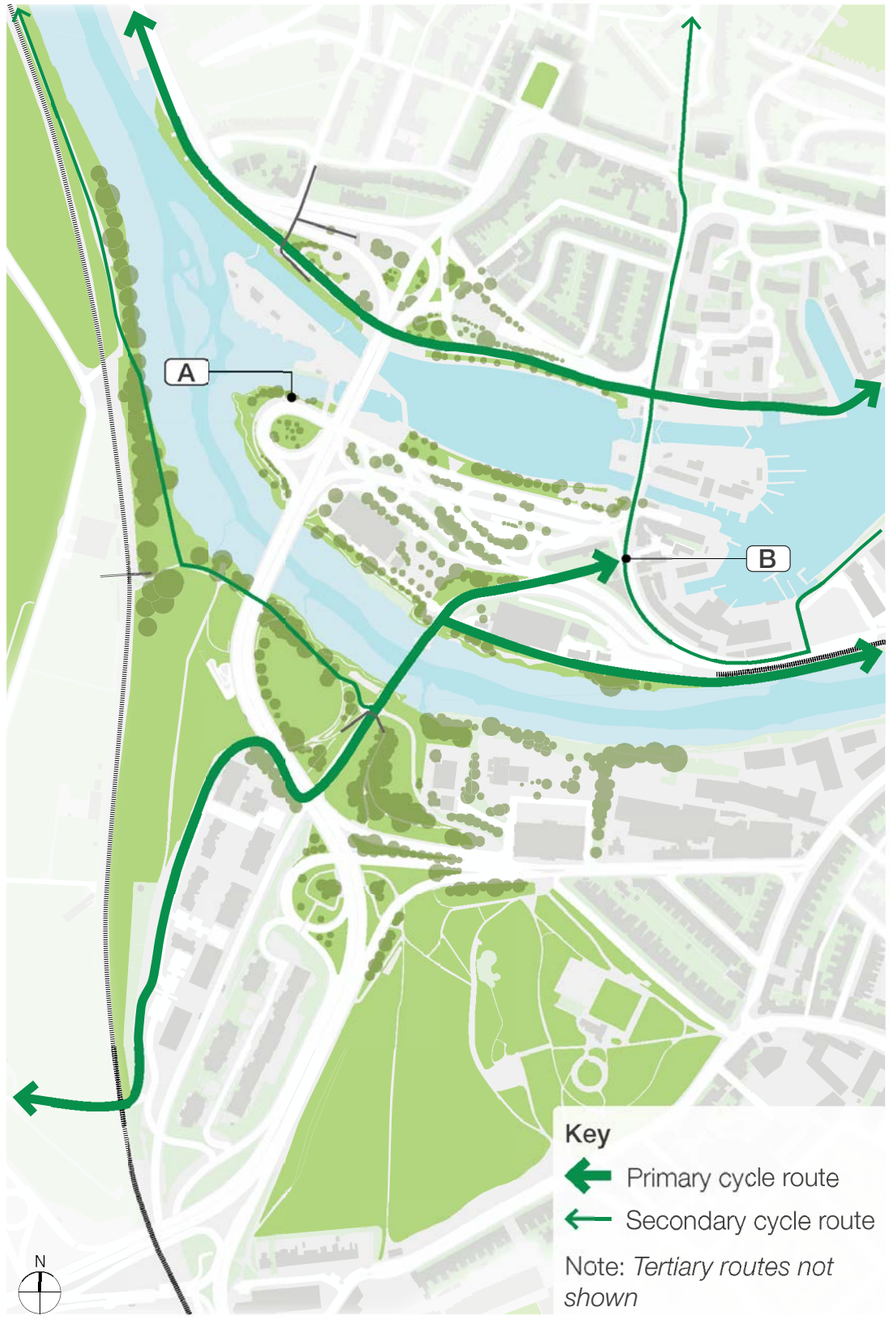


Figure 132: *Existing cycle routes through the Site*

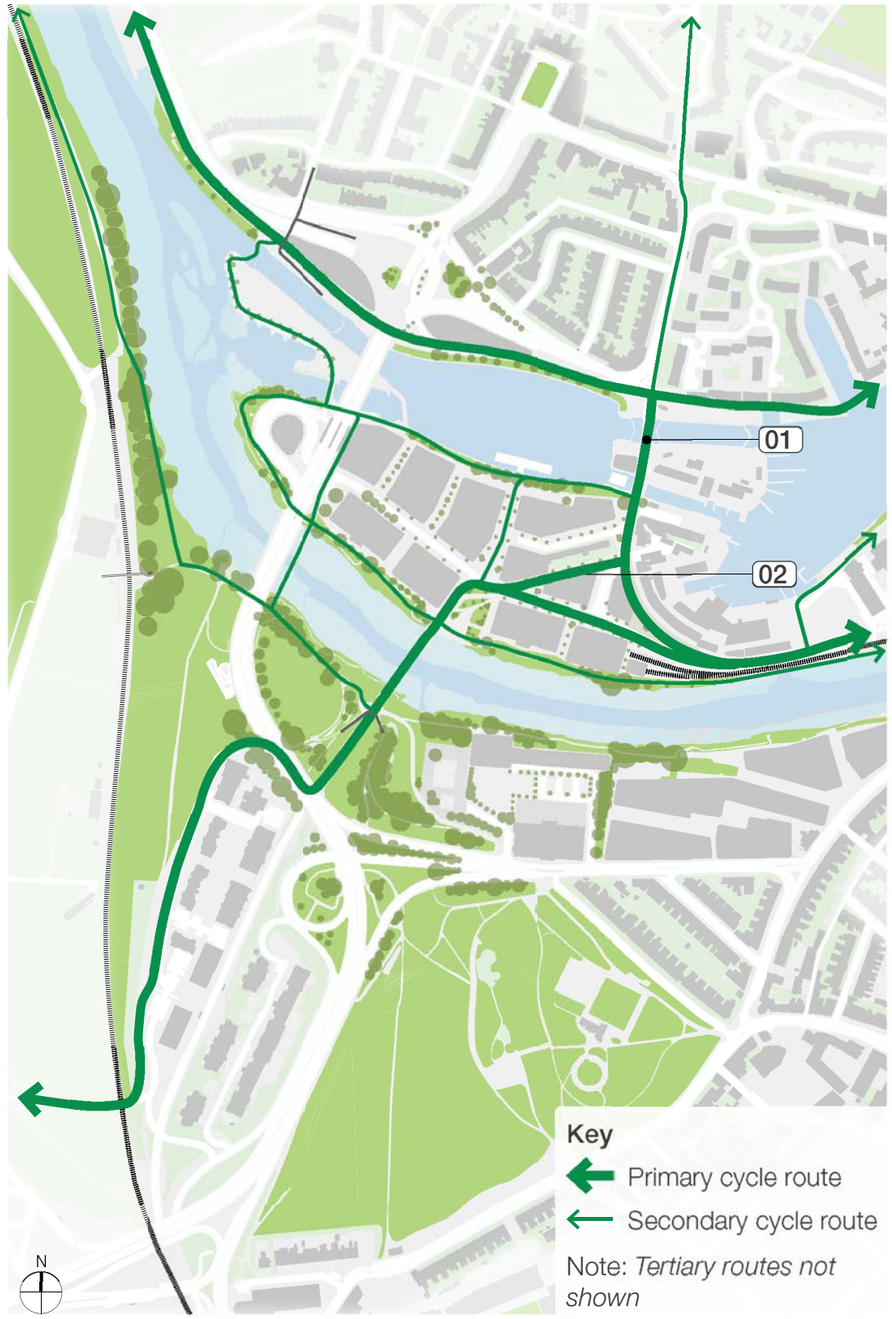


Figure 133: *Proposed cycle routes through the Site*



Figure 134: *Waterfront toward Wapping Wharf during the Harbour Festival*

06. BUILDING COMMUNITIES

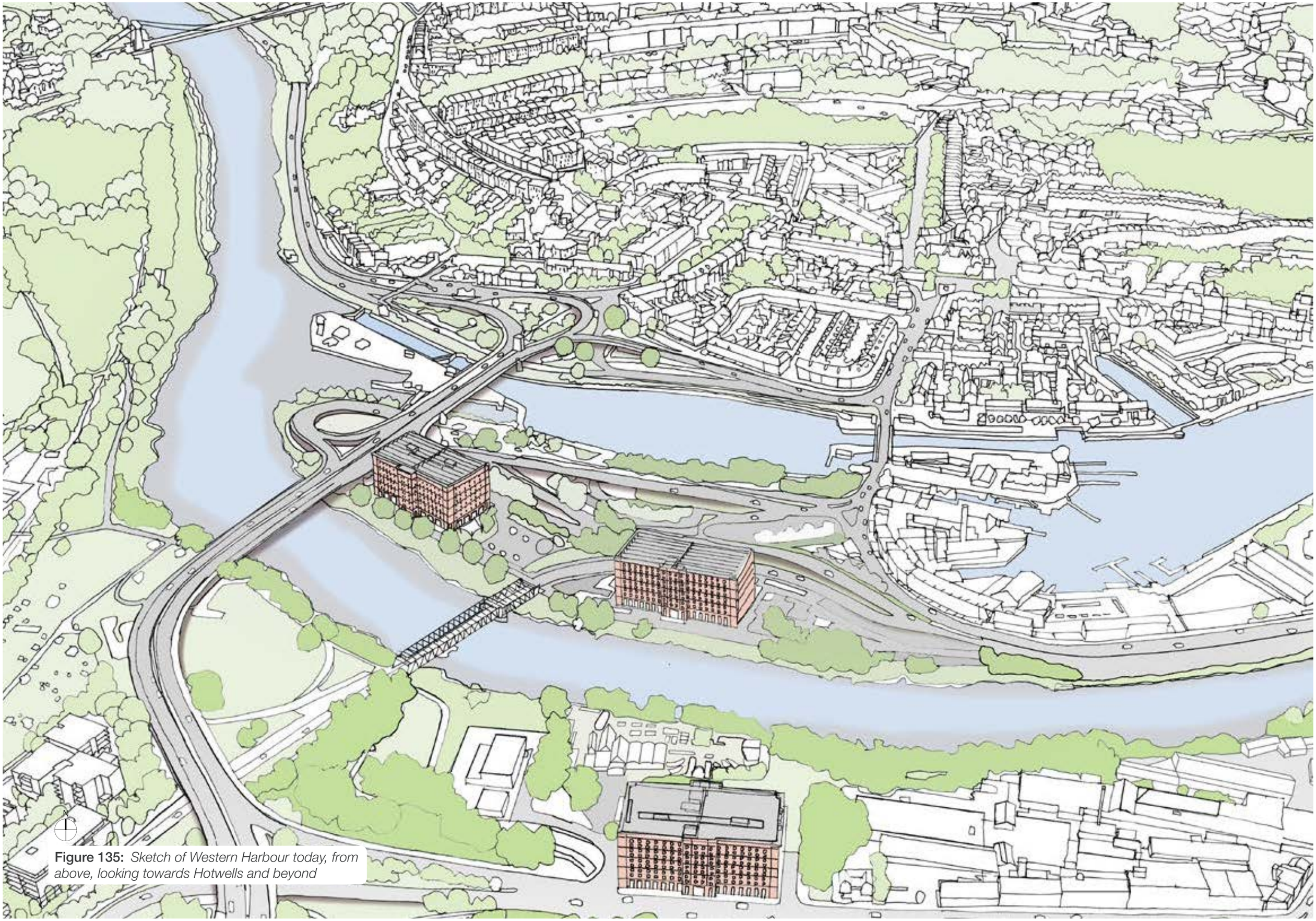


Figure 135: *Sketch of Western Harbour today, from above, looking towards Hotwells and beyond*

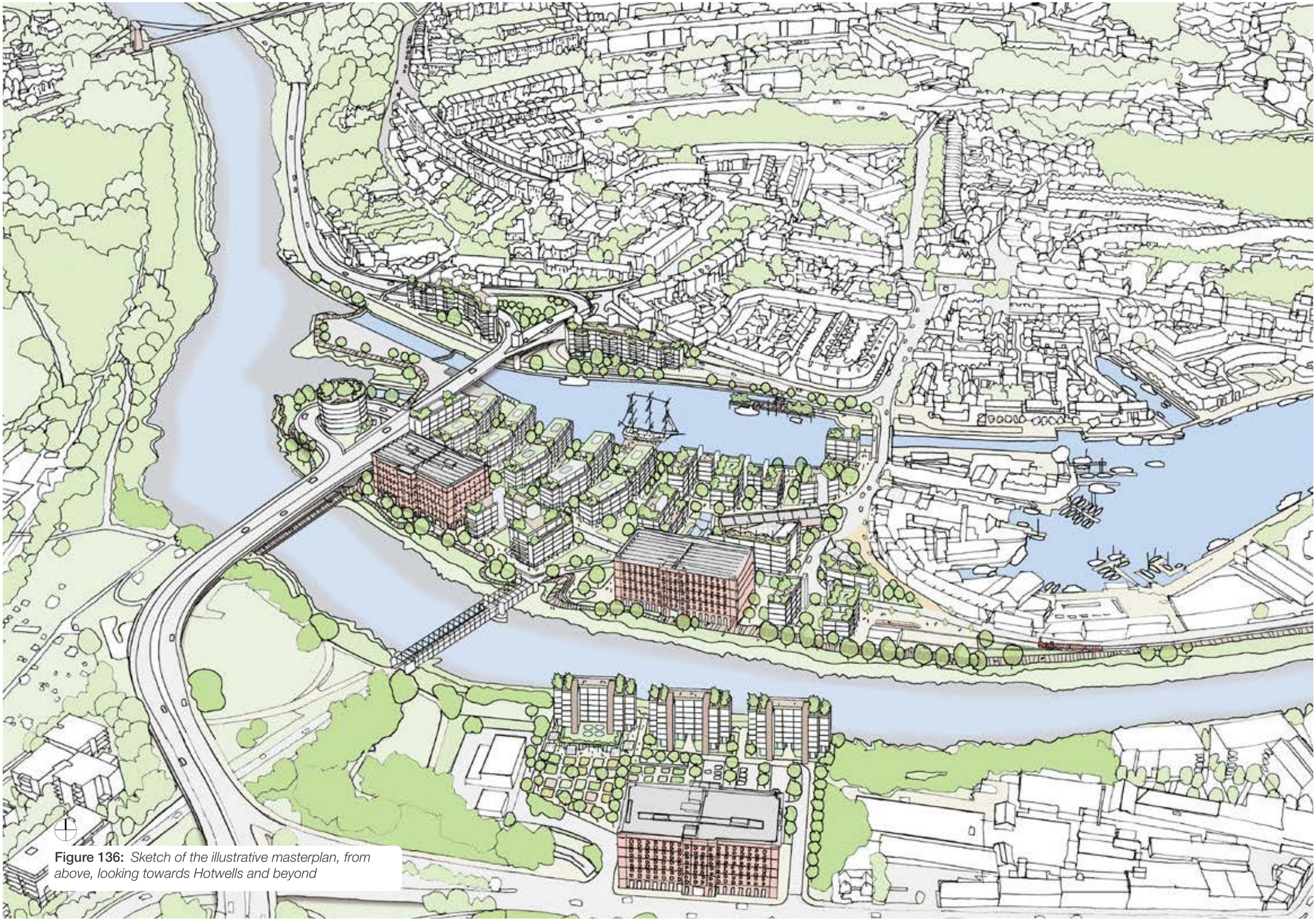


Figure 136: *Sketch of the illustrative masterplan, from above, looking towards Hotwells and beyond*

Building communities

06.01 Character Areas

Hotwells Reach

At the Hotwells end of the leisure corridor, the former park area beneath the existing flyovers will be revived as a space for leisure and recreation. Framed by the active frontages of two eyebrow shaped development plots, with archways or gaps to promote overlooked public passage from Hotwells to the waterside and:

- Improved pedestrian environment: reduced width and calming to Cumberland Basin Road.
- Improved surfaces and landscape: tree cover and architectural rather than purely functional road lighting.
- Better landscaping: Planted areas that support and extend the existing communities growing spaces.
- Outdoor gym: Fitness equipment and spaces for Tai Chai / pilates.

The eyebrow developments are apartments above independent shop(s) and/or café, plus potential community spaces such as a nursery. These ground level amenities will overlook the piazza and create activity within it. The apartments would be best utilised with deck access along their southern perimeter to give homes sunny, but shaded, views over the landscape. The northern flanks should have limited (sealed) openings against the motorway ramps and elevations that are acoustically absorbent to reduce road noise in the area. The western plot will also accommodate new flood defences as part of the Avon Riversides 2100 scheme.

Key

- Strategic boundary
- Character Area
- Buildings within Character Area
- Wider area influencing the character area



Figure 137: *Photo of the historic Cumberland Piazza with pavilion in the foreground*
© Know Your Place

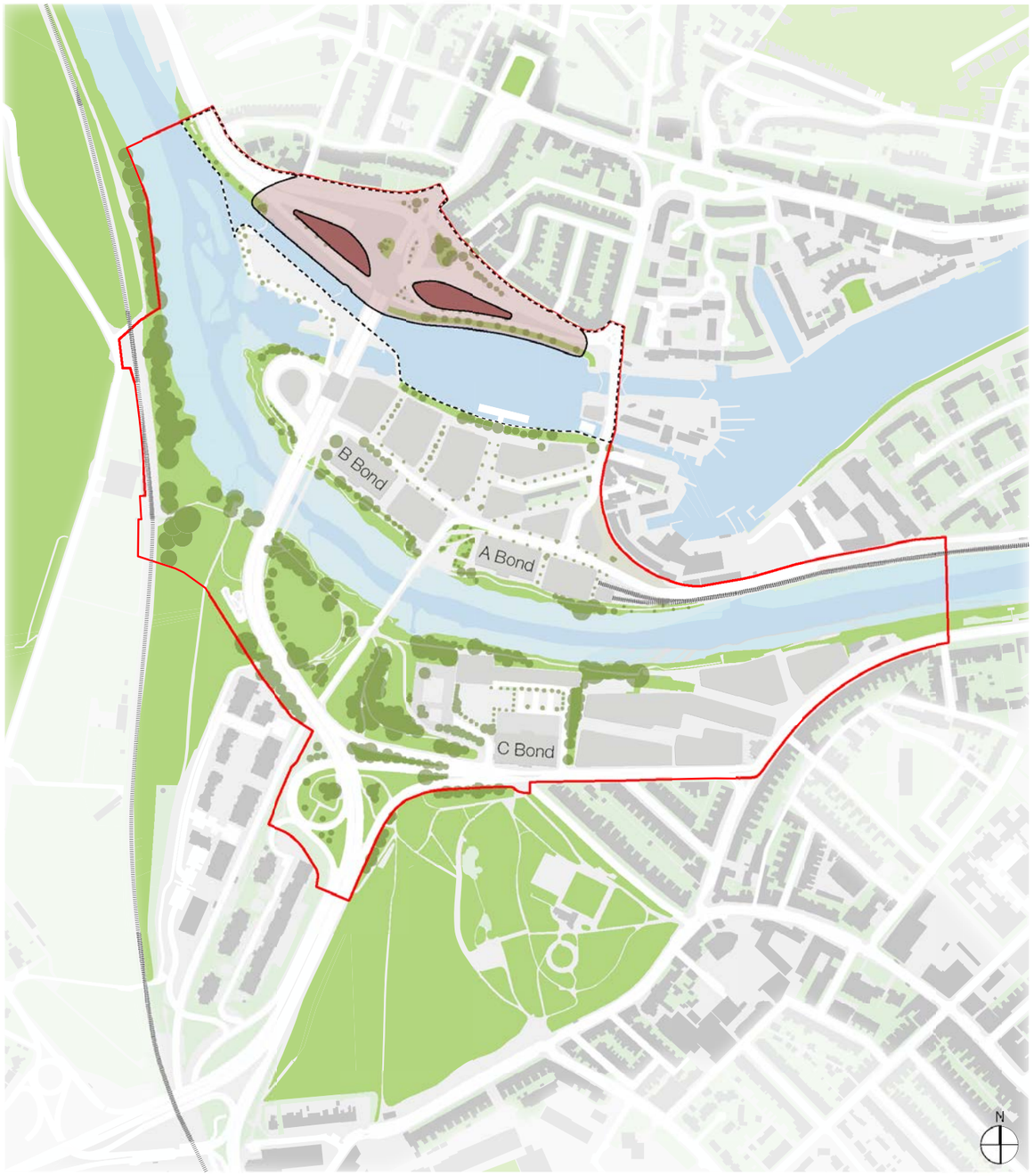


Figure 138: *Plan identifying the Hotwells Reach character area*

Building communities

06.01 Character Areas



01 Underfall Yard 02 Increased water activity 03 Traffic calming to Cumberland Basin Road 04 Waterside theatre 05 Cumberland Basin 06 Ferry stop

Figure 139: *View from Hotwells looking across Cumberland Basin from a café under the new apartment buildings towards the revitalised waterfront with Underfall Yard in the distance*

Building communities

06.01 Character Areas

Cumberland Wharf West

The central, lively, new place in Western harbour created by the demolition of obsolete roads and ramps connecting to Brunel Way.

Accommodating the bulk of new homes in apartment blocks arranged sympathetically against the B Bond Warehouse. This orientation would create light-filled, residential streets leading directly to an esplanade along Cumberland Basin. A wide central avenue connects Cumberland Basin to a new public square in front of A Bond, marking the transition from Cumberland Wharf West to Cumberland Wharf East. Key aspects of this contemporary, city-centre harbourside include:

- Active and flexible ground floors: independent shops and cafés, plus community facilities and workspaces/workshops.
- Calmed streets: multi-use public spaces including play-on-the-way features.
- Minimal vehicular footprint: discreet motor vehicle access and limited parking, with safe, well-overlooked bike parking.
- Expressive balconies: outdoor spaces to enjoy views, light and survey the streets below.
- Landmark structure: A landmark at the gateway to Bristol with architecture of world class quality that speaks of Bristol and the unique history of the gorge and floating harbour.

Key

- Strategic boundary
- Character Area
- Buildings within Character Area
- Wider area influencing the character area



Figure 140: *Photo of the western tip of the Floating Harbour illustrating the potential view from the landmark structure*

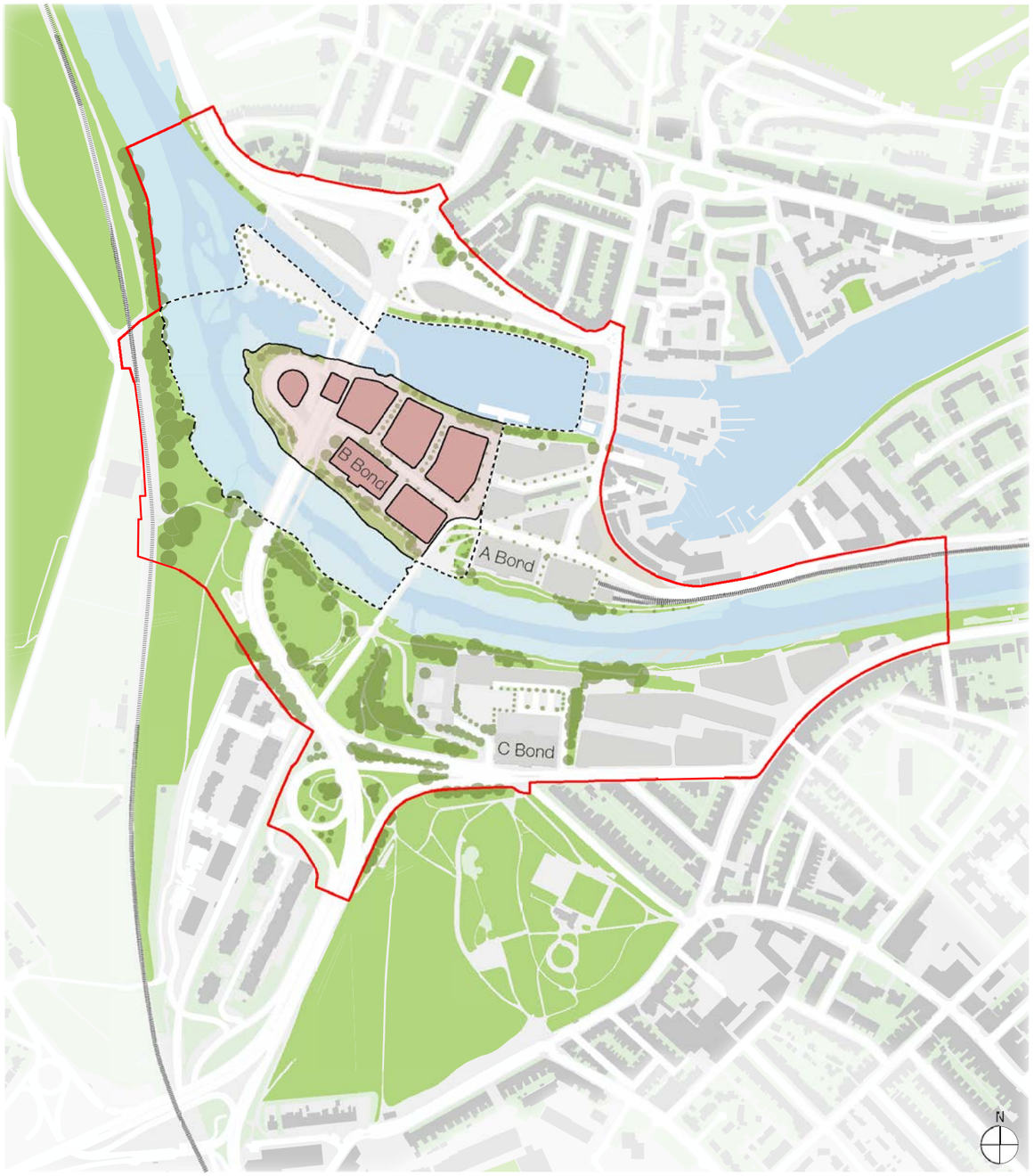


Figure 141: *Plan identifying the Cumberland Wharf West character area*

Building communities

06.01 Character Areas



01 Active ground floor uses with apartments above 02 Brunel Bridge & Sluice Gate 03 Plimsoll Swing Bridge 04 Clifton Suspension Bridge 05 Generous quayside walkways

Figure 142: *View looking across Cumberland Basin towards Hotwells showing apartments above community spaces, workshops and workspaces; foreground shows a revitalised waterside of Cumberland Basin with apartments above active frontages and a wide waterfront*

Building communities

06.01 Character Areas

Cumberland Wharf East

Transitioning from Cumberland Wharf West into a calmer, heritage-led location, Cumberland Wharf East blends rich maritime history with modern living to create a character-rich environment.

Shaped by its context, new development should sensitively celebrate rather than compete with the area's industrial character. By weaving the rich history of the floating harbour (and assets like A Bond, Avon Substation, Underfall Yard, and Avon Crescent) into the fabric of a contemporary community, Cumberland Wharf East establishes itself as a calm, heritage-rich maritime neighbourhood with:

- Calmed streets: that encourage exploratory walking, connecting residents directly to the working heritage of the waterways.
- Improved pedestrian accessibility: addressing changes in level and physical barriers to create more accessible and attractive pedestrian routes.
- Extended heritage railway: restoring and extending the historic heritage railway for both a cultural attraction and a unique local transport link.
- Traditional materiality: a materials palette that resonates with the industrial character.
- Butterfly Junction Park : A habitat-rich, flexible waterfront destination for events that bring people directly to the water's edge.

Key

- Strategic boundary
- Character Area
- Buildings within Character Area
- Wider area influencing the character area



Figure 143: *Photo of Underfall Yard along the Floating Harbours edge © Derek Harper*

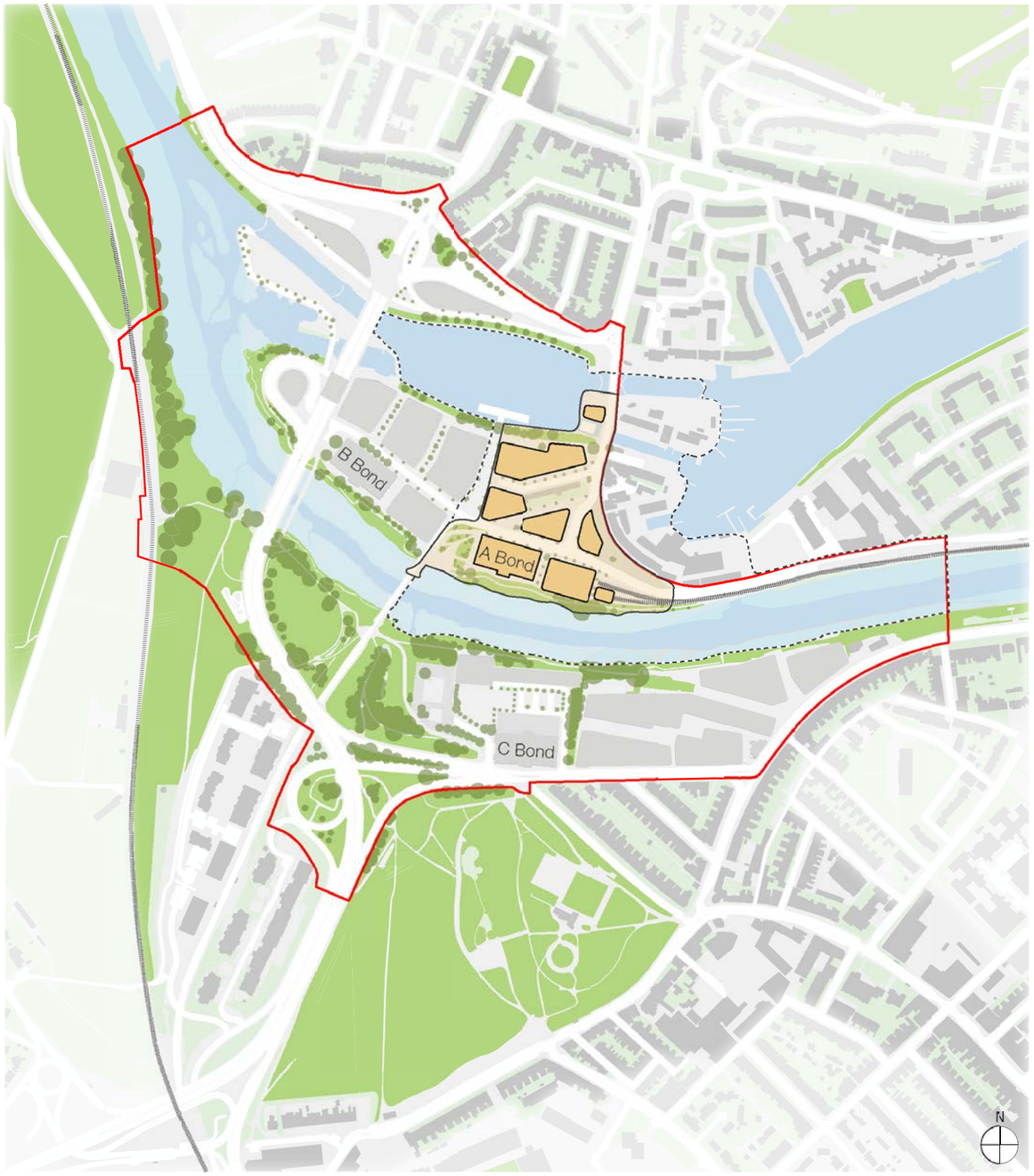


Figure 144: *Plan identifying the Cumberland Wharf East character area*

Building communities

06.01 Character Areas

Ashton Riverside

A riverwalk and apartment buildings line the New Cut. The garden centre reprovided and continuing to benefit from the riverside location.

The Riverside Garden Centre is a much-loved business and community amenity who value their riverside location. The Development Framework envisions an exciting opportunity to support its continued evolution and establish a direct connection with the water's edge, something the site currently lacks.

A ribbon of homes is envisioned above active ground floor amenities along the New Cut, fronted by a new riverside walk connecting Coronation Road, through Paynes Shipyard to Leigh Woods. The new garden centre and café is re-provided under the most western apartment buildings with a wonderful outlook over the water. The garden centre extends externally to the south where it will enjoy better sunlight than at present due to the overshadowing by both its own café and C Bond.



Figure 145: *Photo from the river bank adjacent the existing Riverside Gardens looking back towards A Bond*

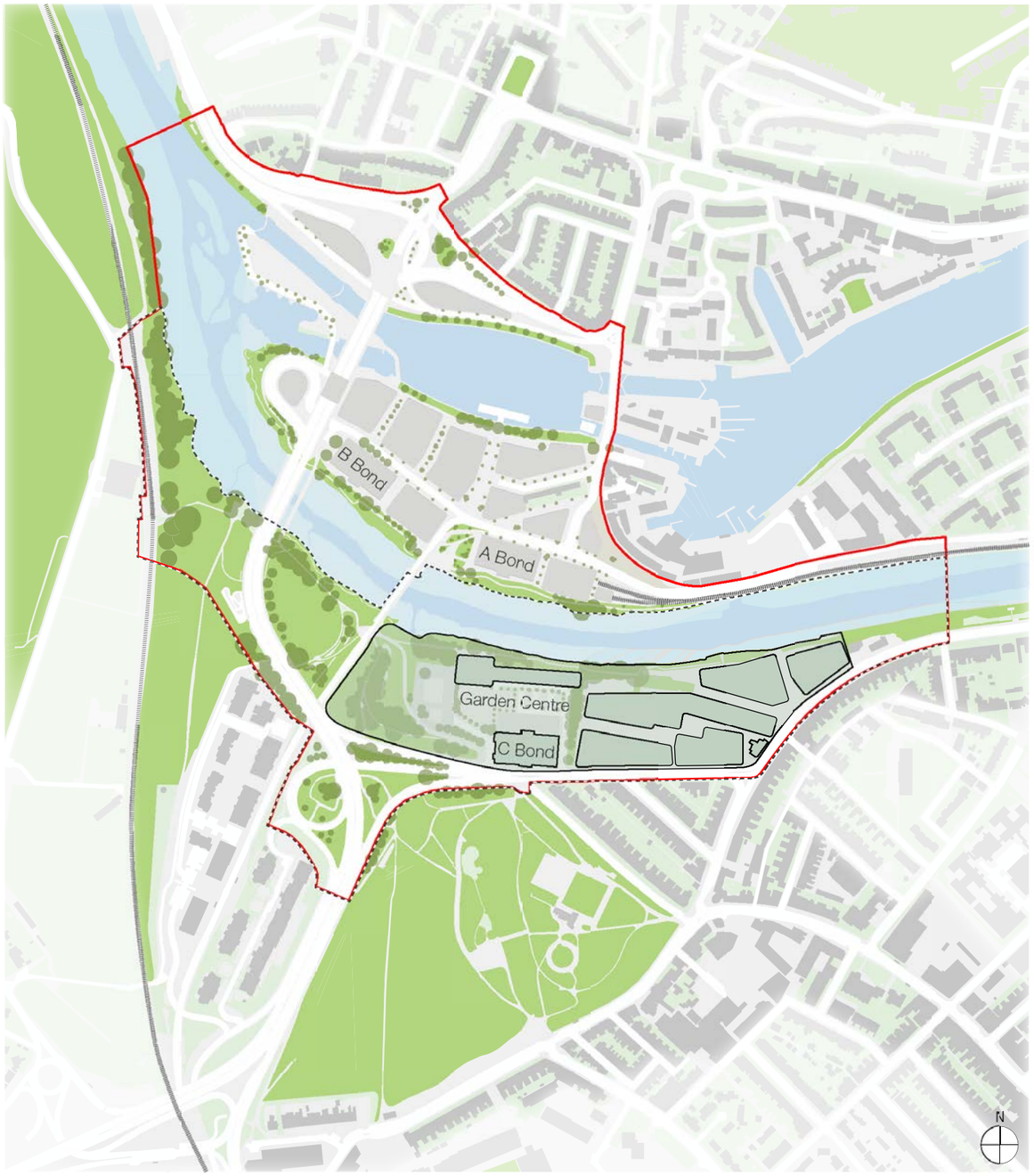


Figure 146: *Plan identifying the Ashton Riverside character area*

Key

- Strategic boundary
- Character Area
- Buildings within Character Area
- Wider area influencing the character area

Building communities

06.02 Indicative land use

Ground floor uses

Western Harbour will be animated by active and adaptable ground-floor uses that support daily life, local enterprise, and community well-being. A carefully distributed mix of commercial, cultural, and community spaces should reinforce key routes, respond to movement patterns, and sustain long-term social and economic vitality.

Key aims:

01) Support social and economic sustainability by providing flexible commercial, cultural, and community spaces that can evolve over time.

02) Create a diverse mix of ground-floor uses, within buildings and associated public spaces, to support a successful and inclusive neighbourhood.

03) Meet everyday needs of residents and support independent businesses.

04) Concentrate ground-floor activity along key routes and high-footfall areas to reinforce street vitality, animation, and natural surveillance.

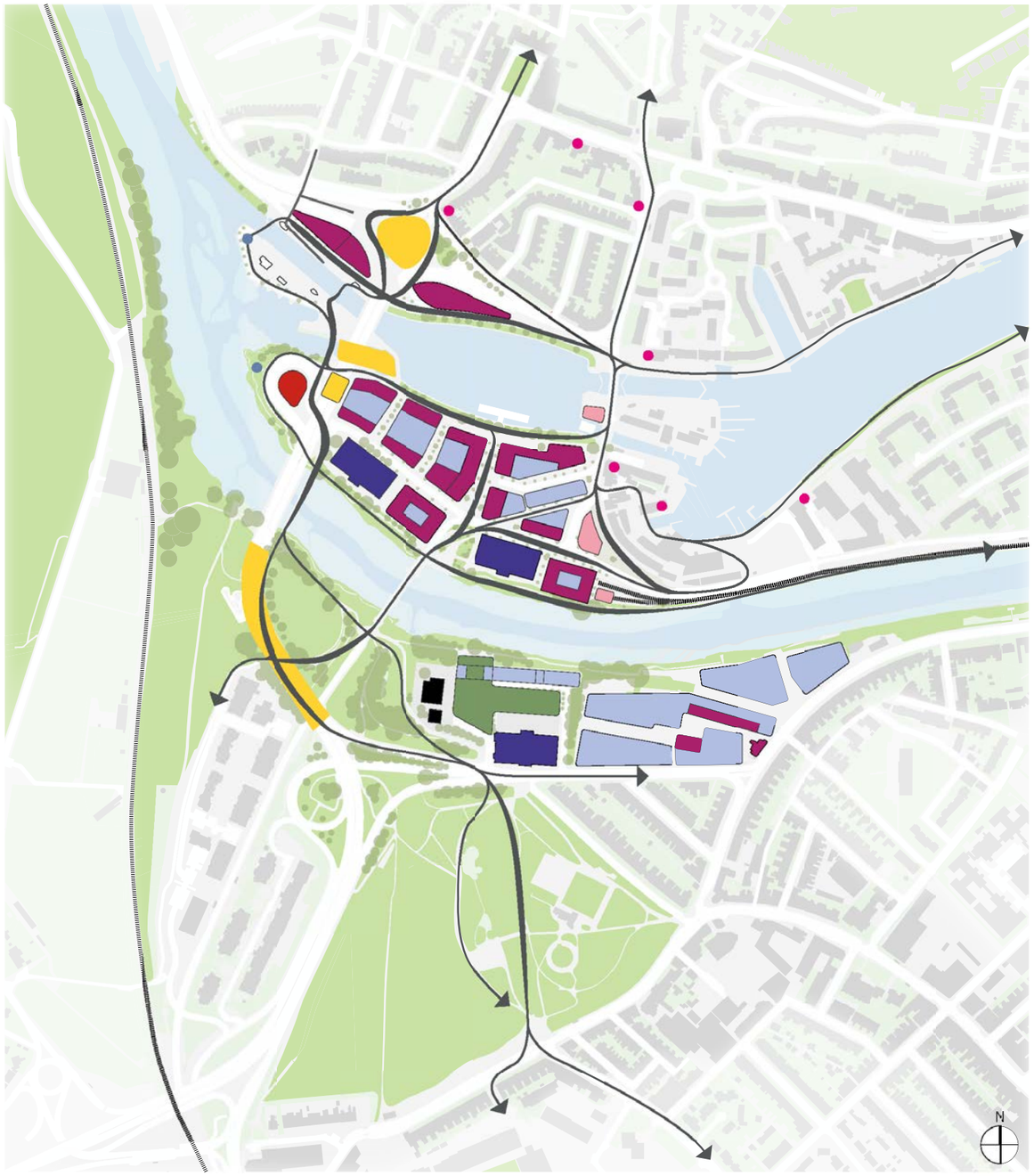
05) Design ground-floor spaces with long-term flexibility, enabling adaptation in response to changing demand as communities grow. This may include healthcare, childcare facilities, and other locally focused services.

06) Link uses to the movement trail principles set out in sections *04.02 - 04.05*.

07) Explore expanding the Bristol Heat Network by constructing an energy centre within the regeneration area to provide low-carbon heat to the community.

Note: Vattenfall is working in partnership with Bristol City Council and Bristol City Leap to deliver a coherent city-wide low-carbon heat network as part of Bristol City Council's plans for the city to be carbon neutral by 2030 and delivering a future-proofed local energy system. There is an aspiration to deliver an energy centre in the vicinity of Western Harbour, serving both the new development and the wider area, subject to a suitable site being identified. Western Harbour offers the potential for utilising local–level water source heat pumps to extract zero-carbon energy from the harbour.

Key principles:



Key

- Range of commercial and leisure space
- Cultural / heritage hubs
- Residential / residential amenity
- Garden centre
- Landmark public / cultural building
- Sports / leisure
- Utility
- Mixed use with active lower floors
- Key movement pattern
- Predicted high footfall routes
- Nearby public house / café
- Key viewing point

Note: *Movement patterns indicated are not exhaustive. Additional survey and analysis would be required to confirm footfall.*

Figure 147: *Plan identifying the key movement patterns through Western Harbour with suggested ground floor uses*

Building communities

06.02 Indicative land use

Above ground floor uses

Upper levels will deliver high-quality, tenure-diverse homes that respond to Bristol's housing needs while achieving sustainable densities and strong residential amenity. Building typologies should be carefully adapted to site constraints and provide high environmental performance and contextual responsiveness.

Key aims:

01) The bonded warehouses have the potential to be converted to apartments, hotel, commercial or public exhibition space.

02) Create a landmark structure at the western tip of Western Harbour.

03) Provide a cultural hub - potentially within the Avon Crescent Substation.

04) Utilise the underpass spaces for leisure, sport, and recreation.

05) Deliver a residential-led neighbourhood that provides an optimal housing density in line with the *Urban Living SPD: Making Successful Places at Higher Densities.*

06) Create a variety of housing typologies in suitable locations.

07) Design homes that protect residents from the environmental noise and pollution of the elevated highways.

08) Provide a mix of tenures that addresses identified housing needs.

09) Optimise density through efficient layouts, including the use of central dual-loaded corridors where appropriate, while maintaining high standards of amenity.

10) Maximise the proportion of dual-aspect homes to guarantee high levels of daylight, thermal comfort, and natural ventilation.

Key

- Cultural / heritage hubs
- Residential
- Mixed use with active lower floors
- Range of commercial and leisure space
- Landmark public / cultural building
- Sports hub

Key principles:



Figure 148: *Plan showing the suggested upper floor uses and apartment access*

Building communities

06.03 Examples of non-residential uses

Public archive / museum storage

A public archive could be created to display Bristol's history.

The public archives, which hold a rich history of the city, are currently located in A Bond and B Bond Warehouses. However, much of the collection is inaccessible and stored in crates.

This history could be celebrated by displaying these fantastic city collections and creating a publicly accessible archive.

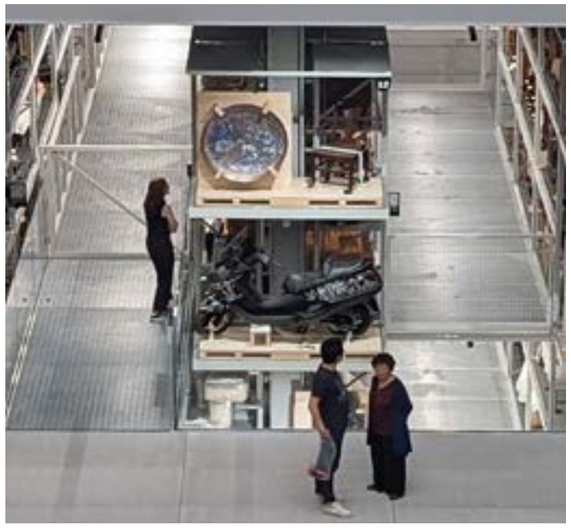


Figure 149: *V&A East Storehouse*

Bristol Legacy Foundation - Storyhouse

Operating under the ethos "A place for stories, a place for doing", Storyhouse will be a world-class cultural venue for the City of Bristol and beyond.

It will engage with African Heritage Community stories, activities, histories, and futures. As a dynamic local and international cultural hub, Storyhouse will connect people through art, education, events, food, music, and outdoor community spaces.



Figure 150: *Art gallery space at The Africa Centre © Taran Wilkhu Photography*

Independent shops

The framework encourages town centre uses, promoting local independent shops, cafés, and restaurants to support local businesses.

These will be strategically located along primary movement routes to drive footfall towards the waterfront. We can best support independent enterprise by providing smaller ground-floor retail units that are well-suited for start-ups and local traders.

Providing a range of unit sizes enables different types of businesses to establish, expand and evolve alongside the local community.



Figure 151: *Independent coffee shop*

Creative workspace and workshops

Providing dedicated studio spaces will help Bristol's renowned creative scene to flourish.

The integration of creative workspaces alongside more traditional employment and commercial uses will strengthen the city's economic resilience and diversity.

We can support the growth of these industries by developing flexible units of varying sizes. Co-locating these units with shared facilities will allow a supportive, and organically formed, creative hub to develop.



Figure 152: *Creative space at JW3 © Nina Sologubenko*

Building communities

06.03 Examples of non-residential uses

> *Keep a mix of useful retail units that provide services for local people, useful shops as well as cafés, restaurants and more creative businesses or office space.*

Garden Centre

The framework proposes extending the success of the existing garden centre with a new building that overlooks the river front.

More than just a garden centre, this will serve as a focal point for the community, complete with a café and children's play area.



Figure 153: *Riverside Garden Centre*

Activity centre

We can provide new life for the areas under the flyovers and ramps by introducing sports and leisure uses.

Reclaiming these currently inhospitable spaces beneath the remaining raised road network will transform them into lively and active destinations. A dedicated activity centre could support these activities with public toilets, changing rooms, and short-stay parking for events.



Figure 154: *Platform Park © Stephen Schauer*

Waterside restaurants and cafés

Located along the primary routes through Western Harbour, these venues will provide spaces to take a break and enjoy the setting.

Cafés and restaurants with views across the Cumberland Basin will cater to both residents and visitors.

These spaces must be designed to capitalise on the iconic waterfront vistas that are completely unique to Western Harbour.



Figure 155: Oxo Tower Wharf riverside restaurant © Chris Gascoigne

Community spaces

Western Harbour must provide spaces shared by the whole community.

Flexible community spaces should be considered and may take a variety of forms, including dedicated facilities for children's nurseries, GP or dentist surgeries, a re-imagined Create Centre, or pop-up spaces within the public realm where community groups can meet.

The adaptability of such spaces will allow them to respond to changing needs over time, providing accessible, long-term venues for local services.



Figure 156: Rag-rug making workshop during arts and crafts fair at Oxo Tower Wharf © *Tim Mitchell*

Building communities

06.04 Meanwhile uses

Key principles:

Aspiration

The scale and phased delivery of Western Harbour offers a prime opportunity for creative and innovative meanwhile uses. These temporary initiatives will enrich local character, draw people to the waterfront and build Western Harbour's collective presence within the city. By activating vacant spaces, meanwhile uses will play a proactive and valued role in reinforcing the local identity and fostering early community life while actively preventing urban blight such as vandalism or fly-tipping.

Delivered collaboratively, these temporary initiatives can generate lasting social and economic value, they can inform or transition into permanent elements of the Development Framework across six themes (listed on the following page).

Key aims:

- Develop meanwhile initiatives collaboratively with local communities, businesses, and stakeholders.
- Encourage stewardship and foster a sense of ownership that supports active participation in shaping the area's future.
- Respond positively to the character and identity of Western Harbour, building on existing strengths and Bristol's distinct cultural profile.
- Build Western Harbour's collective presence within Bristol's City Centre.
- Align with community values and priorities so that interim uses accurately reflect local aspirations.
- Employ sustainable and regenerative practices in the design, construction, and operation of interim uses.
- Facilitate the relocation of established meanwhile uses into permanent ground-floor spaces as development plots come forward, retaining social value, and community networks.
- Support businesses and community groups in identifying suitable long-term premises.
- Maintain flexibility to allow successful initiatives to grow, adapt, and respond to changes in demand.
- Generate sustainable income streams for the Harbour'



Figure 157: *Cabot Circus Skate Spot © CANVAS*

Building communities

06.04 Meanwhile uses

A thriving, inclusive meanwhile use, that changes the perception of the area and that the people.

Grow

Provide spaces for the community to come together to grow food, plants, and trees.

Building on the success of the Riverside Garden Centre and the community growing spaces within Cumberland Piazza, vacant land can be used for urban farming, temporary allotments, or even a tree nursery.



Figure 158: *Urban Farming © LettUs Grow, Bristol*



Figure 159: *Story Garden, Kings Cross*

Create

Support the creative arts with affordable workshops and spaces for grassroots businesses and artists.

Providing premises for workshops and creative studios will support small enterprises. Materials salvaged from the demolition of redundant structures can be made available to these groups for re-purposing.



Figure 160: *Weaving at the Oxo Tower Wharf workshops © Dan Weill*

Move

Bring together sports and fitness communities to activate the future Leisure Corridor.

By working collaboratively with skating, water sports, fitness, running, bike polo, football, basketball, netball, urban beach volleyball and BMX groups we can enhance opportunities for recreation.



Figure 161: *Sailing lesson on the Floating Harbour © All-Aboard Watersports*

Build

Use circular economy principles to construct temporary community infrastructure.

By reusing demolition materials we can sustainably build new community assets. Temporary parks can incorporate play areas and spaces for passive recreation such as spectator sports along the Leisure Corridor.



Figure 162: *Temporary neighbourhood © Better Block*

Exhibit & interact

Exhibit the best of Bristol's past, present, and future.

This could include exhibitions featuring artefacts from the Bristol Museums collection within a temporary structure, or, for example, a venue for Aardman's travelling 'Art of Aardman' exhibition.



Figure 163: *Aardman's interactive exhibition © Aardman*

Celebrate

Create spaces for live performances and festivals that bring life and vibrancy to the area.

This could take the form of an extension to the Bristol Harbour Festival, new outdoor live music venues on the waterfront, or cultural festivals that celebrate the diversity and richness of the city.



Figure 164: *Performance on the Amara Zee © Caravan Stage Company*

Building communities

06.05 Strategies for inclusivity

Inclusive design aim

Western Harbour will champion a universal design approach that places inclusivity at its core to create welcoming public realm that empowers people of all ages and abilities. Inclusivity will not be treated as an add-on or compliance exercise, but as a fundamental design principle shaping streets, spaces, buildings, and movement networks from the outset. This is to align with Bristol Local Plan Review emerging Policy DPM1 (Delivering well-designed, inclusive places). It also actively supports the equality and health targets set out within Bristol's One City Plan, creating neighbourhoods that are genuinely welcoming to all demographics.

To promote genuine inclusivity, the public realm should be consciously designed with children and older people in mind. By designing for these life stages, which often encompass reduced mobility, evolving cognitive ability, sensory sensitivities and increased vulnerability, the scheme can respond more effectively to the widest range of needs. Designing for these extremities helps create an environment that supports independence and everyday dignity, rather than defining zones for individual medical diagnosis or designing to minimum regulatory standards.

Through this approach, Western Harbour's public realm will foster a sense of belonging and shared ownership. It will enable all users to move comfortably, participate fully in public life and experience the waterfront as a place of opportunity, connection and well-being.

Summary:

- Design streets and spaces with children and older people in mind to address mobility, cognitive and sensory needs.
- Apply universal design principles from the outset rather than retrofitting solutions.
- Engage access groups and under-represented communities to inform design decisions.
- Respond pro-actively to demographic data to reflect local needs.
- Promote thoughtful social inclusion that supports independence, safety and participation in public life.

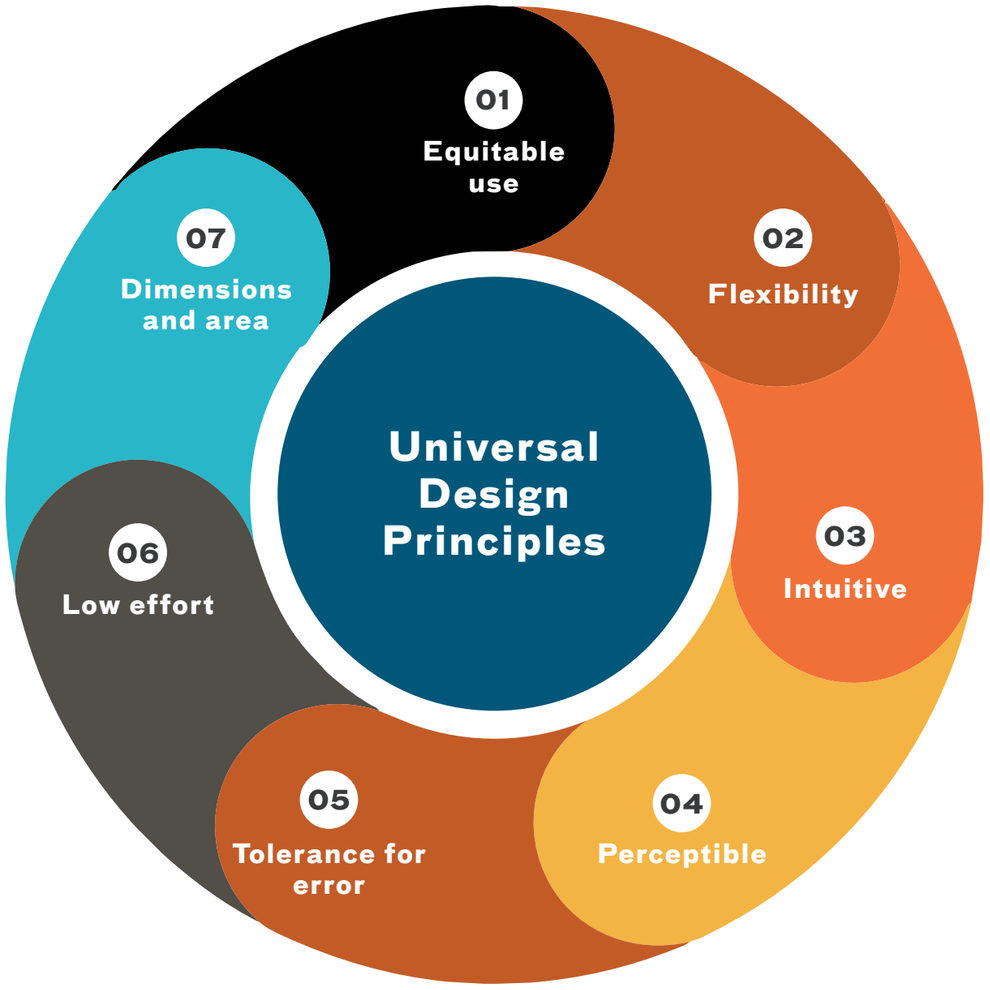


Figure 165: *Principles of Universal Design defined by Centre for Excellence in Universal Design*



Figure 166: *Precedent of an inclusive skate park, Lemvig, Denmark © EFFEKT*

07. BLUE INFRASTRUCTURE

Blue infrastructure

07.01 Flood defence strategy

Key principles:

Emerging Avon Riversides 2100

Currently, Western Harbour sits within Flood Risk Zone 3 and experiences regular flooding. The AR2100 flood management strategy has been developed by Bristol City Council and the Environment Agency (EA) to help protect the city and its neighbours from rising river flows and tidal surges.

Key outcomes:

01) Deliver the essential AR2100 infrastructure.

02) Establish a continuous flood protection line along the northern bank of the River Avon, stretching from Cumberland Piazza to east of Vauxhall Bridge.

03) Support the installation of new Entrance Lock Gates and the raising of the Brunel Bridge & Sluice Gate levels.

04) Provide a suitable working corridor along the Knuckle Harbour and basin walls for essential harbour maintenance and operational access.

05) Incorporate sustainable drainage systems (SuDS) to capture and treat water runoff naturally within the landscape.

06) Secure safe and accessible routes during extreme weather events, so that walking, cycling, and public transport connections remain open.

"Protecting the entire area and the rest of the neighbourhood from the risk of flooding. That should be the paramount criterion."

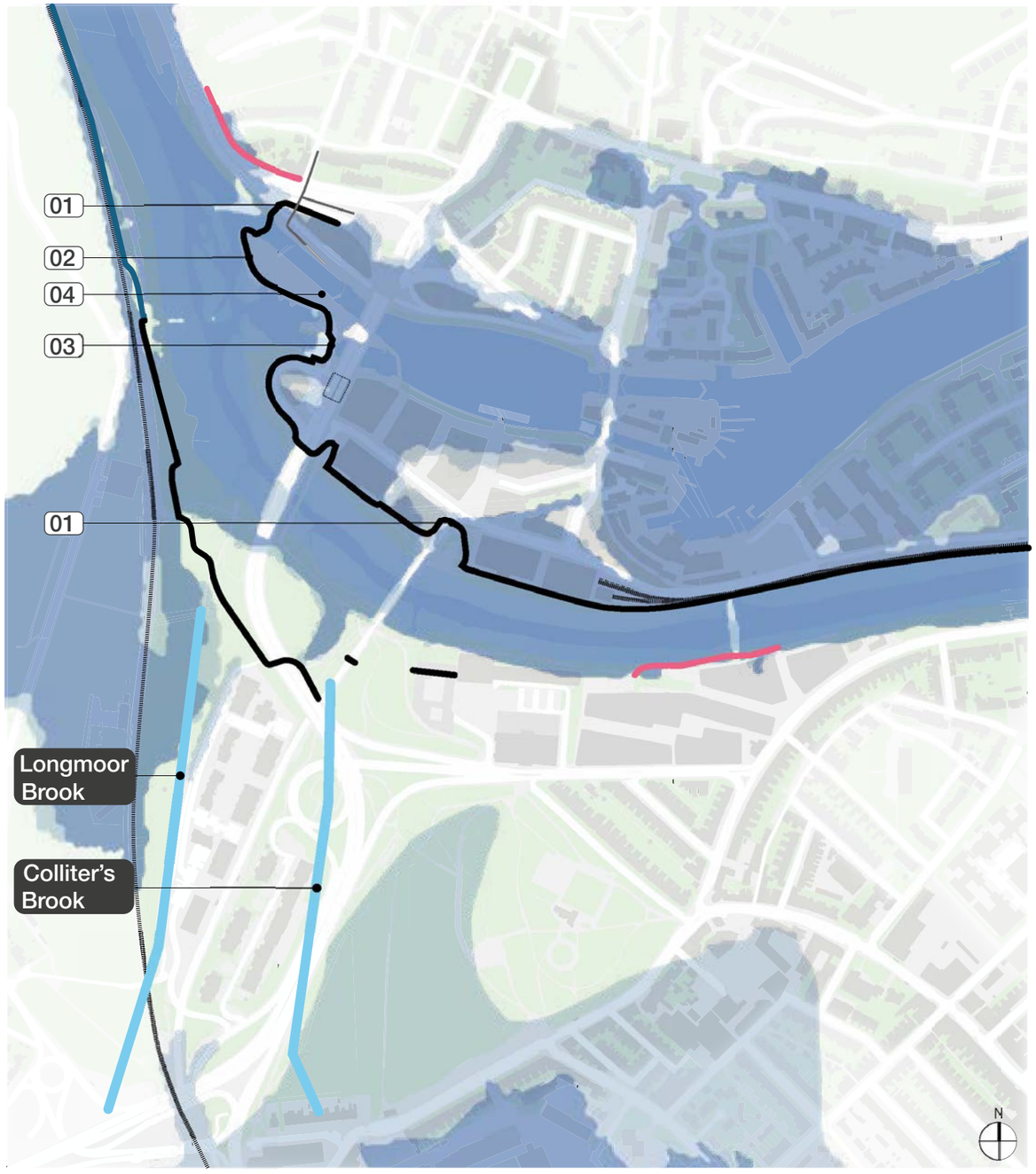


Figure 167: *Diagram showing the location of the proposed AR2100 flood protection*

Key

- AR2100 protection line
- Existing elevated road level
- Existing brook (below ground)
- Flood zone 3
- Flood zone 2

Blue infrastructure

07.01 Flood defence strategy

Flood protection integration

The flood protection infrastructure has been conceived not only as protective engineering but as a defining public realm trail for Western Harbour - an elevated and inclusive waterside route.

The proposed 1km elevated River Avon Trail (see section *04.05)*, which integrates the AR2100 flood protection infrastructure, will vary in height, form, character, and function along its length. The route should connect a sequence of distinctive spaces that foster a balanced relationship between the water, the landscape and urban life.

The Development Framework has identified three locations of particular character and significance:

- **A** The Knuckle
- **B** The Look-Out
- **C** Butterfly Junction Park

Key outcomes:

01) Public realm enhancements that do not compromise the operational or resilience requirements of the AR2100.

02) Continuous public access to the waterside is maintained, making certain that connections are step-free and legible.

03) The flood protection infrastructure includes inclusive and accessible routes to the elevated pathway.

04) Key locations along the route (A, B and C) are celebrated and appropriately integrated.

05) A multifunctional public realm that accommodates informal play, rest points, and opportunities for social interaction.

06) Generous and ecologically rich planting that supports biodiversity while creating a distinctive and legible landscape.

Note: Design and integration of public realm and flood defence to be coordinated with Avon Riversides 2100 project. Separate consultation and engagement on the Avon Riversides 2100 proposals is expected to begin in 2027, when you will have the opportunity to provide feedback on the proposals.

Key

— AR2100 flood protection alignment

← River Avon Trail

◯ Key location

I love the idea of flood defences that embrace the tidal nature of the area and aim to improve it... whilst giving people the opportunity to both appreciate the tides and understand... the tidal ecology.

Key principles:

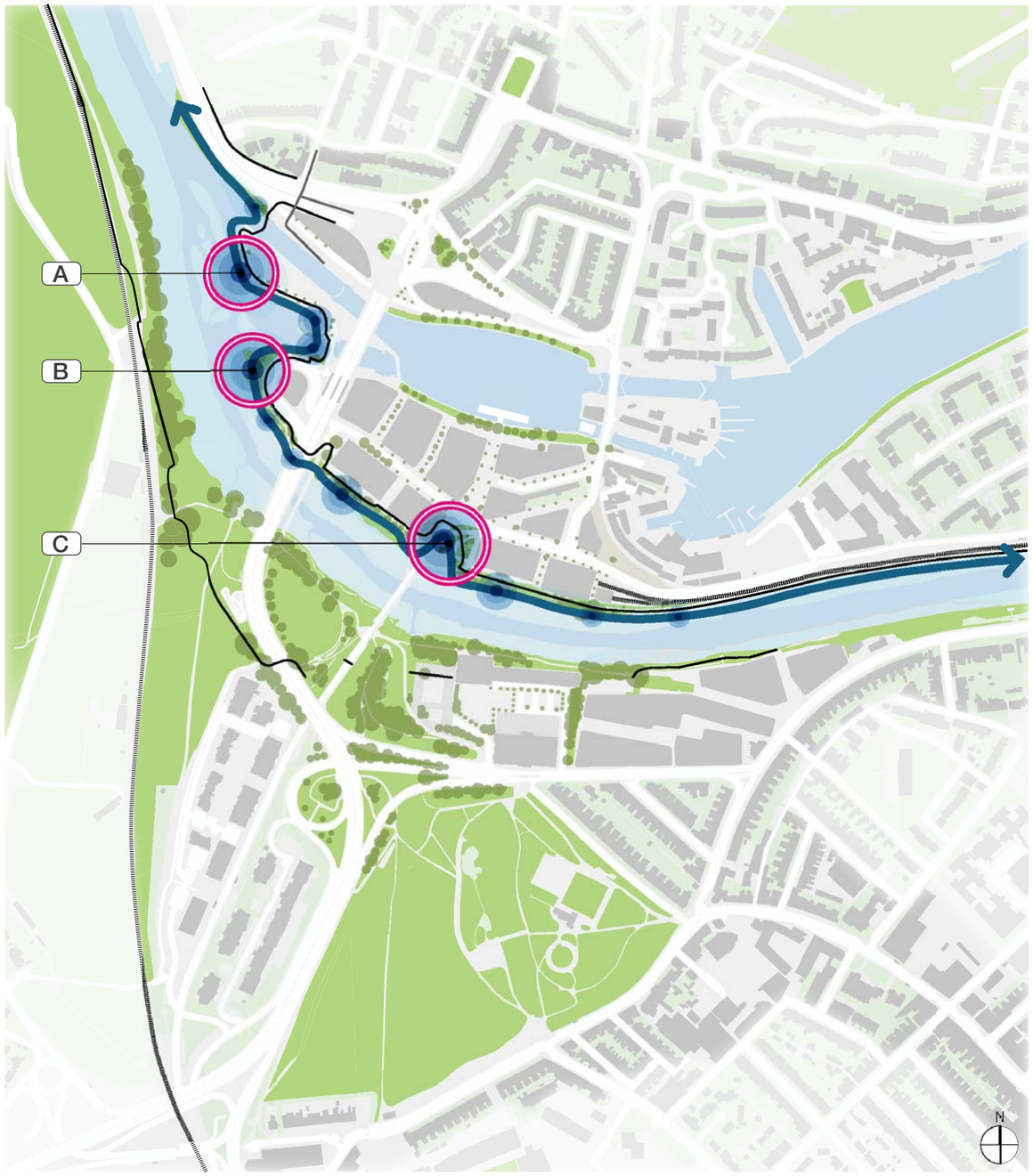


Figure 168: *Illustrative plan of the AR2100 flood protection with key locations identified along the River Avon Trail*

Blue infrastructure

07.02 Flood defence integration

The Knuckle

The Knuckle contains several historic assets including the buried Grade II listed grid iron, the Grade II* Brunel Swivel Bridge (B.o.B), the Grade II* listed Brunel Bridge & Sluice Gate, the historic Brunel brick vaults, basin walls and original street furniture. It also serves as an operational hub with various enclosures, storage containers and parking facilities for harbour employees.

Much of the Knuckle is in need of maintenance or replacement, part of which will take place within the AR2100 project. This space will integrate high-quality landscape, ramps and steps to create an accessible and engaging public environment.

The Knuckle - A Future Vision:

01) The elevated walkway will provide protection against future flooding.

02) An elevated platform for people to watch the harbour operations in action.

03) Pockets of landscaping with integrated seating can offer spaces for rest and reflection.

04) Repairing the sluice gates to reveal the historic grid iron.

05) Integrating the restored Brunel Swivel Bridge

06) Informative signage about the engineering history.

07) Fully accessible walkways across the harbour locks.

08) Potential for harbour operations storage under the elevated walkway.

09) Improved sluice operations can increase the depth of the water polo pool, improving safety and flexibility for recreational use.



Figure 169: *The Greek Vessel Panagiotis 9 on the grid iron © Port of Bristol Authority*



Figure 170: *Basin in front of sluice gates clear from silt © Historic England Archive*

> *The area around the lock/knuckle walls, hopefully this can be improved during the flood wall build, as this area is a little tired and should be a jewel in the crown of the area.*

Note: Design and integration of public realm and flood defence to be coordinated with Avon Riversides 2100 project. Separate consultation and engagement on the Avon Riversides 2100 proposals is expected to begin in 2027, when you will have the opportunity to provide feedback on the proposals.

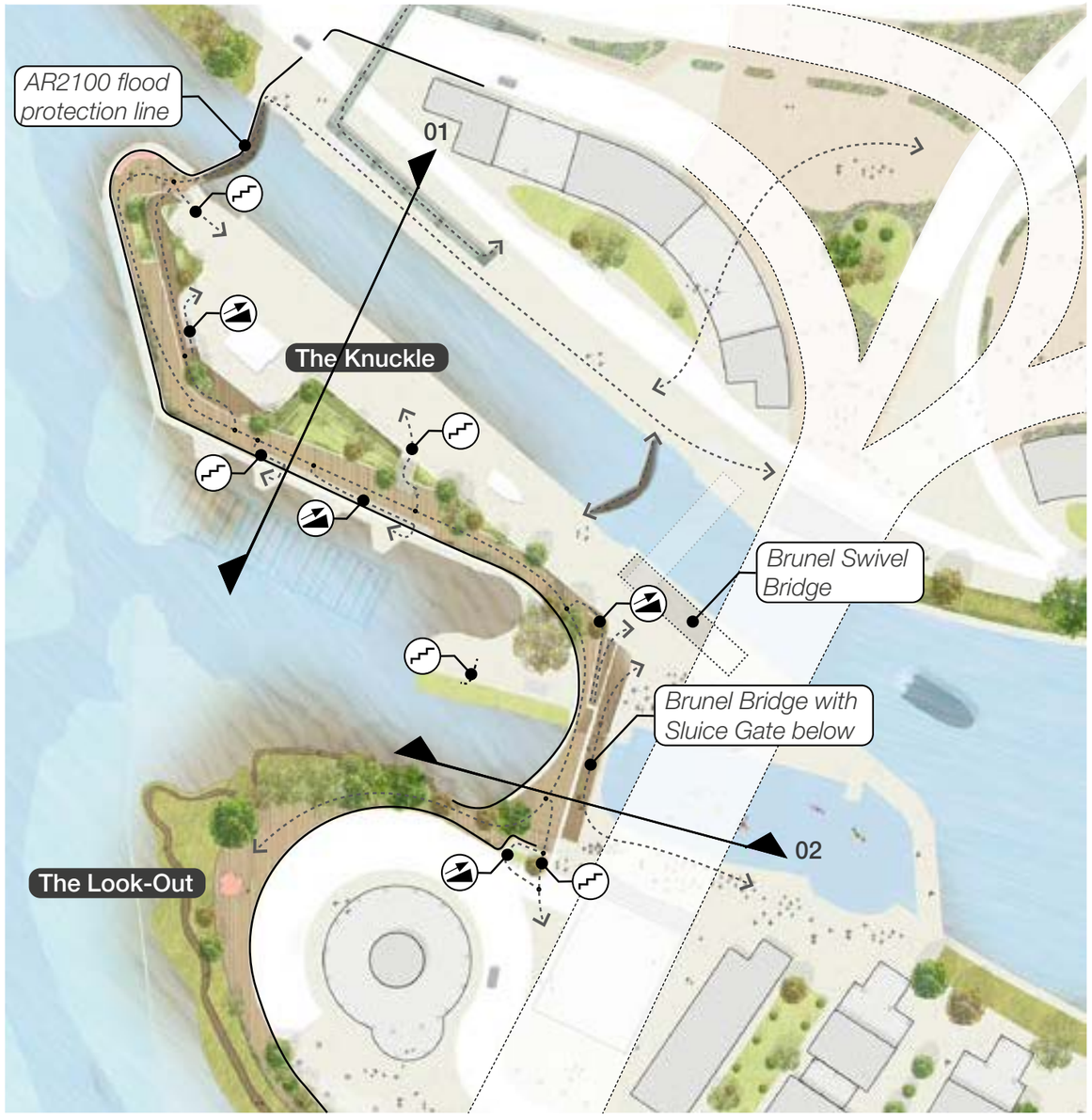


Figure 171: *Illustrative plan of The Knuckle and sluice gate connection to The Look-Out*

Blue infrastructure

07.02 Flood defence integration

Note: Design and integration of public realm and flood defence to be coordinated with Avon Riversides 2100 project. Separate consultation and engagement on the Avon Riversides 2100 proposals is expected to begin in 2027, when you will have the opportunity to provide feedback on the proposals.

> *Any building on the Knuckle needs to allow sufficient space for people to walk / cycle / run / wheelchair or pram around it safely in flood.*

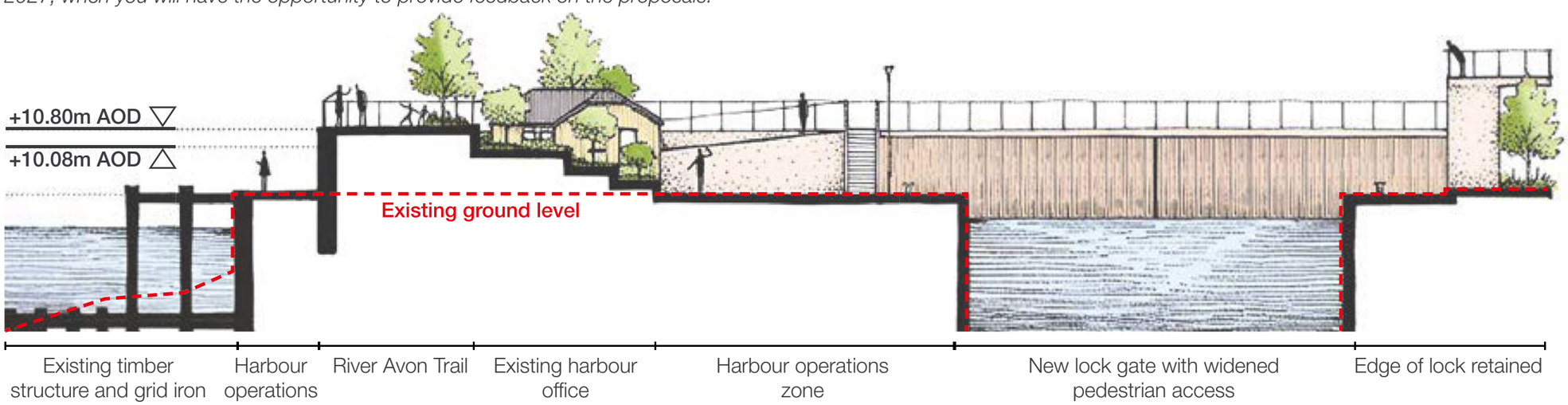


Figure 172: *Section 01 through The Knuckle illustrating the River Avon Trail raised park*

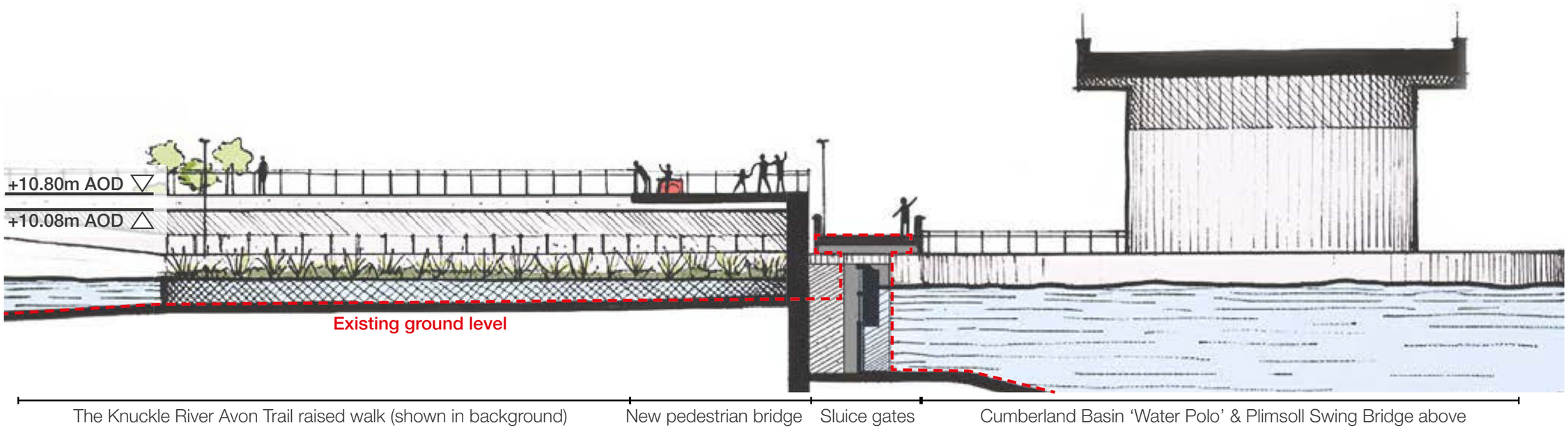


Figure 173: *Section 02 through The Knuckle illustrating the aspiration for a new pedestrian bridge that would provide a connection between the Knuckle and the Look-Out along the River Avon Trail*

07.02 Flood defence integration

I think it important to de-silt the old lock and grid iron. There could then be an information board explaining that the lock gates were installed by John Armstrong, who later went on to supervise Isambard Brunel on the Thames Tunnel, and after that became Bristol City Engineer.

Key principles:

The Knuckle: Brunel Bridge & Sluice Gates

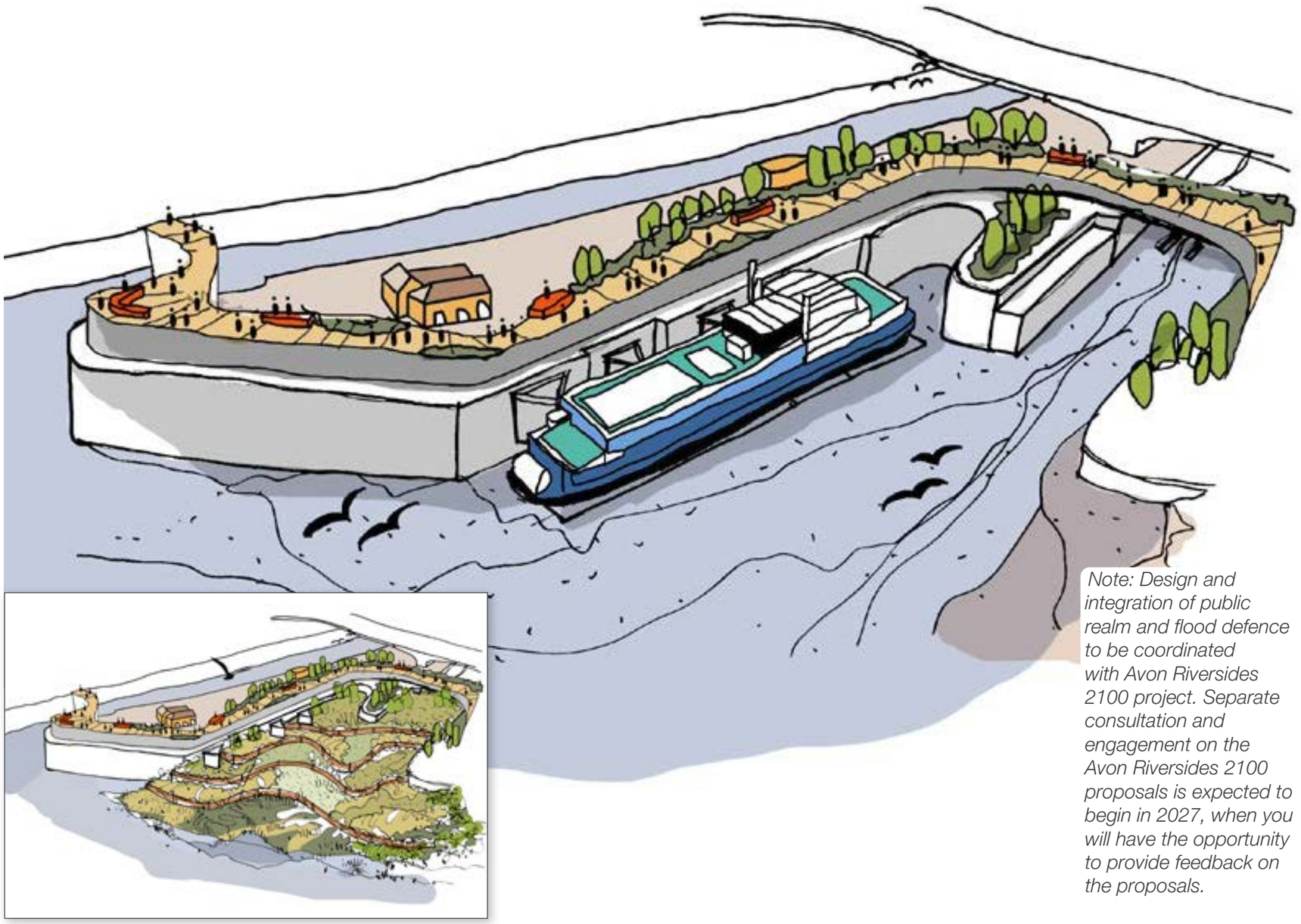
The area around the Knuckle presents a variety of options, including the reinstatement of the Brunel Bridge & Sluice Gate to reveal the historic grid iron, or helping the space become an ecological habitat. Any options will need to integrate the AR2100 flood protection strategy.

Delivery of this flood protection infrastructure is essential to protect the city centre and unlock development. Its integration with the River Avon Trail creates a continuous and accessible route punctuated by areas for rest, planting and informal gathering.

Brunel Bridge & Sluice Gate historically managed water levels within Cumberland Basin. Following a technical failure the sluices are no longer operational. Sediment has now accumulated enabling the expansion of intertidal mudflats that now form part of a Strategic Nature Area.

Alternatively, should the sluices not be reinstated, the retained sediment could be shaped to form a series of intertidal terraces. Brushwood fascines secured with chestnut posts could be used to stabilise material, diversify habitat conditions and support ecological function, while maintaining the environmental integrity of the river corridor.

Over 70% of respondents felt that The Draft Masterplan did a reasonable job, or better, of integrating the raised flood defences with a river walk to better connect to the waters edge



Note: Design and integration of public realm and flood defence to be coordinated with Avon Riversides 2100 project. Separate consultation and engagement on the Avon Riversides 2100 proposals is expected to begin in 2027, when you will have the opportunity to provide feedback on the proposals.

Figure 174: *Illustrative sketches show the revealing of the grid iron or creation of intertidal terraces*

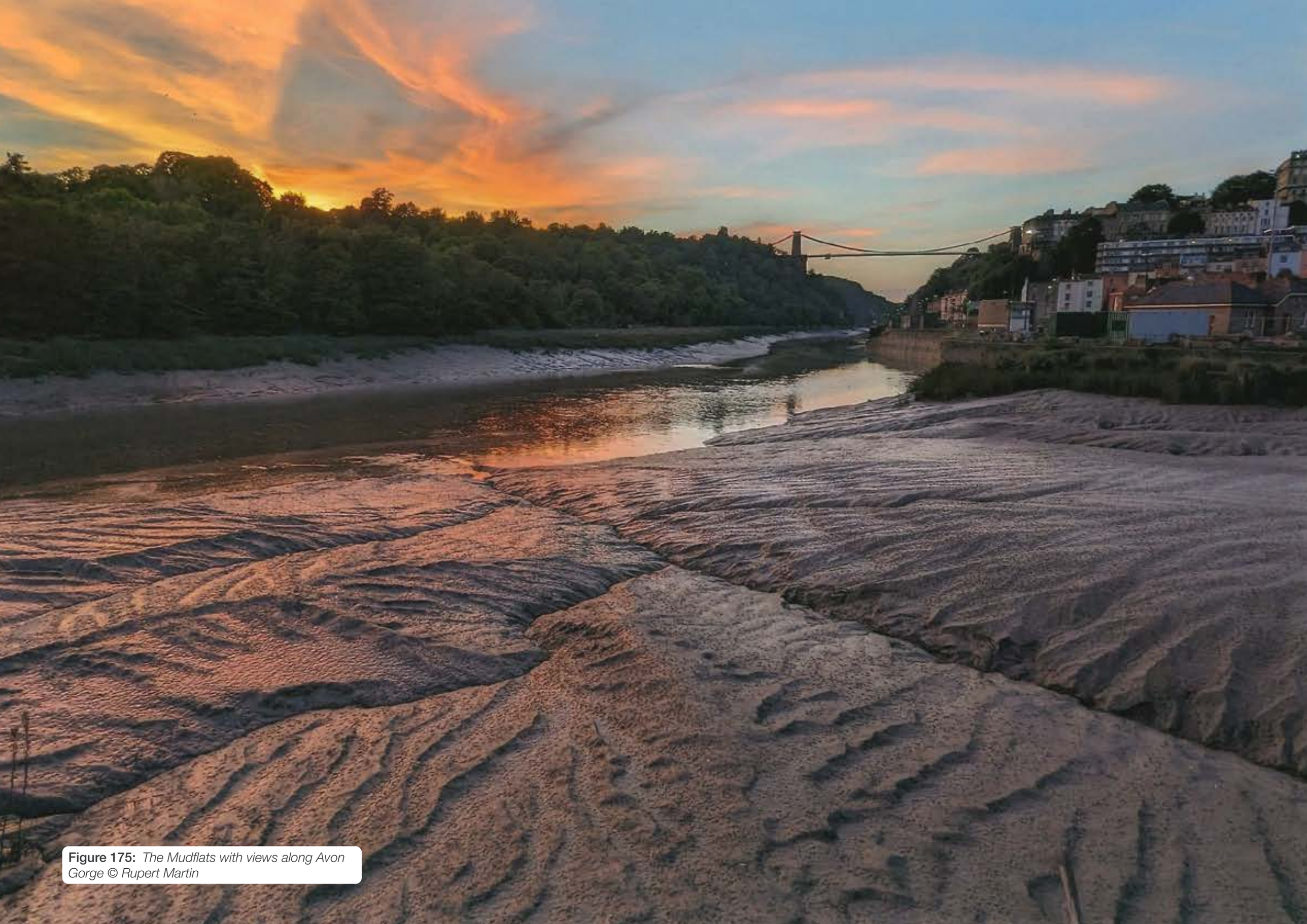


Figure 175: *The Mudflats with views along Avon Gorge © Rupert Martin*

Blue infrastructure

07.02 Flood defence integration

Western tip of Spike Island

This celebrated viewpoint of the Clifton Suspension Bridge and Avon Gorge is marked by Dame Sylvia Crowe's Look-Out point.

Refurbishment of The Look-Out sculpture, with potential for new seating and climate resilient planting.

The Lookout - A Future Vision:

01) During a high flood event the tip of Western Harbour will be temporarily flooded with an alternative dry further inland.

02) New seating could be provided to take in the iconic views.

03) A new footbridge parallel to Avon Fixed Bridge could provide a new connection to Ashton meadows.

04) Stairs and ramps provided where required to accommodate level accessibility across the level changes.

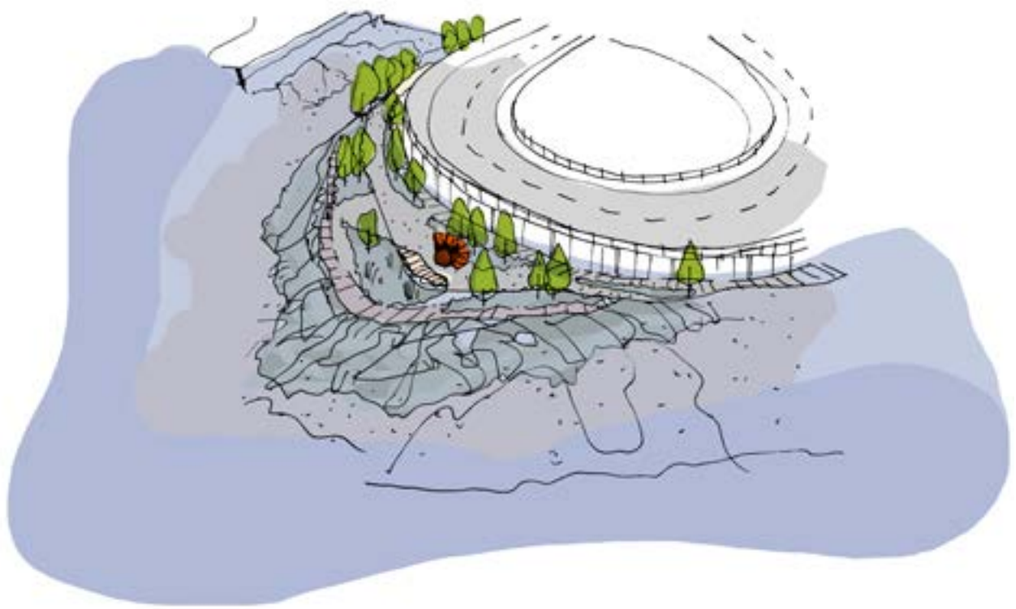


Figure 176: *Illustration of The Look-Out during a high flood event*

"The proposed new footbridge would be very helpful, the concept of the flood defences is great, and the idea of a public rooftop terrace for the new large round building looking up the gorge towards the suspension bridge is brilliant."

Note: Design and integration of public realm and flood defence to be coordinated with Avon Riversides 2100 project. Separate consultation and engagement on the Avon Riversides 2100 proposals is expected to begin in 2027, when you will have the opportunity to provide feedback on the proposals.

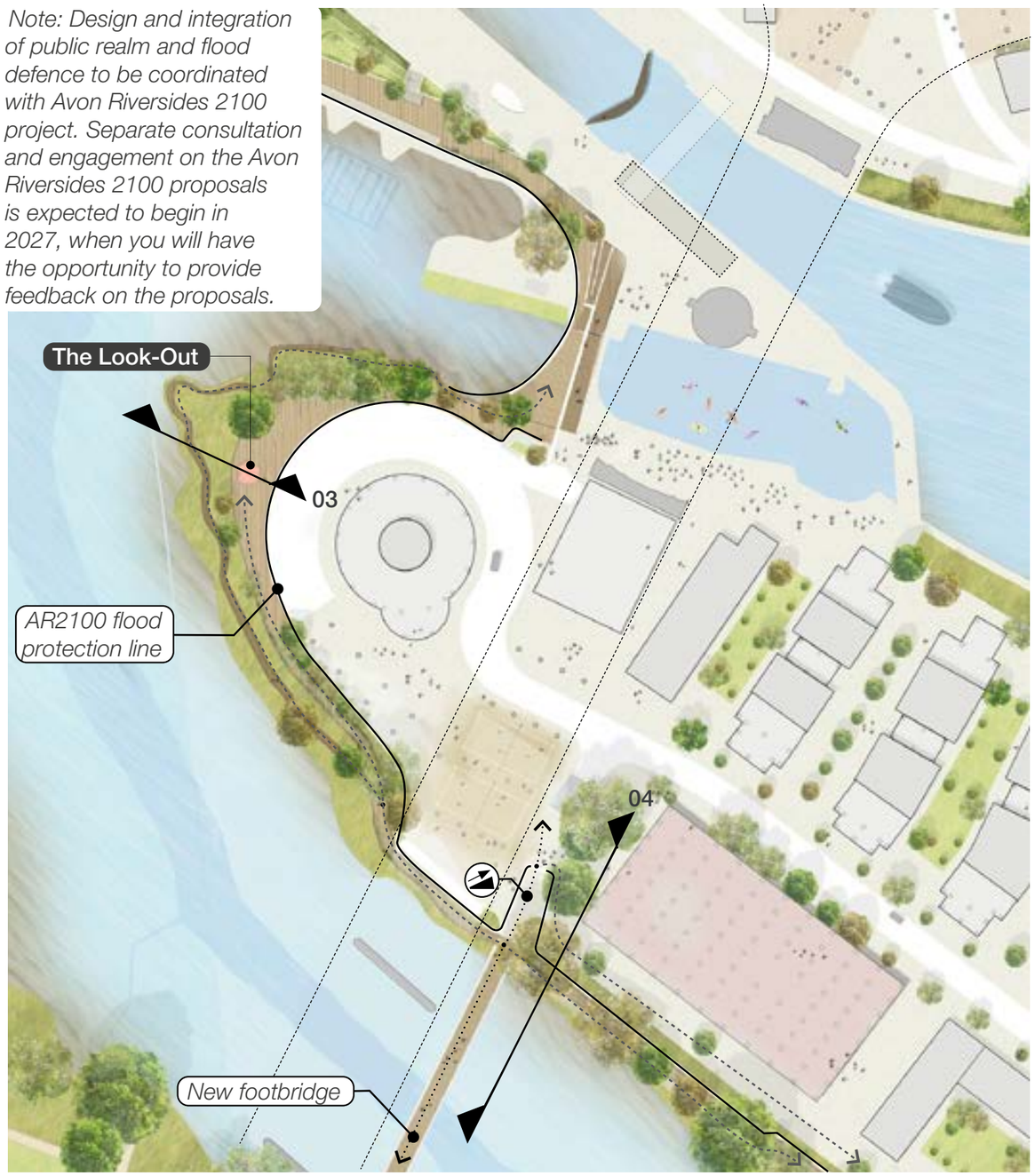


Figure 177: *Illustrative plan of the Look-Out and the adjacent bonded warehouses*

Blue infrastructure

07.02 Flood defence integration

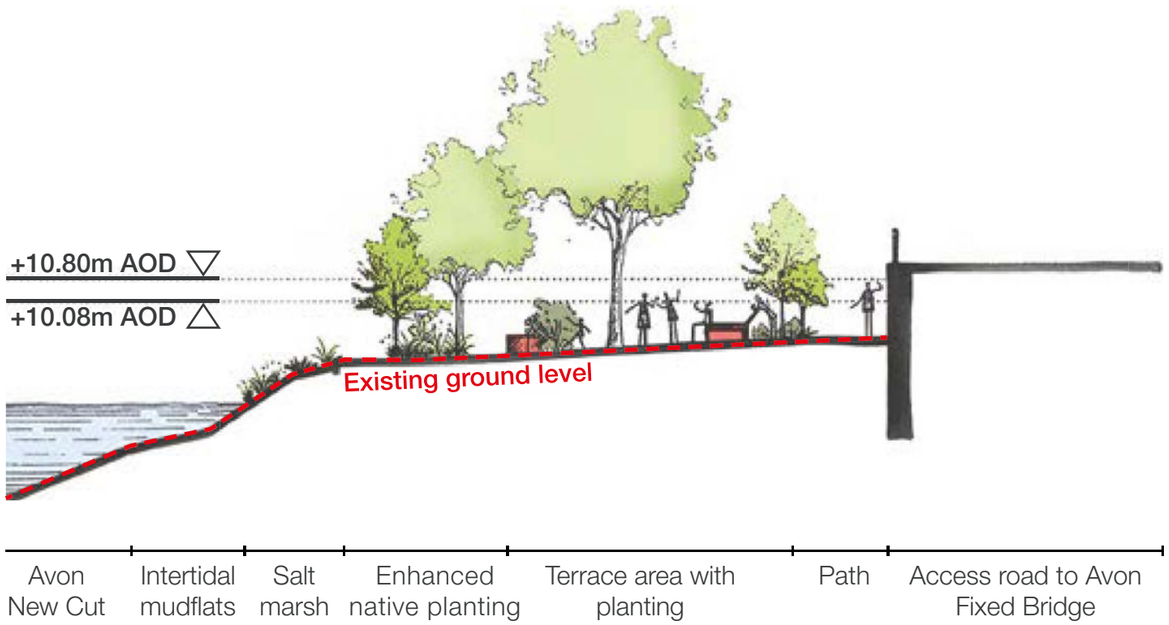


Figure 178: *Section 03 through The Look-Out illustrating a point to celebrate the views toward Clifton Suspension Bridge and Avon Gorge*

> *The historic buildings, historic harbour and iconic views and the position of these in both the landscape and cityscape. It is not only about what is within the boundary as drawn, but also what you see from the area looking out.*

Note: Design and integration of public realm and flood defence to be coordinated with Avon Riversides 2100 project. Separate consultation and engagement on the Avon Riversides 2100 proposals is expected to begin in 2027, when you will have the opportunity to provide feedback on the proposals.

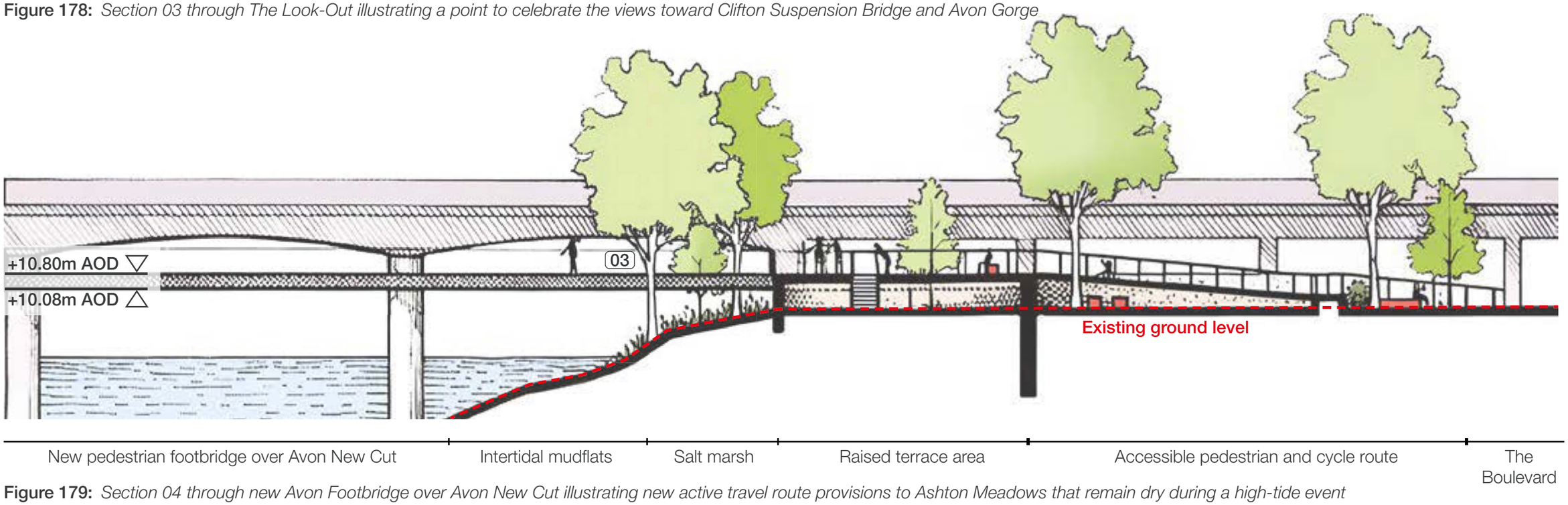


Figure 179: *Section 04 through new Avon Footbridge over Avon New Cut illustrating new active travel route provisions to Ashton Meadows that remain dry during a high-tide event*

Blue infrastructure

07.02 Flood defence integration

Northern bank of Avon New Cut

Butterfly Junction Park will be a vibrant riverside destination located at the intersection of the Ashton Avenue Bridge and the River Avon Trail.

Butterfly Junction Park - A Future Vision:

01) The continuous River Avon Trail is elevated and projected over the flood protection line.

02) Saltmarsh habitats are sensitively addressed and planted with flood and climate resilient species to maintain the riverbank habitat.

03) During flooding Ashton Avenue Bridge could flood and the MetroBus service would be suspended or re-routed.

04) The River Avon Trails dry walking route continues west to Avon Fixed Bridge where an alternative permanently dry route diverts to Ashton Meadows.

05) Spaces for people to dwell, socialise and play integrated on route.

06) Ground raised c.1.5m above existing ground level providing accessible and inclusive access to the bonded warehouses.

07) Places to drop down from the dry route and engage with the water.

08) MetroBus and active travel route from Ashton Avenue Bridge features a gentle and accessible slope over the raised flood protection level.



Figure 180: *Illustration of Butterfly Junction Park during a high flood event*

> *Use this as an opportunity to increase and link up biodiversity. Put the river banks and Butterfly Junction at the heart of this.*

Note: Design and integration of public realm and flood defence to be coordinated with Avon Riversides 2100 project. Separate consultation and engagement on the Avon Riversides 2100 proposals is expected to begin in 2027, when you will have the opportunity to provide feedback on the proposals.

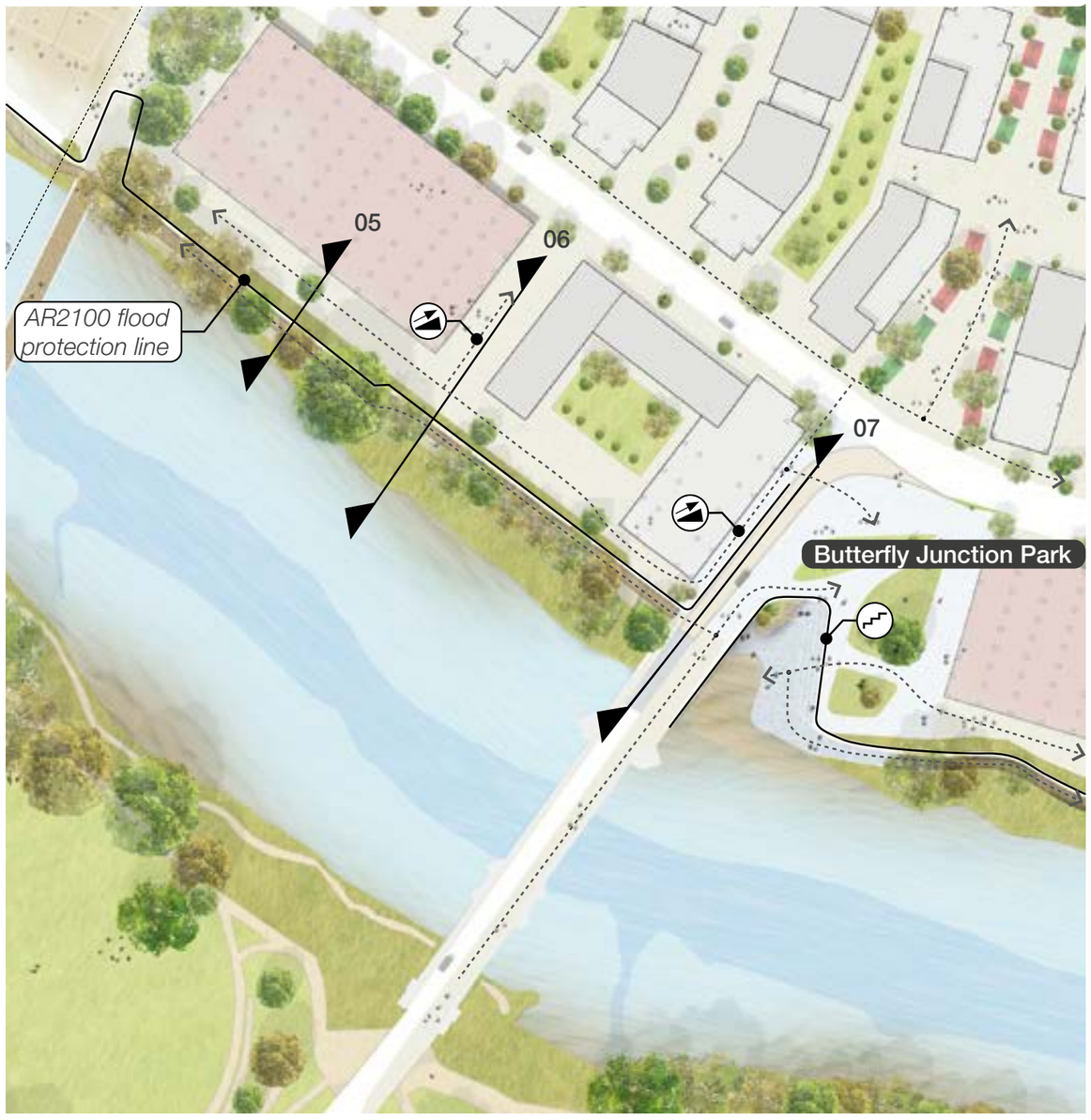


Figure 181: *Illustrative plan of Butterfly Junction Park and the adjacent bonded warehouses*

Blue infrastructure

07.02 Flood defence integration

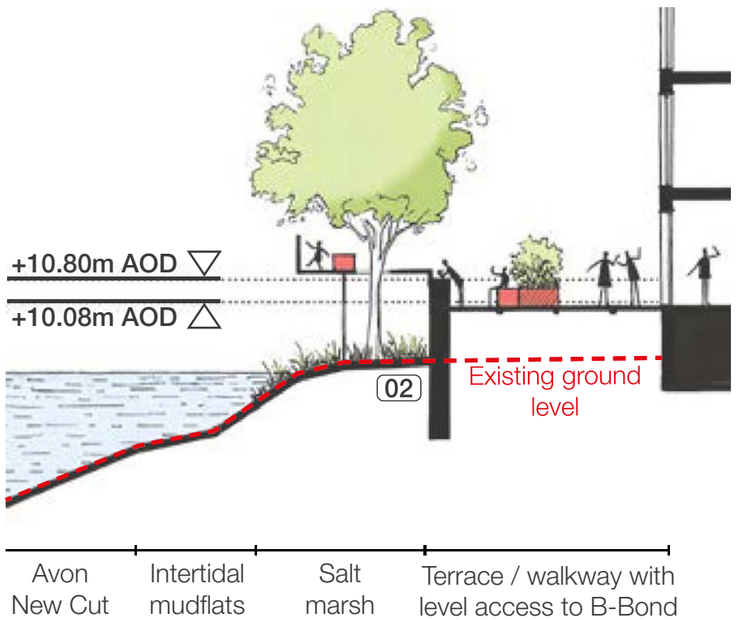


Figure 182: *Section 05 through B Bond*

Note: Design and integration of public realm and flood defence to be coordinated with Avon Riversides 2100 project. Separate consultation and engagement on the Avon Riversides 2100 proposals is expected to begin in 2027, when you will have the opportunity to provide feedback on the proposals.

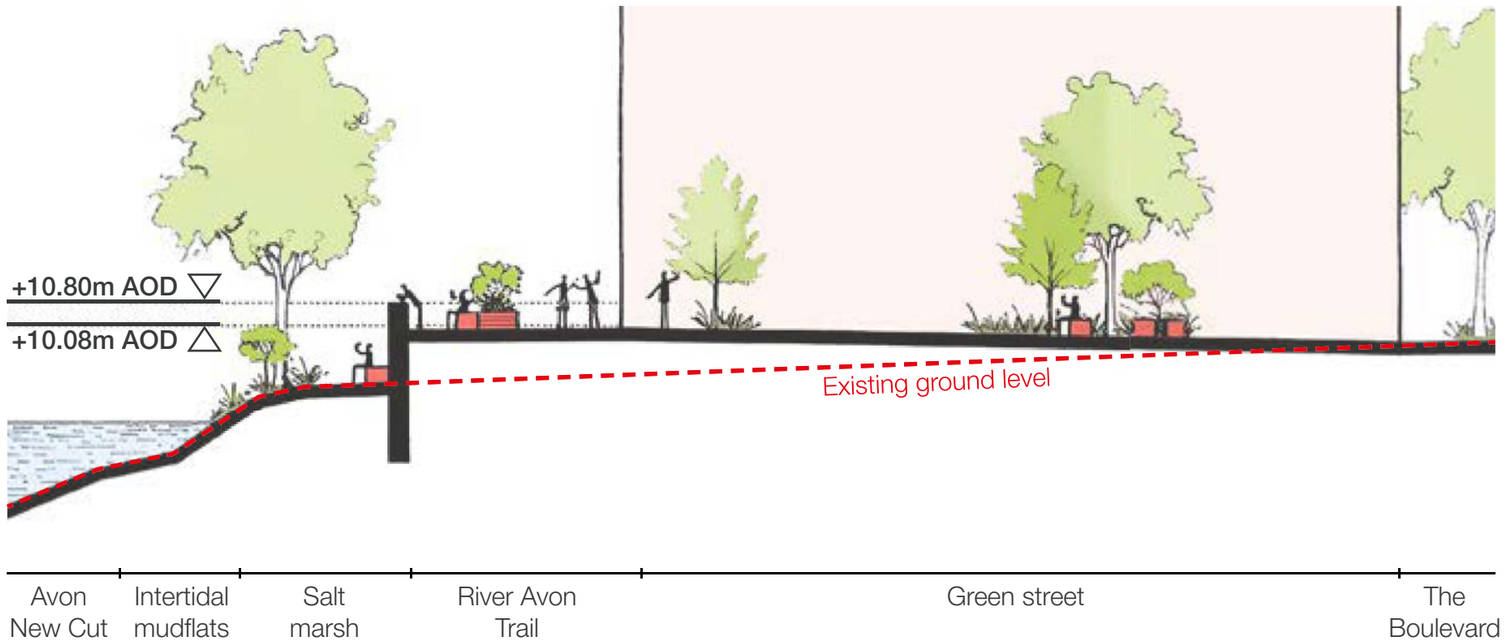


Figure 183: *Section 06 through green street providing an accessible route between the Boulevard and the River Avon Trail*

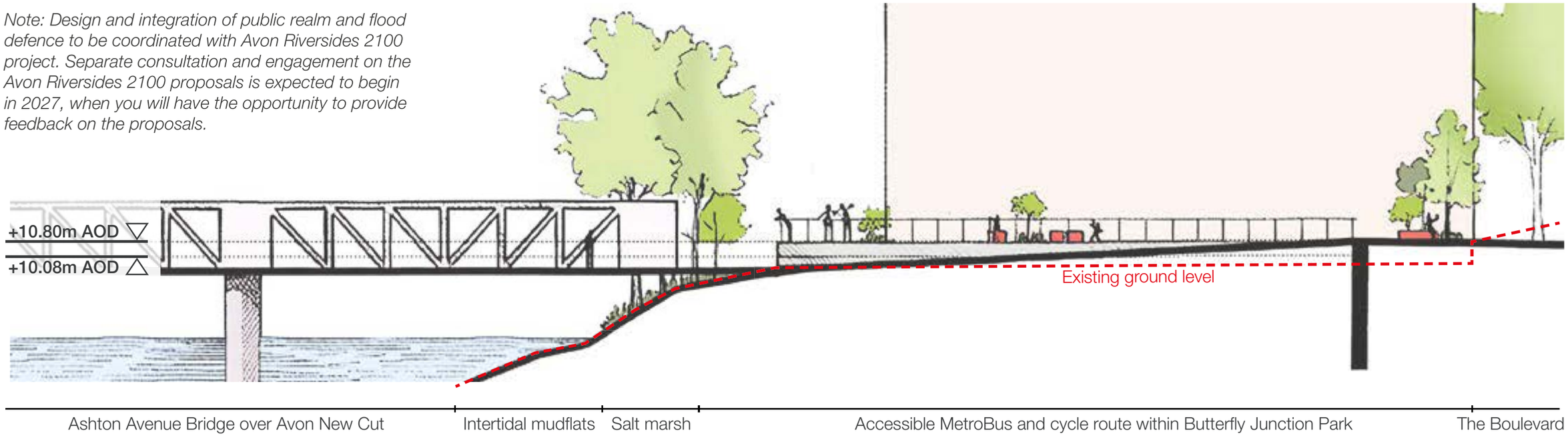


Figure 184: *Section 07 through Butterfly Junction Park illustrating the accessible journey along the MetroBus route between Ashton Avenue Bridge to the Boulevard*

Blue infrastructure

07.03 Wider landscape resilience

Climate change is happening now, not at some remote point in the future; our species' situation is now, thanks to years of inaction, rather desperate.

Key principles:

Sustainable urban drainage systems (SuDS)

Sustainable drainage systems (SuDS) will provide a beautiful network of landscape features that celebrate Western Harbour's close relationship with the water. By weaving a landscape-led drainage network into the public spaces around Cumberland Basin, we can build long-term flood resilience while creating distinct, nature-rich, neighbourhoods.

Key outcomes:

- Integrate natural water management features such as swales, wetlands, and permeable surfaces directly into the waterfront and public squares.
- All new developments must connect with the wider Western Harbour drainage network - supporting a site-wide approach to managing the River Avon's tidal nature and local rainfall.
- Transform functional infrastructure into attractive public amenities, actively reducing runoff while providing habitats for local wildlife.
- Establish a connected network of practical and visually appealing water management features that reinforce the richness and legibility of Western Harbour's character.



Figure 185: *Rain Garden in the street, Sheffield Grey to Green Project © Sheffield City Council*



Figure 186: *Creative planting incorporating SuDS © SLR*

Resilience

To future-proof Western Harbour against rising temperatures, more intense rainfall, and drier summers our green spaces must be robust and adaptable. This means creating an urban landscape that actively cools the environment and supports Bristol's wider ecological ambitions.

Key outcomes:

- Plant climate-resilient urban trees and pocket parks to provide shade, improve air quality, and offer comfortable spaces during hotter months.
- Design public realm planting to maintain clear sightlines, securing safety and accessibility while delivering colour, seasonal variation and ecological richness.
- Maximise biodiversity by prioritising habitats for the *Bristol Local Biodiversity Action Plan* priority species and embedding wildflower planting and native hedgerows along active travel routes.
- Introduce rain gardens as climate-adaptive landscape features integrated with wider SuDS strategies.



Figure 187: *Opportunities for Floating habitats within Cumberland Basin © SLR*



Figure 188: *New Tree and understory planting to be wildlife friendly and climate resilient © SLR*

Figure 189: *Krøyer's Square - precedents of a climate adapted urban space © Vilhelm Lauritzen Architects & COBE © Photo by Rasmus Hjortshøj*

08. GREEN INFRASTRUCTURE

Green infrastructure

08.01 Landscape

Landscape designations

The landscape character of Western Harbour has been shaped by the riparian habitats on the river's edge, the harbour and the 1960's elevated road network.

The area transitions from the naturalised habitats in Ashton Court, Ashton Meadows and along the riverbanks through to the urban environment. While Cumberland Piazza and the central area of Western Harbour currently lack formal designations, they contain mature trees and pockets of landscaping that contribute to the local character.

Key aims:

01) Protect and frame strategic views westward towards the Clifton Suspension Bridge and the Avon Gorge.

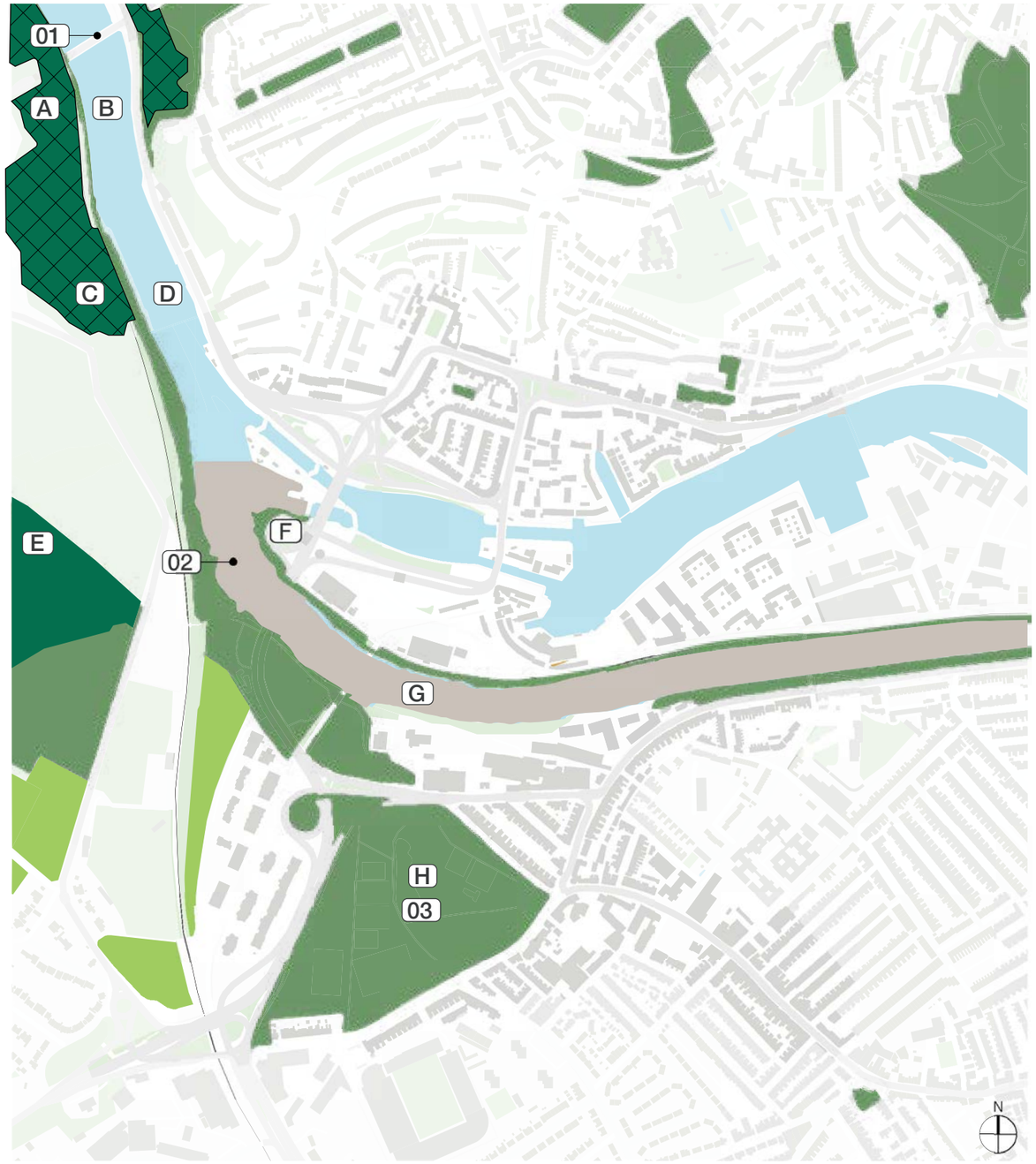
02) Recognise the Avon New Cut as a Local Nature Reserve supporting rich flora and fauna east of the harbour entrance.

03) Maintain and enhance the recreational and landscape value of Greville Smyth Park - designated as a Local Historic Park and Garden and Important Open Space.

04) Use landscape to celebrate the harbour's distinctive character.

05) Recognise Western Harbour's role as a transition point between the urban city centre and countryside landscapes.

06) Protect the setting of designated heritage and landscape assets to the west, including Ashton Court Estate and Leigh Woods.



Key

- Strategic boundary
- **A** Avon Gorge Woodlands (SAC)
- **B** Avon Gorge
- **C** Leigh Woods
- **D** River Avon
- **E** Ashton Court (Grade II* Park)
- **F** The Look-Out
- **G** Avon New Cut
- **H** Greville Smyth Park

- Special Area of Conservation
- Sites of Special Scientific Interest
- Local Nature Reserves
- Parks and Green Spaces (excluded City Docks Informal Green Space)
- Allotments

Figure 190: *Map of the landscape designations © OpenStreetMap (data available under the Open Database License)*

Green infrastructure

08.01 Landscape

Landscape principles

Western Harbour will celebrate and enhance its unique waterside setting, strengthening its role as a gateway between city and countryside. We will safeguard the nationally and locally designated landscapes that define its identity and environmental value.

Existing green spaces at Ashton Meadows will be enhanced to provide new play and leisure facilities. Landscaped streets will link the riverside and basin-side routes to create a connected green network.

Key outcomes:

01) Enhance the landscape and introduce play / leisure provision within Ashton Meadows.

02) Expand Butterfly Junction into a public park.

03) Provide soft landscaping and habitats along the AR2100 route.

04) Extend the waterside landscape into the streets - connecting the riverside to the basin-side.

05) Provide accessible and engaging waterside public spaces that enable people to connect with nature.

06) Provide soft landscaping and planting to soften higher-density development.

07) Use planting strategically to mitigate microclimatic conditions (including prevailing winds from Avon Gorge) and to enhance air quality.

08) Incorporate indigenous planting and habitat creation while strengthening ecological connections along the River Avon and Ashton Meadows.

...this is a unique waterside area with spectacular views of the Avon Gorge, Suspension Bridge, the terraces of both Clifton and Cliftonwood, and the expanse of water of the Floating Harbour.

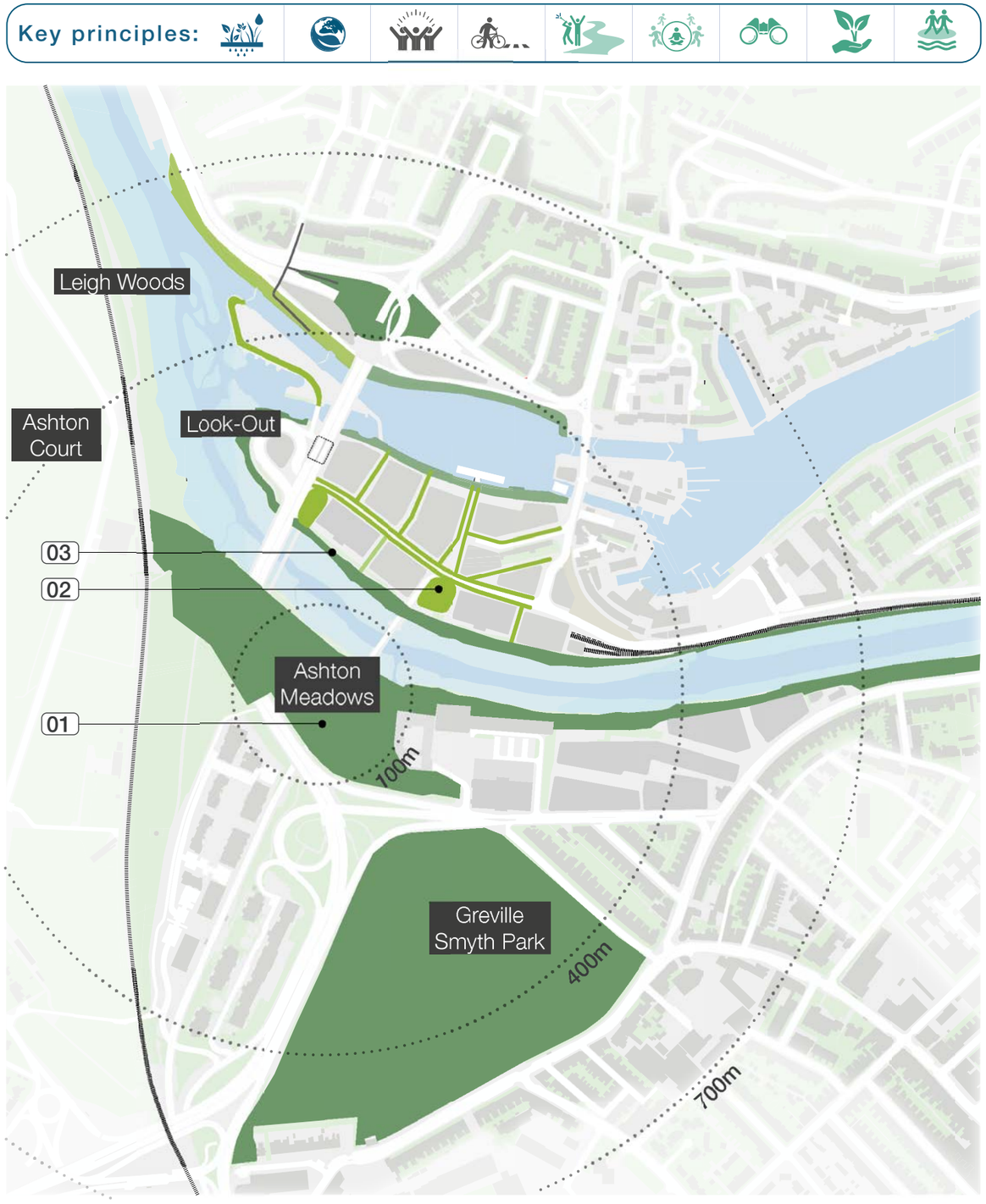


Figure 191: *Plan illustrating key landscape provisions and the key corridors between them*

Key

Enhanced existing green space

New green space / corridor

Green infrastructure

08.02 Public realm and open spaces

Existing open spaces

Dame Sylvia Crowe's original 1964 vision for the Cumberland Basin was a pioneering strategy to integrate heavy-scale road infrastructure with high-quality public spaces.

Her approach sought to balance the flyovers with a landscape that felt connected to both the city and the natural beauty of the Avon Gorge. Much of the original design has since become fragmented and lost. Other important open spaces in proximity to the site are noted below.

Key open spaces:

01) Leigh Woods and Ashton Court: important green network connections providing substantial ecological value through a range of habitats.

02) Charles Place Play Area: small equipped play space for under 8s located within the Hotwells community.

03) Cumberland Piazza: an important community asset to the Hotwells residents; it is used for community events and home to "Art Under the Flyover".

04) Bristol Canoe Polo Pitch: outdoor polo pitch in the Cumberland Basin.

05) "The Look-Out": with seating at the western end of Brunel Lock, it provides iconic views along the Avon Gorge.

06) Butterfly Junction: containing wildlife habitats.

07) Brunel Way Pump Track & Curbside skate park: reclaimed space below Brunel Way.

08) Ashton Meadows: valuable open green space and link between Greville Smyth Park and the wider river landscape of Leigh Woods and Ashton Court.

09) Bedminster Cricket Club.

10) Greville Smyth Park: well-equipped formal play areas for ages 4-16 along with natural play opportunities and several sports facilities.

The area around Western Harbour is rich in wildlife: bees, toads, frogs, birds, otters, bats, many species of moths and butterflies, badgers and foxes all live alongside us.

Key

- Strategic boundary
- Woodland
- Parkland
- Common land and open space
- Sports facilities
- Play
- Allotment

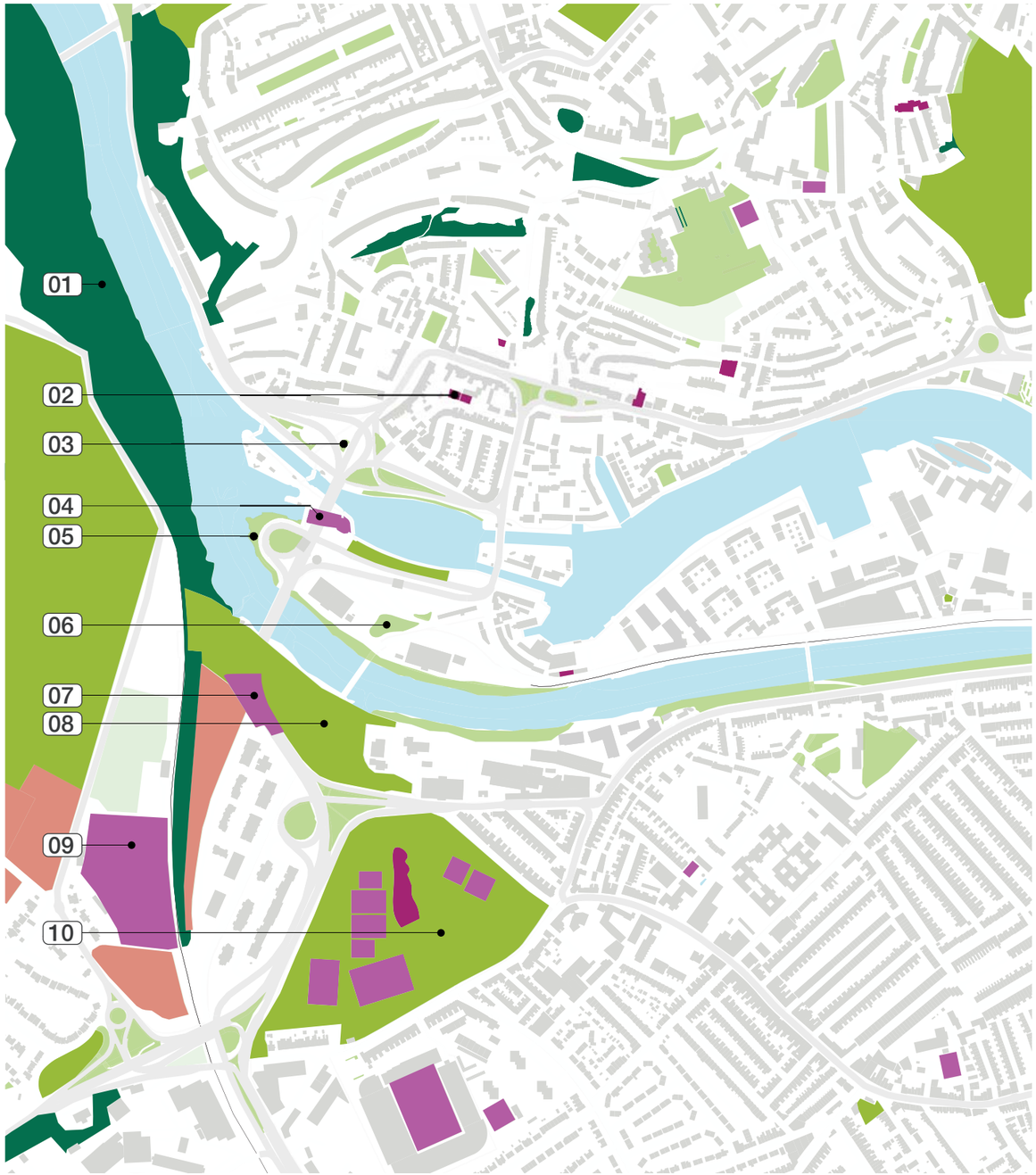


Figure 192: *Existing open spaces in proximity to Western Harbour © OpenStreetMap (data available under the Open Database License)*

Green infrastructure

08.02 Public realm and open spaces

Open space principles

Western Harbour will deliver a rich, inclusive and interconnected network of open spaces that supports biodiversity and varied habitats while celebrating its unique river and harbour setting.

The legacy of Dame Sylvia Crowe's landscape, particularly within Cumberland Piazza and The Look-Out, is to be integrated into future proposals.

Key outcomes:

01) Create a continuous ecological path along the river's edge.

02) Establish a new basin-edge promenade as a destination - supporting leisure, recreation and social activity.

03) Focus open spaces along the waterfront and the central space between Cumberland Basin and Butterfly Junction Park.

04) Holistic planning of open spaces as part of a connected public realm and green / blue infrastructure network.

05) Provide pocket parks and community play spaces that offer amenity to local residents.

06) Integrate multifunctional spaces, for example, combining biodiversity functions with amenity value and practical benefits like surface water runoff mitigation.

07) Diverse planting of tree species, suited to the local micro-climate, in mixed groups at irregular spacings to manage and encourage continued growth.

08) Provide a diverse range of inclusive open spaces that support active travel, play, recreation, biodiversity, heritage, art and performance within a cohesive public realm framework.

The public space for residents and visitors alike must retain its dock feel, which adds to the experience and sense of emotional connection with the site that we all deserve.

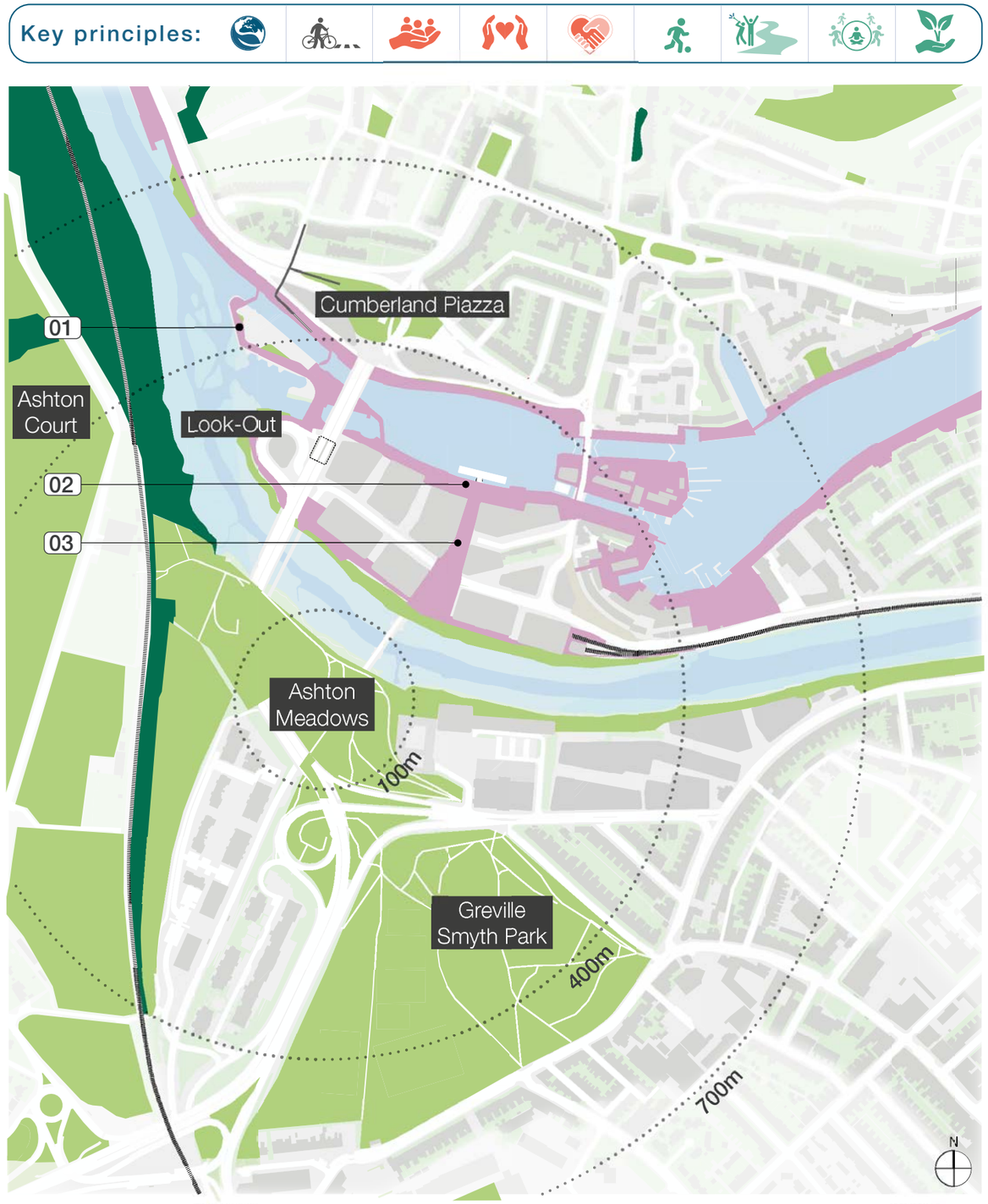


Figure 193: *Plan of the proposed open space network and the key pedestrian links between them*

Green infrastructure

08.03 Biodiversity and ecology

Key principles:

Improving Biodiversity

Achieving biodiversity net gain requires integrating nature recovery and ecological connectivity as fundamental principles of place-making. The biodiversity strategy should be expressed throughout the public realm, reinforcing Western Harbour's character as a waterside neighbourhood defined by its natural assets.

Key aims:

01) Champion Western Harbour's unique tree and landscape character by protecting the mature trees at Ashton Meadows.

02) Deliver a climate-resilient urban forest by planting approximately 1,000 new trees to reach a 20% canopy cover, using a mix of native and non-native species.

03) Protect and extend Priority Habitats, including intertidal mudflats and coastal saltmarsh, by carefully managing infrastructure works and strengthening wildlife corridors

04) Integrate nature-based solutions into the built environment through green and biodiverse roofs that support the SuDS strategy and align with Bristol's Species Action Plan to create new homes for local wildlife.

05) Support a "B-Line" network of pollinator-friendly corridors that respond to the 21 habitat types identified on-site, contributing to national wildflower-rich routes and increasing connectivity for birds, bats and invertebrates.

06) Foster community well-being through green place-making by providing safe, enclosed social spaces and community gardens that encourage residents to connect with nature and each other.

07) Make biodiversity a visible and legible part of the public realm, reinforcing Western Harbour's identity as a waterside neighbourhood defined by its natural assets and the Bristol One City Ecological Emergency Strategy.

08) Secure a minimum 10% Biodiversity Net Gain across the Development Framework area.

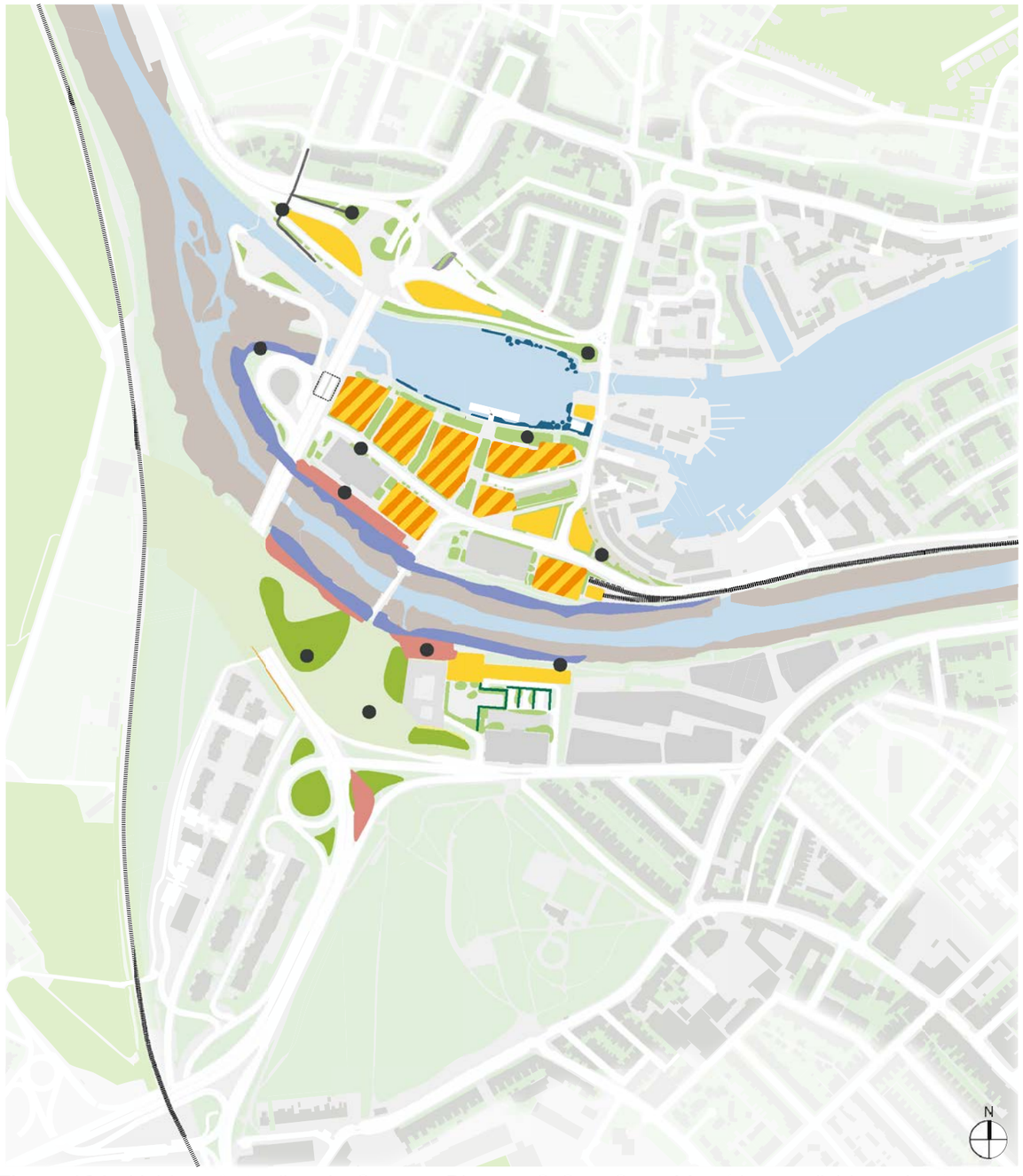


Figure 194: *Habitats & Biodiversity Strategy Diagram © OpenStreetMap (data available under the Open Database License)*

08.03 Biodiversity and ecology

Key principles:

Recreational spaces

The external realm is to be genuinely child-friendly and inclusive. The landscape as a whole has been conceived to be "playable," with opportunities for informal play integrated wherever possible to encourage movement and discovery.

Existing formal play and recreational spaces are located in the surrounding area, including playgrounds within a 15-minute walk. Local sports and play spaces include Greville Smyth Park, Greville Smyth Tennis Club and Charles Place Play Area.

Key outcomes:

- Provide formal and informal play and sports spaces in line with projected residential capacity and *Fields in Trust guidance (2024)*.
- Meet Bristol City Council proximity standards, allowing all residents to have convenient and equitable access to open space.
- Integrate "play on the way" opportunities along key movement routes, encouraging activity as part of everyday journeys.
- Enhance and formalise the active trail beneath Brunel Way, building on the urban sports that have grown organically, such as the Brunel Way Pump Track, Curbside skate park and creative spaces.
- Support existing sporting and creative communities, retaining and strengthening established user groups.
- Introduce new urban sports opportunities, such as basketball, urban swimming or beach volleyball to broaden participation and appeal.
- Provide supporting amenities including drop-off points, toilets, changing facilities, showers, storage and spectator areas.
- Enable opportunities for events and sports tourism, positioning Western Harbour as a destination for local and regional activities.
- Create a sequence of informal, nature-based play spaces between formal areas to encourage exploration, sensory engagement and creativity.
- Design play spaces sensitively, embedding themes of nature and wildlife to foster environmental awareness and connection.

Look at all the great waterside cities and you will see lots of playgrounds where children can enjoy themselves whilst parents sit on benches and have a rest.



Figure 195: *Play on the way at South Gardens © Will Wiesner*



Figure 196: *Superkilen, 2012. Swings encouraging social interaction © Torben Eskerod*



Figure 197: *Pounds Park, Sheffield © Timberplay Ltd.*



Figure 198: *Cobham Manor, London © Andrew Beasley Photography*

Green infrastructure

08.04 Landscape opportunities

Butterfly Junction Park

A vibrant ecological and civic destination at the southern edge of central Western Harbour designed to build upon the site's established ecological value and secure a long-term home for local flora and fauna.

The existing Butterfly Junction site currently consists of scrubland that has naturally evolved into a valuable and biodiverse habitat. Its relative isolation has allowed significant ecological value to establish over time, including the support of multiple butterfly species

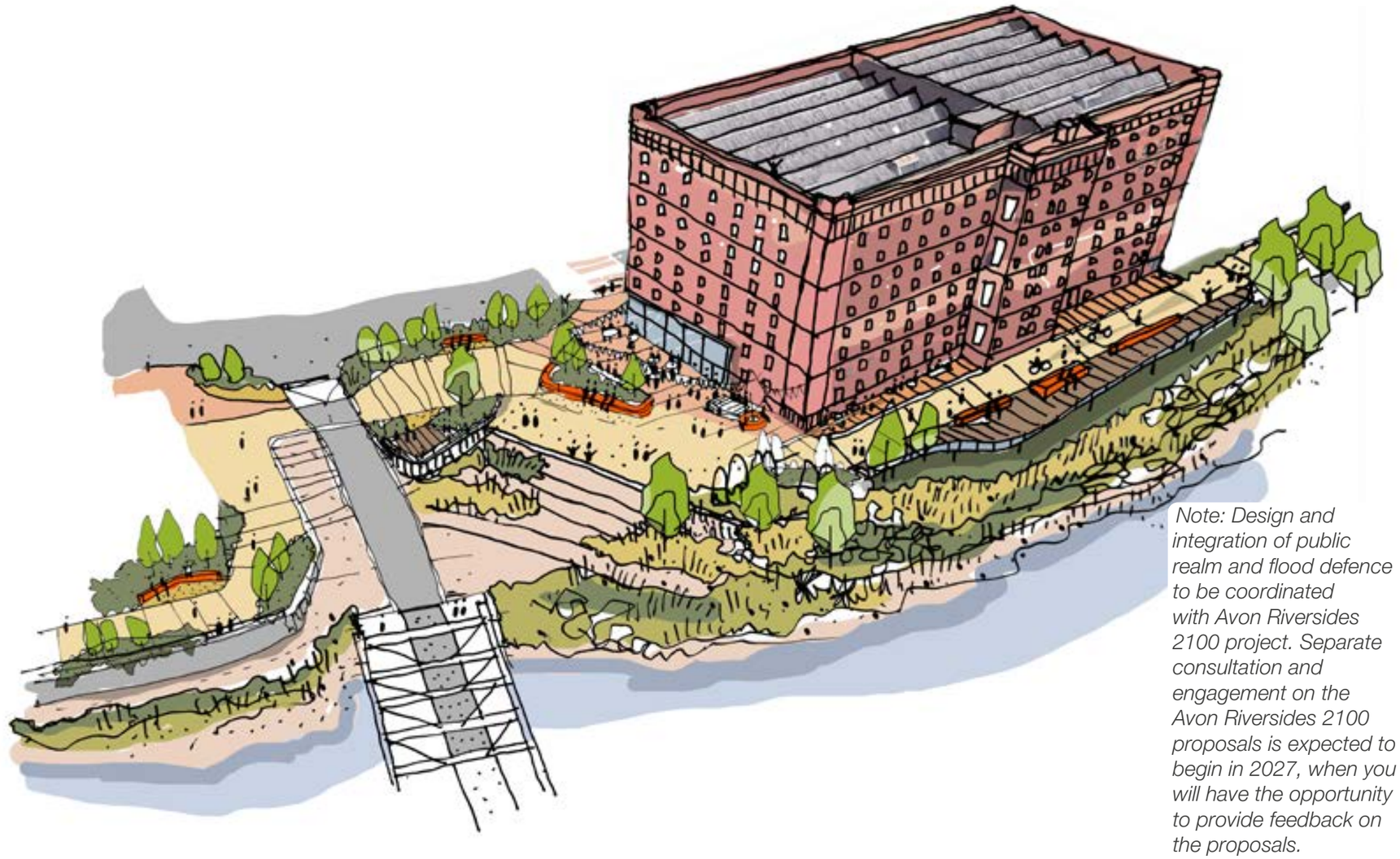
While future development will inevitably cause disturbance, future proposals must guarantee no net loss of ecological value. To achieve this, a series of tiered terraces that carefully balance enhanced public access with ecological enhancement could create a flexible, and animated public square framed by the active frontage of the A Bond building.

An elevated walkway above the water is the historic jetty that would level access into the ground floor of A bond and provide opportunity for ground floor uses to spill out into the public realm. The MetroBus route must also be retained.

Of people asked, 86% wanted landscape features where they could sit and dwell, 78% also wanted native planting

The New Cut provides a unique opportunity for wildlife by supporting a biodiverse ecological green corridor along its banks.

Key principles:



Note: Design and integration of public realm and flood defence to be coordinated with Avon Riversides 2100 project. Separate consultation and engagement on the Avon Riversides 2100 proposals is expected to begin in 2027, when you will have the opportunity to provide feedback on the proposals.

Figure 199: *Illustrative sketch of how Butterfly Junction Park could be integrated within the AR2100 proposals*



Figure 200: *Existing Butterfly Junction in front of the CREATE Centre*

Green infrastructure

08.04 Landscape opportunities

Keep a mix of an ability to connect with the water and tides, have a picnic, feed the harbour birds, sip a coffee or eat lunch whilst the harbour traffic floats by all feel important. The view from the water needs to tell the story as much as the view to the water. It needs to feel 'as one'.

Key principles:

The Look-Out

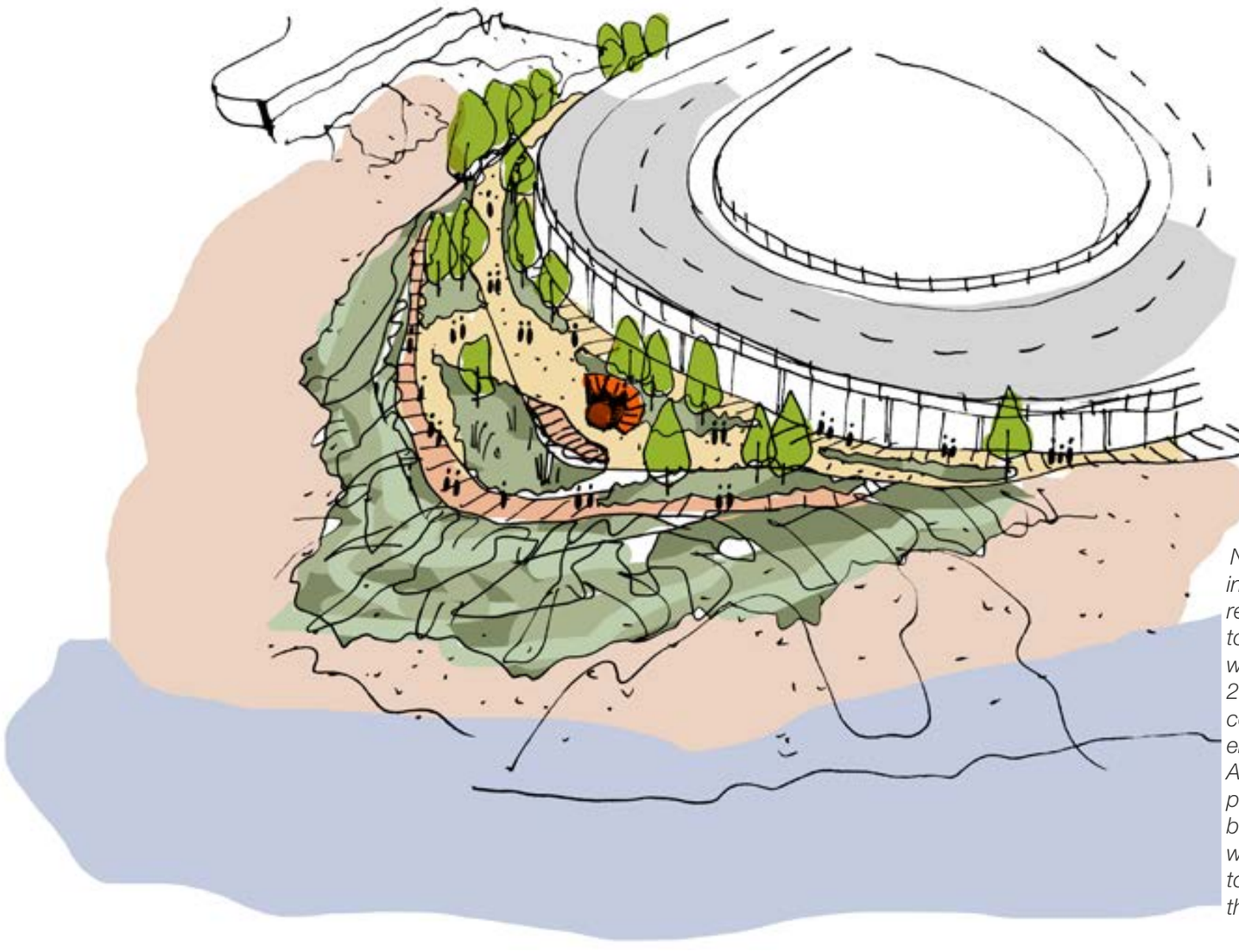
Reinterpreting Dame Sylvia Crowe's original design intent, the space will balance enhanced public access, flood protection and saltmarsh habitats with the potential for Bristol to celebrate its graffiti art culture along the ramp walls.

The Look-Out is to be refurbished and the Waterside Trail extended to benefit from the long views towards the Clifton Suspension Bridge, Avon Gorge and Ashton Court Estate.

Alongside works associated with the AR2100 project, resurfacing will provide an opportunity to introduce integrated seating and educational signage.

Design proposals should reinforce the significance of this vantage point, framing iconic views. Existing saltmarsh and bank-top vegetation can be strengthened, with planting selected for its resilience to riparian conditions and periodic inundation.

79% of people asked placed a high to very high importance on creating a landscape better connected to both the river and the harbour, taking advantage of the views



Note: Design and integration of public realm and flood defence to be coordinated with Avon Riversides 2100 project. Separate consultation and engagement on the Avon Riversides 2100 proposals is expected to begin in 2027, when you will have the opportunity to provide feedback on the proposals.

Figure 201: *Illustrative sketch of how The Look-Out could be integrated within the AR2100 proposals*

Figure 202: *Informal green space in front of The Look-Out © Rupert Martin*

09. APPENDICES

Appendices

09.01 Glossary

Glossary of terms

Active travel route
A designated path designed for physically active journeys, such as walking, cycling, or wheeling with dedicated walking and cycling lanes.

Active frontages
Ground floor uses that help the street feel lively and vibrant, such as entrances, shop fronts, doors and windows.

Blue infrastructure
A network of natural, semi-natural and artificial water features water. These include ponds, rivers, harbour, swales and other sustainable urban drainage features (SuDS).

City centre
Refers to the city centre boundary, as identified within the Bristol Local Plan. This is an area where there is identified opportunities for regeneration.

Climate resilient
Ability to cope with changing environments, including increasing temperatures and flood risk.

Conservation Area
These are places that are recognised for their special architectural or historical interest and are deemed as deserving careful management by local authorities to protect their character.

Community
The diverse range of citizens who live in, work in, use or visit Western Harbour and the wider Bristol area.

Green infrastructure
A network of multi-functional green spaces and other natural features, urban and rural, that can deliver a wide range of bio-diverse, environmental, economic, health and well-being benefits for people, nature, and climate.

Homes
Defined by BCC as accommodation units currently monitored towards the Local Plan housing target by the Planning Policy Monitoring Team.

Legibility
How easy it is to understand and navigate Western Harbour. This is influenced by landmarks, views, information signs and lighting.

Material consideration
A document becomes of material consideration if it has been endorsed by Bristol City Council's Cabinet. It then has status within the planning system and has to be taken into account when deciding on a planning application or commenting on regeneration proposals.

Meanwhile use
Describes a situation where a site is utilised for a duration of time before the land is developed.

MetroBus
A public transport service that environmentally-friendly vehicles. The route is limited to key destinations, creating shorter journey times.

Mobility hub
A central space bringing together active travel, shared transport and public transport services. Providing a range of transport options, which could include e-scooter and cycle parking, bus stops, taxi rank and pick up/drop off bays.

Net Zero
Balancing the amount of greenhouse gases produced by human activity with the amount removed from the atmosphere, achieving a net total of zero emissions

Optimal density
The most favourable density at which a development has a positive impact on the local community, the environment and housing provision.

Placemaking
People centric approach to planning, designing, and managing public spaces that strengthens the connection between people and the places they share.

Play (or playable spaces)
Play can include formal and informal activity such as sports, leisure, incidental play-on-the-way, play grounds and doorstep play.

Public realm
The public spaces between the buildings, including the streets and squares. These areas are usually owned by the City Council.

Appendices

09.01 Glossary

Rain garden	A type of landscaped SuDS feature that receives rain water/run off from roads, roofs or other surfaces that are landscaped with plants that like water. The plants help deal with heavy rain and also help filter and clean the water.
Riparian habitat	Habitat at the interface of land and a river or stream.
Stakeholder engagement	Conversations with key organisations, interested parties and members of the public about their views and aspirations for the future of Western Harbour and their aspirations for the future.
Sustainable Drainage Systems (SuDS)	Drainage features within the landscape that capture and manage the water run-off in a natural and eco-friendly way. These can be in the form of green roofs, permeable paving and swales pavements and trees.
Townscape	The appearance of the proposed buildings and their relationship to the existing context, and the overall character created by their form, scale, materiality.
Wayfinding	Provision of signs and information that help navigate around Western Harbour.

Appendices

09.02 The team

The Draft Masterplan and Development Framework team

Bristol City Council

College Green
Bristol
BS1 5TR

Lifschutz Davidson Sandilands

Island Studios
22 St Peter's Square
London
W6 9NW

The Place Team at SLR

3rd Floor
Brew House
Jacob Street
Bristol
BS2 0EQ

ARUP

Floor 2
111 Victoria Street
Bristol
BS1 6AX

Jubb

Kings Orchard
1 Queen Street
Bristol
BS2 0HQ

ABC

126
Somerset Rd
Bristol
BS4 2JB

Eadon Consulting

Brunel Way
Catcliffe
Rotherham
S60 5WG

Beckett Rankine

Broad Quay House
Broad Quay
Bristol
BS1 4DJ

Savills

Embassy House
Queens Avenue
Bristol
BS8 1SB

Gleeds

95 New Cavendish St
London
W1W 6XF

The Townscape Consultancy

100
Pall Mall
London
SW1Y 5NQV

Wavelength Studio

Engine Shed
Station Approach
Redcliffe
Bristol
BS16QH

Hayes Davidson

Studio A
21 Conduit Place
London W2 1HS

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