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

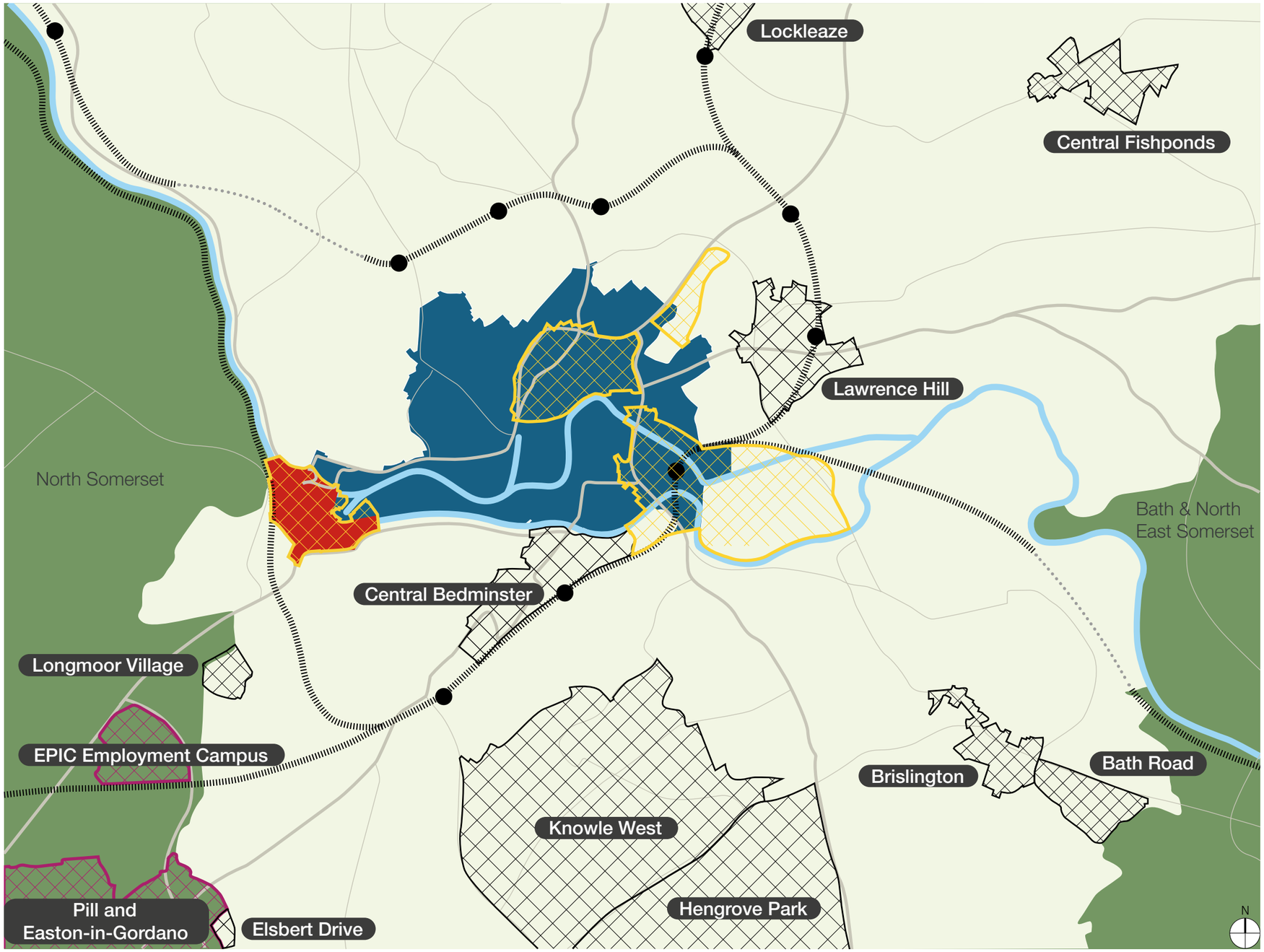


Figure 07: *Plan identifying the wider Areas of Growth and Regeneration within Bristol and North Somerset*

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.

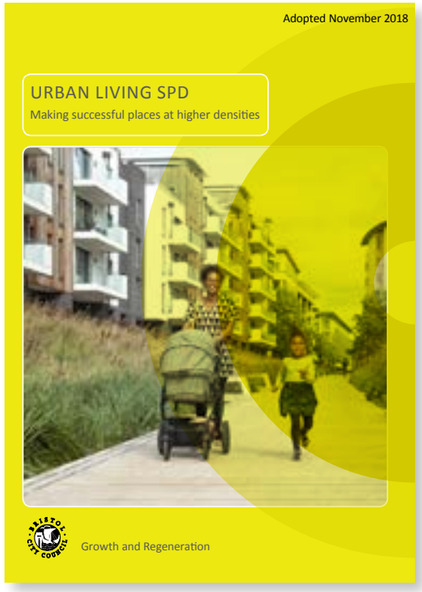


Figure 21: *Urban Living SPD - making successful places at higher densities*
© Chris Bahn © Bristol Design

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.

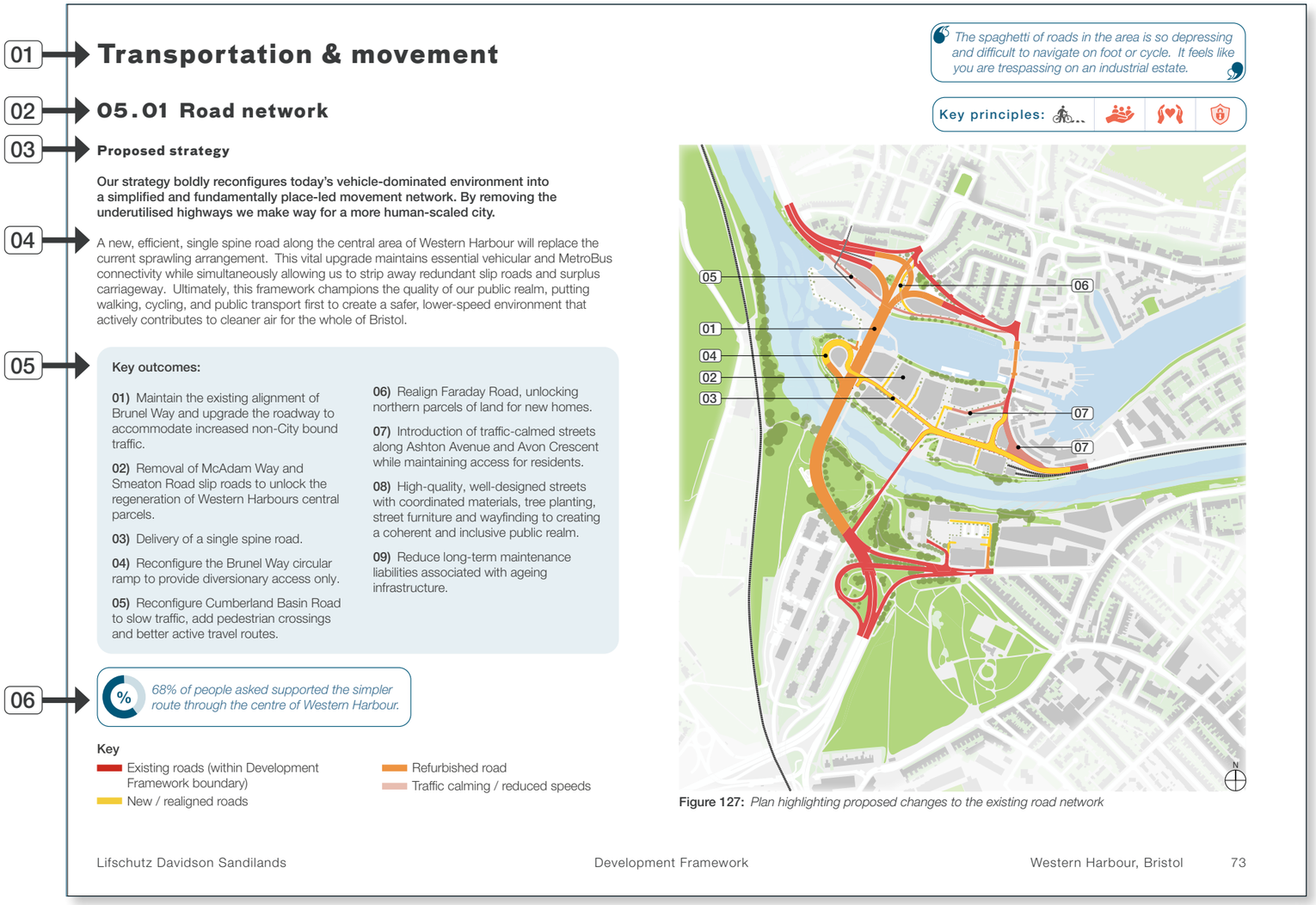


Figure 22: *Example page depicting the typical Development Framework pages - for illustration purposes only*

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

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.

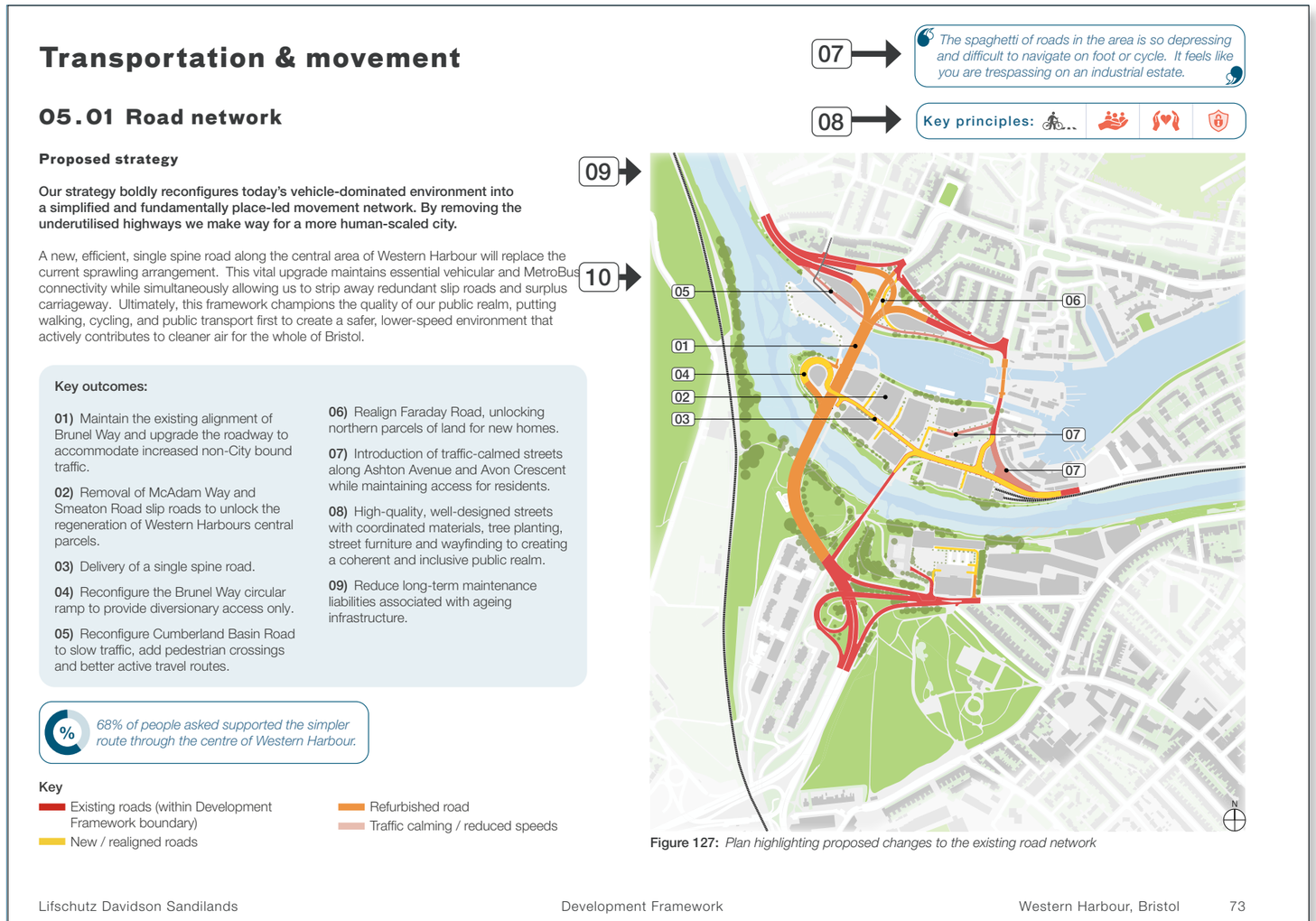


Figure 127: *Plan highlighting proposed changes to the existing road network*

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:

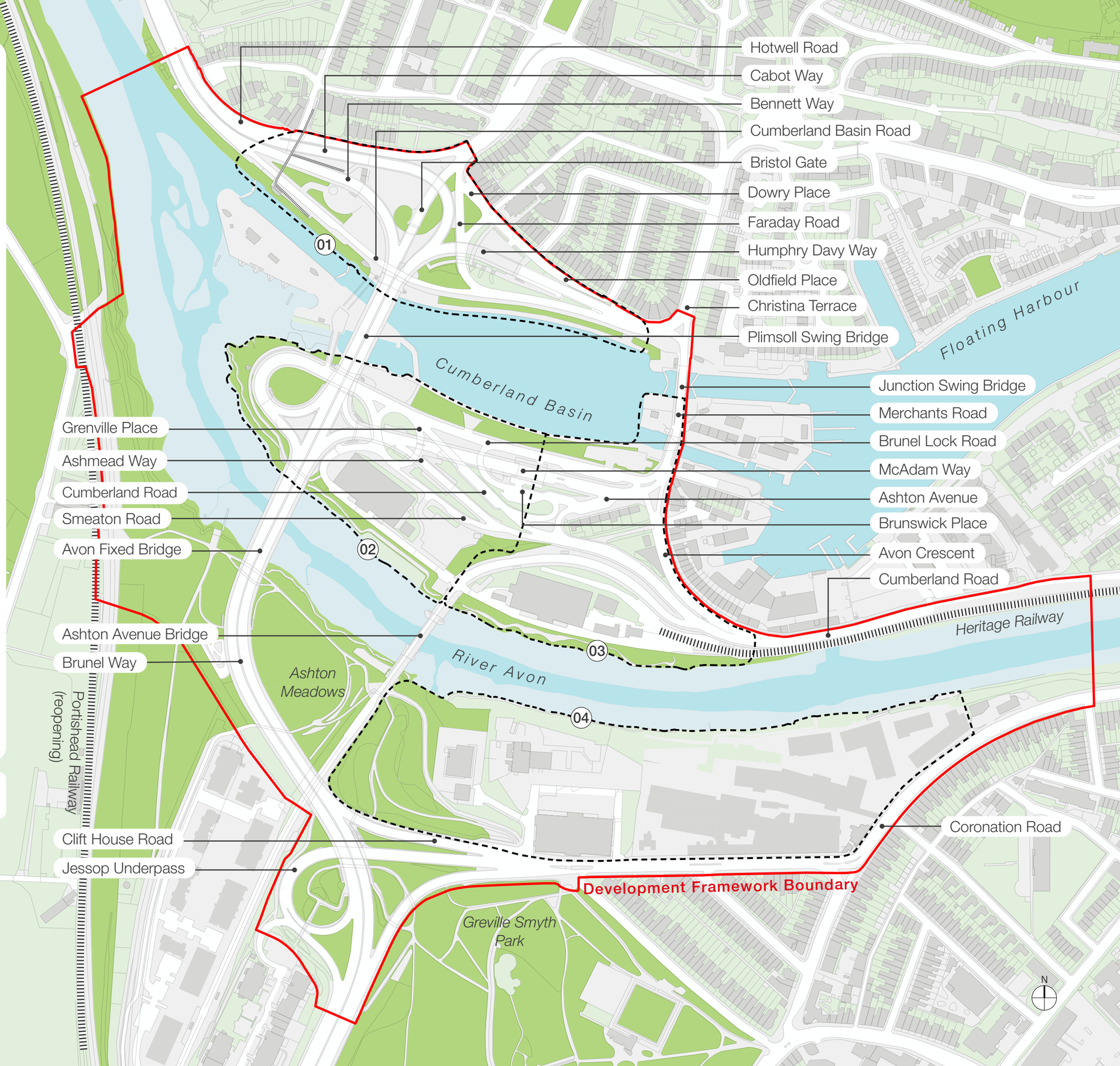
01 **Hotwells Reach:** Located north of the River Avon, it forms part of Bristol's City Centre. The boundary follows Hotwells Road, Dowry Place, and Oldfield Place. It also includes the elevated flyover system north of Cumberland Basin.

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

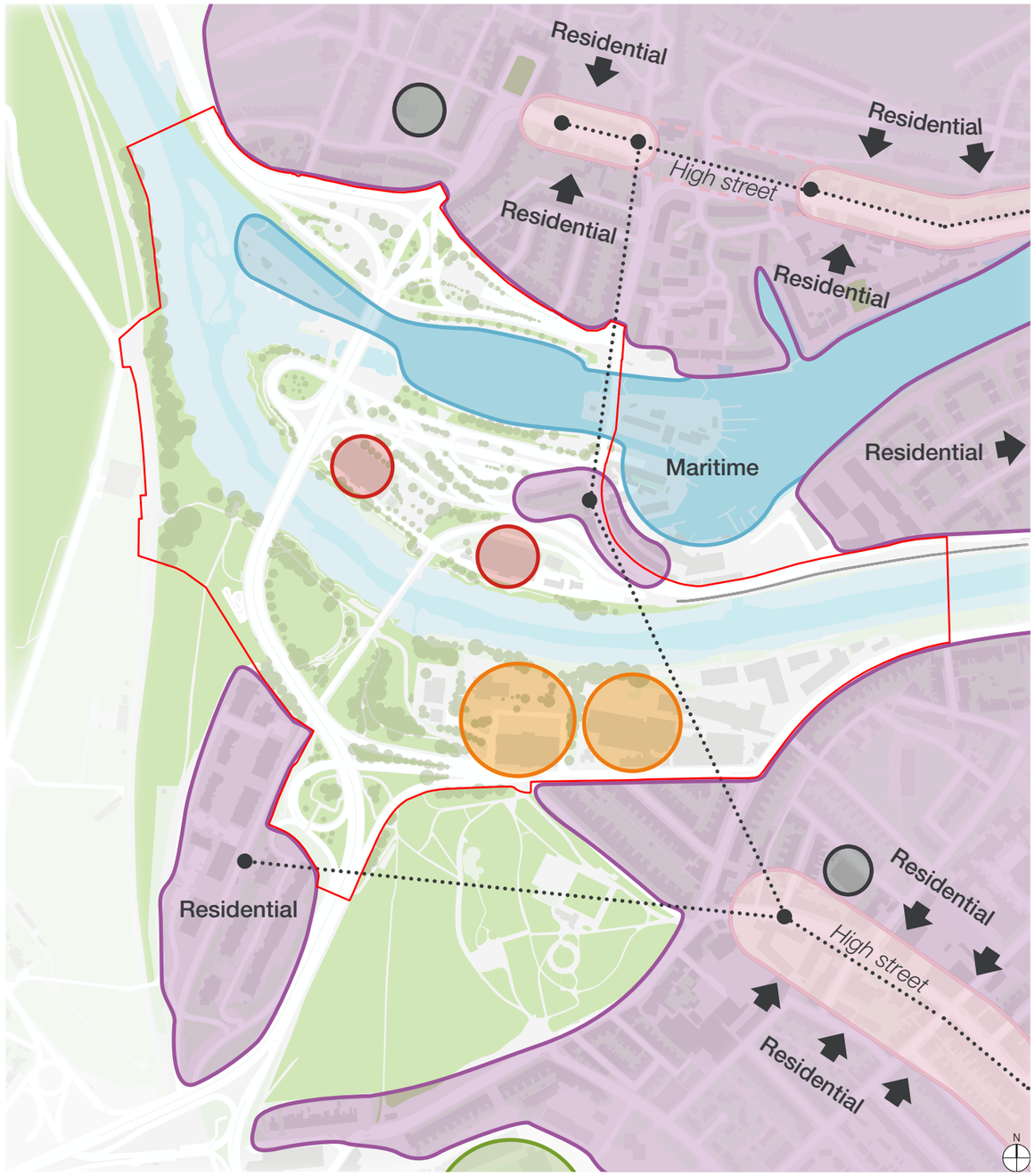


Figure 28: *Map showing existing land uses in the Western Harbour and the surrounding area, including residential, high streets, businesses, civic, maritime, stadium and schools.*

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.

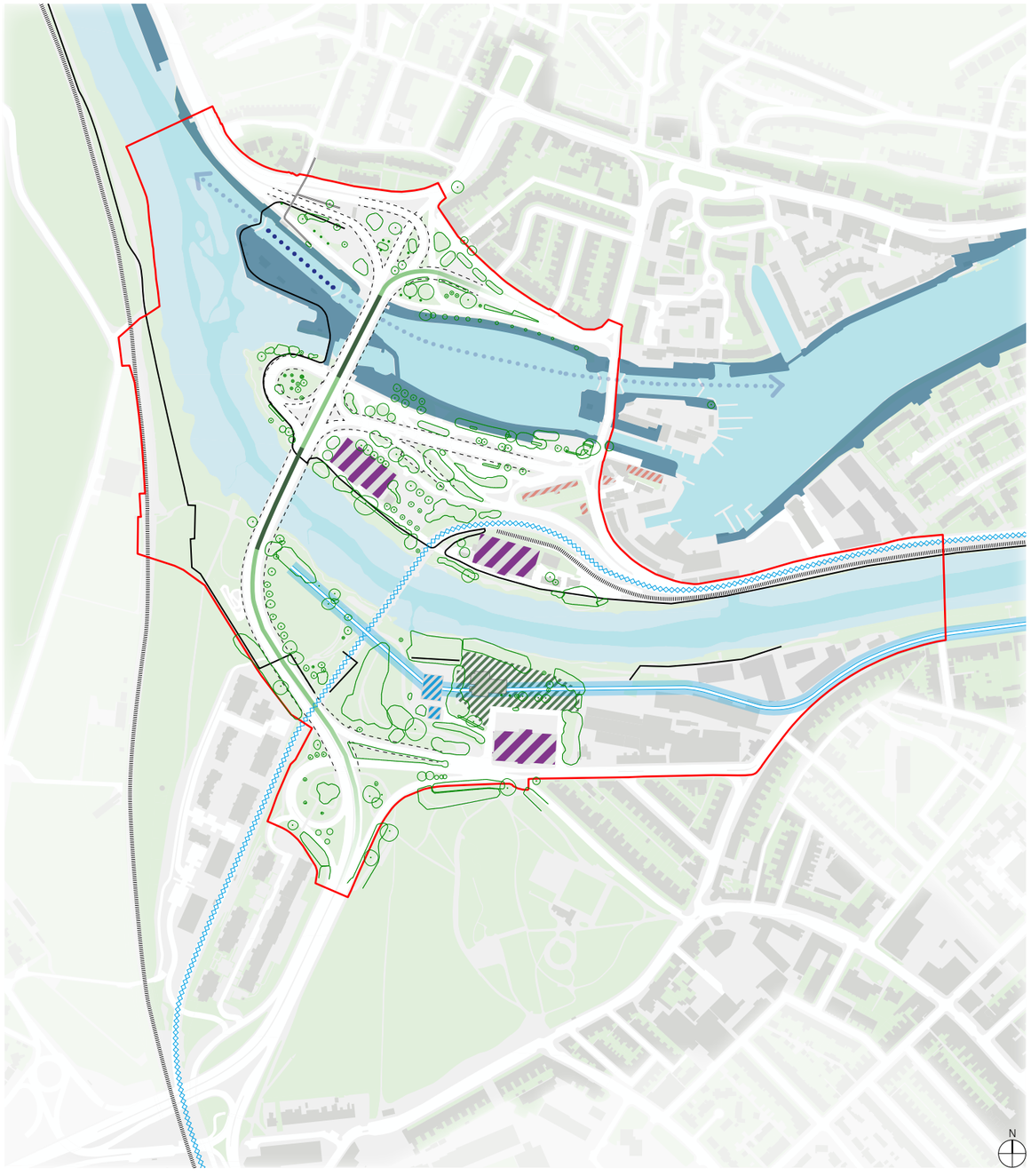


Figure 29: *Plan of the key challenges associated with Western Harbour*

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 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 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 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 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 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

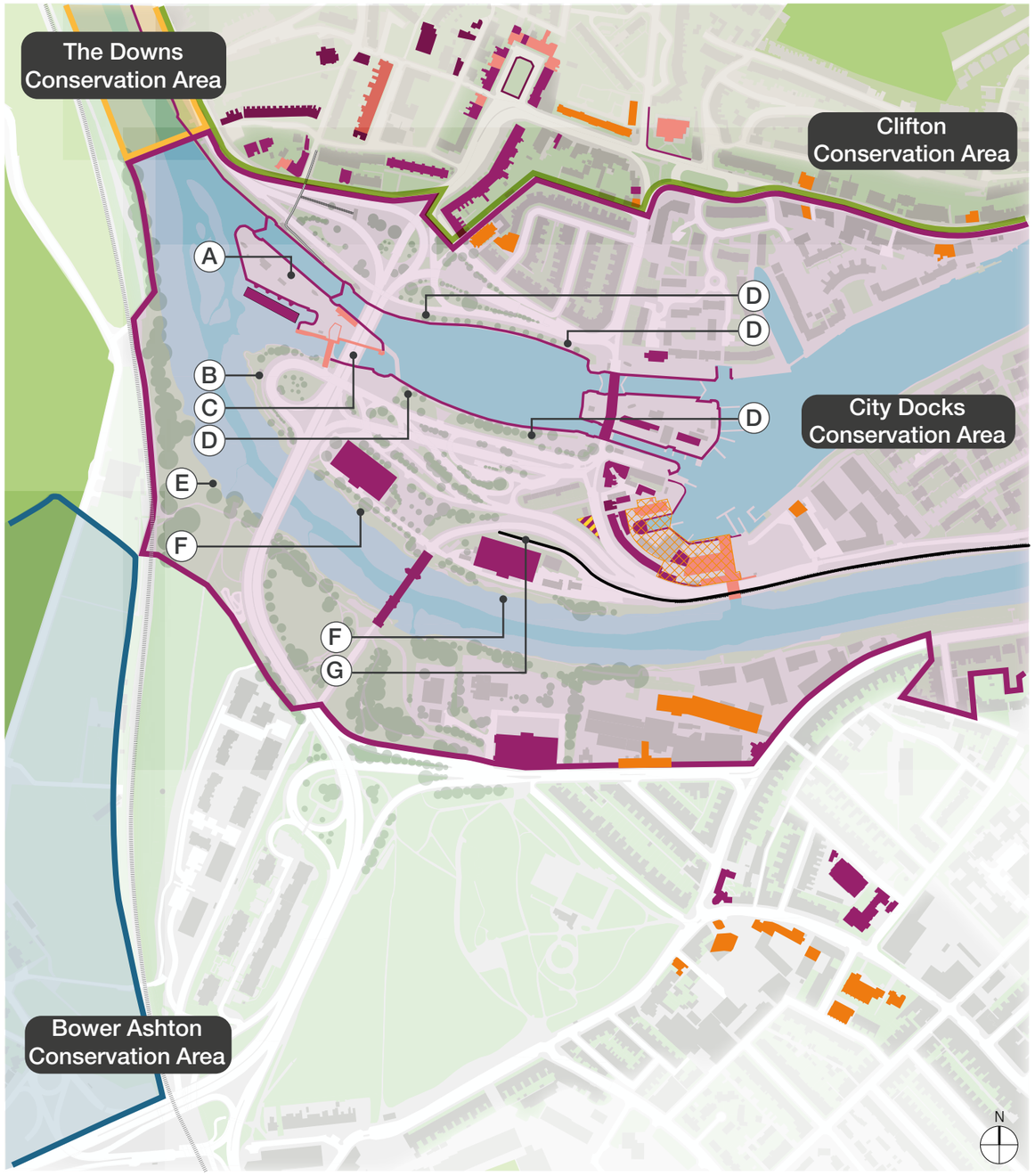


Figure 42: *Plan identifying the Heritage assets are spread throughout the area, including listed buildings, structures and conservation areas. Their extent means that heritage considerations are a significant factor in shaping future development and design proposals.*

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*

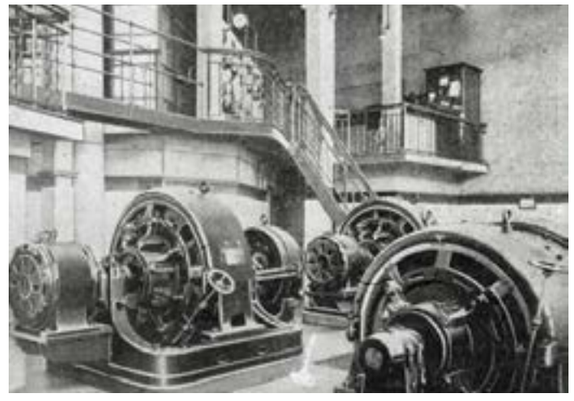


Figure 54: *Interior of the Avon Crescent Substation © Know Your Place*

Existing context

02.04 Heritage

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.

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.

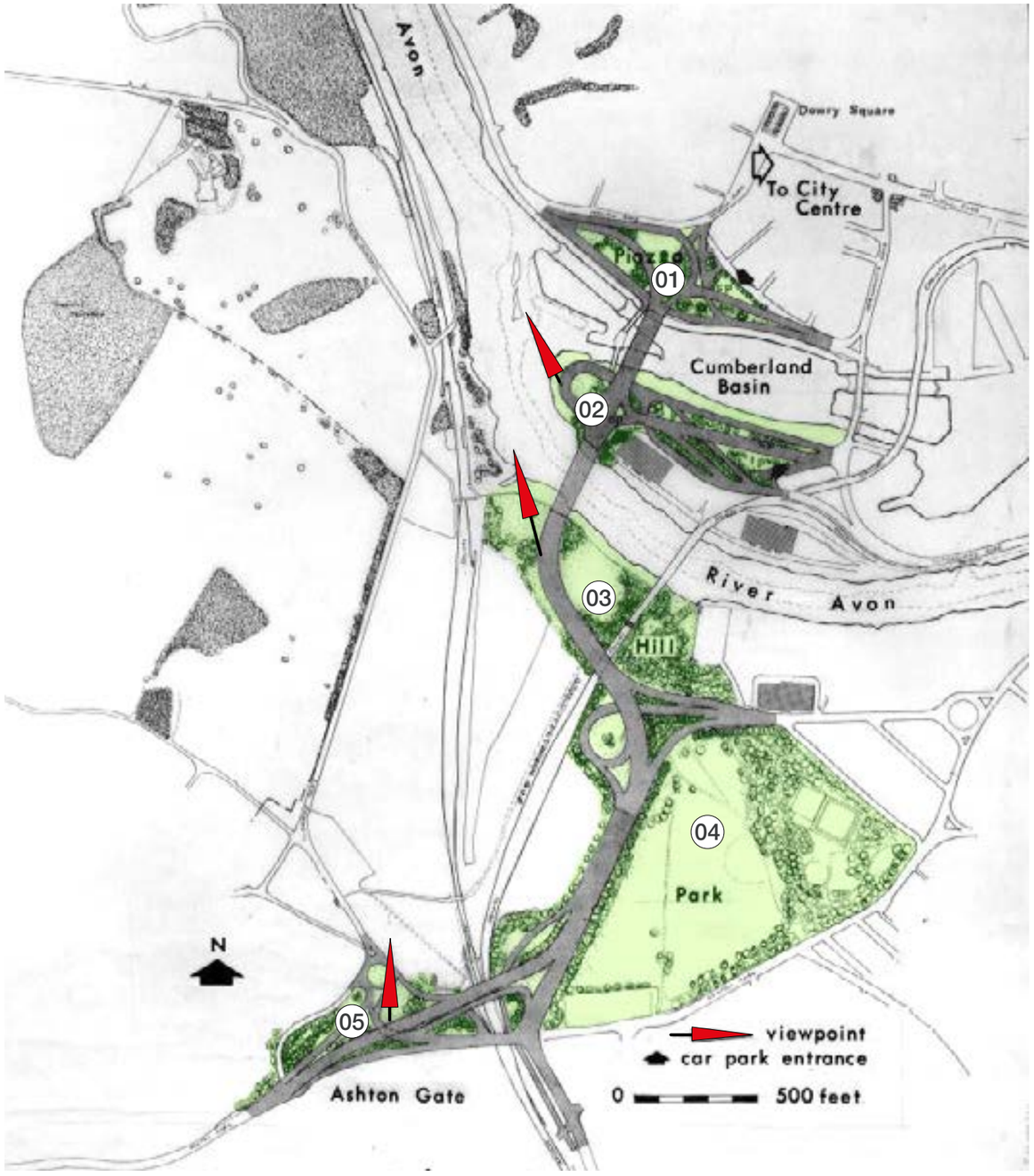


Figure 55: *Plan of Cumberland Basin Bridge and Ashton Gate Junction Landscaping plan highlighting the key viewpoints and character areas identified by Dame Sylvia Crowe © The Museum of English Rural Life*

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