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

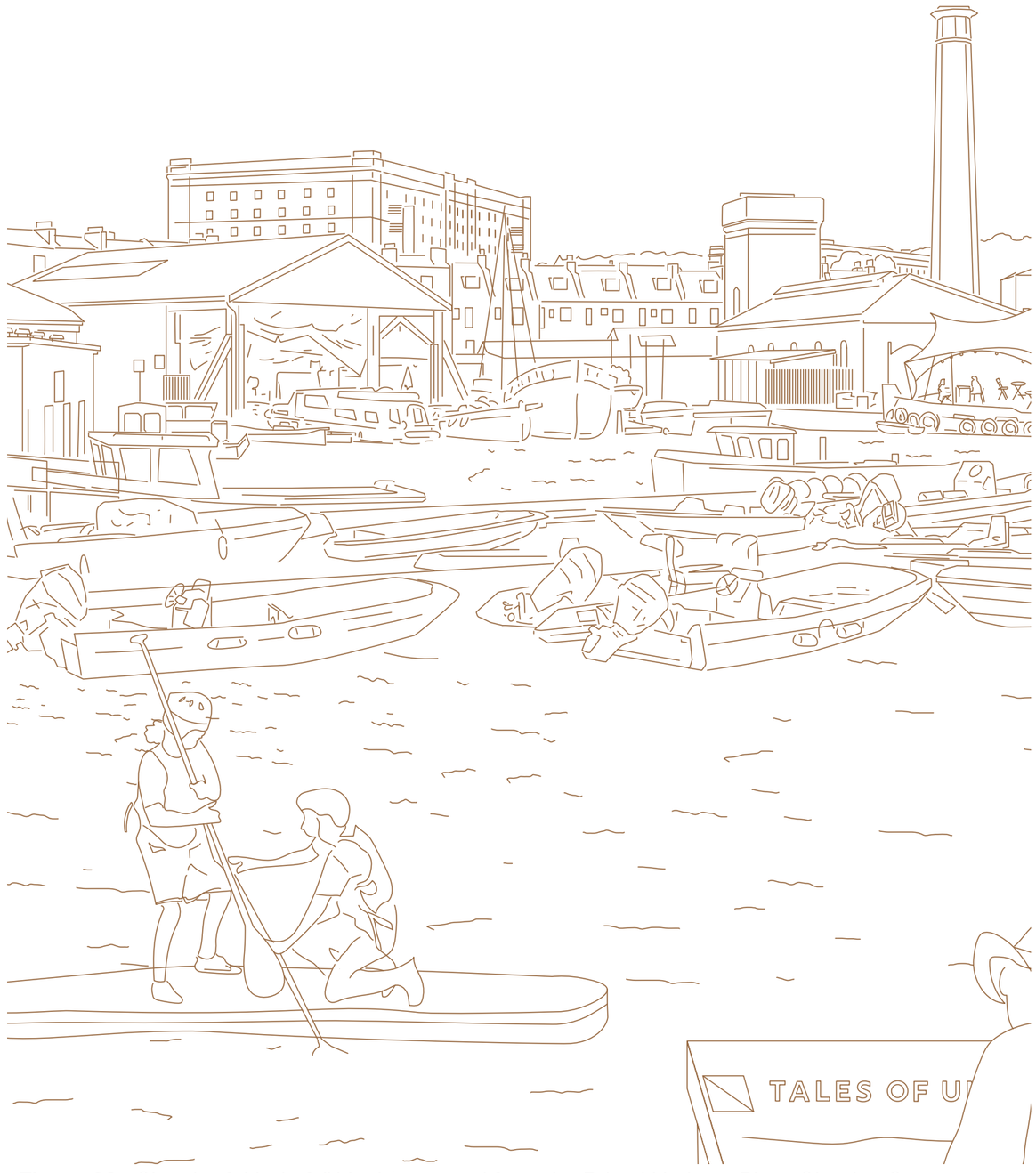


Figure 68: *Sketch of Underfall Yard (extracted from the Bristol Harbour Place Shaping Strategy Vision 2024 - 2044)*

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

L
A
B
C
D
E
F
D
G
E
H
I
J
D

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*

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.

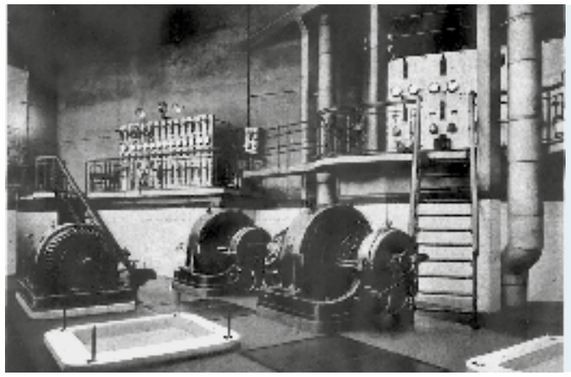


G) Open up Bristol's collections to the public

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*

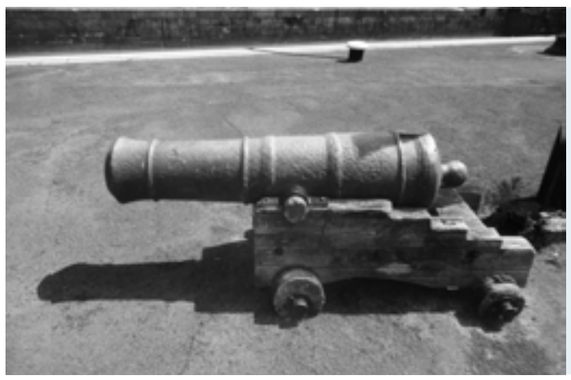


J) Railway extension

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*

Placemaking

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*

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*

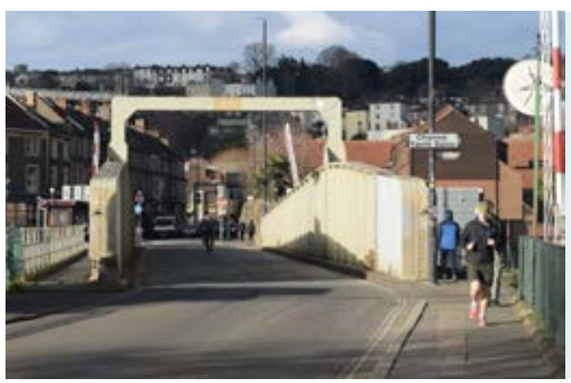


D) Wayfinding: former ship anchors

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*

Placemaking

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

A
B
C
D
E
F
G
H
D
I
J
K

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 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*

Placemaking

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*