



TRESA Public Meeting

ArtPark, 143 Wells Road

7.30pm Tuesday 16th September 2025

Programme for the meeting

- Welcome and introductions
- Mead Street development brief
- Update on former Bart Spices site
- Temple Gate – Rok planning
- TRESA fundraiser

8.15-8.30pm Comfort break

- South Bristol Liveable Neighbourhood
- Any other business?



Mead Street Development Brief, May 2022

A vision for the regeneration of Mead Street underpinned by four guiding principles:

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

The Mead Street Development Brief “will form a material consideration in the determination of future planning applications”



Former Bart Spices site: approved

Original officer report rejected the proposal because

- The design quality of the scheme is poor - there is a high proportion of single aspect dwellings which would have a poor outlook, receive limited light levels and require higher energy consumption, which arises from the overdevelopment of the site. This would result in **a poor living environment for its occupiers**.
- The development would have **an unacceptable impact on highway safety** in view of the requirements for servicing and reduced footway widths that would be required around the site to accommodate the development.
- The excessive height, bulk and massing would result in harm to the setting of the adjacent Bedminster conservation area, and this harm would not be outweighed by any public benefits. In view of the over development of the site the overall design quality is compromised, and the proposal **fails to integrate itself positively into the city streetscape and skyline**.





Templegate Park, Mead Street

Matt Roe on behalf of ROK Planning and Jeremy Aitchison representing the client



Agenda

- Templegate Park today
- The planning context
- Development Proposals
- Timeline
- The future of the site
- Questions



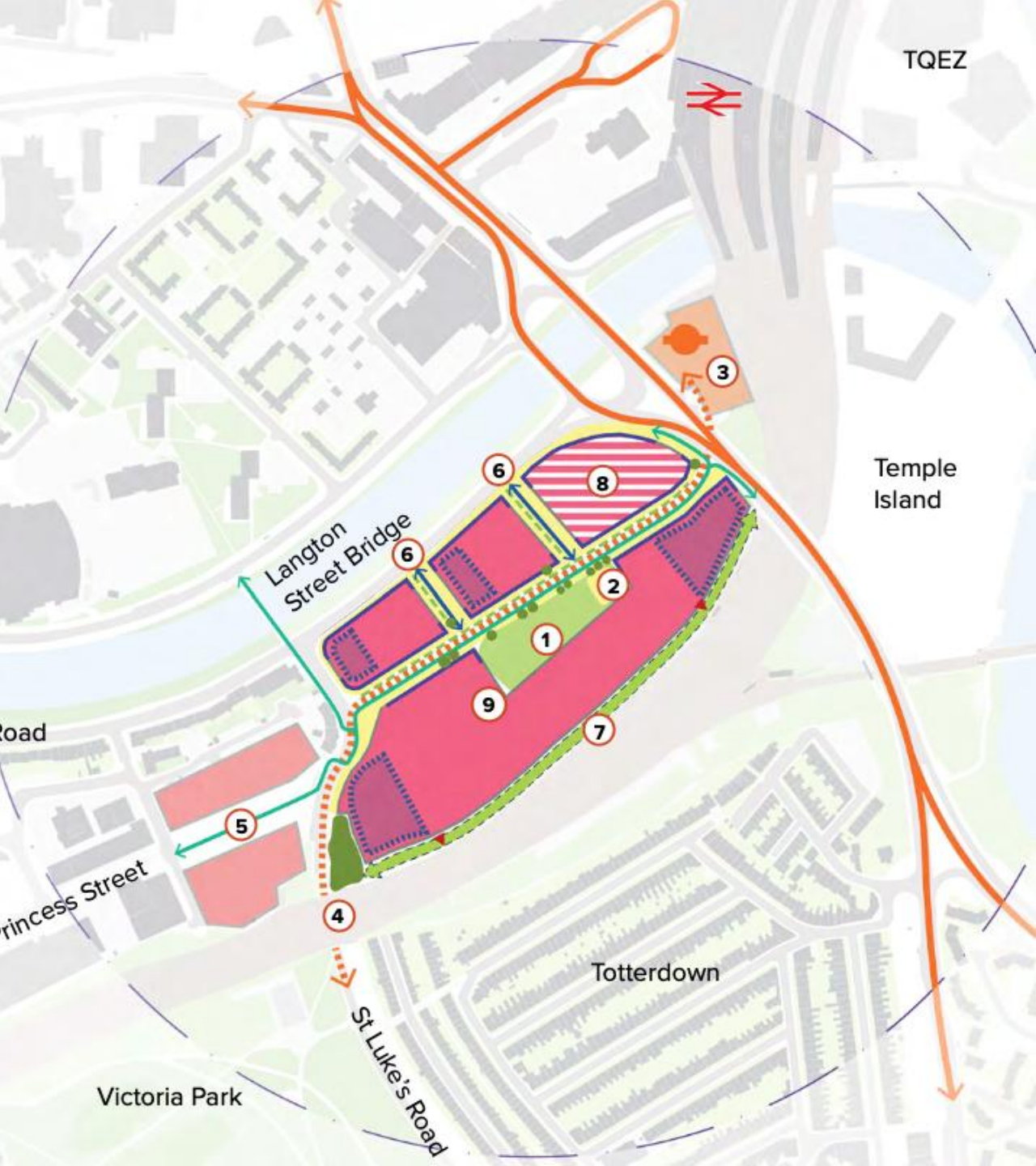
Templegate Park

Planning Context

- Prominent location on the southern fringe of Bristol City center
- Designated as a Principle Industrial and Warehousing Area (PIWA) in the Local Plan Core Strategy (2011) and the Site Allocations and Development Management Policy (2014)
- Located within the Temple Quarter Enterprise Zone
- 35% of internal space is unlet with additional 2.4 acres of unlet yard

Site Context

- Comprises 11 units in excess of 40 years old and reaching end of life
- Energy Performance Certificate's range from C to E
- Various use classes throughout the estate including distribution, storage warehouse, vehicle rental and leisure



The Mead Street Development Brief (2022) & Temple Quarter Development Framework (2023)

Principle 1:

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

Principle 2:

Provide better routes for sustainable travel

Principle 3:

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

Principle 4:

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



Site proposal

- Phased refurbishment of all 11 units
- The proposal includes new insulated roofs, cladding and PV panels. All are minor changes but will have a significant impact on the sustainability and usability of the site
- The aim is to retain tenants where possible (Europcar and Freedog) and house them in newly refurbished, more sustainable units
- We want to attract high quality tenants (e.g. life sciences and media) who require proximity to the City Center and large, quality floor spaces which is lacking in Bristol City Center
- Improve accessibility from Mead Street to Bath Road by enabling the creation of a bus and cycle route down Mead Street, and bringing forward the east-west travel connection
- Open up the estate and create public green spaces on Mead Street



Our timeline



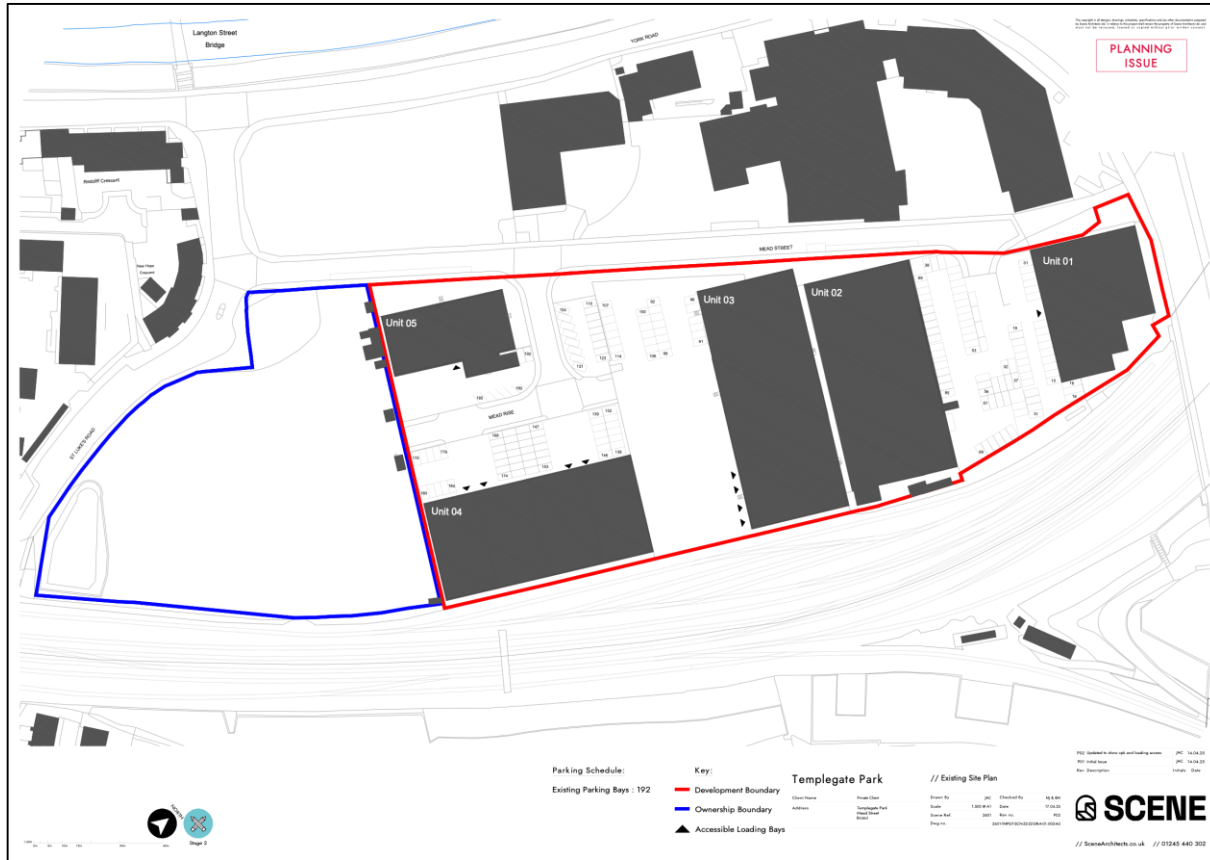
Dec. 2025
Planning
decision



Jan. 2026
Start on
site



Dec. 2025
Practical
completion



The Future of the Site

- The current planning application is just for the industrial part of the site
- We are in contact with the Bristol City Council and Temple Quarter LLP to discuss the proposal and wider context
- We support the wider goals for the area as set out in the Emerging Local Plan (DS2) and Mead Street Development Brief (2022)



Any questions?

TOTTERDOWN RACECOURSE



Buy your tickets during the break!

TRESA GOLD CUP

THURSDAY 2ND OCTOBER 2025
DOORS OPEN 7.00^{PM} - FIRST RACE 7:30^{PM}

RACING QUIZ NIGHT

FUNDRAISER FOR TRESA

TICKETS £5 EACH FROM: RACE@ARTPARK.CO.UK
OR HELLO@TRESA.ORG.UK (OVER 18's ONLY)

CHALLENGE 25 APPLIES

• ARTPARK GALLERY • TOTTERDOWN • BRISTOL •

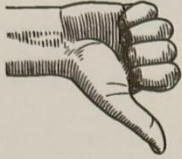
Comfort break - opportunity to purchase drinks **and buy your tickets for the Totterdown Racecourse fundraiser**

After the break:

- South Bristol Liveable Neighbourhood
- Any other business?



South Bristol Liveable Neighbourhoods



THE COUNCIL ARE PLANNING TO BLOCK YOUR ROADS AND RESTRICT YOUR MOBILITY

KEEP BRISTOL MOVING!

If you are resident in or regularly drive through Southville, Bedminster, Ashton Vale, Malago Vale, Windmill Hill or Totterdown, Bristol City Council's plans for the "South Bristol Liveable Neighbourhood" will affect you.

- Key local residential roads will be blocked to through motor traffic.
- Traffic will be pushed onto boundary roads, creating more congestion, air pollution, risk of accidents, noise and longer journey times (including for buses, emergency and service vehicles).
- Many car parking spaces will be removed, creating more crowded parking elsewhere.
- The Council "Liveable Neighbourhoods" team claims to be "co-designing" this scheme with you, but funding is only available to support the ideas of centralised authorities.
- The pilot scheme in East Bristol has shown that residents' ideas are ignored unless they are already on the "Liveable Neighbourhood" list of "modal filters", one-way streets, bus gates, "pocket parks" and cycle hangars.
- In East Bristol, genuine concerns of people with disabilities and from disadvantaged communities have been dismissed as irrelevant.
- Reducing mobility accentuates economic inequalities.
- None of the funding is available for improving public transport, which would likely remove any need for mobility restrictions.
- "Liveable" or "Low Traffic Neighbourhoods" have negatively impacted and led to the closure of local businesses in other parts of the country.
- Over twenty such schemes have already been abandoned in other UK cities. The whole process has unhealthily divided and polarised local communities around the country.

Making our streets more pleasant to live in is a great idea, but requires a grass roots local campaign and not a blunt, top-down government-imposed strategy.

Please make your views known via the Council's online consultation and "Engagement drop-ins" by 13th October:
<https://www.ask.bristol.gov.uk/south-bristol-liveable-neighbourhoods-engagement>

Join the campaign:
<https://www.keepbristolmoving.com/>
X: <https://x.com/BristolMoves>

Facebook: <https://www.facebook.com/KeepBristolMoving>

Keep Bristol Moving campaigns alongside:

#together

a national membership association that unites people throughout the UK to uphold freedom and fundamental democratic rights.

Find out more at: togetherdeclaration.org

#Together is highlighting problems with the implementation of East Bristol Liveable Neighbourhood and has leafleted in South Bristol

Some other #Together campaigns:

- against "draconian covid measures" e.g. lockdown
- in favour of Brexit
- against "limits to growth" such as Net Zero and renewable energy
- against clean air zones and low traffic neighbourhoods

TRESA is not working with, or aligned with, #Together

Liveable Neighbourhood aims

Putting people first - Less traffic and lower vehicle speeds make streets safer and more accessible. All properties can be accessed by vehicle at all times, but some routes may change.

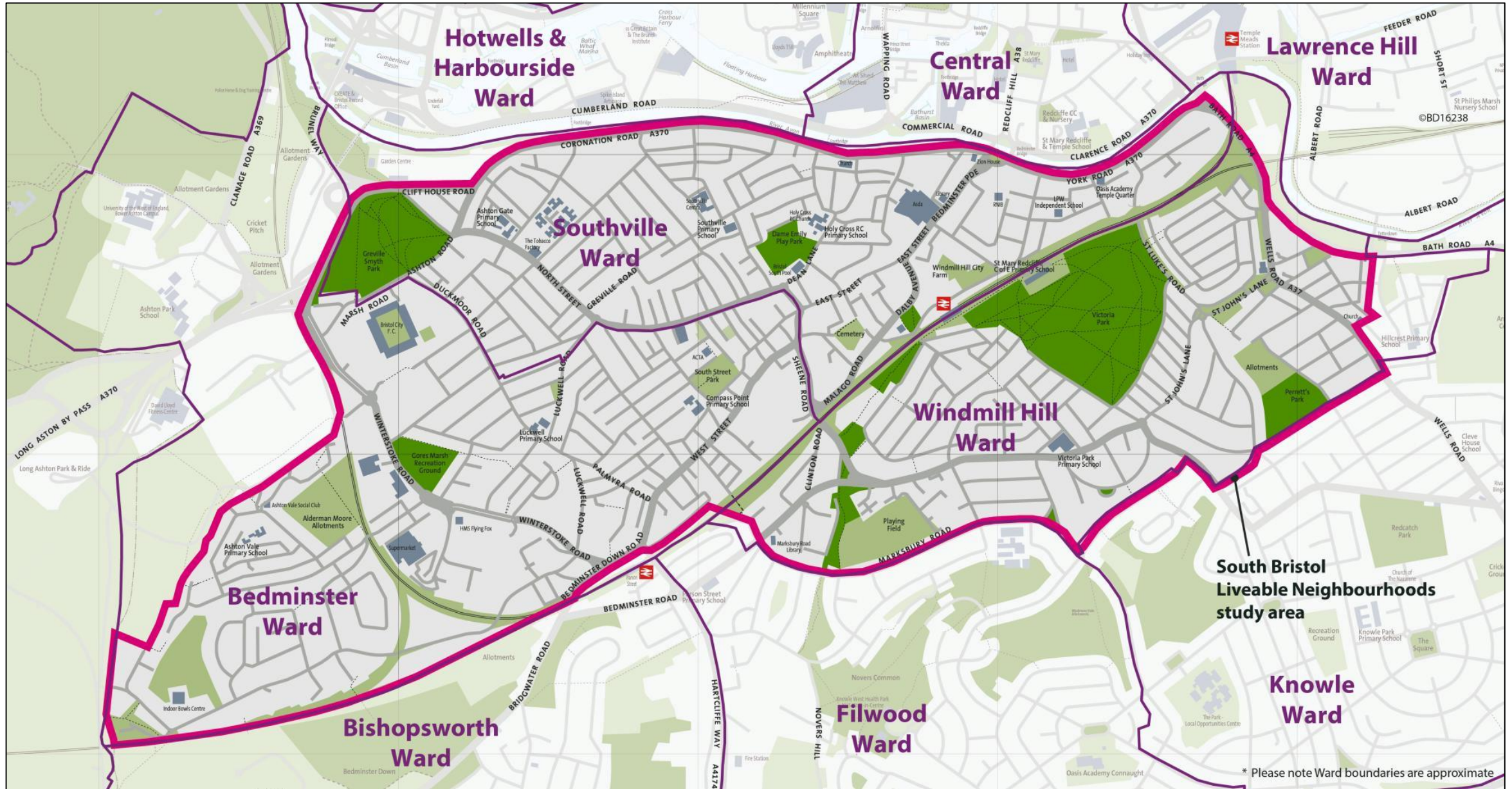


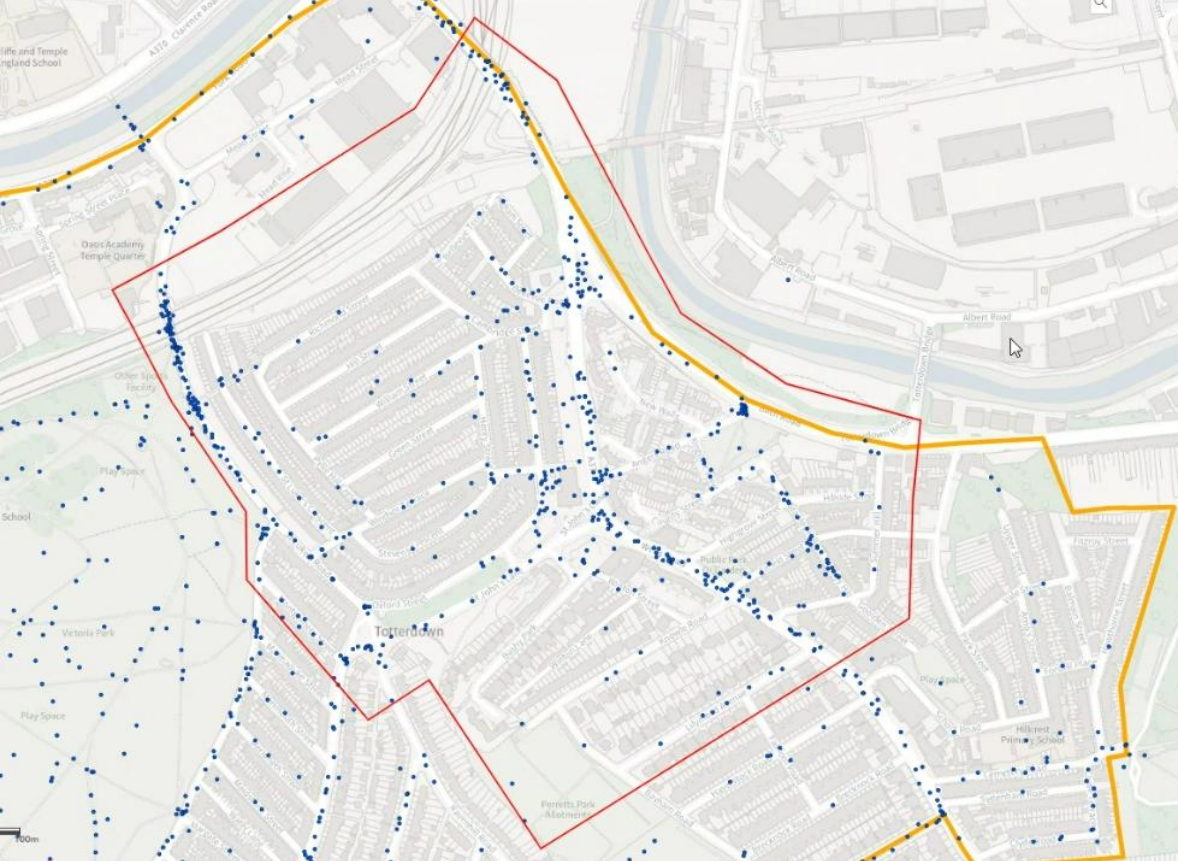
Prioritise health - so everyone can breathe cleaner air, and more people can choose physically active travel options like walking and cycling and be safe doing so



Better spaces for communities - so people have calmer streets and green spaces to enjoy and play, and children can safely travel to school.

South Bristol Liveable Neighbourhoods: wards covered

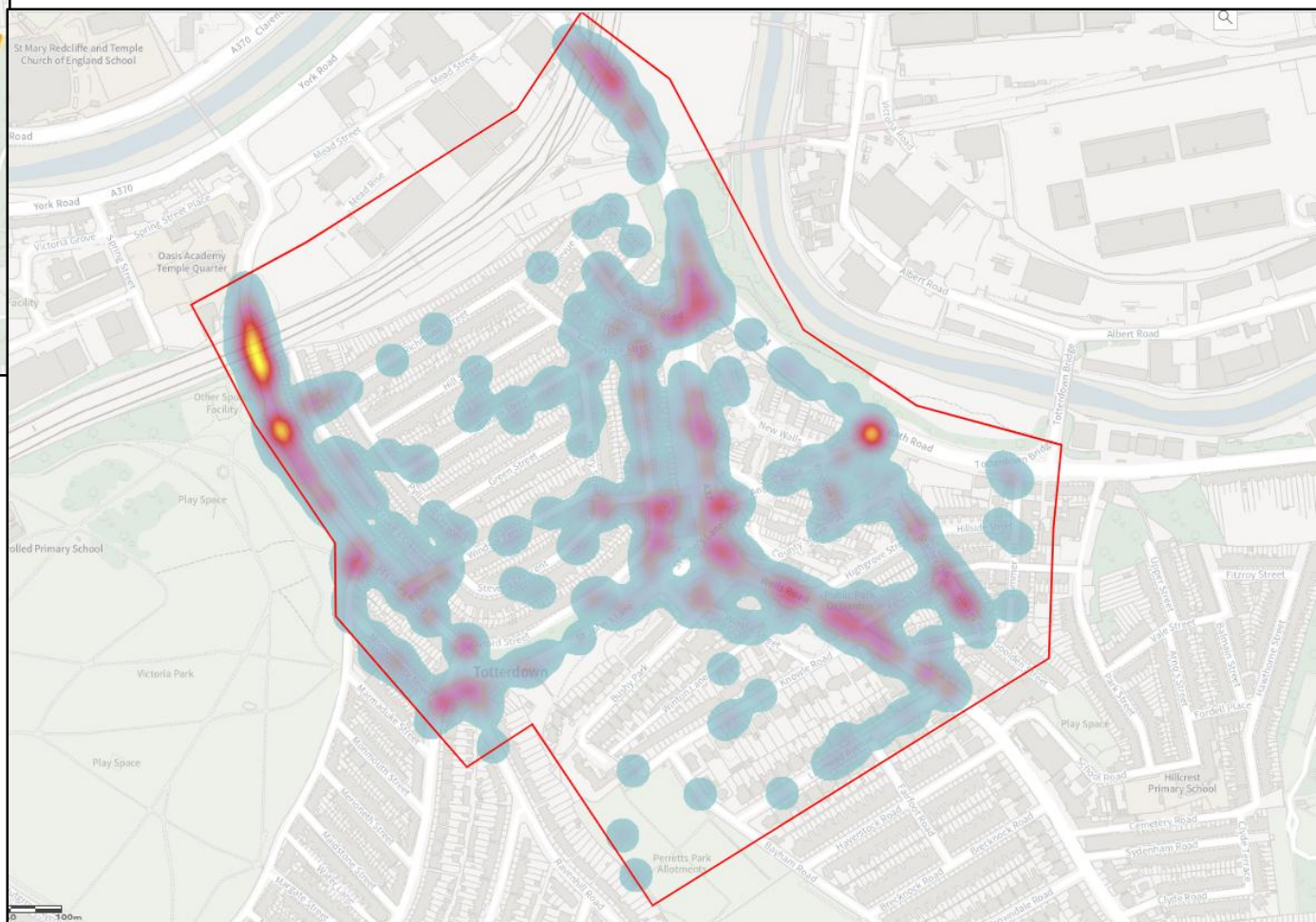




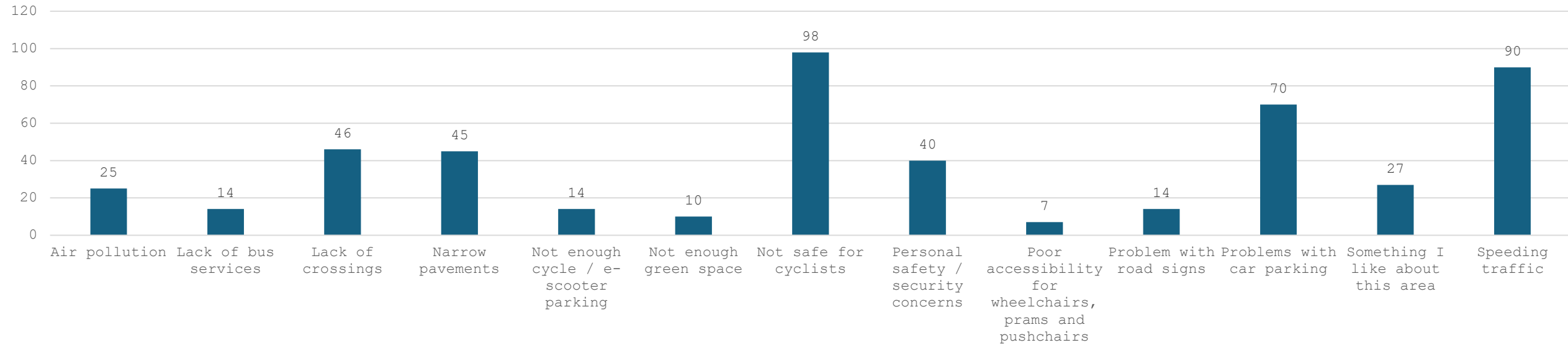
573
issues
raised

886
measures
proposed

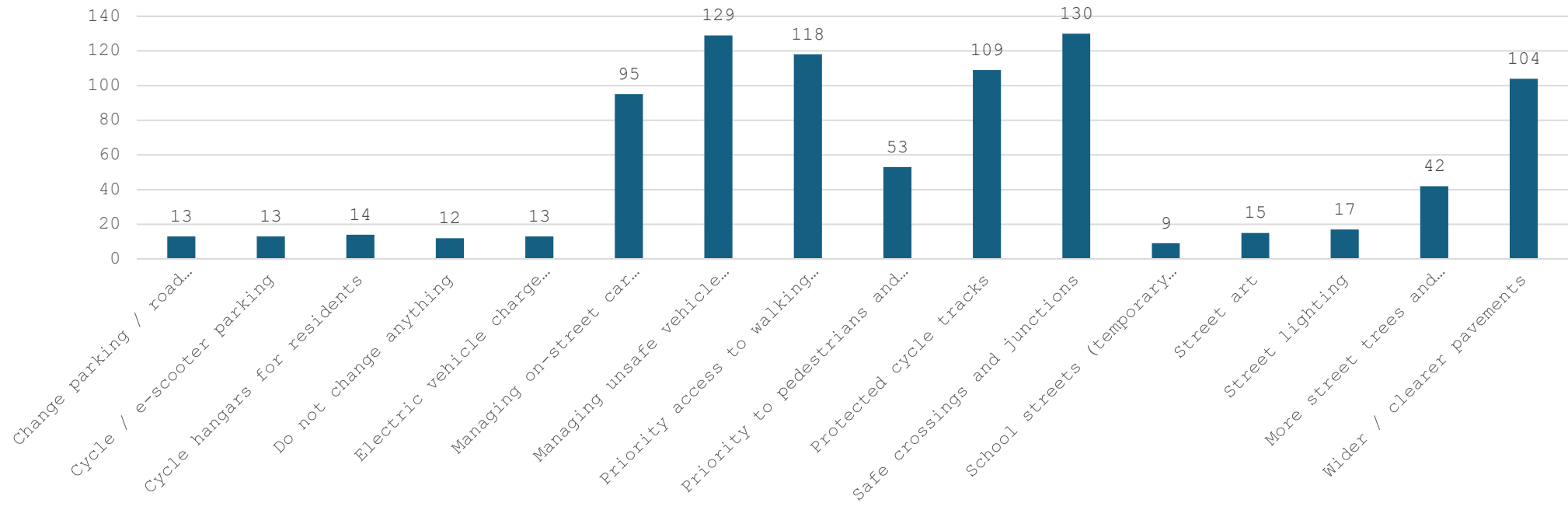
Totterdown area
summer 2024 engagement



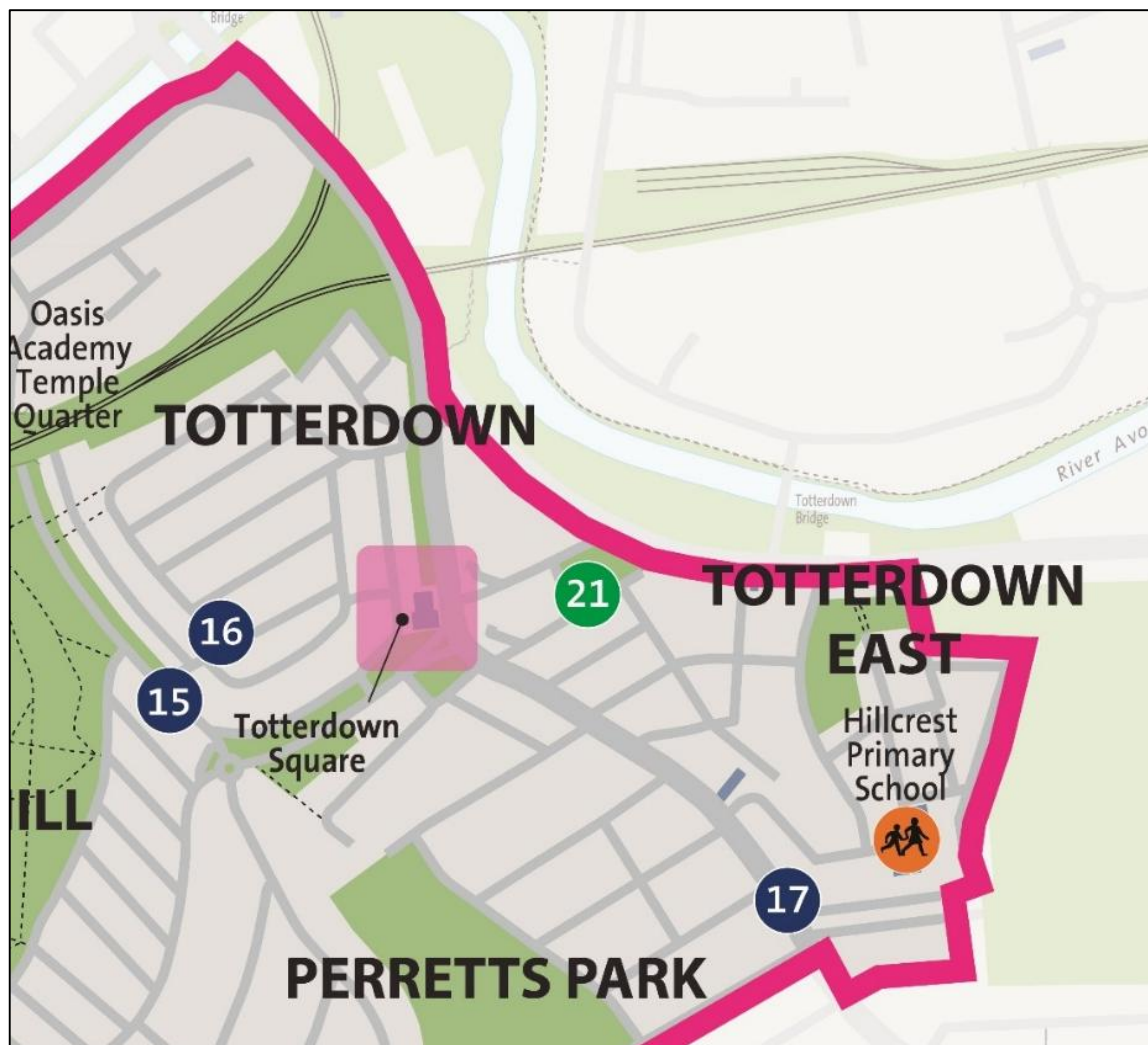
Totterdown: issues raised



Totterdown: measures proposed



Totterdown and Totterdown East



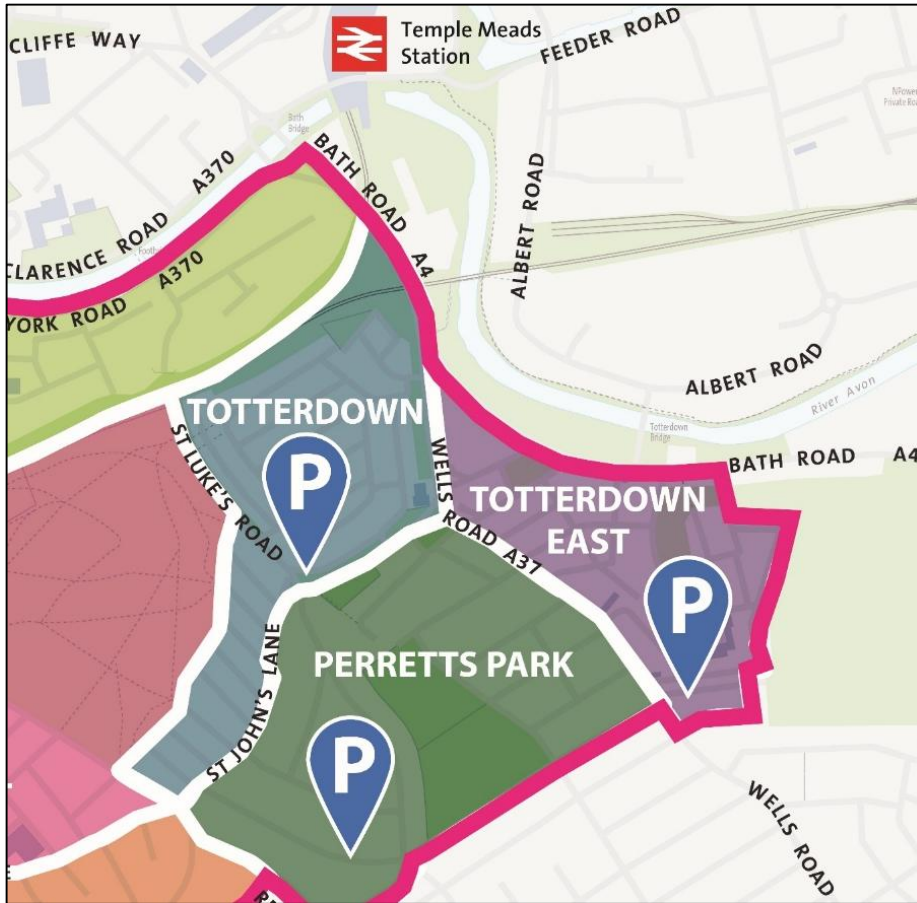
In the 2024 engagement, the following were identified as the most important for Totterdown:

- Not safe for cyclists (98)
- Speeding traffic (90)
- Problems with car parking (70)
- Lack of crossings (46)
- Narrow pavements (45)

Suggested improvements:

- Safe crossings and junctions (130)
- Managing unsafe vehicles (129)
- Priority access to walking, cycling and public transport (118)
- Protected cycle tracks (109)
- Wider and clearer pavements (104)
- Managing on-street car parking (95)

Residents' Parking Schemes



Operating hours and specific design subject to consultation

Advantages

- Fewer vehicles from outside of the area using the streets for free parking e.g. commuters, parking for airport flyer etc.
- Better delineation of parking spaces, yellow lines to improve safety and reduce obstructions
- Better enforcement – daily patrols

Concerns

- Residents charged for parking. [Note: Current permits are £124-£186 per year for 1st vehicle, 2nd permit £162 a year, 3rd permit £390 a year.]
- Restrictions on visitors. [Note: 50-60 free visitors permits per year, and 50-70 chargeable visitor permits.]
- Reduction in overall parking spaces
- Managing parking during mosque Friday prayer

Wells Road & St John's Lane as 'connector roads'

St Luke's Road bus gate



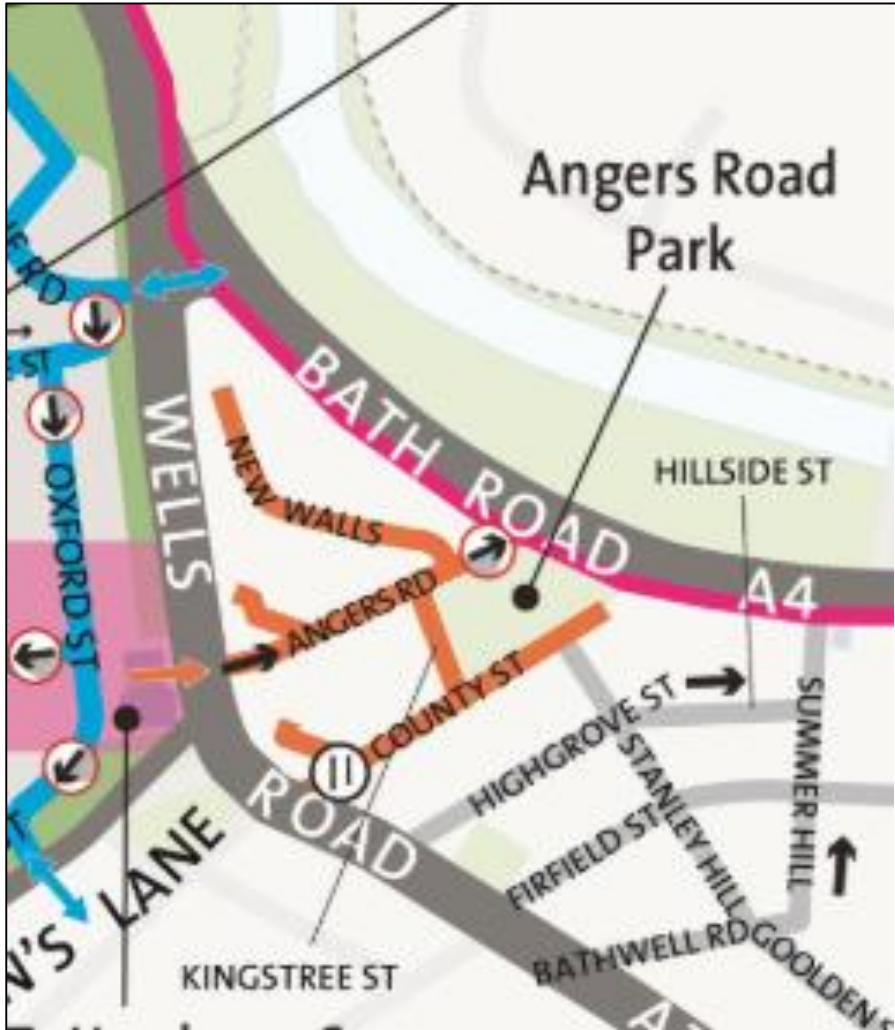
Advantages

- Reduction in motor vehicles on St Luke's Road
- Improved road safety for pedestrians and cyclists
- Safer and easier to cross between Totterdown and Victoria Park
- Allows for improvements to cycle routes

Concerns

- Motor vehicles from Totterdown will not be able to use St Luke's Road to connect to York Road and other parts of the city.
- No proposed improvements to Wells Road through Totterdown
- Potential for increased traffic congestion on Wells Road and St John's Lane
- Potential for more congestion and worse air quality around Victoria Park Primary School

Angers Road



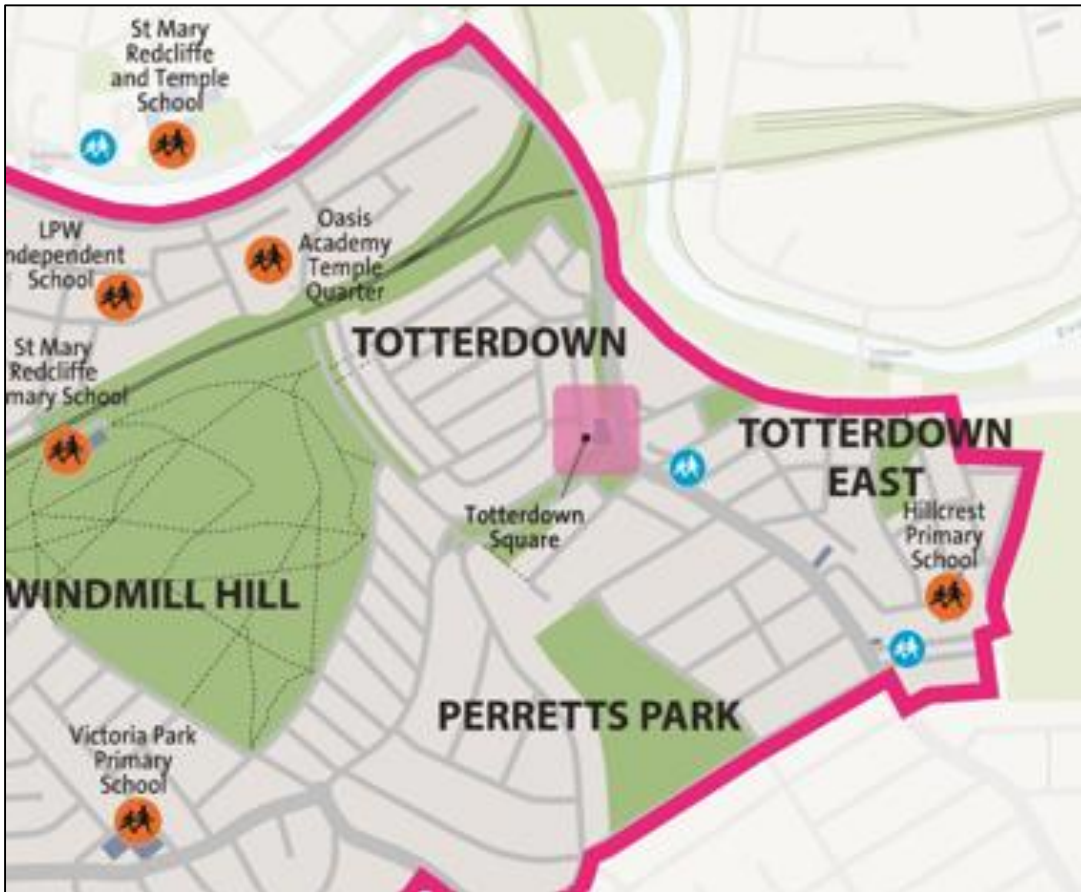
Advantages

- Prevents vehicles shortcutting from Bath Road to Wells Road
- Vehicles would still be permitted to turn left onto Bath Road from Angers Road
- Improved safety and quality of life for residents living on 'Stanley Hill rat-run'
- Prevents vehicles ignoring 'no entry' at the top of Angers Road

Concerns

- Reduced/less convenient access for local residents and their visitors
- Vehicles accessing Angers Road would need to do so from Wells Road
- Increased motor traffic congestion on Bath Road near Three Lamps junction

School streets: controlled access at start and end of the school day



Advantages

- Safer environment near school gates
- Reduction in vehicles idling - improved air quality near school gates
- Increased physical activity for school children

Disadvantages

- Controlled/restricted access for residents' vehicles during school drop-off and pick-up times
- Possible displacement of vehicles to surrounding streets
- Requires ongoing school/community engagement to ensure effectiveness
- May disadvantage people who rely on cars for essential travel (note: exemptions for blue badge holders and essential vehicles)

Bellevue Road /Cambridge Street exit to Wells Road



Exit available at all times from Bellevue Road, Bellevue Terrace, Higham Street and Vernon Street

Advantages of restricting Cambridge Street access

- Reduce motor traffic using Totterdown as a cut-through

Concerns

- Reduced routes out of Totterdown for Totterdown residents
- Increased congestion at St John's Lane/Wells Road junction

William Street modal filter between The Sundial Kitchen and The Shakespeare

Advantages

- Reduce traffic using William Street as a shortcut
- Create spill out space for hospitality.
- Release space for greenery and arts and culture programming

Concerns

- Fire Access, during a fire in William Street a few years ago, emergency vehicles only made it via the area proposed for a modal filter
- A larger area for outside drinking could bring more noise and increase incidents of antisocial behaviour
- On busy nights, the access for pedestrians and bikes through the blockage and spill out space could be intimidating or blocked



Oxford Street partial one-way



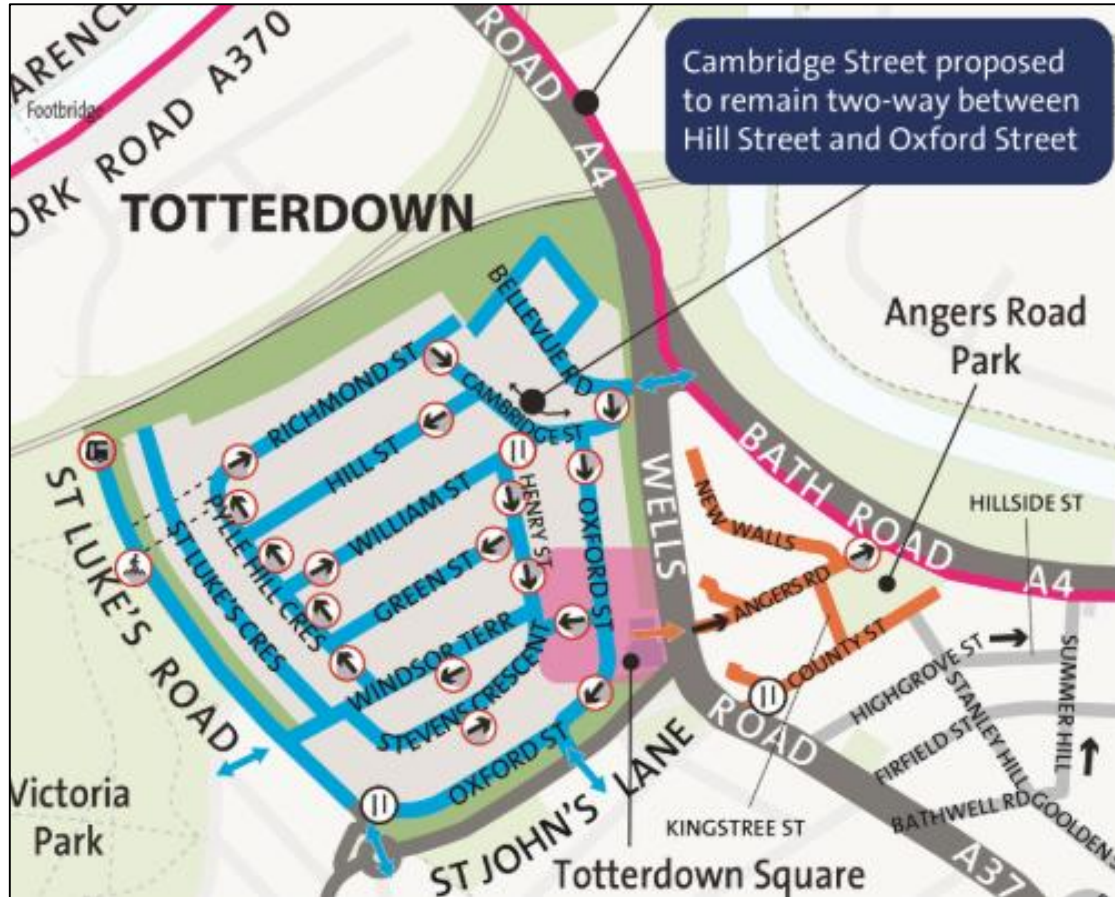
Advantages

- Reduced motor traffic using Oxford Street as a shortcut

Concerns

- The one-way system (no right turn towards The Oxford Pub, The Banana Boat, The Bakehouse and the car park entrance) will cause problems for deliveries and access
- Access appears to be via Wells Road into Bellevue, which will increase traffic crossing the bus lane
- Alternative access (sometimes for heavy vehicles?) is via a long route up Pylle Hill Crescent, Richmond Street, Cambridge Street and into Oxford Street with the potential to increase motor traffic on those streets

One-way streets



Advantages

- Reduce conflicts on narrow streets
- Reduced number of vehicles shortcutting through the area

Concerns

- Increased vehicle speeds if drivers are confident nothing is coming the other way
- Bottle-necks for residents entering and exiting reduced access points
- Excessive signage will spoil the streetscape
- Longer routes could impact air quality
- Given lack of enforcement in other parts of Totterdown, how will this be enforced?
- Reduction in (relatively) level access. It can be difficult driving up or down Windsor Terrace or Pylle Hill Crescent in icy or snowy weather. Are there any measures to address this e.g. tactile surfacing?
- Emergency vehicles and refuse collection lorries would struggle in bad conditions

The consultation on the South Bristol Liveable Neighbourhoods proposals is now open and will run until Thursday 30 October 2025.

Learn about the proposals at one of our drop-in information sessions taking place in your local area.

Windmill Hill drop-in information sessions:

- Windmill Hill Community Hall - **1 October, 4-7pm**
- The Old Picture House - **9 October, 4-7pm**
- The Harbour Totterdown (formerly Totterdown Methodist Church) - **20 October, 12-3pm**



You can take a look at the proposals and have your say on them at

www.bristol.gov.uk/SBLN



Funding secured by

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AUTHORITY

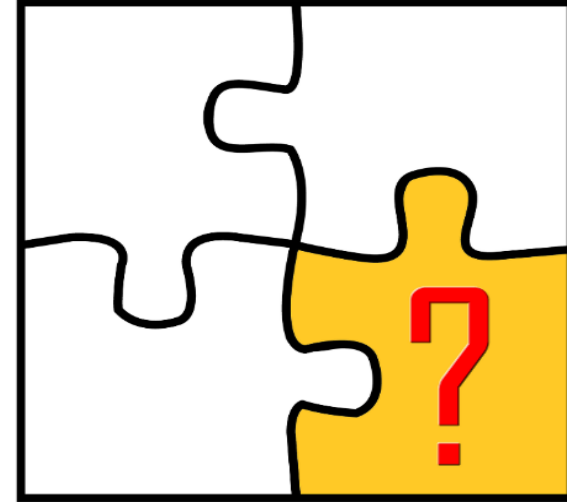


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UK Government



Action
Greater
Bedminster

- Art on the Hill
 - 4th & 5th October
- Totterdown Art Trail
 - 15th & 16th November
- Problems with AirBnBs including:
 - Pop-up brothels (reported to the police)
 - Loss of homes for rent or for sale
 - Noise and disturbance



Any Other Business