Plots 2 - 3, Silverthorne Lane

Design & Access Statement

R01, Rev. P01, September 2024

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Reviewed by:	R Bennell - AHMM Architects
Authorised for issue by:	C Farrelly- AHMM Architects
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One Portwall Square
Portwall Lane
Bristol BS1 6BH

T +44 (0) 117 452 1970

ALLFORD HALL MONAGHAN MORRIS

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Client & Design Team

Studio Hive
Client / Development Manager

Combe House,
33 Oakfield Road,
Clifton,
Bristol, BS8 2AT

Contacts:
J Howard - Development Director

Allford Hall Monaghan Morris
Architect

One Portwall Square
Portwall Lane
Bristol BS1 6BH
T +44 (0) 117 452 1970

Contacts:
C Farrelly - Associate Director
I Williams - Associate
R Bennell - Senior Architect

Hydrock
Multi-disciplinary

Over Court Barns,
Over Lane,
Bristol,
United Kingdom.
BS32 4DF

Contacts:
Graeme Smith - Director (MEP)

LT Studio
Landscape Architect

10 Bartlett Street
Bath
BA1 2QZ

Contact:
Marc Dix - Director

Lichfield
Planning & Heritage Consultant

Blok
1 Castle Park
Tower Hill
Bristol
BS2 0JA

Contacts:
Sophie White - Planning Director

Gardiner & Theobald
Quantity Surveyor/ Employer's Agent

Gardiner & Theobald LLP
Newminster House
29 Baldwin Street
Bristol
BS1 1LT

Contacts:
Andrew Smith - Partner

1.0 Introduction

1.1 Overview

This Design & Access statement has been compiled by Allford Hall Monaghan Morris (AHMM), with the input of the consultant design team, on behalf of our Client, St Vincent's Limited to support the planning application for the proposed redevelopment of Plots 2-3 Silverthorne Lane.

Site address:
Plots 2-3 Silverthorne Lane
Bristol
BS2 0SH

This document seeks to explain the principles of the emerging design proposal.

The Proposal
The designs consists of:

- 434 build to rent residential apartments split across 3 buildings, ranging from G+9 to G+13 storeys in height.
- Affordable Housing in the form of Affordable Private Rent provision (subject to further discussions with LPA).
- In excess of 2.8 sqm per unit residential internal amenity spaces to include; a gym, private dining rooms, screening rooms, games rooms, co-working space and private podium gardens.
- An activated lower and upper ground floor providing in excess of 1,400 sqm retail / food and beverage / office space.
- The creation of a connected, characterful, destination from the regeneration of a post industrial city centre site.
- A well considered series of public realm spaces that provide enhanced connectivity and permeability between Silverthorne Lane and the Feeder Canal.



View looking into the Feeder Square

1.2 Statement of Contents

This Design and Access Statement, and the appendices herein, provides an explanation of the design of the proposed scheme on Plots 2-3 Silverthorne Lane.

Chapter 1.0 Introduction
This chapter sets out the contents in the document, alongside providing a summary of the current proposals.

Chapter 2.0 Application Context
This section provides an overview of the previous scheme and the current scheme, detailing the requirements for changes to the proposal.

Chapter 3.0 Project Brief
Provides a summary of the project brief and sustainability aspirations.

Chapter 4.0 Site & Context
Sets out the site location, the history of development, and current condition of the site and surroundings. This section also identifies local planning designations.

Chapter 5.0 Emerging Context
Information is provided on the evolving context, identifying constraints and opportunities for the proposal.

Chapter 6.0 Design Development
Describes the evolution and refinement of the design that has resulted in the submitted scheme. This section also provides detail on the planning and consultation process along with detail on compliance with the Urban Living SPD.

Chapter 7.0 The Proposal
Sets out the principal design ideas alongside key drawings. This section also details development of spatial configurations including unit layouts.

Chapter 8.0 Detailed Strategies
Provides a summary of access, fire, refuse, flood, MEP and maintenance strategies.

Chapter 9.0 Conclusion

Chapter 10.0 Appendix
The appendices include supporting information including pre-app responses.



View from main square out to the canal

1.0 Introduction

1.3 Project Background

While this report focuses on the most recent phase of the project, AHMM have been previously appointed by St Vincent's Limited to undertake design work and submit a planning application for the site as part of the Silverthorne Lane masterplan.

Approval for the previous proposals, application 19/03867/P, was gained in April 2022. The application for Plots 2-3 sat alongside plans for redevelopment of Plots 1, 4, 5 and 6.

The proposed scheme builds upon previously established principles, and this report should be read in conjunction with documents contained within planning application ref: 19/03867/P and Listed Building consent 19/03868/LA including:

- Masterplan Design & Access Statement - AWW
- Proposed Vehicular Access - AWW & AWP
- Proposed Serving & Access - AWW & AWP
- Transport Assessment - AWP
- Archaeological Assessment - Cotswold Archaeology
- Heritage Assessment - Cotswold Archaeology



View of previous proposal alongside the consented masterplan

1.4 Project Vision

The project vision has been used to guide the design process. Opportunities have been sought as part of the revised proposal to further deliver on these principles over and above that provided by the previous scheme.

From Development Brief, Studio Hive.

The vision for the site is to create a well-connected, high-quality, bold, residential-led, mixed-use destination that responds well to the context of the site and produces a lasting legacy within Bristol as well as being fully integrated into the wider masterplan and University campus.

The residential component of the Silverthorne Lane site represents a unique opportunity to revitalise a neglected site while connecting it with its local surroundings. The Build to Rent element (BTR) is an opportunity to create an exemplar 'best in class' scheme.

The development will showcase a mix of uses encompassing residential, work and leisure spaces. High quality architecture and usable open spaces will serve to create a vibrant community that will be stitched into the newly created university quarter, creating a permeable public realm, focusing on the Feeder canal.

The site will be developed on well-considered urban design principles, a rich mix of uses and remain sensitive to historical and cultural context with high-quality design whilst adopting sound commercial principles.



A NEW URBAN QUARTER FOR BRISTOL, FULLY INTEGRATED INTO MASTERPLAN AND UNIVERSITY CAMPUS



HOME TO A DYNAMIC MIX OF USES



MAJOR REGENERATION OF KEY POST-INDUSTRIAL SITE. RECONNECTED TO CITY



ENHANCED SETTING FOR LISTED HERITAGE ASSETS



CITY CENTRE LOCATION WITH WATER FRONTAGE



EXEMPLAR 'BEST IN CLASS' BUILD TO RENT ACCOMMODATION



VIBRANT, PERMEABLE PUBLIC REALM AND ACTIVE GROUND FLOORS



SUPPORT WELLBEING AND BIODIVERSITY THROUGH DESIGN

2.0 Application Context

2.1 Previous Scheme Summary

Consented Scheme

The consented planning application 19/03867/P proposed the development of Plots 2-3 to provide 371 dwelling houses, offices, restaurants and cafés and set the following aspirations:

- Achieve a high density, mid-rise, residential led mixed-use development
- Work with and embrace local heritage assets
- Celebrate the canal front condition
- Target of 371, high quality residential units
- Generous landscape and public realm upgrades
- Smart approach to flood risk
- Maximise physical and visual connections to the Feeder Canal
- Incorporate multi-function for access from Silverthorne Lane
- Ensure adequate consultation with stakeholders including LPA, Historic England and the public

Previous Consent - Massing overview & Previous Outline Brief



View of previous proposal

2.2 The Need for Change

Need for a revised scheme:
The need for a revised scheme has arisen due to changes in the physical, financial, social and regulatory context within which the project must operate to meet the Vision and objectives. These have occurred in the period since the original application was submitted and are outlined here:

Opportunities to provide additional housing and general scheme improvements - Responding to the rapidly changing emerging context, there is an opportunity to build upon and improve parts of the consented scheme.

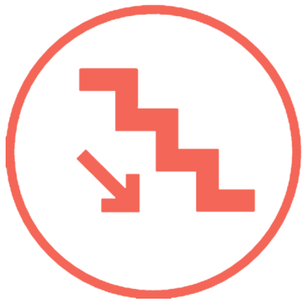
Building Safety Act 2022 - Categorises the building as a Higher-Risk Building, introduces changes to building control procedures including HSE Gateways.

Changes to Building Regulations - Including expected updates to Part B and BS9991, Part O, Part T etc.

New Policies - E.g. New policy around biodiversity net gain (Environment Act 2021) along with a greater emphasis on meeting and exceeding recommendations in Urban Living SPD.

Market Cost Pressure - Viability due to material inflation and general market and supply chain challenges

Emerging Context



BUILDING SAFETY ACT
HSE gateways
Requirement for additional escape cores in residential buildings



MARKET COST PRESSURE
Viability due to material inflation and general market and supply chain challenges.
Effects on the construction industry from the pandemic, war in Ukraine and other geopolitical events.



CHANGES IN REGULATION
Updated building regulations.
Particularly relating to Energy, ventilation and overheating.



NEW POLICIES
Environmental Act 2021 relating to biodiversity net gain along with a greater emphasis on meeting and exceeding recommendations in Urban Living SPD.



SCHEME IMPROVEMENTS
Responding to the rapidly changing emerging context, there is an opportunity to improve some parts of the consented scheme.

3.0 Project Brief

3.1 Revised Brief

Key changes from previous consent
In response to these external influences, the revised Project Brief proposed a number of changes which are outlined below. In addition to these, a number of opportunities were identified early in the design process and summarised below:

- Increase in average unit size
- Increased generosity, daylighting and natural ventilation to shared access spaces
- Enhanced connectivity and accessibility of Feeder Canal
- Enhanced visibility of retail frontages to Feeder Square
- Improved canal side walkway and connection to Plots 5 & 6
- Designs to respond to changing context. Potential to link to TQEC2 masterplan to the north and emerging St Philip's masterplan to the south
- Enhanced relationship to school site
- Reduced overlooking
- Increase in target unit numbers from >371 to >430
- Revised amenity provision from >0.7sqm per unit to >2.8sqm per unit. Detailed brief developed for spaces.
- Revised approach to lower ground floor including:
  - Reduced car parking requirement from <110 to >14 (to serve Plot 4 offices only)
  - Splitting combined LG floor into individual zones with no raised podium links
  - Future flexibility to reduce cycle storage if underutilised
- Changes to public realm including:
  - Lowering canalside walkway from +10.80m AOD to +10.35m AOD
  - Introduction of potential Bristol Ferry stop
  - Introduction of potential for bridge link to south of Feeder Canal

Current Scheme - Improvements & Current Outline Brief



INCREASE IN HOMES
Uplift from 371 to 434 homes. (17%)

SLIGHT INCREASE IN HEIGHT
Increase from G+9 – G+13 at tallest block. Generally, height (and density) still below emerging central schemes.

BETTER PLACE MAKING
Improved and more accessible Feeder Square. A new F+B destination. More Green space.

MORE SUSTAINABLE
More sustainable with aspirations for Net Zero. Biodiversity net gain of 10% minimum.

BETTER ROUTES
Improvement to Feeder Canal walkway including integration of public art.

FACILITATING NEW BRIDGE
Allowance for a new bridge across the Feeder Canal to improve connections in the area.

NEW FERRY STOP
New accessible Ferry stop off Feeder Square.

IMPROVED BUILDING SAFETY
The scheme has responded to the building safety act with exemplary fire safety.

SOCIAL VALUE
Increase in Social Value compared to previous scheme. Alignment with emerging ambitions for social value provision of Bristol Temple Quarter JDT.

RELATIONSHIP WITH SCHOOL
Shifting of residential block 5 – c.15m further away from school boundary.

3.0 Project Brief

3.2 Sustainability Aspirations

The revised Project Brief establishes higher sustainability ambitions for the scheme in line with current best practice and emerging policy. Key considerations are summarised here.

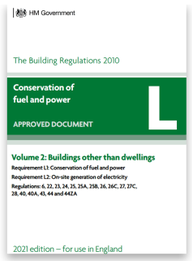
For additional information please refer to:

- Energy and Sustainability Statement - Hydrock

Bristol City Council Climate Change Policy (BCS14)



LETI



Building Regulations Part L & O



RIBA 2030 Climate Challenge



AHMM Approach to Net Zero Carbon

BREEAM Excellent



Target Net Zero Carbon

Aspiring to achieve the emerging BCC policy targets. We have undertaken a RICS WLC V2 compliant modelling exercise at RIBA 2, and will continue to review the model at each RIBA stage.



Renewable Energy Generation

Reducing operational energy by producing on-site power through Solar Photovoltaic (PV) achieving the emerging BCC policy and LETI target



Optimised Glazing Ratio

Balancing daylighting in (single-aspect) apartments with heat loss and solar gains through considered elevation design



Green and Healthy Lifestyles

Support well-being and biodiversity through design with a vibrant public realm.



Form Factor

The Gross Internal Area (GIA) to Surface area ratio results in a form factor below 1 for all blocks, compliant with LETI recommendations.



Energy Use Intensity

Lower operational energy consumption by applying the energy hierarchy and designing to reduce energy, thus reducing carbon.



Space Heating Demand

Use of passive design and maximising useful solar gains to reduce carbon emissions and energy costs.



Biodiversity Net Gain

Improving ecology with native plant species and creating opportunities to enhance the local landscape and biodiversity.

4.0 Site & Context

4.1 Site Location

The site comprises Plots 2-3 of the Silverthorne Lane masterplan, which is located within the Bristol Temple Quarter, east of Bristol Temple Meads station.

It is bounded by Silverthorne Lane to the north, the Feeder Canal to the south, Plot 5 (proposed school) to the east and Plot 1 (proposed UoB academic building) to the west. The site has a total area of approximately 1.1 hectares.

1. **Plots 2-3**
2. Bristol Temple Meads
3. University of Bristol Enterprise Campus
4. University of Bristol Student Accommodation (proposed)
5. St Philip's Marsh
6. St Philip's
7. Castle Park
8. Floating Harbour
9. St Mary Redcliffe
10. Canon's Marsh
11. Cabot Circus
12. Temple Quay



Site Location



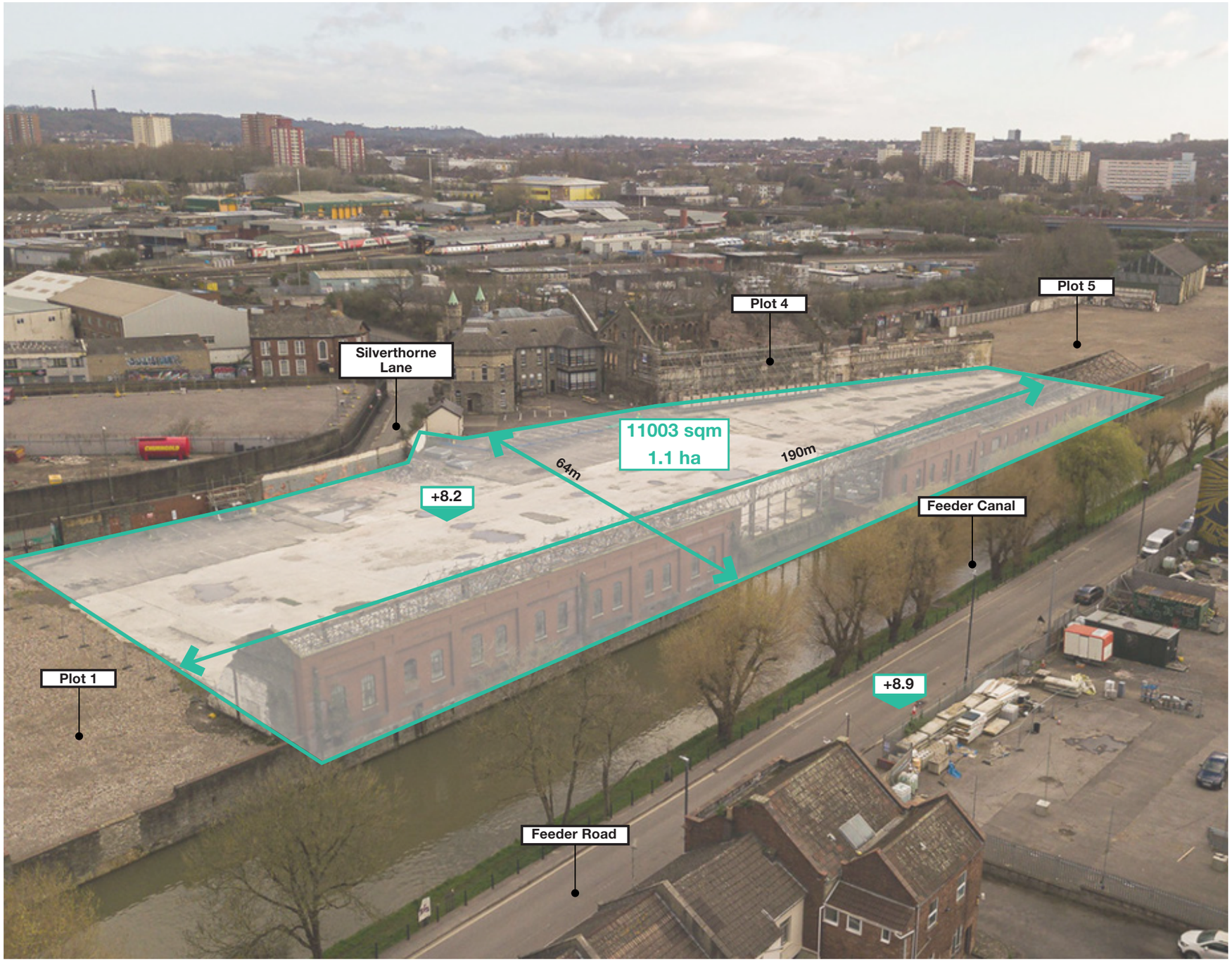
Site Aerial View

4.2 Site Condition

Following consent of the Silverthorne Lane masterplan and listed building works, the site has been cleared to the extent permitted in those applications.

Retained features include the historic listed boundary walls to the north and south and a number of historic artefacts including trusses, columns, and mooring points.

The site is bounded to the north by the retained Erecting Sheds buildings, which forms Plot 4 of the Silverthorne Lane masterplan.



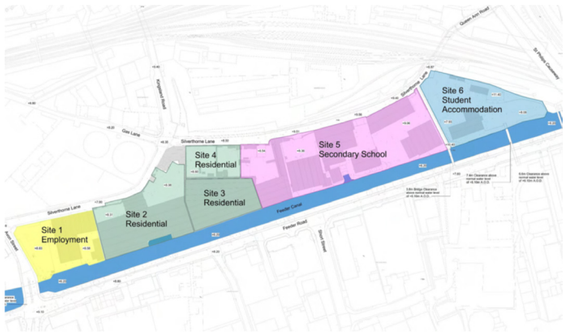
Aerial view of the site currently

4.3 Site Boundary and Legal

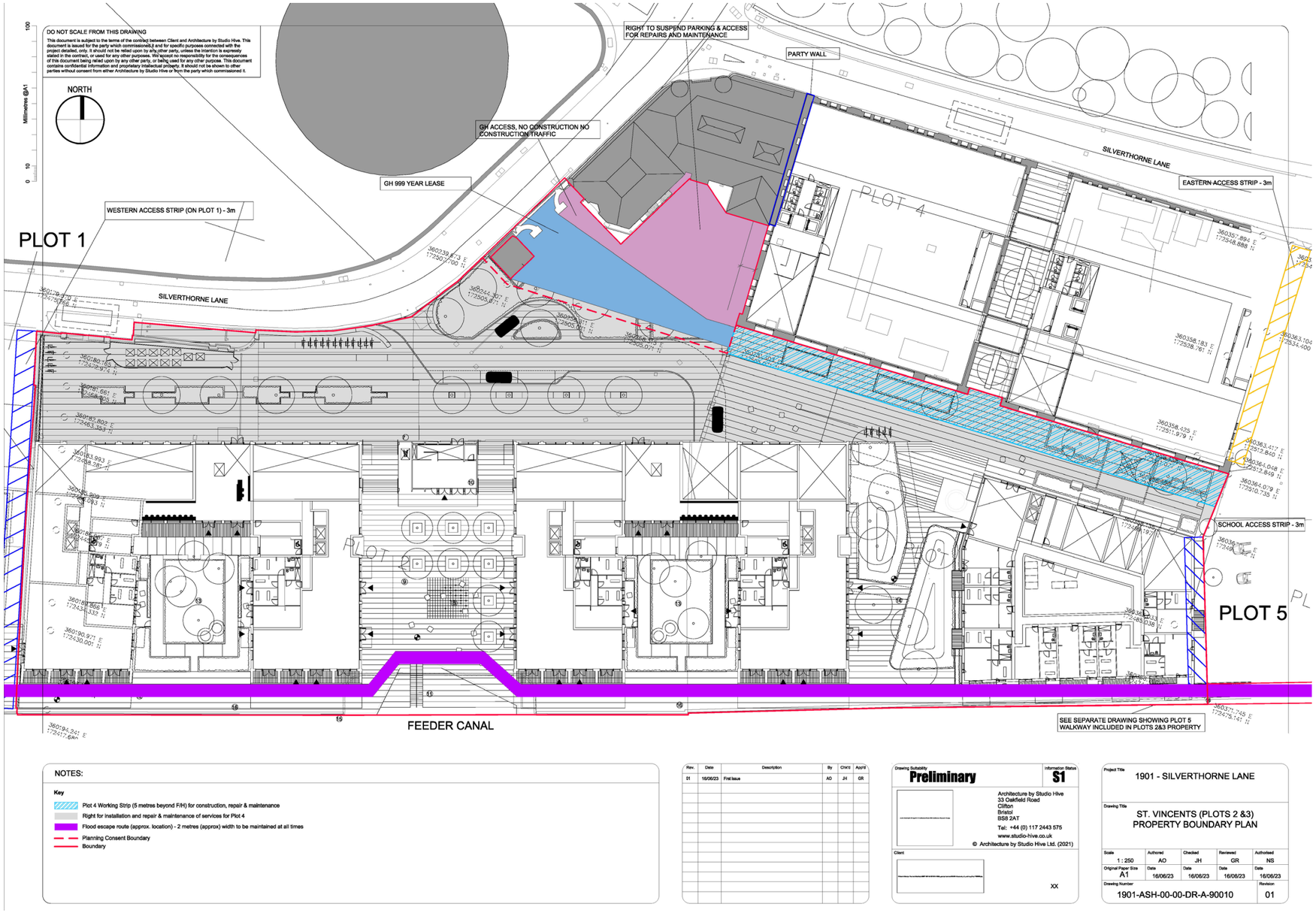
The site is subject to a number of legal conditions and restrictions that have arisen from previous leasehold arrangements and conditions of the Silverstone Lane masterplan. These are summarised on the drawing to the right (shown with previous consent).

Ownership
The developer owns the freehold for the entirety of Plots 2-4 (including Shed 1A and 1B not shown here), however, the car park area behind St Vincent's Works to the north of the site is subject to a 999 year lease that places restrictions on what can be changed here

Access / Maintenance strips
Following negotiations as part of the masterplan process, there are a number of areas on the site that are reserved for access and maintenance for the adjoining plot. Principal among those on the site are a 5m strip adjacent to Plot 4 to the north and 3m strip to the west adjacent to Plot 1.



Silverthorne Lane Masterplan - Plot Boundaries



Property Boundary Plan - Studio Hive

4.4 Site Photos



1. View from Silverthorne Lane of the listed entrance archway to the site



2. View north towards the listed remains of the Erecting Sheds (Plot 4)



Key Plan



3. View towards the north of the site



4. View from the middle of the site looking east

4.4 Site Photos



5. View north west along the listed boundary wall on Silverthorne Lane



6. View looking out towards Feeder Road from the site



Key Plan



7. View east along the retained trusses from Shed 3 and the listed wall



8. View onto the existing listed wall towards the east of the site

4.0 Site & Context

4.5 Site History

The Silverthorne Lane area developed rapidly in the 19th century primarily as the result of the excellent transport links afforded to it by the arrival of the Feeder Canal and Great Western mainline.

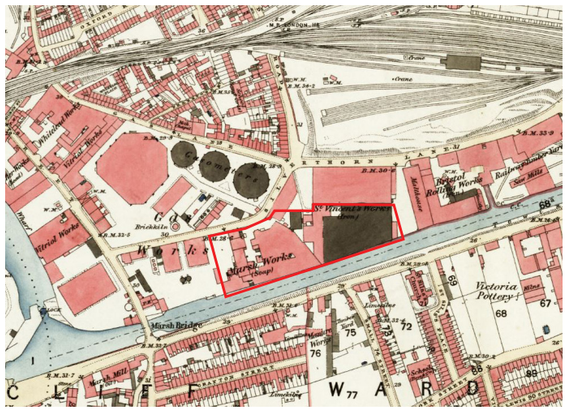
The site has been in continual industrial use since the 1820s. While it has played host to various activities, its history is best defined by Lysaght's St Vincent's Ironworks, for which the majority of the retained structures were constructed.

For detailed information relating to site history and local heritage assets please refer to:

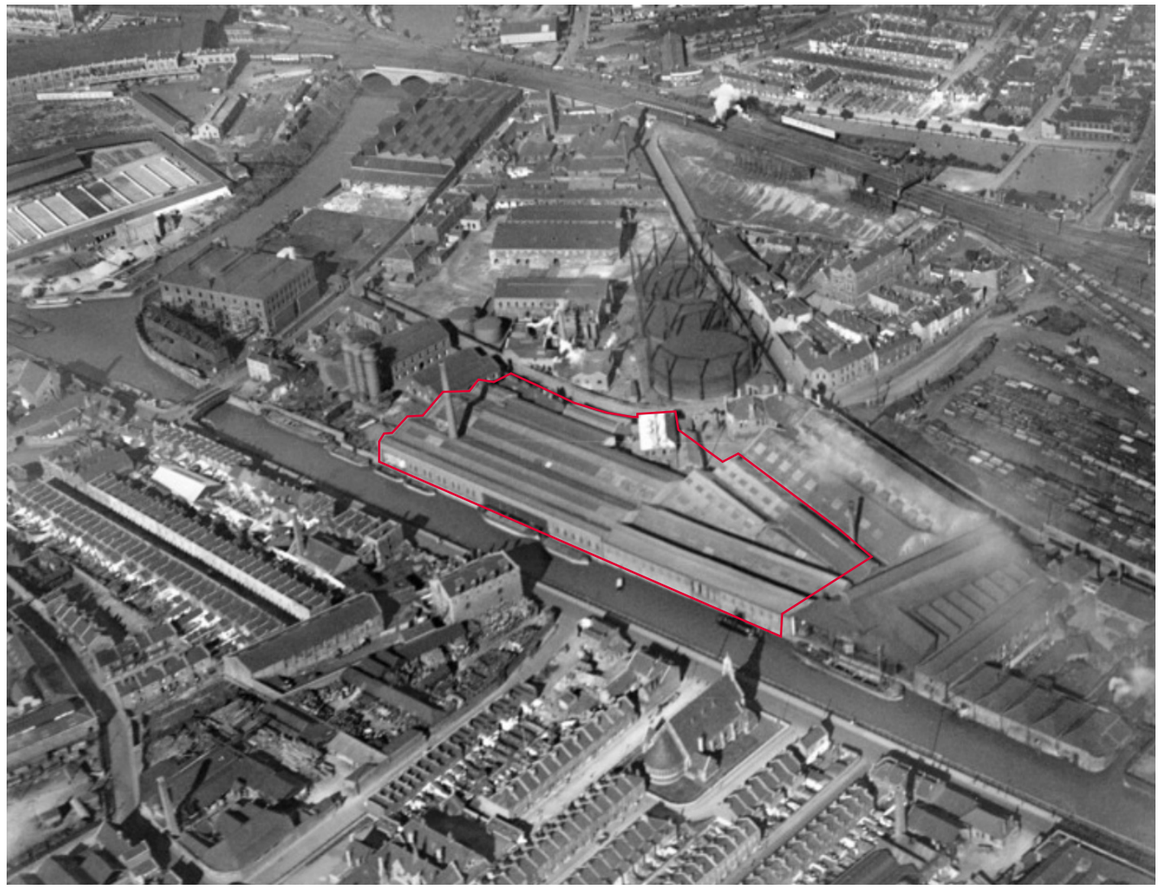
- Heritage Statement - Lichfields



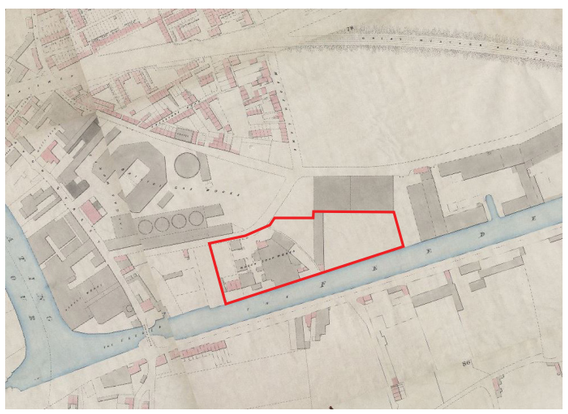
Site location C.1828



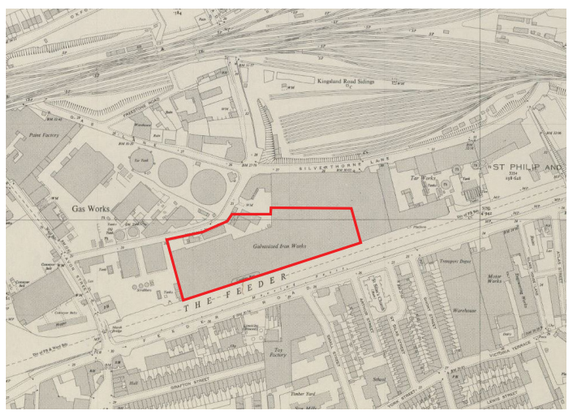
Site location C.1844-88



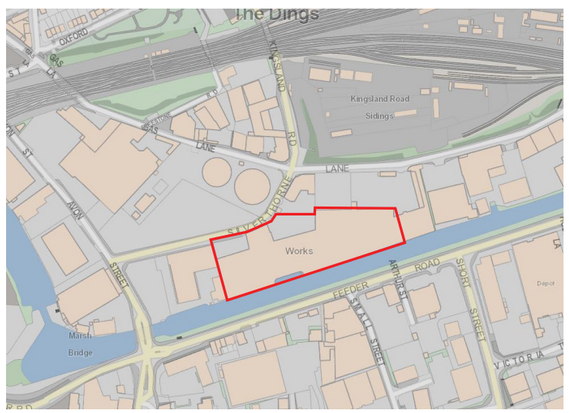
Aerial photograph C. 1920 with indicative site allocation boundary



Site location C.1855



Site location C.1947-65



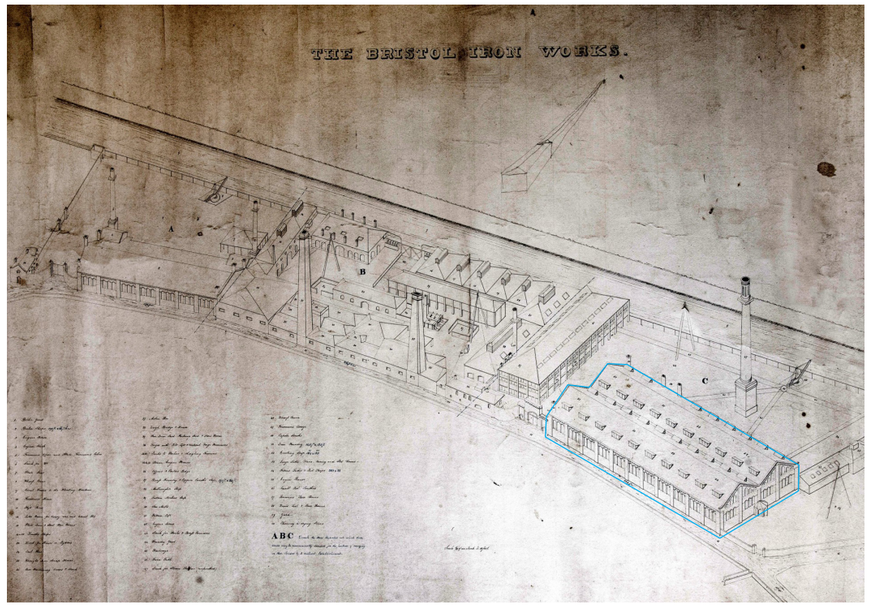
Site location C.2017

4.5 Site History



St Vincent Works, Grade II* listed





Original Bristol Iron Works proposal drawing - Erecting Sheds (Grade II listed) highlighted



Former Sheds and canal wall curtilage listed



St Vincent Works gateway and walls, Grade II listed

4.6 Heritage Assets

The site is located within the Silverthorne Lane Conservation Area (2021) and in close proximity to a number of listed buildings. Within the site, the walls to Silverthorne Lane are Grade II listed and the canal wall is curtilage listed.

For more information please refer to:

- Heritage Statement - Lichfields

Silverthorne Lane Conservation Area

Grade I listed

Grade II listed

Grade II* listed

Curtilage listed

Non designated heritage asset

1 St Vincent's Works, Grade II* listed

2 St Vincent's Gateway & wall, Grade II listed

3 Erecting Sheds, Grade II listed

4 Silverthorne Lane Gateway & Shed 1B Wall, Grade II listed

5 Boiler Shed, Grade II listed

6 Marble Mosaic Company, Grade II listed

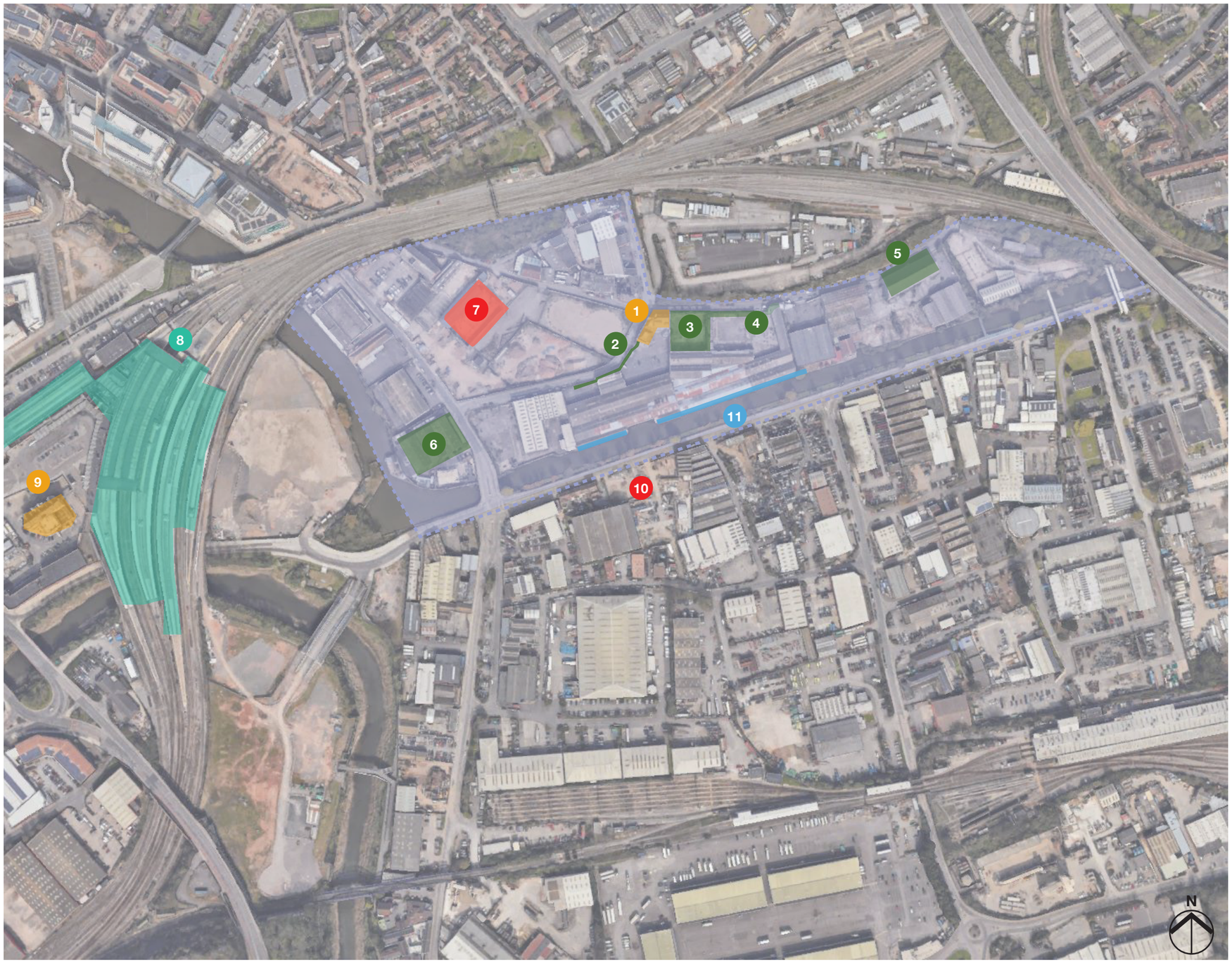
7 Gas Works Building

8 Bristol Temple Meads, Grade I listed

9 Bristol & Exeter House, Grade II* listed

10 Former Graham Batt Ltd 19th century chimney stack

11 Shed 3 & 4 Canal Wall - Curtilage listed



Proposed site plan indicating retained heritage assets

4.6 Heritage Assets



St Vincent’s Works Gateway, Grade II listed



Erecting Shed 1A west gable end, Grade II listed



Erecting Shed 1A interior, Grade II listed



Silverthorne Lane boundary wall, Grade II listed



Shed 3 & 4 canal walls - curtilage listed



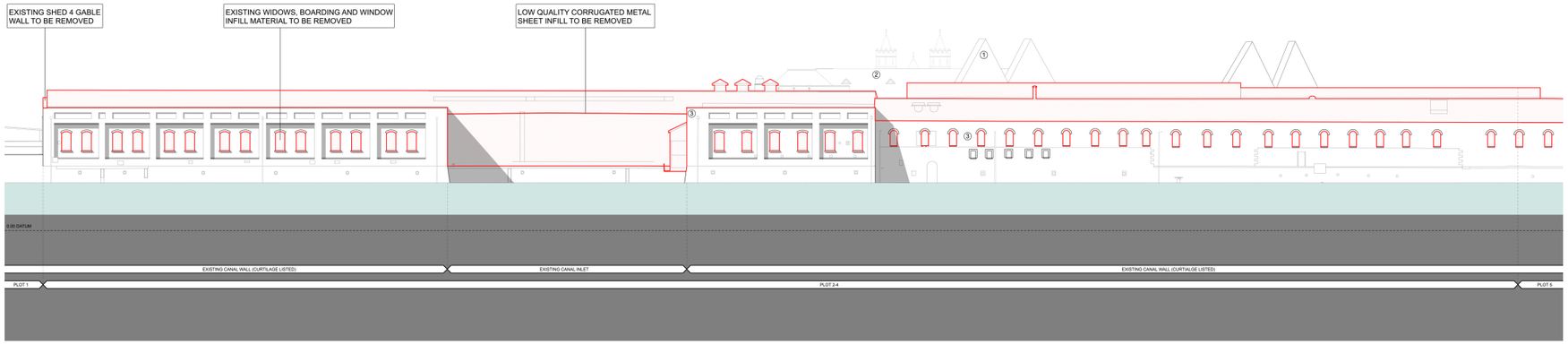
St Vincent’s Works office building northern elevation, Grade II* listed

4.0 Site & Context

4.7 Existing Wall

The retained walls that line the perimeter of the Feeder Canal are one of the primary heritage features of the site and are instrumental in providing it and the surrounding area with a distinct character and identity. The wall has been altered in an ad-hoc manner throughout its history which has created a rich and varied patchwork of interventions and materials. These may be considered positive or negative depending on factors such as their effect on the heritage asset, their impact on future use, longevity and safety.

This application does not look to alter the modifications approved as part of the previous consent. For more information please refer to application 19_03867_P and 19/03868/LA .



Extant consent - demolition

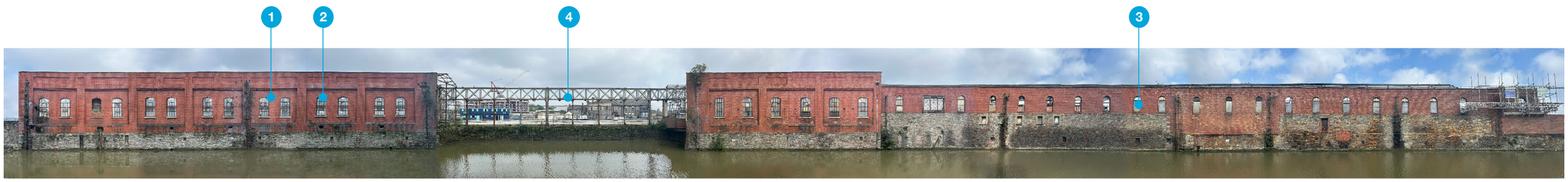




Existing condition of the wall - northern face

Key

1. Canal wall curtilage listed
2. Existing openings - windows to be removed
3. Blocked openings to be opened up
4. Historic truss to be retained and re purposed



Existing wall south elevation photo collage

5.0 Emerging Context

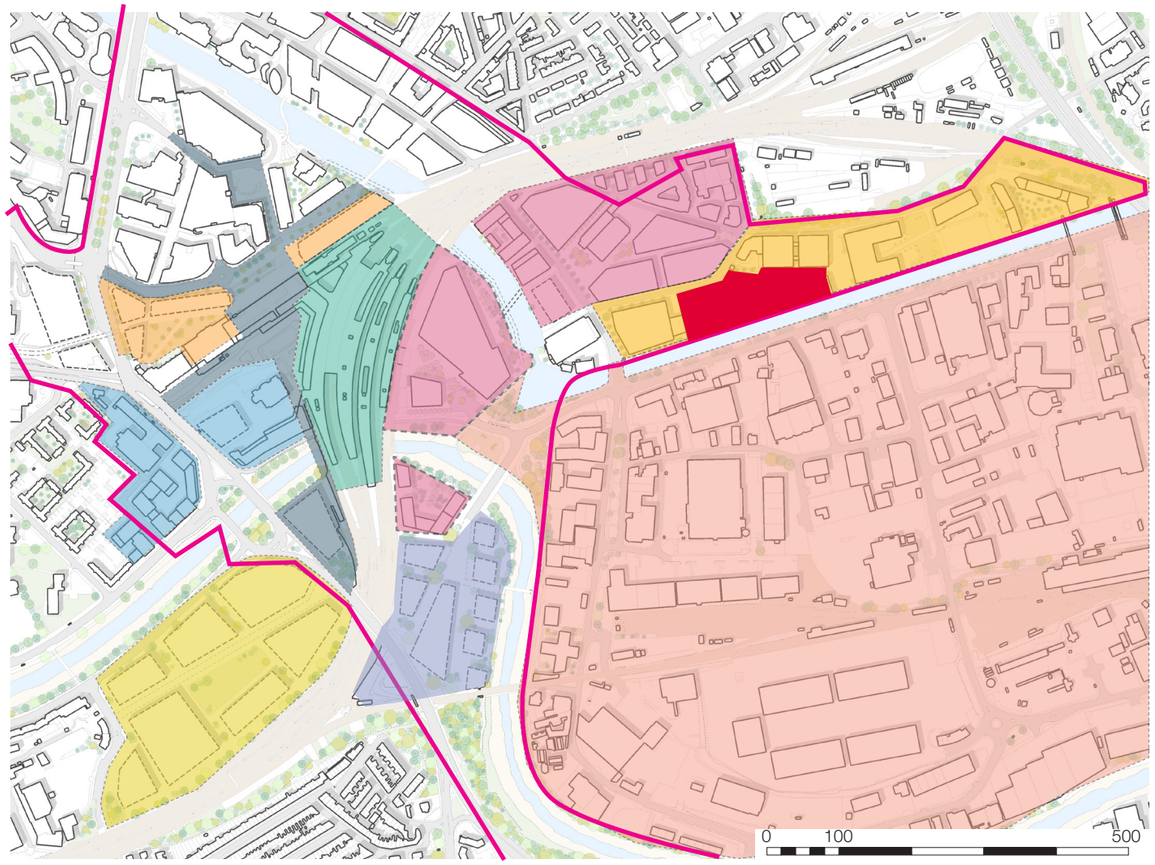
5.1 The Emerging Context

The site is located within a rapidly evolving area of the city that is subject to a number of development areas and masterplans. In addition to the Temple Quarter Enterprise Zone and Silverthorne Lane Masterplan, of which it formed part in the 2019 submission, it is also now considered within the Temple Quarter Development Framework.

In all three scenarios currently under consideration as part of this plan, the site is categorised as suitable for higher density residential use.

KEY

- Silverthorne Lane
- St Philip's Marsh
- Temple Quarter Enterprise Campus
- Temple Quarter Enterprise Zone Spatial Framework
- Temple island
- Mead Street
- Temple Gate
- Friary North
- City Gateway
- Temple Meads Station



Primary development areas and masterplans

Temple Quarter Development Framework



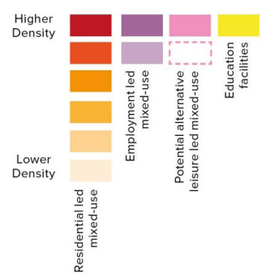
Scenario 1 - Employment-led mixed use



Scenario 2 - Residential led mixed-use



Scenario 3 - High density residential led





TQEC Academic Building - Uob FCBS



Temple Island Concept - L&G ZHA



Plot 6 Silverthorne Lane - Studio Hive AHMM

5.0 Emerging Context

5.1 The Emerging Context

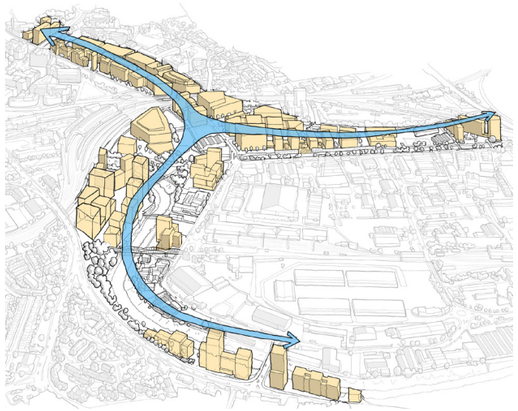
Since the previous application, there have been a significant number of nearby approvals and starts on site that have begun to change the existing character of the area. This gives rise to a number of opportunities including:

Increase in scale and density
Particularly located along the waterways that run through the area, the development form that is emerging is significantly higher density than that proposed by the Temple Quarter Spatial Framework.

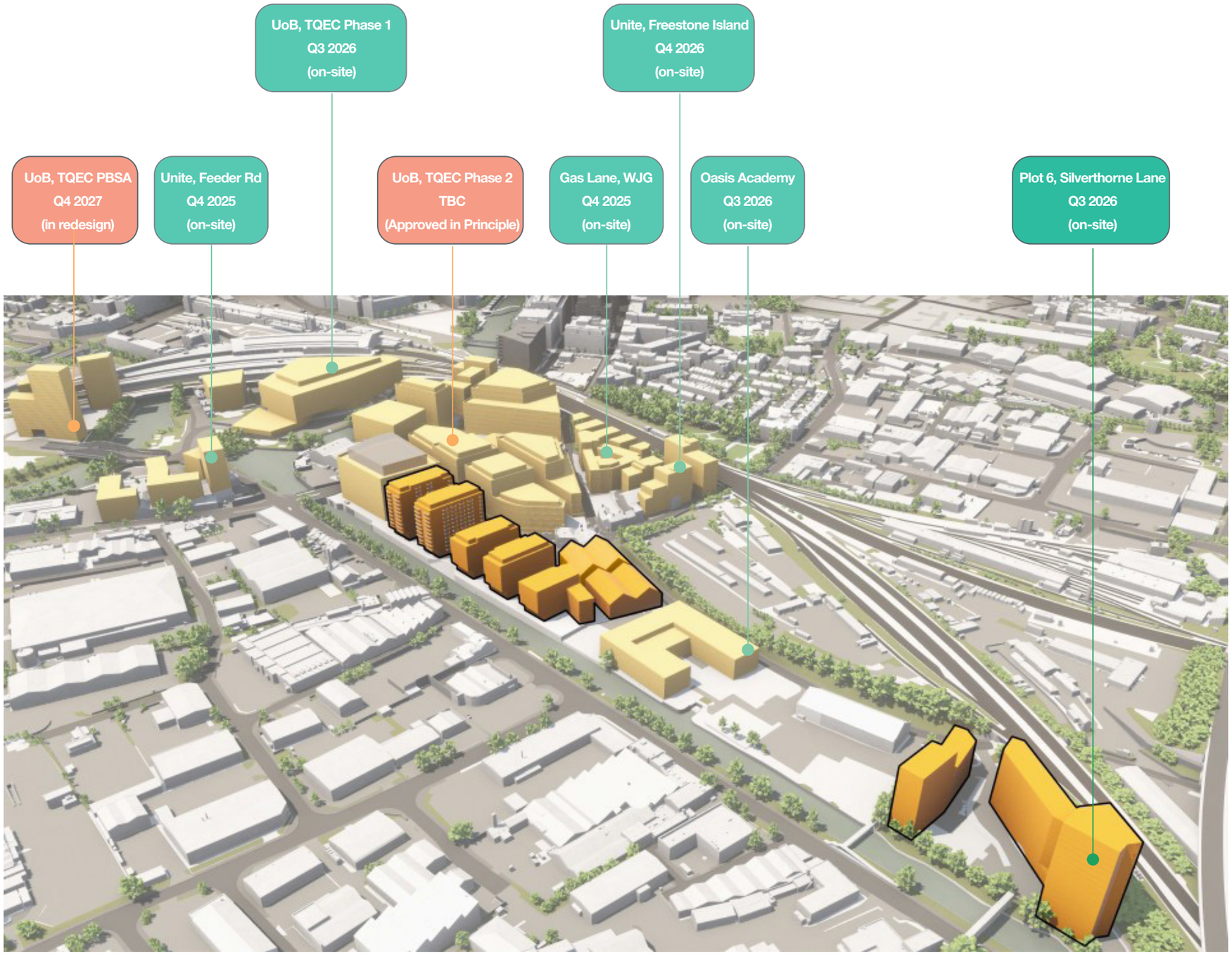
Separation of positive heritage assets from those of lesser value / negative character
The ongoing works on Silverthorne Lane and TQEC2 have revealed key pieces of historic fabric through the removal of later additions that detract from their setting.

A varied mix of uses
The development of the University of Bristol Campus and proposals for Temple Island have acted as a catalyst to bring in new uses to the area including student residential and research / lab buildings.

Lack of housing provision
There is currently high need, but very limited supply in forthcoming developments for housing outside of PBSA.



Increased scale and density along waterways

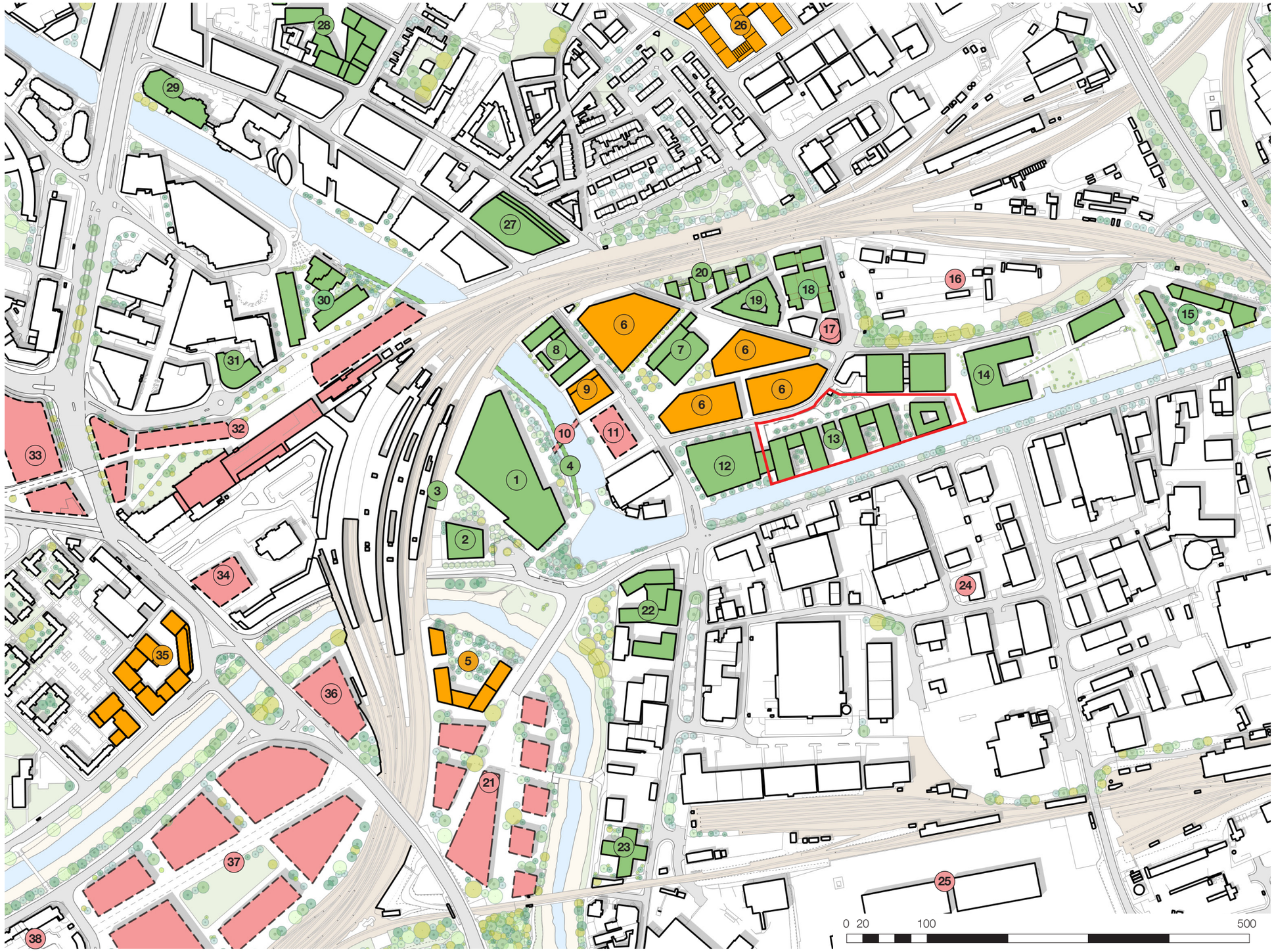


Consented and on site developments

5.0 Emerging Context

5.1 The Emerging Context

1. Academic Building CM1
2. Academic Building CM2
3. Eastern Entrance
4. Harbour Walkway & Footpath
5. TQEC Residential
6. TQEC Phase 2
7. Sheds Project
8. Avon Street
9. Kawasaki Building A
10. Silverthorne Footbridge
11. ATS
12. Plot 1, Silverthorne Lane (Outline)
13. Plot 2-4, Silverthorne Lane
14. Oasis Academy
15. Plot 6, Silverthorne Lane
16. Unit 4, Avon Street
17. Kingsland House
18. Freestone Island
19. Gas Lane
20. Freestone Road
21. Temple Island
22. Feeder Road
23. Albert Road
24. St Philips Marsh
25. Fruit Market
26. Premier Business Park
27. Project Brunel
28. Soapworks
29. Dental School
30. Bristol Temple Quay, Plot 3
31. 1 Friary, Temple Quay
32. Friary North & Goods Yard
33. Temple Gate/ Engine Shed 2
34. Station Approach
35. Peugeot
36. Southern Gateway
37. Mead Street
38. Whitehouse regeneration



KEY

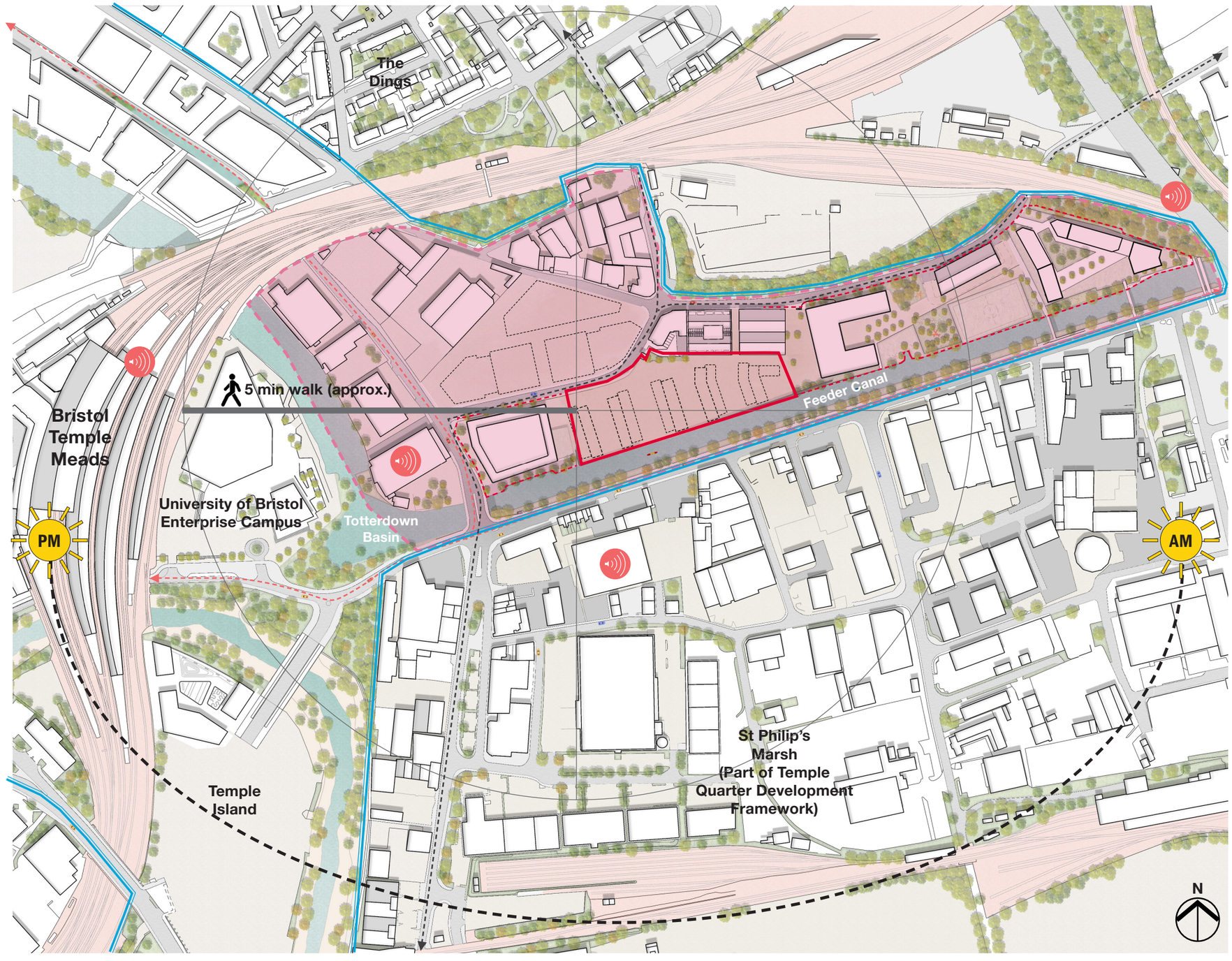
- Planning Granted / Under Construction
- Plans Known/ In Planning
- Speculative/ Status Unknown

5.2 Opportunities & Constraints

- The site is located within the Silverthorne Lane Conservation Area, which was formed in 2021 after submission of the previous application and approval of the extant consent by the BCC in August 2020.
- It is well connected to the city centre with road, pedestrian and cycle routes, however, much of the urban realm is of a heavily trafficked nature making for a hostile public realm.
- There are good links to public transport in the locality which will be improved once proposed new bus links and an eastern entrance to Bristol Temple Meads are in place.
- The site is located adjacent to the emerging new University of Bristol campus to the north and west.
- The site benefits from excellent orientation, with a large, south facing frontage to the Feeder Canal.
- The site is located close to a number of significant noise emitters, including the transport infrastructure, Motion nightclub to the west and The Prospect Building to the south.
- The site may be affected by poor air quality originating from existing industrial uses in the area.

For detailed information relating to the existing and proposed site condition please refer to:

- Transport Statement - Hydrock
- Air Quality Assessment - Hydrock
- Noise Assessment - Hydrock



Site Analysis

Plots 2-3 site boundary

Silverthorne Lane Masterplan application boundary

Silverthorne Lane Conservation Area

Temple Quarter Enterprise Zone

Primary circulation route

Secondary circulation route

Noise emitter

5.0 Emerging Context

5.2 Opportunities & Constraints

Key Opportunities:

01. Create relationship with the Feeder Canal
Previously inaccessible to the public the proposal aims to connect with the water both visually and physically.

02. New Public Spaces
Create a new urban square and public routes lined with active uses.

03. Active Uses
Create active frontages at ground level within existing and new buildings to activate the public realm.

04. Create Spaces for Community
Create spaces for a mix of uses in the public realm including market stalls and pop-ups.

05. Enhancement of Commercial Activity
A mix of residential and commercial uses that include cafés, restaurants, retail, office and community space.

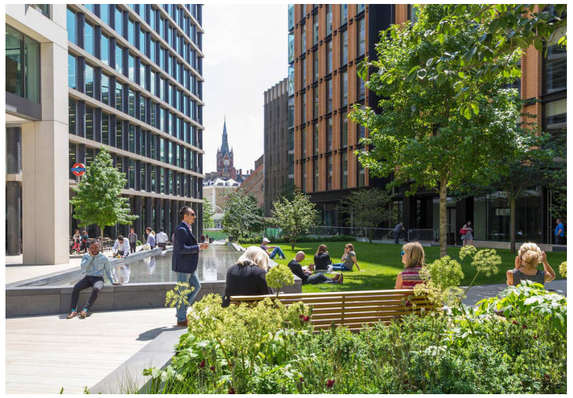
06. High Level of Residential Activity
Communal residential spaces are located throughout the proposal and include lounges, coworking areas, roof terraces, a gym and garden spaces.

07. Form the heart of a new city quarter
At the centre of the emerging masterplan, and with vibrant water frontage, the proposal has the potential to be the community hub for St Philip's and the surrounding area.

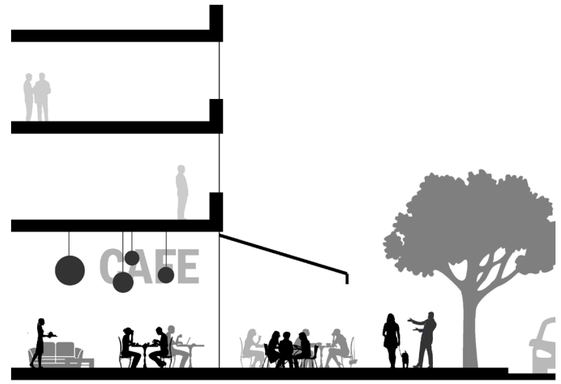
08. New connections
Unlocks potential for a new harbour ferry landing and bridge link to emerging St Philips Marsh development.



01.



02.



03.



04.



05.



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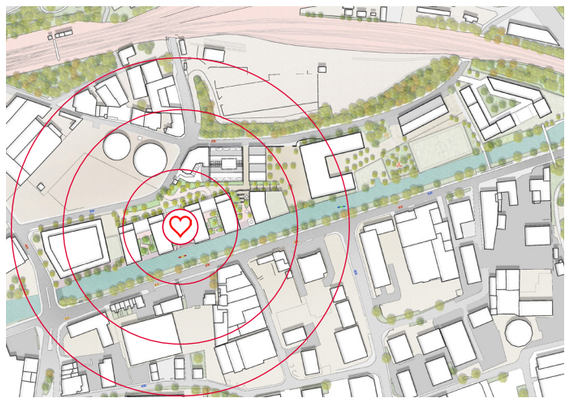


07.



08.

6.0 Design Development

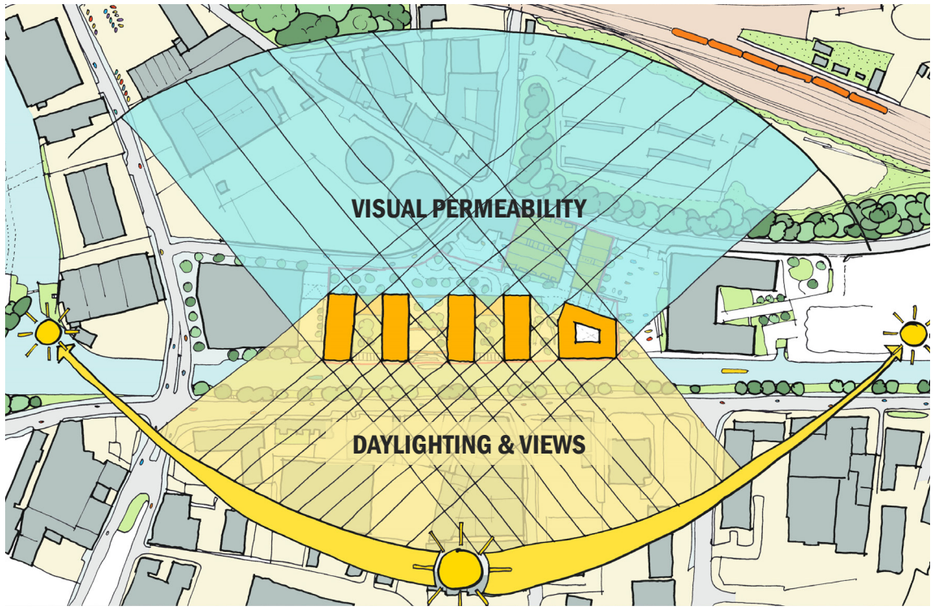
6.1 The Extant Consent

The consented scheme has formed the basis for development of the revised scheme. As such, many of the principles that were established through the previous design and consultation process have been retained and built upon.

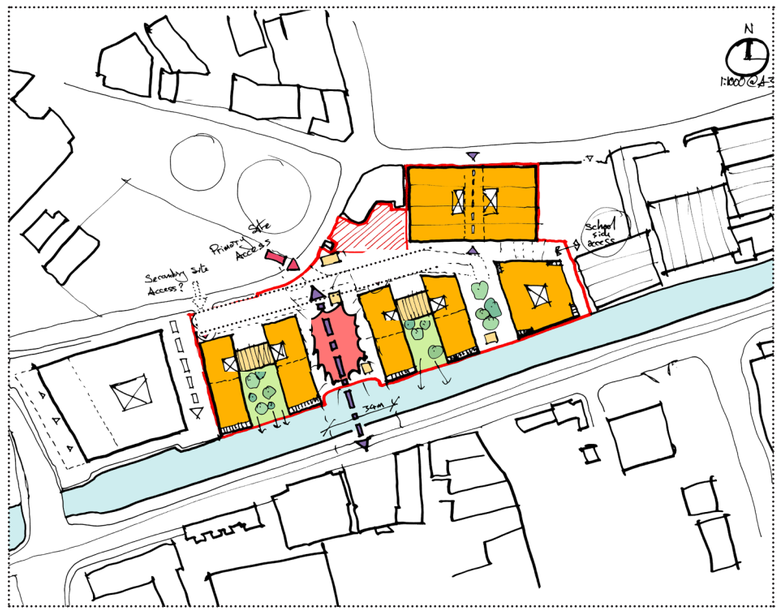
Key areas include:

- Site Layout and building diagram
- General approach to flooding
- The Feeder Canal Walkway
- Approach to on site heritage assets including Silverthorne Lane approach and the canal wall
- Materiality

For more information please refer to application 19_03867_P.



Consented scheme concept site organisation diagram - orientation and connections

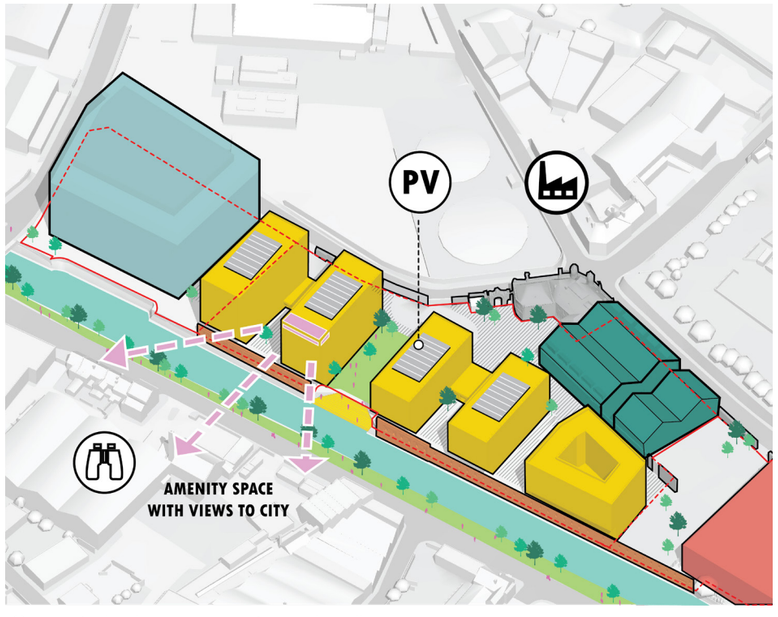


Consented scheme concept site organisation diagram - public and private spaces

Site Layout and building diagram

The site layout and general building arrangement was extensively tested and discussed with consultees including BCC, the BUDF and Historic England as part of the design development for the previous consent.

Through this process it was determined that the perpendicular ‘finger’ block arrangement provided the best future outcome for the site though optimisation of orientation, connectivity, capacity, public and private spaces, while respecting the retained heritage assets.



Consented scheme concept massing diagram

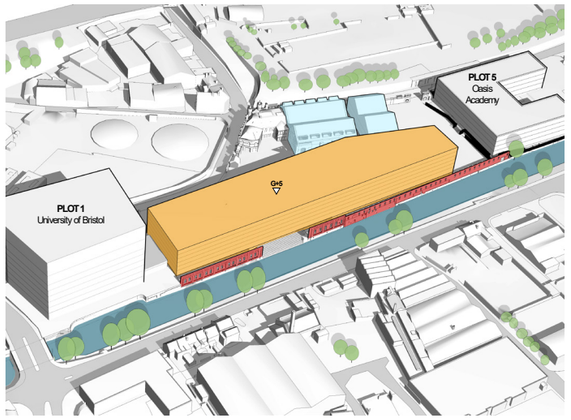


Consented scheme view of raised Feeder Square across the Feeder Canal

6.0 Design Development

6.1 The Extant Consent

01 Maintain Footprint



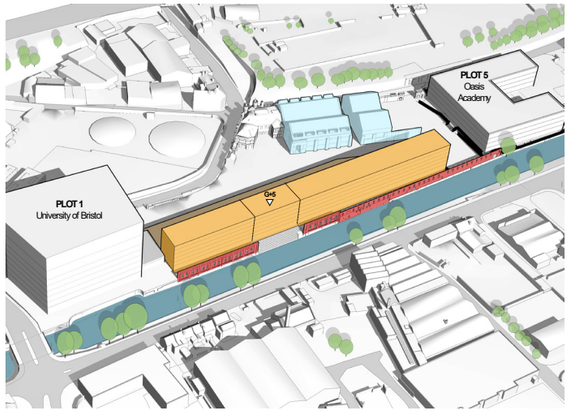
Pros

✓ Massing directly reflects footprint of former sheds

Cons

× No townscape or local visual permeability through site
× Poor visual and physical access to canal
× High proportion of single aspect, north facing units
× Inefficient floor plate unsuitable for residential use
× Poor daylighting to St Vincent's Yard
× Minimal public realm with no connection to canal

02 Linear Block



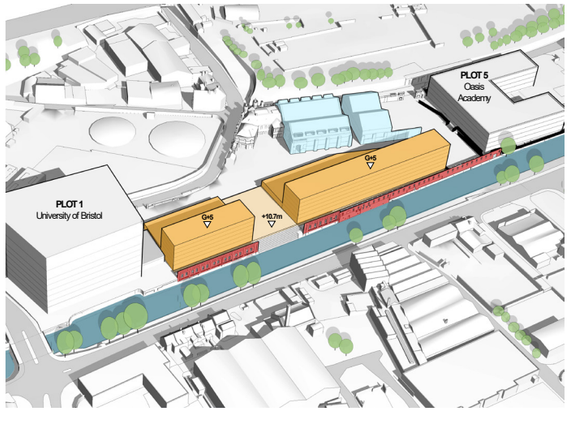
Pros

✓ Massing directly reflects footprint of former sheds
✓ Building footprint more suitable for residential use

Cons

× No townscape or local visual permeability through site
× Poor visual and physical access to canal
× High proportion of single aspect, north facing units
× Poorly defined St Vincent's Yard
× Minimal public realm with no connection to canal

03 Split Linear Blocks



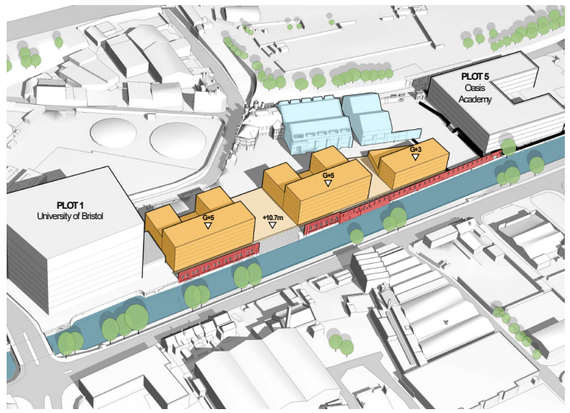
Pros

✓ Massing directly reflects footprint of former sheds
✓ Building footprint more suitable for residential use
✓ Improved physical and visual connection with canal

Cons

× Minimal visual permeability through site
× High proportion of single aspect, north facing units
× Poorly defined St Vincent's Yard
× Low development yield

04 U-Shaped Blocks



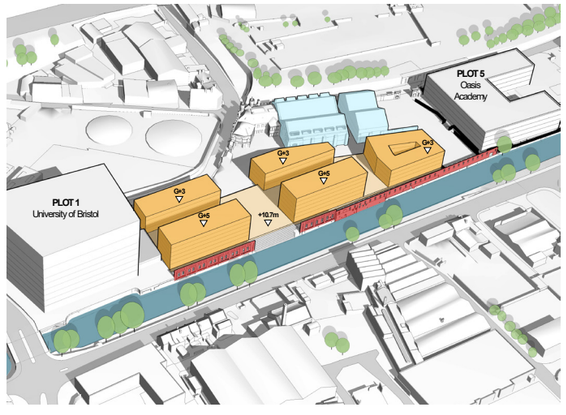
Pros

✓ Massing partially reflects footprint of former sheds
✓ Increased quantum of public realm and garden space
✓ Improved physical and visual connection with canal
✓ East/west block orientation optimises daylighting

Cons

× High proportion of single aspect, north facing units
× Linear blocks overshadow north facing garden spaces
× High number of units with no view to canal

05 Parallel Linear Blocks



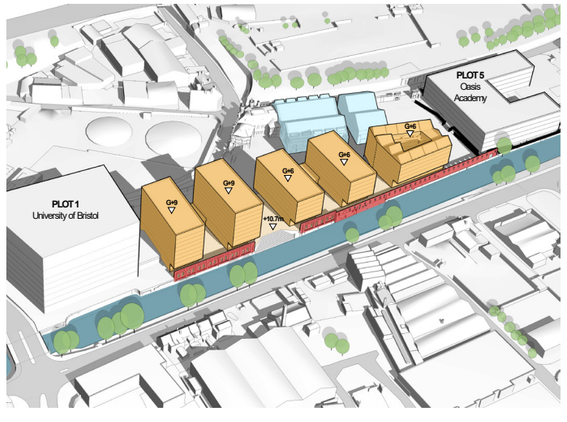
Pros

✓ Increased public realm at heart of the site
✓ Improved physical and visual connection with canal

Cons

× Poor relationship with Silverthorne Lane & listed walls
× High proportion of single aspect, north facing units
× Greatly reduced St Vincent's Yard area
× Minimal reference to former shed footprint
× High number of units with no view to canal

06 Perpendicular Blocks



Pros

✓ No single aspect north facing units
✓ Increased quantum of public realm and garden space
✓ Improved physical and visual connection with canal
✓ East/west block orientation optimises daylighting
✓ High level of solar ingress to all public realm and yard
✓ Creation of new views across site to listed buildings

Cons

× Less literal interpretation of linear shed arrangement

6.0 Design Development

6.1 The Extant Consent

General Approach to flooding and The Feeder Canal Walkway

One of the most challenging aspects of the site is the requirement to limit vulnerable uses below, and provide a flood escape route above +10.35m AOD, some 2.1m above the existing level. The previous consent proposes the introduction of a raised podium and walkway running adjacent to the Feeder Canal at +10.8m AOD. This connects to Avon Street in the west via Plot 1, and Queen Ann Road in the east via Plot 6, allowing for escape at dry foot level. The walkway also creates a new publicly accessible plinth that has a direct relationship with the existing sill height of the windows in the existing canal wall allowing views through to the water.

This application looks to broadly maintain this strategy.

Silverthorne Lane approach

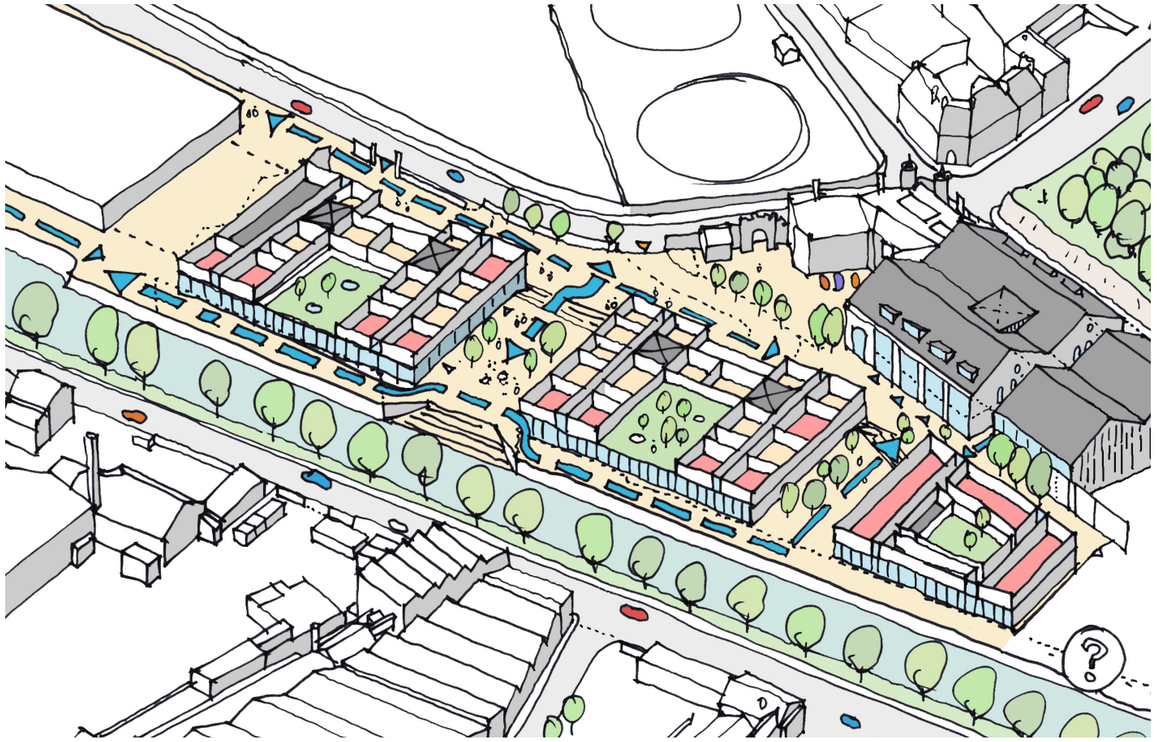
The extant consent includes provision to modify the historic walls that form the northern boundary of the site to Silverthorne Lane. This would bring numerous benefits including:

- Significant improvements to vehicular movement and public safety.
- Increased visual permeability and passive surveillance of Silverthorne Lane from residential and commercial units.
- Improved visual connection to Grade II listed Erecting Sheds (Plot 4).
- Visual connection to St Vincent's Yard, active frontages and links to neighbouring development sites.

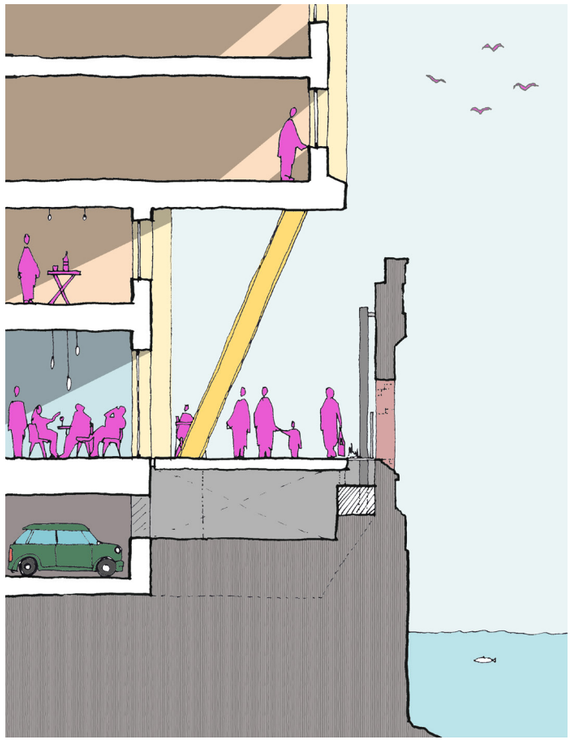
Some of this work has now been completed and this application does not seek to modify the approach.

Feeder Wall

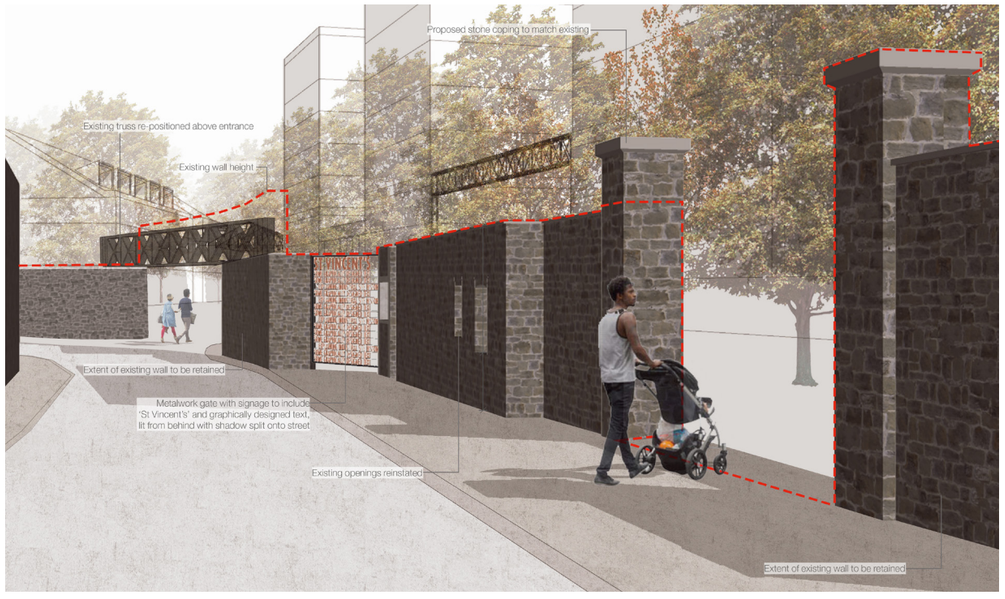
Retention of the canal wall is integral to the treatment of the site. This elevation has defined the public face of the site for generations and is central to the identity of the area. As such, the extant consent retained, preserved and celebrated this valuable heritage asset. This application does not seek to modify this.



Flood strategy - Raised podium to protect vulnerable uses and enable escape



Relationship of buildings to canal wall and walkway



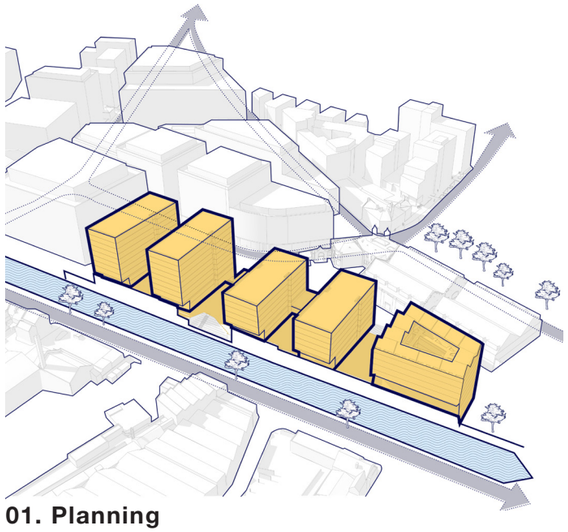
Silverthorne Lane approach - Extant consent



View along proposed walkway

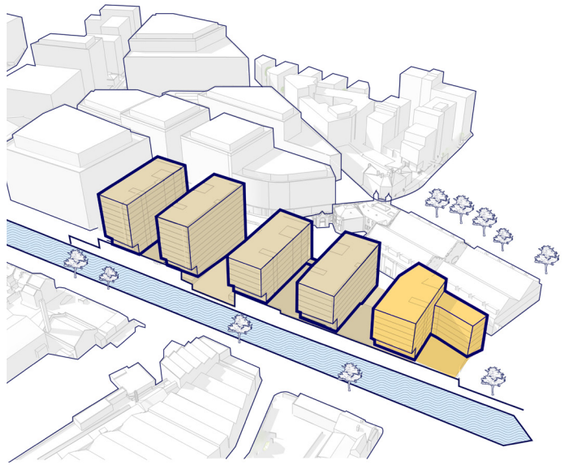
6.2 Key Design Responses

The key design responses brought forward as part of the development of the revised scheme, together with their associated benefits are summarised here. More detail on each can be found in the Consultation and Proposal sections.



01. Planning

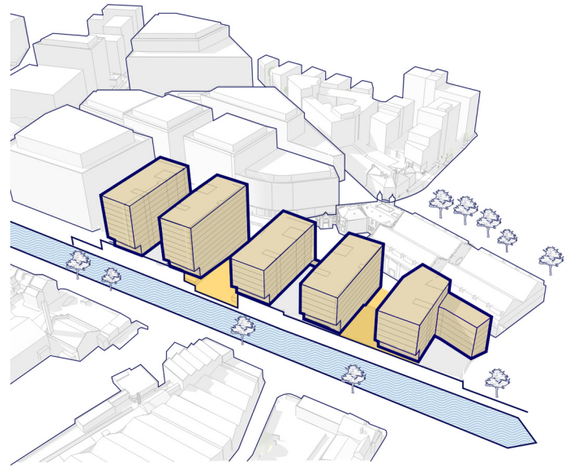
The previous consent formed the baseline for design development



02. Improved Block 5

Layout for Block 5 developed to more closely match that of the rest of the site.

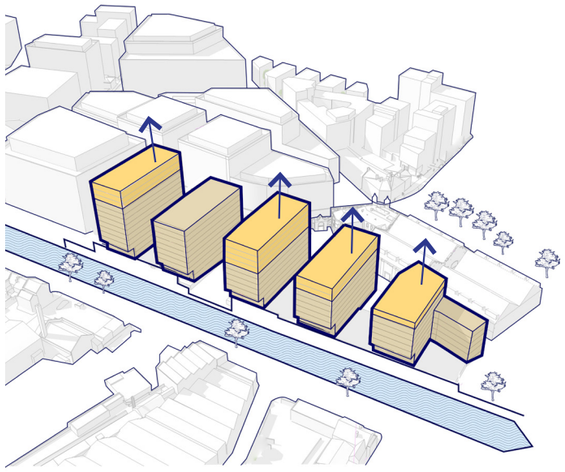
+ Resident amenity levels, outside space, the canal frontage and building efficiency.



03. Remove podium

Omission of residential parking from the scheme allows areas of raised podium to be removed, providing better connections between Silverthone Lane and the Feeder Canal through an improved Feeder Square and Heritage Garden

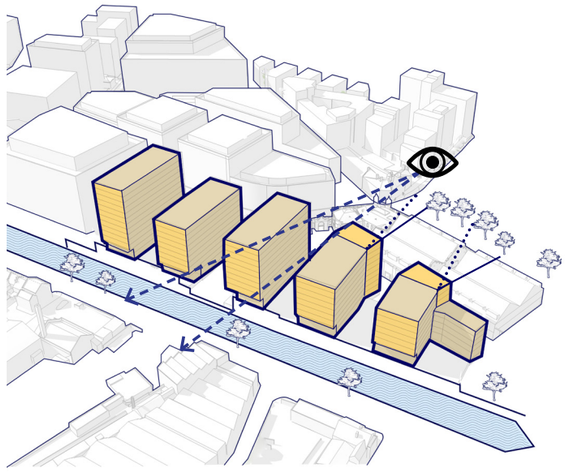
+ Public Realm, active frontages, wayfinding, connections to heritage assets and water.



04. Maximise site potential

Opportunities are sought to maximise the development potential of the site to offset the impacts of new legislation and provide the optimum number of new homes.

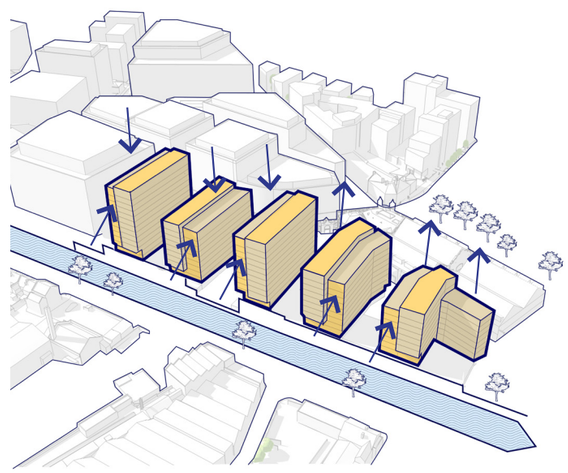
+ Increased provision of new homes



05. Crank blocks

Linear block form deformed to better integrate into the historic fabric of the site, break flank walls, and reduce impact on heritage assets in views from the north.

+ Massing more responsive to historic form, reduced impact on heritage assets in key views.



06. Introduce finer grain

Blocks split into two elemental forms that reduce scale and provide animation to the roofscape. The split form is accentuated through slipping the outer blocks to the north, in turn creating visual interest in St Vincent's Yard.

+ Finer grain more appropriate for existing character, increased visual interest.

6.3 Consultation & Engagement

The scheme has been developed through close consultation with the Local Planning Authority, statutory and non-statutory consultees, and through public consultation. The time-line adjacent maps consultation activities from the inception of the original scheme. For more information please refer to section 4.9 of Statement of Community Engagement.

Other consultations include:

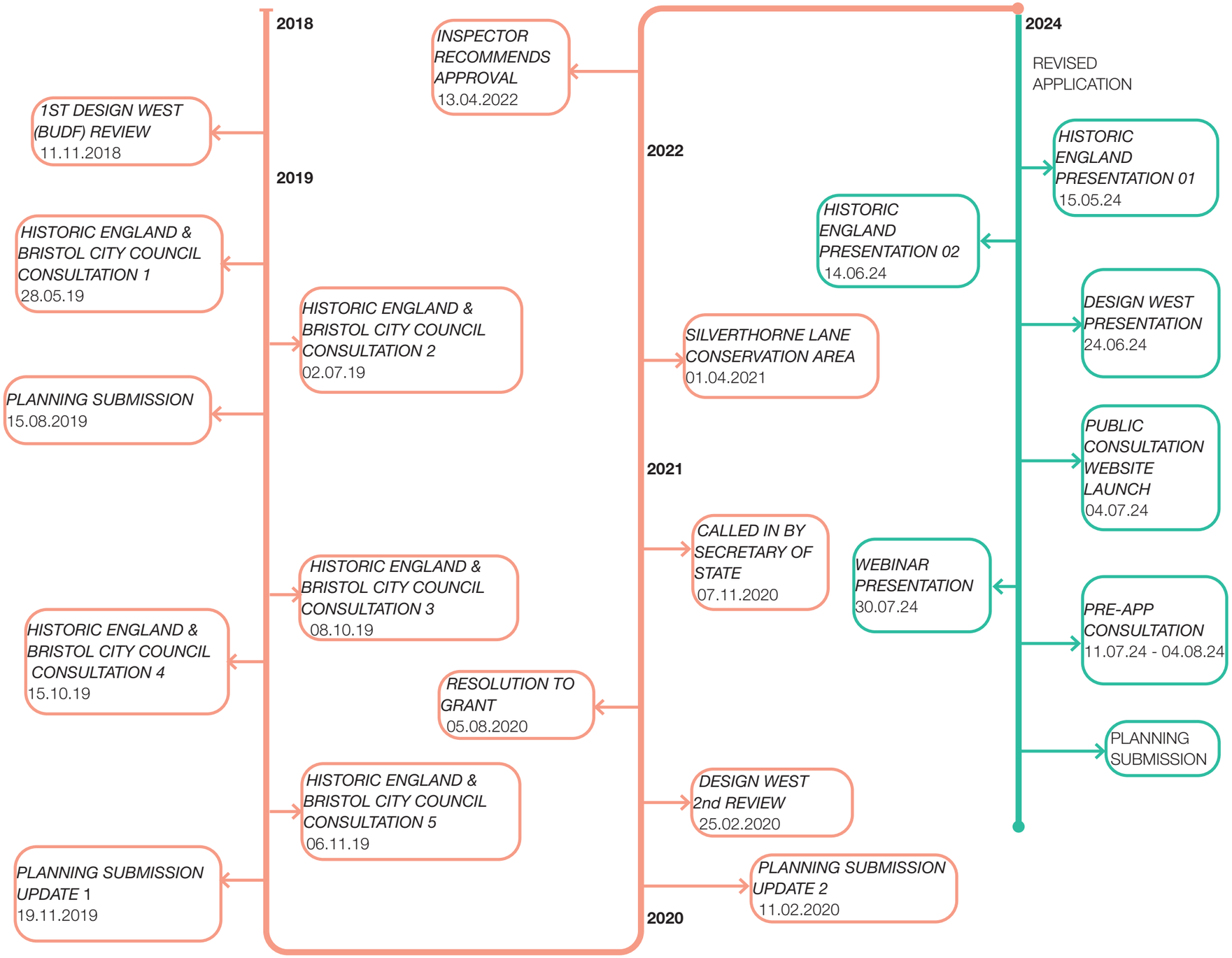
- Environment Agency (Hydrock)
- BCC on various matters including Flood, Sustainability, Housing and Transport







Developing design CGIs showing various views of the scheme following the scheme refresh



Opportunities & Constraints identified on the approved typical plan

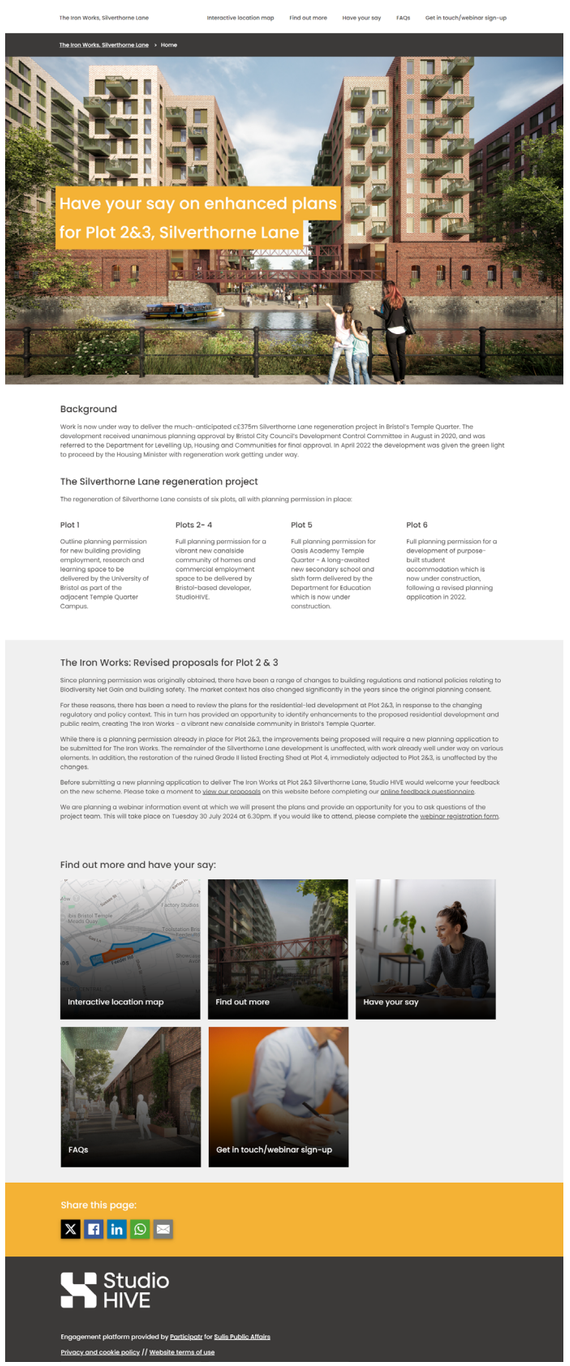
6.0 Design Development

6.4 Public Consultation

A website was launched to provide members of the public with information on the scheme and the chance to comment and make suggestions. This was advertised locally through the use of flyers. These also contained a link to a virtual webinar information session that was held on Tuesday 30th July 2024 at 7pm.

For full details relating to public consultation and community engagement please refer to:

- Statement of community engagement August 2024 - Sulis Public Affairs



Plot 2-3 consultation website July 24



Example flyer July 24

6.5 Design West

The following information was presented to Design West to show the improvements made from the baseline scheme:

- The site
- Consented masterplan
- Evolving context
- Consented scheme recap
- Evolving scheme - key moves
- Massing & distribution of height
- Architectural quality & Materiality

The original Design West response letter is included in Appendix 13.1.

Design West Review 01: 24.06.24
Project Context

- Overall, the Panel welcome the review of the extant proposals carried out by the project team. Understanding the need for change and an opportunity to provide an optimal scheme.
- Panel welcome the proposed removal of the continuous podium, which results in various significant design improvements in relation to the landscape and public realm.
- Revisions to block 5 improves the design

Flooding

- The Panel encourage the project team to continue liaisons with the EA and specifically to confirm if the 10.35m level is acceptable in terms of the EA's requirements for the egress provision for the residents on the site.
- Confirm the SuDS and water management strategy to ensure it is adequate and meets the necessary requirements, including schedule 3, during a flood event. We would welcome aspects such as rainwater reuse for the communal gardens, green roofs to attenuate water etc.

Heritage

- The Panel suggested the viewpoints for the TVIA (Townscape and Visual Impact Assessment) are confirmed with the LPA. Suggestion that the TVIA is used to inform the massing strategy for the proposals, especially in relation to the setting and impact on the heritage assets.
- Acceptance that there is some harm associated with the proposals for the site in relation to the heritage assets, but that this was considered to be outweighed by the benefits associated with the development.
- Discussion to bring through a stronger narrative for retained heritage via events and engagement.

Sustainability

- The Panel welcomed the designs informed by set environmental targets.
- Recommendation for a whole life-cycle carbon estimate to be carried out to help inform the design proposals and the specification of materials. Specifically the specification of the building envelope with a view to reducing the embodied carbon associated with it.
- Ensure that all aspects of sustainability, not just carbon, are considered in balance. For example, measures for climate resilience, biodiversity, rain water harvesting and water quality improvements, social value and reuse of site wide material.

Movement, Connectivity and transport

- The Panel congratulate the project team in securing the continuity of the canal side route through plot 5, as this public connection is seen as critical for the implementation of a successful active movement. Accompanying lighting scheme suggested to address security concerns.
- Would be helpful to produce an overall movement strategy that includes existing and planned desire lines and the pedestrian routes with a hierarchy of entrances, cycle networks and public
- Suggestions that the proposals indicate where a future bridge across the canal can be best located to improve movement patterns within the wider area and for the benefit of residents on this site and St Philips' existing and new communities.

Landscape & Public Realm

- Overall welcome the improvement to the public realm, however note the requirement for further refinement for better cohesion of green spaces emphasising a more 'neighbourly' character and function, reducing the 'city centre' feel and aligning with a predominantly residential scheme featuring some community mixed-use elements.
- Panel recommend co-design with community - particular encouragement for engagement with young people in the area.
- The Panel encourage the design team to continue to develop the proposals to maximise the BNG across the site as there are opportunities to become a BNG offsite habitat bank, which should assist with the long-term maintenance, stewardship schemes and quality of the landscape.
- Comments were given for the 6 zones: heritage garden, Inlet yard, canal-side walk, west end and central street.

Scale & Massing

- The Panel believe the approach to scale and massing is broadly appropriate, suggestion that the TVIA be employed to influence the disposition of the massing across the site in relation to key viewpoints, wider wayfinding and movement strategies across the site and surrounding context.

Layout

- The Panel welcome the improvements reported by the design team in terms of layout. Particularly in relation to block 5, but also in relation to the provision of natural light and aspect to the circulation spaces within the residential blocks. Also consider the apartment layouts to be well developed.
- It is noted that at the south end the balconies of the setback apartments might be overlooked from the windows immediately adjacent. We suggest that it may be worth retaining the stepping of the south facade by looking at an option where the east and west sides were recessed so that the south apartments have southeast or southwest aspect and no balconies were immediately overlooked.
- In order to make bicycle use as convenient as possible, it would be helpful to ensure easier access to cycle stores (fewer double doors en-route) and that access is sized to accommodate movement at peak times.

6.6 Historic England

The feedback and design responses that arose from consultation with Historic England are summarised here.

Official response post Meeting 2

- Wholeheartedly supported the significantly reduced level of underground car parking, which has removed the need for a podium and will enhance the visual connection between the Feeder Canal and the entrance to the site.
- Applauded the commitment to reuse an internal lattice steel truss
- Appreciate the desirability of maximising development potential of the site, given its highly sustainable location, and consider there may be potential to increase the quantum of development beyond the consented scheme.
- This must be done in a manner which protects the setting of the listed buildings and preserved or enhances the character and appearance of the Silverthorne Lane Conservation Area.
- Felt that the stepped façades and building heights reduce the geometric simplicity of the previous proposals.
- Encourage development proposals for the site to respect the established east-west grain of the site, while still conforming to good urban design principles as per BCC's Urban Living SPD, and believe simplification of the architecture will better achieve this ambition.
- In their view, keeping the proposed buildings at uniform height and removing the stepped façades could also benefit the setting of the II* listed office building in views down Kingsland Road. They also noted that it would be beneficial to remove a further storey from blocks 3 & 4 to minimise impact on the setting of the Grade II* listed building.
- Support plans to introduce landscaping and biodiversity into the site
- This should be structured in a way that references the post-industrial context.

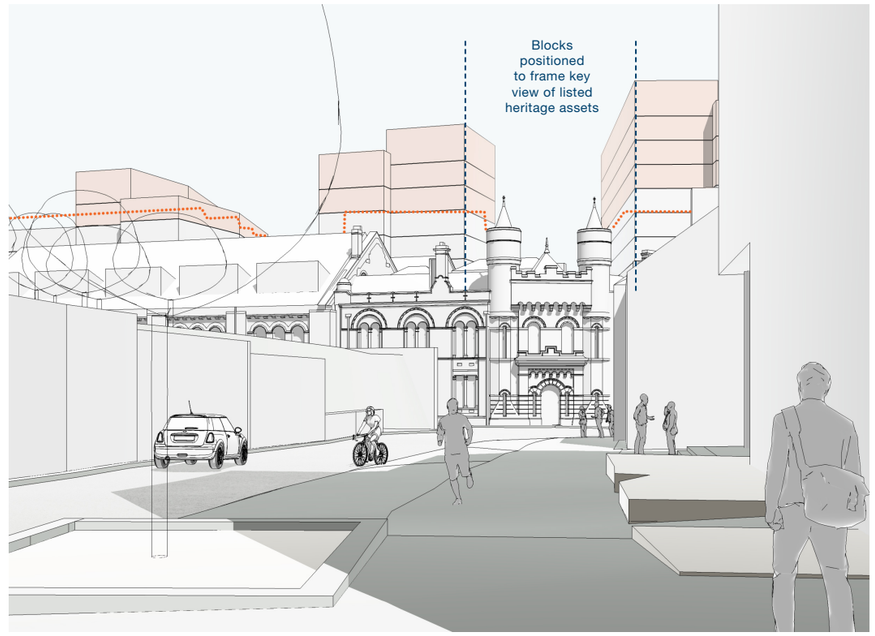
Initial design response

Meeting 1

- Views - HE acknowledged that views toward St Vincent's Works down Kingsland Road are not static, but will change dynamically as the receiver moves along the street. In response, a series of dynamic views were tested to give a more realistic understanding of the impact of the development beyond one singular viewpoint. Other significant views toward St Vincent's Works were considered that provide a similar perception of the listed frontage with significantly lower impact from the proposed development.
- Materiality - To ensure that the heritage asset remains primary in the view down Kingsland Road, HE suggested that the scheme should be designed as a distinct 'backdrop' and that this could be achieved by using a contrasting material palette. HE also suggested that materiality could be used to emphasise the linearity of the site through measures such as a strong base and horizontal emphasis to the upper floors. It was suggested that this could reference the stratification seen in the existing canal wall.
- Building 5 - HE expressed a preference for the 'wing' of accommodation to be moved to the south adjacent to the canal to increase perceived linearity of the site. This was rejected due to the poor outlook and amenity space it would provide residents of Building 5, an approach endorsed by Design West.

Meeting 2

- Massing - Following meeting 2, and review by Design West, the team revised the proposed massing to simplify its apparent geometry and lessen the impact on the setting of St Vincent's Works along Kingsland Road.



V02 (AHMM development version) Stage 2 proposal



Stratification material concept presented at meeting 2.

6.0 Design Development

6.6 Historic England

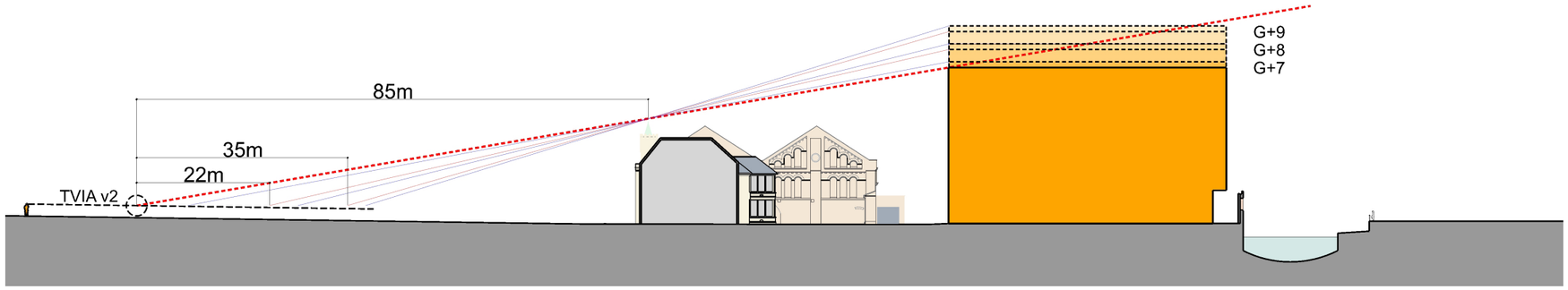
The standard viewpoint adopted for assessment of the view toward St Vincent's Works along Kingsland Road was established by Nicholas Pearson Associates in their 2019 LVIA. The position selected, some 120m to the north of the site and 80m to the north of St Vincent's Works, results in a shallow angle between the top of the asset's turrets and the viewer. As a result, in spite of the total 135m separation distance to the proposed building footprint, the developable envelope with no impact on the view is relatively small at around 26m or G+7 storeys.

It has been accepted by Historic England that this view should not be considered in a static manner, as it does not relate to any fixed viewpoint, but rather is experienced dynamically as receptors move along the street. As such, a number of viewpoints offer a more realistic representation of how the heritage asset is perceived relative to the proposed development These show that the established LVIA view represents effectively the 'worst case' and that the significance of the proposal diminishes as the receptor moves south.

Alternate viewpoints toward St Vincent's Works are also available along Gas Lane with the turrets clearly visible against the sky.

Please also refer to:

Townscape and Visual Appraisal - Lichfields
Heritage Statement - Lichfields



Relationship of proximity to visibility



TVIA v02 location c.80m from asset



c.40m from asset



c.16m from asset



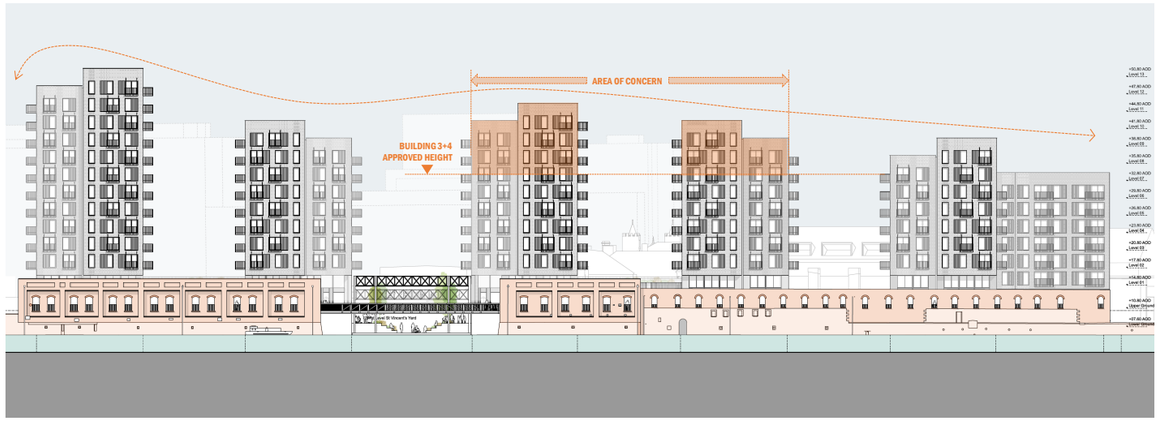
View from Gas Lane - existing



View from Gas Lane - proposed

6.0 Design Development

6.6 Historic England



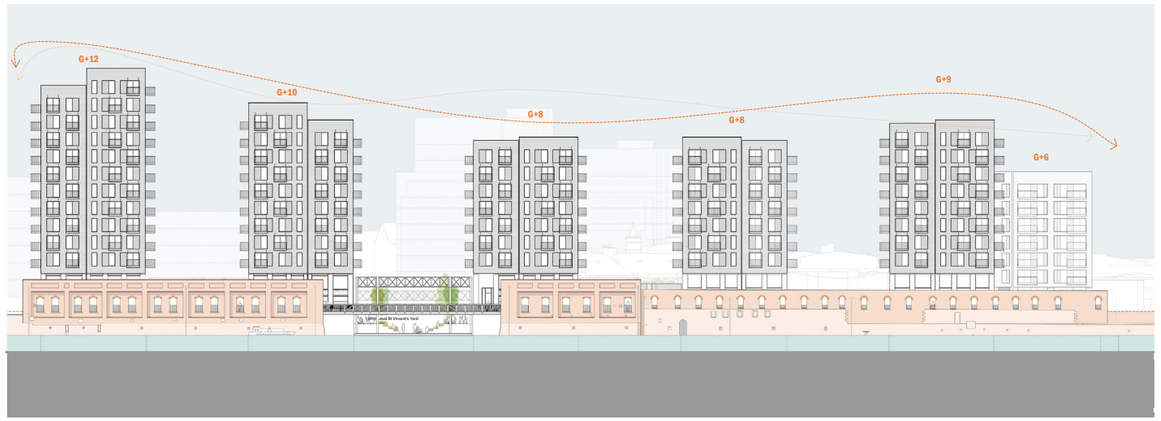
01 Canal elevation Jun 24



01 from Feeder Road



01 from Kingsland Road



02 Canal elevation - redistribute height, balanced position



02 from Feeder Road



02 from Kingsland Road



03 Canal elevation - redistribute height, below St Vincent's Works turrets from Kingsland Road



03 from Feeder Road



03 from Kingsland Road

6.0 Design Development

6.6 Historic England

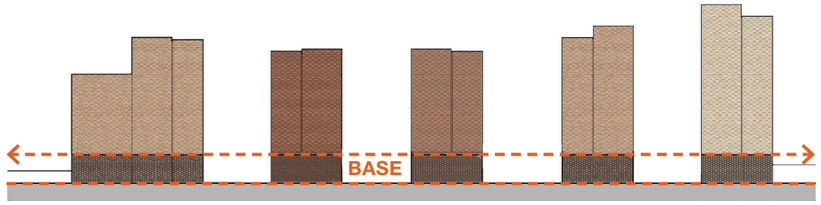
Adopted design approach
Following consultation with Historic England and Design West, the adopted massing seeks to take a holistic approach toward balancing housing need, townscape and heritage concerns.

With the city looking to significantly increase its housing supply, there is a general consensus across stakeholders that the quantum of development is broadly in line with what should be expected of a well connected, sustainable, inner urban / city centre site. As such, we must consider how this quantum may be best distributed to maximise benefit and minimise potential harm. With regard to heritage, the massing could be manipulated to fully mitigate concerns from a singular viewpoint (Option 3), however, this approach would be to the detriment of other important considerations. These include the appearance of the scheme as part of the more extensive vistas from the south along Feeder Road and the Feeder Canal, and the amenity levels of residents, both within their apartments and in the communal green spaces.

The balanced approach adopted significantly reduces the impact on the view of St Vincent's Works from Kingsland Road, while maintaining a coherent and successful townscape approach when viewed from the south.

Other key changes:

- No stepping and reduced parapet heights to the roofscape of buildings 3, 4 and 5 to simplify building geometry in the areas of greatest heritage concern.
- Simplification of materiality to unify both halves of each block into a singular form.
- Establishment of a strongly articulated base to reinforce site linearity at the scale of the historic built form.











View from Kingsland Road. Top Jun 24, bottom Aug 24

View from Feeder Road. Top Jun 24, bottom Aug 24

6.0 Design Development

6.7 Urban Living SPD

The project team has considered the questions and recommendations outlined in the Urban Living SPD to guide the design development process and enable discussions with relevant stakeholders. Evidence of how the scheme performs against each of the criteria is summarised here and is intended to signpost the reader to the relevant sections within the submitted information.

Part 1: Major Development - City

Q1.1 Has the scheme adopted an approach to urban intensification which is broadly consistent with its setting?

Yes.

- The principle of a high degree of intensification on the site has been extensively tested and established by previous consent 19_03867_P
- The site is located within the ‘City Centre’ on the Urban Living density setting map and as an extension to the City Centre in the Bristol Local Plan. This is an area defined by the Urban living SPD Evidence Base as having ‘very dense development, a mix of different uses, large building footprints’. The site also lies within the Temple Quarter Enterprise Zone and Bristol Temple Quarter.
- In the city-wide context appraisal map (Fig 4.2.4) Silverthorne Lane Plots 2-3 are situated in an area classified as ‘of a dominant townscape character, and high intensity usage e.g. Victorian suburbs’ This characterisation is inaccurate, as at present the area has a very low intensity of usage and a mixed townscape character, with the classification of ‘Areas of varied townscape character, contextual constraints, and varied patterns of usage’ (dark grey) being more appropriate.
- The site was designated as part of the Silverthorne Lane Conservation Area in 2021, however, the Character Appraisal notes the need ‘to adapt to deliver economic growth and housing in accordance with the aspirations of the Bristol Temple Quarter Enterprise Zone’

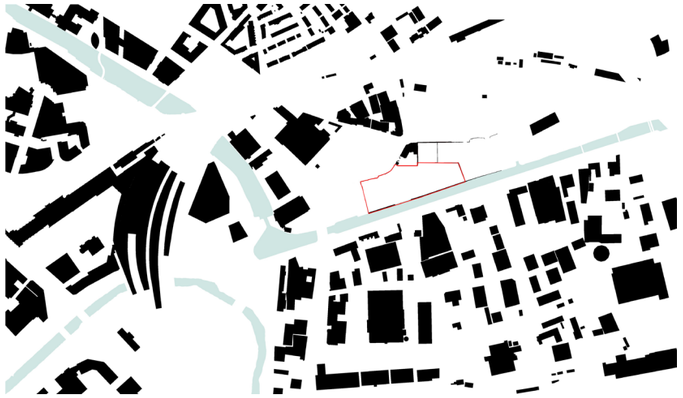
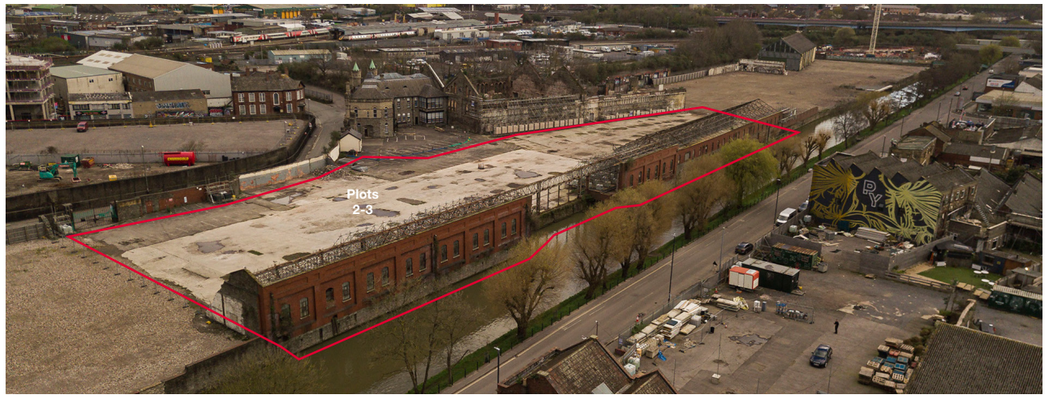
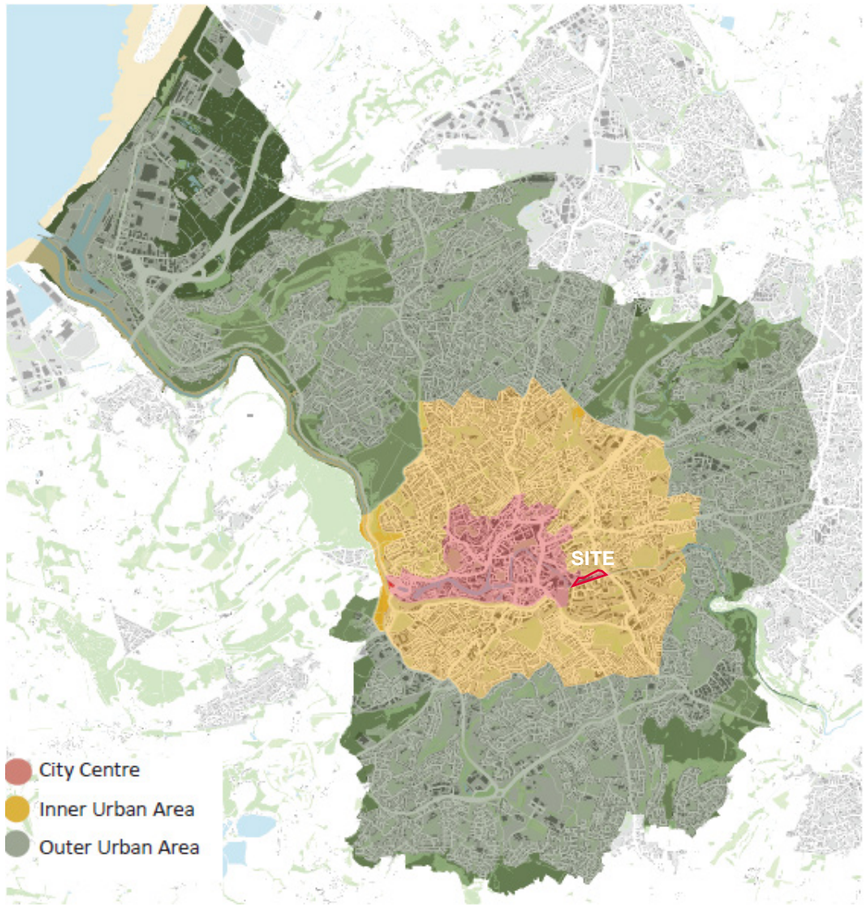


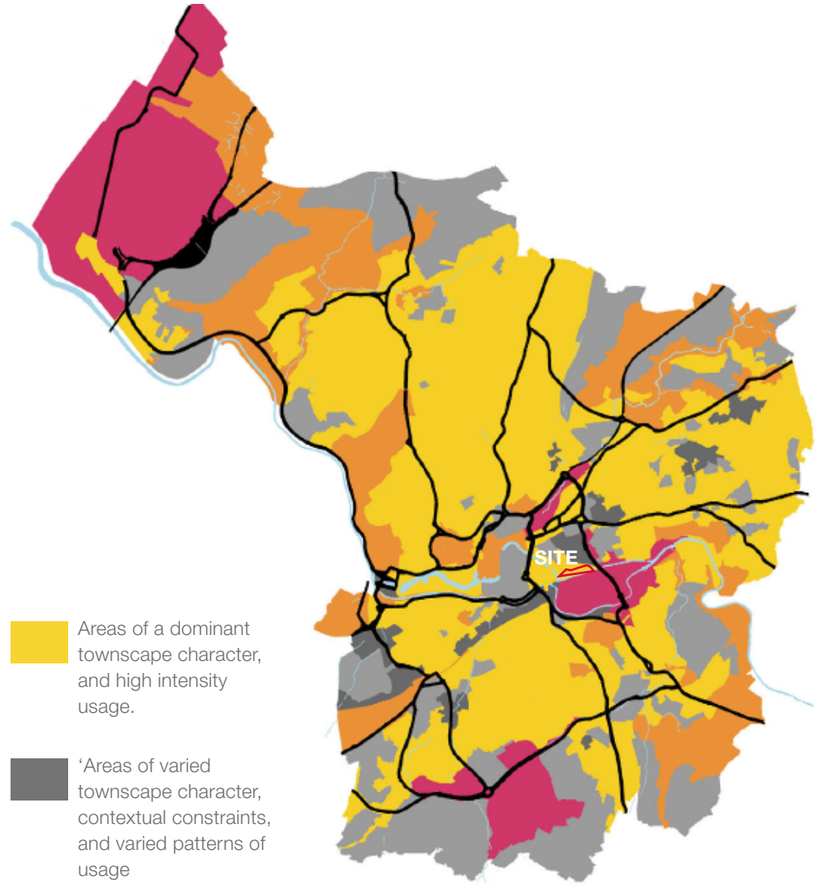
Figure ground - existing site & context



Aerial overview & site location



Bristol density setting map (Urban Living SPD extract)



City-wide context appraisal (Urban Living SPD extract)

6.0 Design Development

6.7 Urban Living SPD

Part 1: Major Development - Neighbourhood

Q1.2 Does the scheme contribute towards creating a vibrant and equitable neighbourhood?

Yes. Continued consultation and research has informed the brief and design of both the extant consent and this revised submission. The proposal provides:

- A compact, walkable neighbourhood
- New housing, an identified need within the city
- Enhanced blue and green infrastructure (see Landscape Design and Access Statement)
- A mixed, balanced community
- Adaptable, flexible buildings and spaces
- A vertical mix of complementary uses located adjacent to high quality public spaces, encouraging social interaction and a sense of community

The proposal seeks to unlock a post industrial site that was previously inaccessible to the public to provide 434 new homes with over 1,200m^2 of shared facilities together with c. 1,400m^2 of flexible office, retail and leisure space. This will be set over 7,100m^2 of permeable public spaces and resident's gardens, with primacy given to pedestrian and cycle access (see Landscape DAS). The site's location adjacent to the Feeder Canal provides the opportunity to engage with the water and bring it into use as a major piece of public amenity. Active street frontages, and a dynamic mix of uses will form the hub of a new community that engages with its surroundings.

The residential buildings will benefit from shared communal facilities including shared receptions with concierge, residential lounges, co-working areas, fitness suite, private dining and media rooms, alongside landscaped courtyards and roof terraces.

The public realm and commercial spaces proposed on the site will benefit the new inhabitants of the development as well as residents of the inner urban areas of St Philip's, St Philip's Marsh and Barton Hill.

Q1.3 Does the scheme respond positively to either the existing context, or in areas undergoing significant change, an emerging context?

Yes. The proposal seeks to take a holistic approach toward balancing housing need, townscape and heritage concerns.

The proposal does not seek to alter the approach taken toward on-site heritage assets (including the historic walls to Silverthorne Lane and the Feeder Canal) from the extant consent. As before, it responds positively to the built assets that have a distinct and area defining character.

The wall to the Feeder Canal defines the public face of the site. The proposal seeks to retain and celebrate the existing structure by introducing a new pedestrian route along the canal.

In addition to the on-site heritage, two listed buildings are located in close proximity and are of significant interest. The Grade II listed Erecting Sheds are to be brought back into functional use as office space as part of the extant consent, creating additional variety and vitality within the site.

The St Vincent's Works office building is Grade II* listed and is located to the north of the site. The new residential buildings are organised so as to minimise visual impact against this building and are set back almost 50m from its public facade. The linear arrangement of the blocks have also been cranked to lessen the impact, while allowing for a high degree of visual permeability, giving glimpses of the listed elements from local and townscape view points.

The design process was informed through the use of LVIA/TVIAs that were undertaken as part of both the previous application and this, alongside significant consultation with bodies including BCC, BUDF/Design West and Historic England.

The existing industrial site is currently devoid of green space; the proposal seeks to significantly increase the amount of biodiversity.



Active frontages - Wapping Wharf, Bristol



Feeder Canal wall

6.0 Design Development

6.7 Urban Living SPD

Part 1: Major Development - Block & Street

Q1.4 Does the scheme provide people-friendly streets and spaces?

Yes. The desire to create high quality streets and a public realm that merges the proposal into the city is central to the development concept. Over half of the site is accessible public realm with a high quantity of active frontages facing onto public spaces.

Having previously been largely inaccessible to the public, the site will now benefit from a number of key pedestrian and cycle routes that provide connections to the neighbouring sites and the wider area.

Primary site circulation will be pedestrian, with limited car parking provision generally being accommodated at lower ground floor level, leaving the public realm largely vehicle free. St Vincent's Yard provides a green link across the north balancing functional requirements with opportunities for play and extensive planting, including new trees. Low volume vehicular movement occurs in this area allowing car park access and taxi/ delivery drop-off.

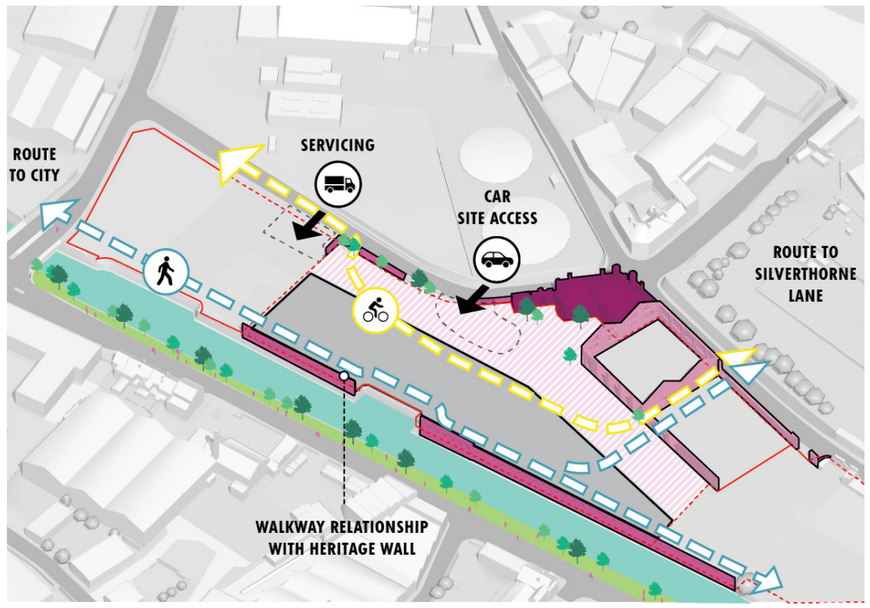
The key public space, Feeder Square, is the social heart of the scheme, providing extensive active frontage and opportunities to dwell and interact. It connects the development with the Feeder canal giving access to the water and links to the wider city through a future ferry stop. Smaller green spaces in between the residential blocks provide private gardens for residents, while the Heritage Garden provides an additional public space with a quieter, neighbourhood feel. The re-greening of this post-industrial site will significantly increase biodiversity, urban greening factor and aid with heat management.

The proposed Feeder Canal walkway is the key processional route that allows pedestrians to enjoy the unique waterside condition. This route is activated with food and beverage outlets, workspaces and residential amenity.

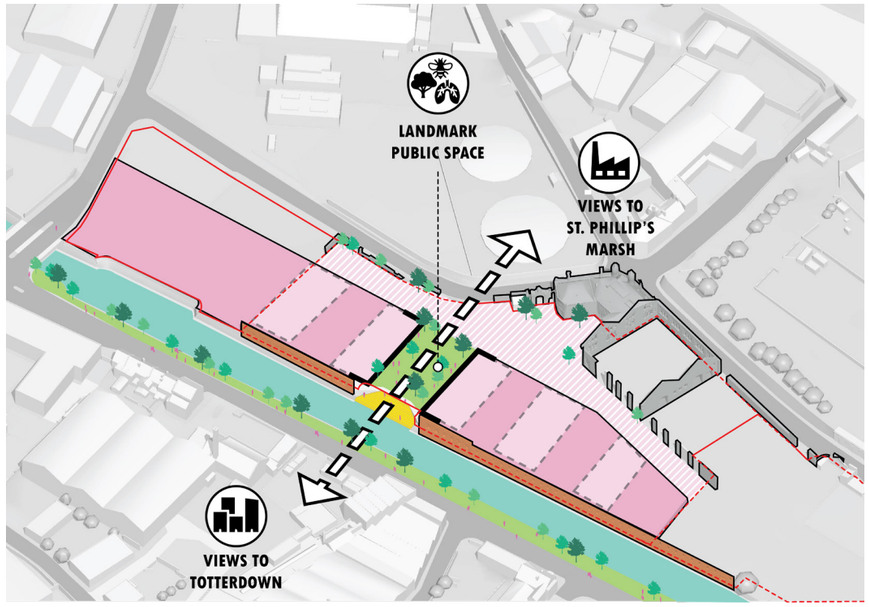
The residential blocks have a facing distance of at least 18m. This allows optimal daylight penetration to both the residential units and the space created between the buildings. These pockets of garden space enjoy a south facing aspect, creating ideal spaces for planting and leisure activities.

All the buildings have 360^0 frontage meaning all areas of public realm are passively overlooked with no 'back of building' condition.

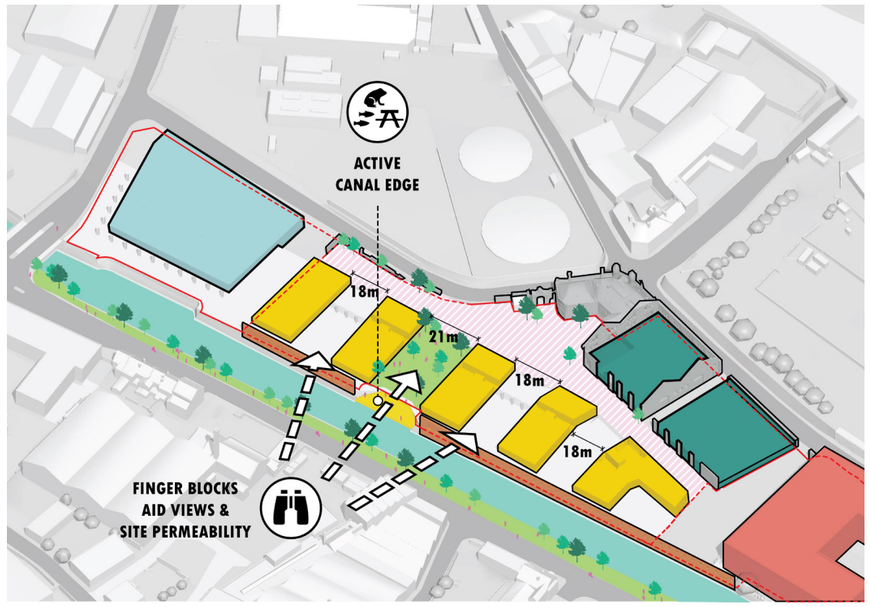
For further information please refer to:
Landscape Design and Access Statement - LT Studio



Movement through the site



Central public space



Residential block arrangement

6.7 Urban Living SPD

Q1.5 Does the scheme deliver a comfortable microclimate for its occupants, neighbours and passers by?

Yes.

The development site is a south facing, linear plot benefiting from a canal frontage on the southern boundary. Being a post-industrial flat site there are no topographical opportunities to be exploited.

The south aspect has led to the arrangement of 5 'finger' blocks running north south and spaced at least 18m apart to optimise sunlight and daylighting,

Large format glazed units will be incorporated in both the residential accommodation and ground floor commercial spaces to maximise daylighting and views.

Communal circulation spaces, including corridors, are naturally daylit and ventilated to assist in navigation and avoid overheating. The extensive use of vegetation and deciduous trees will aid with solar shading, temperature control and wind reduction. External balconies create private amenity space for residents as well as providing shading to the east west and south elevations, as a passive means of solar control.

Active ground floor uses line the south facing public spaces and promote engagement with the water and landscaped areas. Building entrances are located to the north for the residential buildings and are protected by landscape. The entrances consist of generous lobbies to provide legible access and opportunities for interaction prior to entering the circulation spaces.

Parking and servicing areas are wholly contained below the buildings and podium areas, enabling the public realm to largely be free of vehicles and pedestrian dominant. External servicing is at a designated point in St Vincent's Yard.

For further information please refer to:
Daylight/Sunlight Assessment - Hydrock
Microclimate Assessment - Hydrock

Q1.6 Has access, car parking and servicing been efficiently and creatively integrated into the scheme?

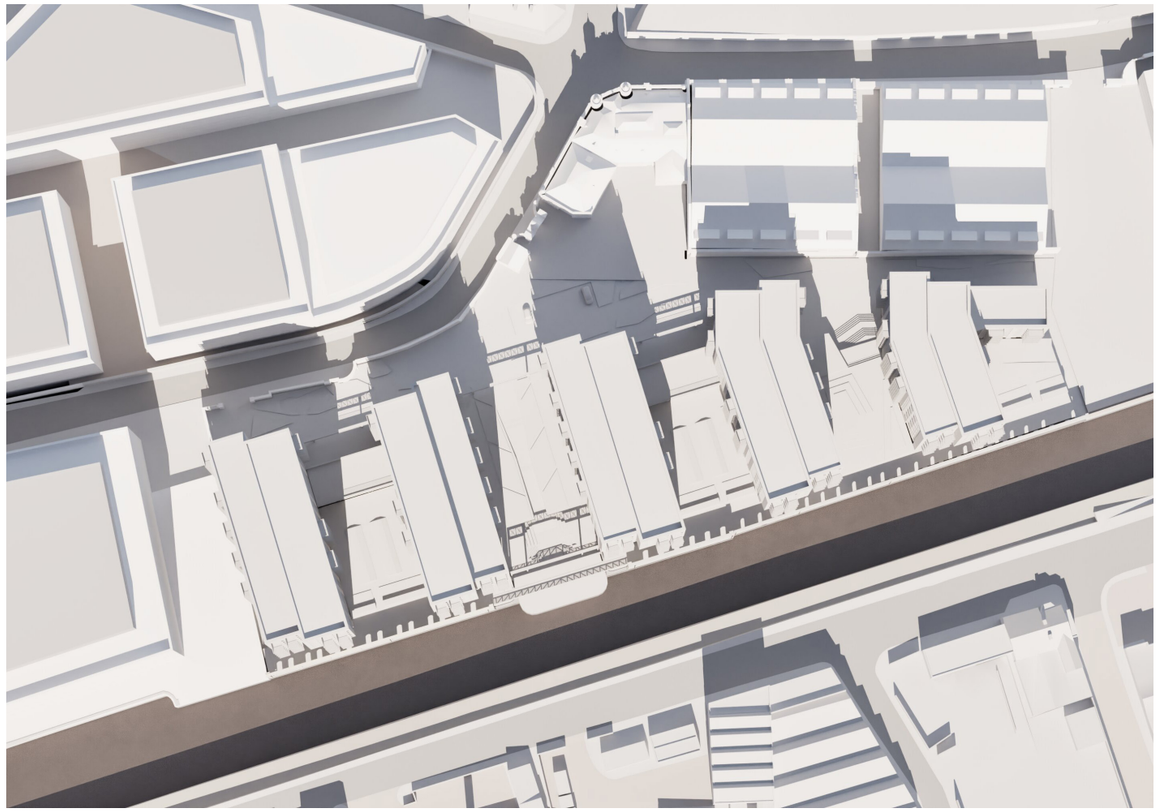
Yes. The city centre location of the site has led the design team to adopt a very low-car policy with a total of 19 spaces provided, of which 5 will be for residents and 14 will serve the proposed offices on Plot 4. 5% will be accessible. Electric car charging infrastructure is provided for all external spaces due to current technical limitations on providing this facility within mixed use buildings.

A taxi/delivery drop-off area is provided in St Vincent's Yard adjacent to the primary reception in Zone B. This will minimise disruption and keep vehicle movement to a confined area. High levels of planting and landscaping in the public realm will lessen the visual impact of vehicular movement and create an environment that is focused on pedestrian movement and experience. For longer stay delivery vehicles, discreet servicing areas will be integrated into the street scene to the north and treated as part of the landscaped approach.

The whole site will be managed and restrictive parking measures will be imposed on the public realm. Unauthorised parking will be strongly discouraged by passive measures with hard and soft landscaping design and through active management. The extent of hard-standing landscape in St Vincent's Yard allows for infrequent service and emergency vehicle access throughout the site.

Long stay secure cycle storage is provided at lower ground floor level. 584 residential bike spaces are distributed between each zone, with 70% taking the form of Sheffield stands, 25% high density, double stacking stands, and 5% of oversized bike stands. 51 short stay spaces are provided in the landscape adjacent to the commercial units and residential entrances. Additional zones at lower ground floor level provide additional secure storage for residents.

Residential bin stores are located on lower ground floor adjacent to each core and are sized to meet BCC standards. Collection is to be carried out twice weekly via a private collection with a managed regime taking bins to the street.



Sunlight study 21st March 12.00pm



Daylit circulation spaces.



Secure cycle storage

6.7 Urban Living SPD

Part 2: Residential - Shared access & internal spaces

Q2.1 Does the scheme make building entrances welcoming, attractive and easy to use?

Yes. Clearly defined residential building entrances are accessed from St Vincent's Yard. Double height communal receptions serve each pair of residential buildings and provide a touch-down space, post boxes, amenity and residential services in shared locations. These primary accesses are located in close proximity to a taxi drop-off point.

Robust and architecturally simple materials will form a key part of the building aesthetic. This approach responds to the industrial heritage of the site and will help define the residential access zones as characterful spaces.

Draught lobbies and integrated canopies will ensure a comfortable internal environment and external shelter.

Signage and way-finding will be integral to defining the identity of the development and will aid the legibility of the proposal for residents, visitors and service/maintenance personnel. This strategy will be developed in line with the architectural design.

One reception will have 24 hour management to provide site wide assistance. All residential lobbies will have controlled access.



Legible, double height entrances to St Vincent's Yard



Residential amenity - Elephant & Castle, London



Building branding & way-finding - The Tea Building, London



Residents lounge & break-out area - Television Centre, London

6.7 Urban Living SPD

Q2.2 Are the scheme's internal spaces convivial, comfortable and user friendly?
Yes.

All internal corridors are a minimum of 1.5m wide allowing for comfortable movement throughout the buildings for all users. They are also naturally daylit and ventilated to assist in navigation and avoid overheating Natural, self-finishing materials will be utilised where possible to give communal areas a more domestic, tactile internal atmosphere.

The development offers a significantly improved 1,200m2 of shared residential amenity space, an increase of around 700m2 over the extant consent. Spaces include resident's touch-down spaces with post boxes and stores, lounges, gym, co working areas and lettable workspaces, private dining and games / media rooms. Due to the nature of the intended occupier more focus has been placed on shared amenity to generate opportunities for social interaction between residents.

Typical residential blocks accommodate 10 units per core. 2 bedroom units are located at corner locations offering dual aspect living spaces. Single aspect (east/ west) 1 bedroom units are located along the flank walls and benefit from good levels of daylight and sunlight with aspect onto greens spaces and views to the canal.

Private outdoor space for the residents is provided with balconies in addition to south facing courtyard gardens and roof terraces. Child-friendly play spaces are provided within the landscape and are open to use by the residents and members of the public. These zones are overlooked by active frontages and residential units providing a degree of passive surveillance and to encourage community interaction.

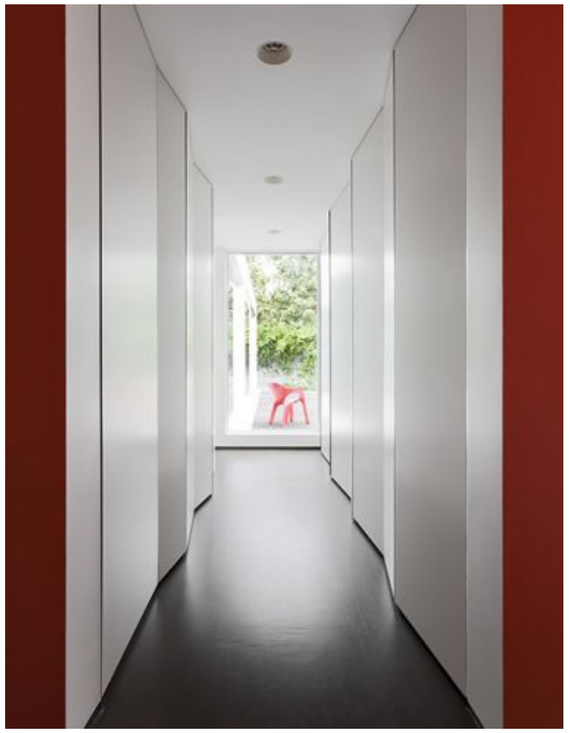
Each building is provided with dedicated post boxes and secure parcel stores. The lower ground floor level accommodates a secure storage area for residents use.



Natural, self-finishing materials



Naturally lit 'dwell' spaces with views to landscaping



Daylit circulation spaces.



Residents communal 'home office'



Private balconies accessed from living spaces

6.7 Urban Living SPD

Q2.3 Does the scheme provide sufficient outdoor space?

Yes. The scheme provides a blended approach including private balconies, courtyard gardens and roof terraces to provide c. 3,500m^2 private outdoor amenity space. This equates to around 8m^2 per residential unit.

This is in addition to over 5,600m^2 of landscaped public realm which also provides visual and physical amenity while also being accessible to benefit all. These zones will accommodate areas for play, growing and relaxing and dramatically increase biodiversity in the locality.

Q2.4 Does the scheme create attractive, well designed and maintained outdoor spaces?

Yes. As above, the proposal providers a range of outdoor spaces, including private balconies to over 90% of units, courtyard gardens and roof terraces. Balconies are at least 5m^2 and no less than 1500mm deep. The canal elevation benefits from square proportioned balconies that take advantage of this key frontage to provide optimal usability, enhanced views and a dramatic reinterpretation of a wharf typology. All balconies are external to provide optimal sunlight and views in addition to solar shading for the apartments.

All of the public realm and garden spaces are well overlooked by residential and commercial uses and are south facing to maximise solar ingress. The minimum dimension between buildings is 18m offering flexible, usable garden spaces.

Q2.5 Does the scheme creatively integrate children's play?

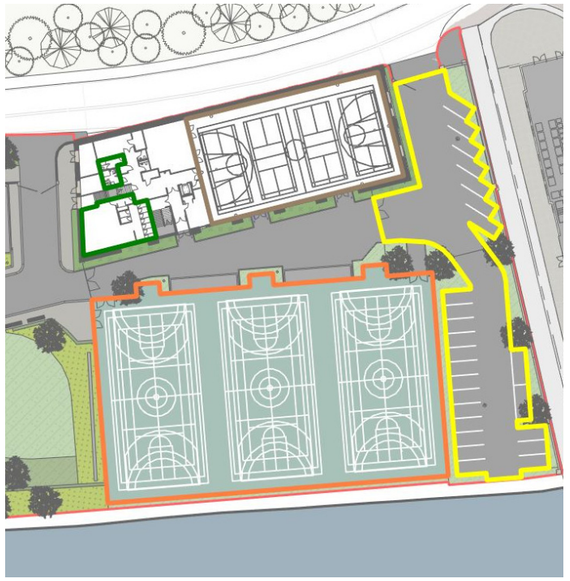
Yes. Using the Bristol's on-line population yield calculator the estimated number of children living in the proposed development would be 43. On this basis, using guidance from the Urban Living SPD, an area of approximately 430m^2 of children's play space should be provided across the site.

The scheme integrates opportunities for play, particularly for younger children, into the landscape within St Vincent's Yard.

Older children benefit from safe access to play / sports facilities at the adjacent Plot 5 school, some 200m from the site. This includes a 3 court MUGA, sports hall and changing facilities that will be made available for community use outside of school hours (evenings and weekends).

For more information please refer to:
Landscape Design and Access Statement - LT Studio

Estimated number of children	
Age 0-4	26.95
Age 5-11	12.42
Age 12-15	4.08
Total	43.46



Sports / Play facilities available at Plot 5 school



Contemporary wharf typology, Bream Street, AHMM



Shared roof gardens, Ruskin Square, AHMM



High quality residential courtyards, Cobalt Place, AHMM

6.7 Urban Living SPD

Part 2: Residential - Individual Homes

Q2.6 Are internal layouts ergonomic and adaptable?

Yes.

All housing provided in the scheme meets or exceeds nationally described space standards.

Efficient space planning creates flat layouts with minimal circulation, creating arrival zones that lead directly into open-plan living spaces.

All bathrooms and kitchens are kept in the depths of the plan, allowing for neat services distribution and maximising access to the facade for windows, ventilation and balconies. Living spaces are, where possible, positioned in corner locations to enjoy dual aspect conditions. Living spaces are to have exposed concrete soffits; this approach creates generous floor to ceiling heights (c.2.6m) in the communal spaces as well as providing usable thermal mass to aid in temperature regulation.

Over 2% of dwellings will be wheelchair adaptable (M4(3)) in accordance with Policy DM4 of the adopted Bristol Local Plan - Site Allocations and Development Management Policies.

Q2.7 Does the scheme safeguard privacy and minimise noise transfer between homes?

Yes.

Facing distances of at least 18m between blocks and a lack of overlooking from adjacent development ensures privacy for residents. External balconies are spaced to ensure privacy is maintained.

Noise transfer between units and between units and communal spaces will be limited to levels lower than that required by building regulations.

The use of MVHR with lopping peak cooling throughout the residential apartments allows for apartments to be ventilated and cooled without windows needing to be opened, minimising transfer of the existing high levels of ambient noise in this city centre location.

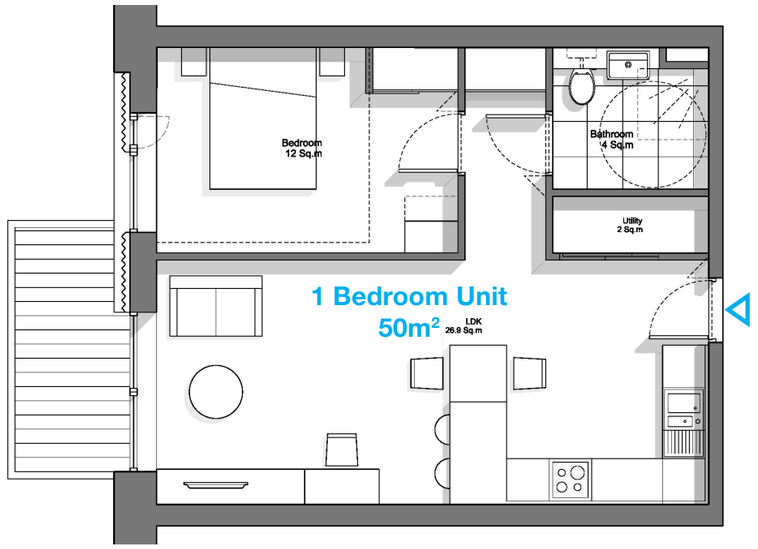
Ground floor residential amenity spaces and courtyards are raised above the public realm to provide additional privacy.

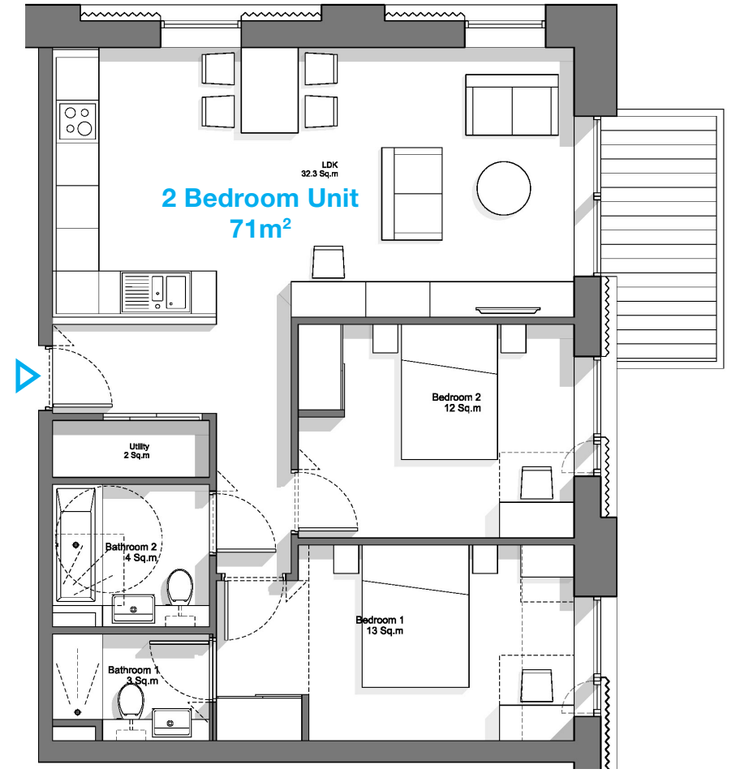
Please also refer to:

- HQM Pre-assessment - Hydrock
- Noise Assessment - Hydrock
- Sustainability and Energy Strategy - Hydrock



Open-plan, dual aspect living space





Typical unit layouts

6.7 Urban Living SPD

Q2.8 Does the scheme maximise opportunities for natural illumination of internal spaces avoiding single aspect homes?

Yes. The use of 'finger', or mansion block typologies throughout the scheme provides an efficient, high density housing model allowing for a range of single and dual aspect units. The orientation of the blocks ensures that all single aspect units face either east or west, optimising sun and daylighting in addition to providing oblique views of the Feeder Canal. Two bedrooms units are situated in corner locations and benefit from dual aspect living spaces. Three bedroom units are located on the top floors and benefit from excellent daylighting and views. There are no north facing units in the scheme.

All living spaces and bedrooms are given access to the facade to maximise natural light and views, with bathrooms and kitchens located deeper in the plan. Generous floor to ceiling heights in the main living spaces in conjunction with large glazed units further improves access to daylight and sunlight while perforated vent panels allow passive shading and ventilation without compromising views and daylighting.

Over 90% of all units have access to a private balcony affording views to the Feeder Canal and across the city, while provide solar shading on east, south and west elevations, assisting in regulating overheating.

For further information please refer to:
Daylight/Sunlight Assessment - Hydrock
Home Quality Mark Pre-Assessment - Hydrock

Part 3: Tall Buildings
All blocks within the scheme are defined as tall buildings under Part 3 of the Urban Living SPD as they exceed 30m in height, however, when considered in relation to their emerging context, they may be considered 'Prevailing' or 'Amplified' height under Part 1.

Part 3: Tall Buildings - Visual Quality

Q3.1 Is the tall building well located?

Yes. The principle of locating a number of tall buildings on the site has been established through the extant consent. As with the previous scheme, the buildings will form part of an emerging cluster of taller residential, commercial and educational buildings that has arisen in response to regeneration of the Temple Quarter area. The site lies within the Temple Quarter Enterprise Zone, Temple Quarter Development Framework and, more locally, the Silverthorne Lane masterplan.

This revised submission looks to increase heights across the site in order to optimise delivery of new housing for the city and in response to new regulatory and market pressures.

As with the extant consent, great consideration has been given to the impact of the proposed development on local historically significant assets and any additional height has been located in such a way as to minimise and additional effects.

We believe that the Locational Criteria as set out in Figure 12 of the SPD are substantially met and as referred to elsewhere.

For more information relating to building heights and townscape please refer to:

- Townscape and Visual Appraisal - Lichfields
- Heritage Statement - Lichfields
- Daylight/Sunlight Assessment - Hydrock

Q3.2 Does the scheme make a positive contribution to the long-range, mid-range and immediate views to it?

An LVIA/TVIA was prepared for both the previous application and this and used to inform the design process. Please refer to this document for the scheme's contribution to long-range, mid-range and immediate views.

- Townscape and Visual Appraisal - Lichfields

Q3.3 Does the scheme demonstrate design excellence?

The vision statement provided earlier sets out our commitment to design quality and aspirations.

The design intent of the proposal is to create a suite of buildings that are conceptually and materially appropriate to their setting while demonstrating a forward thinking approach to community needs and construction best practice.

A degree of repetition across the buildings ensure a high degree of efficiency in both material use and construction time. Modern methods of construction will be used, where practicable, to further reduce time on site and maximise material efficiency. High quality materials will be used to ensure consistency of finish and high levels of durability are achieved.

A change of use, material and fenestration will define a strong linear base to the buildings that will relate to the scale of the former industrial sheds that historically occupied the site. Active frontages that overlook landscaped areas of public realm will be richly detailed in a consistent architectural language.

The 'middle' of the building is articulated as a series of well proportioned openings within multi-tonal brickwork that is both a playful abstraction of the layered patchwork of materials that characterise the area, and a reference to the polychromatic brickwork that is common in late 19th century industrial and commercial buildings within the city.

The top of each building is reinforced through the use of raised parapets and stepped geometry, creating animation and introducing a finer grain to the roof line.

Further examples of how design excellence will be demonstrated are covered in detail in the following chapters of this report, including detailed bay studies of external treatments.

Part 3: Tall Buildings - Functional Quality

Q3.4 Does the scheme ensure them safety of occupants and passers by?

Fire safety has been one of the fundamental drivers behind the need for a revised scheme, particularly with regard to the need for second staircase in each residential block.

A specialist fire engineering consultant has been engaged who has reviewed the fire safety engineering and design of the scheme. Public realm and landscape design ensures access by emergency vehicles and easy evacuation.

Examples of how the scheme ensures safety of occupants and passers by are covered in this report. For additional information please refer to:

- Fire Strategy - Hydrock

Q3.5 Does the scheme interfere with aviation, navigation or telecommunication, and how will it affect the solar energy generation on adjoining buildings?

It is not anticipated that the proposed building will interfere with aviation, navigation or telecommunication infrastructure given its location and nearby features including raised topography and built form.

There is currently no known solar generation on adjoining buildings.

6.7 Urban Living SPD

Q3.6 Has the scheme's future servicing, maintenance and management been well considered?

As a build-to-rent residential development, significant consideration has been given to the ongoing management and servicing requirements of the buildings.

Rational building layouts and stacking floor-plates minimise the requirement for service transfer zones and allow ready access to vertical service risers. Material efficiencies will be achieved where possible through off-site manufacture of certain building elements. High quality, self-finishing materials will be favoured over more maintenance heavy materials and finishes.

All outdoors spaces, both public and private, will be maintained by the building management and a 24-hour, site-wide reception and concierge service will be provided.

The evolution of the maintenance and management regime will continue to be refined as the design develops.

Part 3: Tall Buildings - Environmental Quality

Q3.7 Does the scheme create a pleasant, healthy environment for future occupants?

Yes. See Q1.5, Q2.8 in addition to:

- Daylight/Sunlight Assessment - Hydrock
- Ventilation/Extraction Assessment - Hydrock
- Compliance statement: Air Quality Assessment - Hydrock
- HQM Pre-assessment - Hydrock

Q3.8 Is the scheme sustainably designed?

Together with fire safety, higher levels of ambition toward sustainability, which was already central to the previous proposal, has been a key consideration for the team while developing the revised scheme.

Key approaches include:

- Future flexibility - Block width, grid and core location allows for future adaptability.
- Optimised massing
- Fabric-first approach
- Improving energy efficiency
- Integration of low carbon and renewable energy sources including connection to the Bristol Heat Network and on site photovoltaics.
- Whole Life-Cycle Carbon analysis and reduction, including the production of a RICS WLC V2 compliant modelling exercise at RIBA Stage 2. This will continue to be reviewed and updated at each design stage.
- Higher green plot ratio
- Net biodiversity gain
- Optimising glazing ratio
- Promoting a green and healthy lifestyle including options for active travel and public transport.

All aspects of SPD Figure 14 have been integrated or are being explored wherever practicable as well as other means to improve energy efficiency. Measures include exposing concrete soffits in all living spaces to allow thermal mass to be used as a method of passive thermal regulation, connection to the Bristol Heat network and the use of building roofs for photovoltaics.

For additional information please refer to:

- Energy and Sustainability Statement - Hydrock
- Daylight/Sunlight Assessment - Hydrock
- Ventilation/Extraction Assessment - Hydrock
- Air Quality Assessment - Hydrock
- Compliance statement: BREEAM Communities Statement - Hydrock
- HQM Pre-assessment - Hydrock

Q3.9 Will the scheme be neighbourly, both at the construction phase and following occupation?

The scheme is designed to meet and exceed all modern buildings regulations and standards. A full Construction and Environmental Management Plan (CEMP) will be prepared as soon as possible and will follow good practice, BREEAM requirements and also previously approved CEMPs in Bristol.

A full professional team including engineers has been appointed to assess loading impacts on all structures and has been factored in.

For additional information please refer to:

- Daylight/Sunlight Assessment - Hydrock
- Compliance statement: Air Quality Assessment - Hydrock
- Compliance statement: BREEAM Communities Statement - Hydrock
- Compliance statement: Sustainability/Energy Assessment - Hydrock
- Wind and Micro Climate Assessment - Hydrock

7.0 The Proposal

7.1 Site Layout

The site arrangement is driven by its east-west orientation and primary southerly aspect onto the Feeder Canal. The use of a series of 'finger' blocks running north-south allows for:

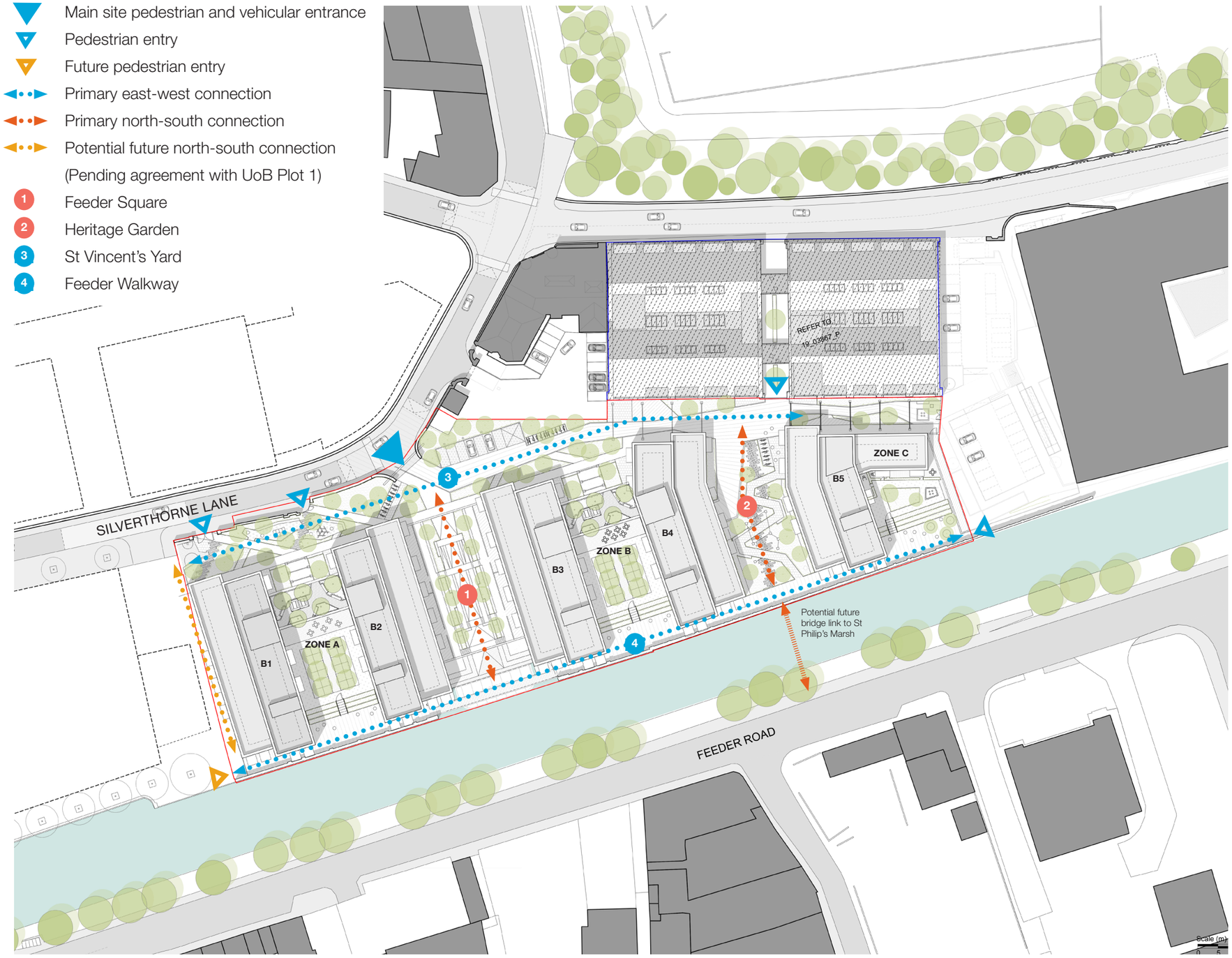
- Optimal daylight and sunlight penetration.
- No north facing units.
- Physical and visual links to be formed across the site from north to south, creating a permeable neighbourhood and promoting access to the water.
- Space between the buildings to be contained, south facing and connected by pedestrian routes.

Between the buildings a series of external spaces are created with distinct public and private functions. These are linked to the north by the linear St Vincent's Yard and south by the Feeder Walkway.

The main public space, Feeder Square, is defined by the original barge inlet in the centre of the site. This area will be the social heart of the development with a concentration of active frontages and a direct connection to the water.



'Finger' blocks precedent, Brentford, AHMM



Proposed site plan

7.2 Silverthorne Lane Arrival

The primary site entrance is formed through the creation of a new opening in the existing walls to Silverthorne Lane as per the extant consent (19_03867_P). This provides a direct link to the primary north-south and east-west axis of the site. Upon entry, there are clear visual connections to Feeder Square and the Feeder Canal beyond, the primary and secondary residential entrances, and the Plot 4 offices allowing for simple orientation and wayfinding.



Silverthorne Lane approach concept



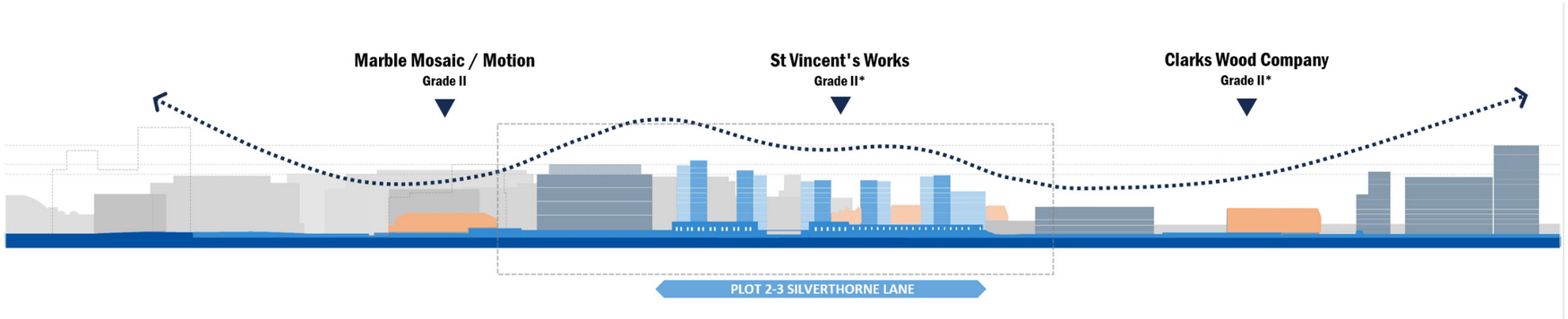
St Vincent's Yard from Silverthorne Lane.- View taken from elevated viewpoint in emerging development. Lines indicate position of retained walls.

7.3 Height and Massing

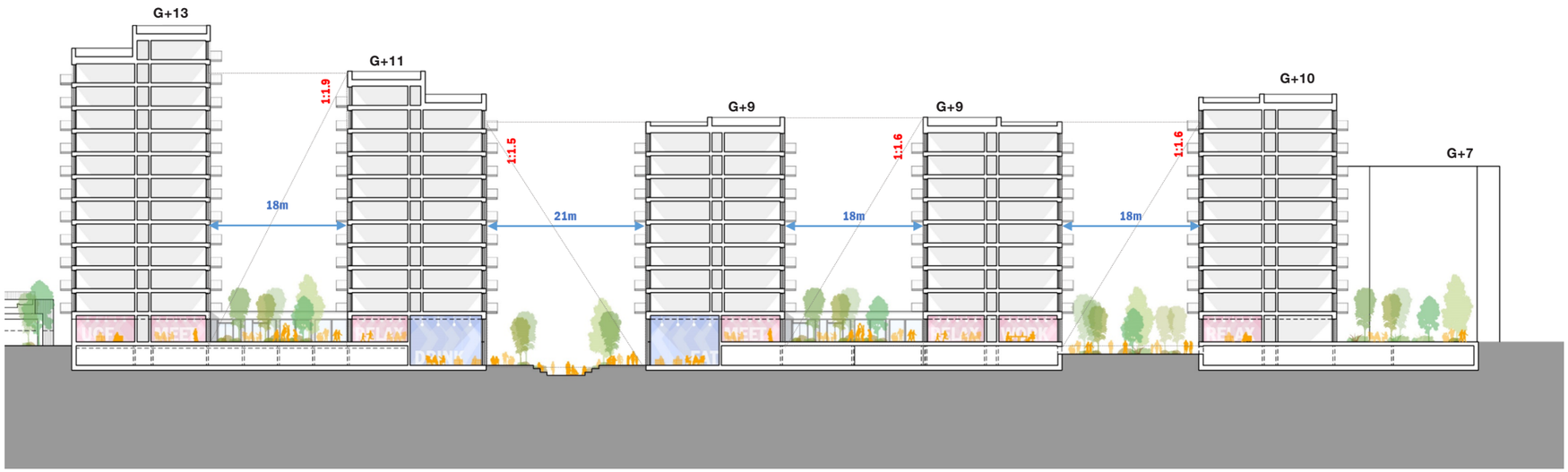
The proposed massing seeks a balanced approach toward maximising the delivery of high quality new housing, while creating a successful townscape and protecting the heritage that gives the site its unique identity.

The tallest elements in the scheme are defined in response to the heights of the surrounding emerging context, in particular Plots 1 and 6, while ensuring good amenity levels within the apartments and external spaces. Heights then modulate downwards toward the centre of the site in response to the setting of key heritage assets.

The irregular stepping employed between the tallest blocks minimises the aspect ratio of the private and public courtyards to ensure that these spaces remain usable and inviting.



Townscape strategy



Courtyards aspect ratio



West Grove North, AHMM



Grand Union Centre, AHMM



The Parque Condiminium, Tectonix Landscape



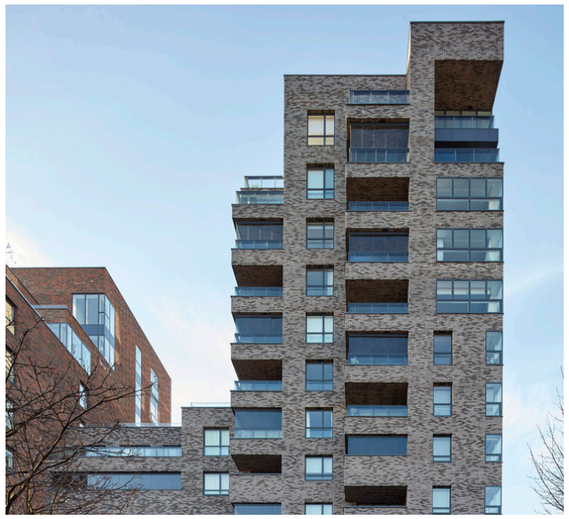
Pancras Square, London

7.0 The Proposal

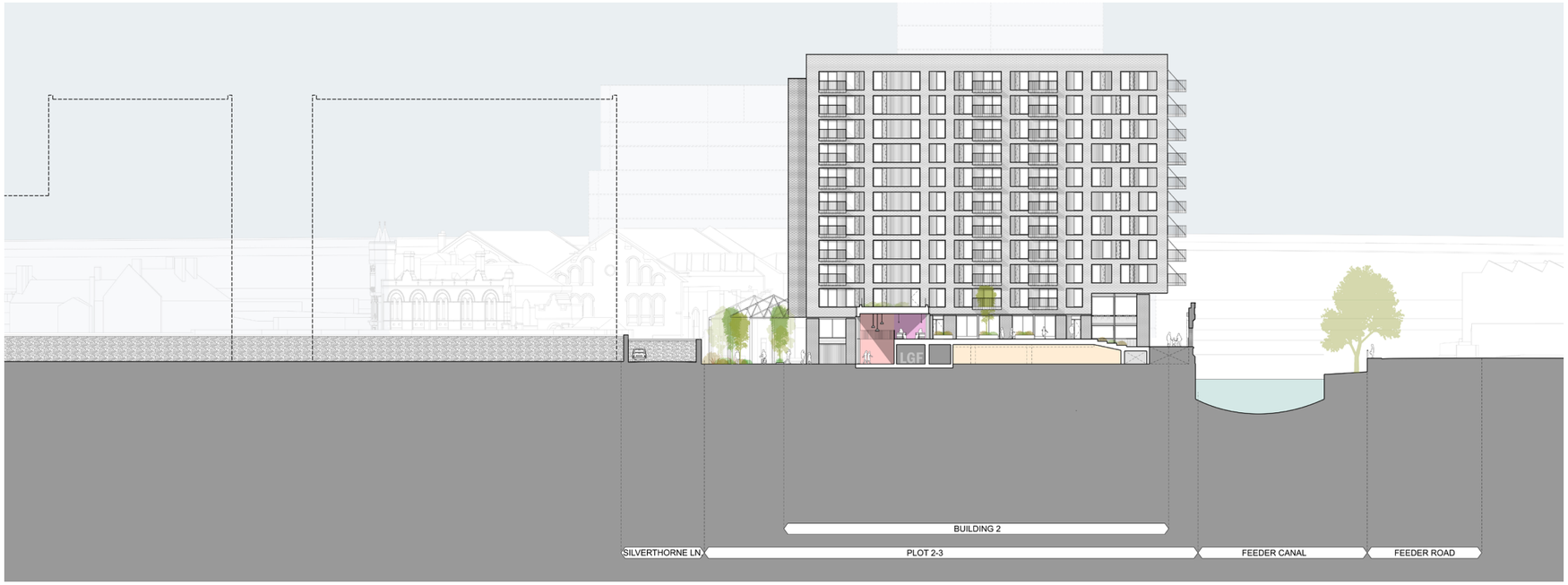
7.3 Height and Massing

The use of a stepped form in both plan and elevation provides animation to the roofline and reduces the scale of the blocks, providing them with an urban grain more appropriate to their setting.

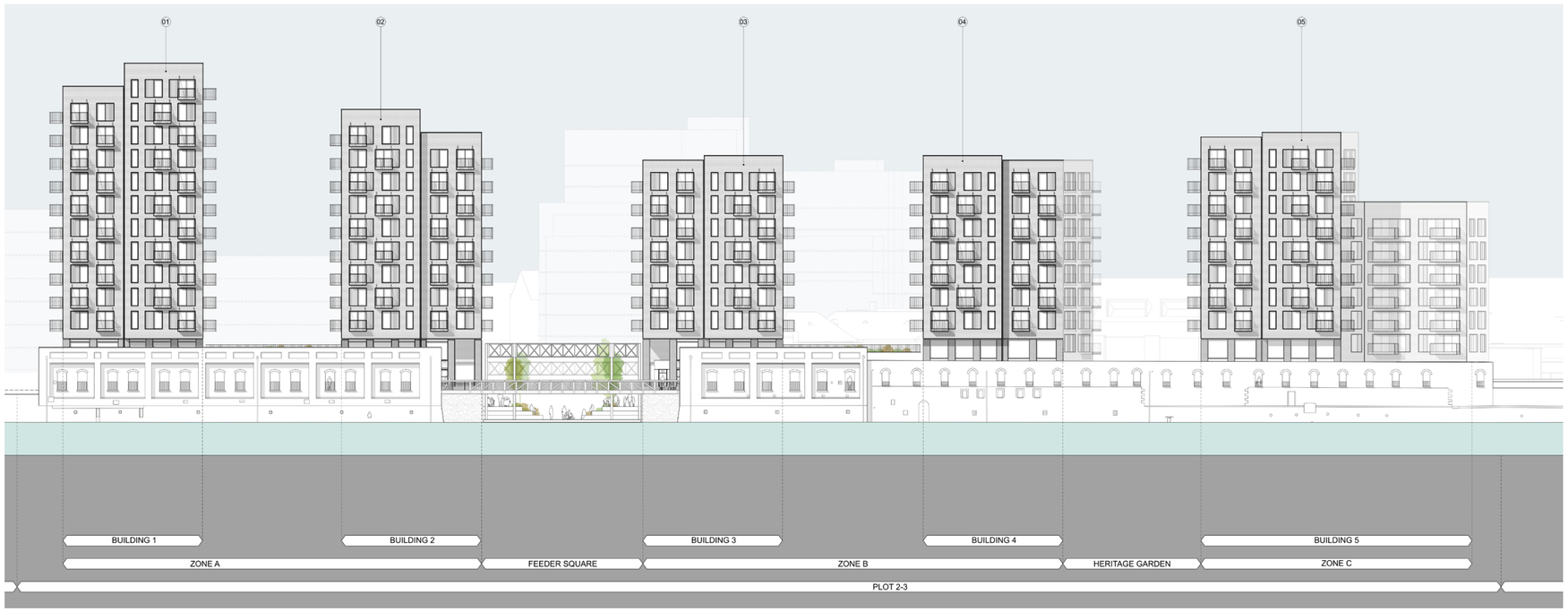




Upper Richmond Road, AHMM



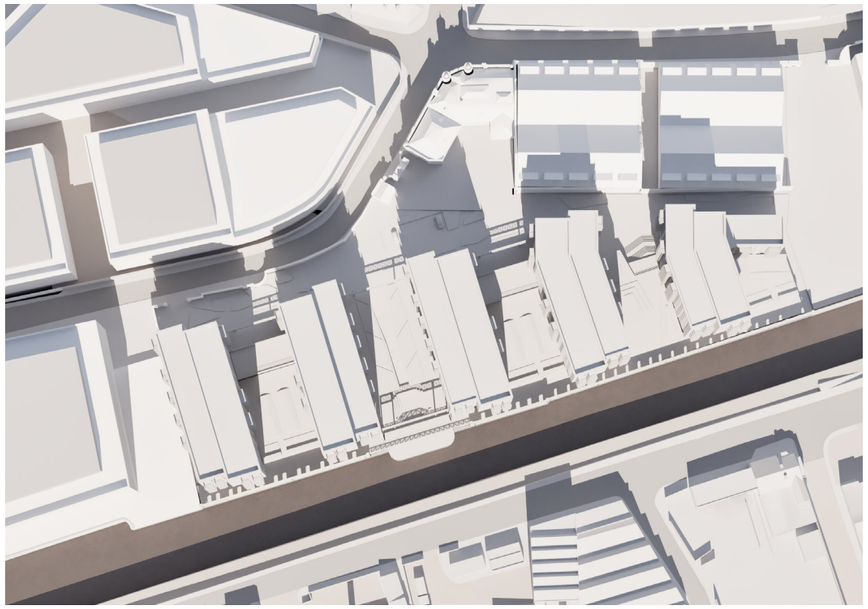
Site Section



Canal Elevation

7.3 Height and Massing

The site's southerly aspect and north-south block orientation allows for good daylighting and amenity levels within the public and private external spaces throughout the year.



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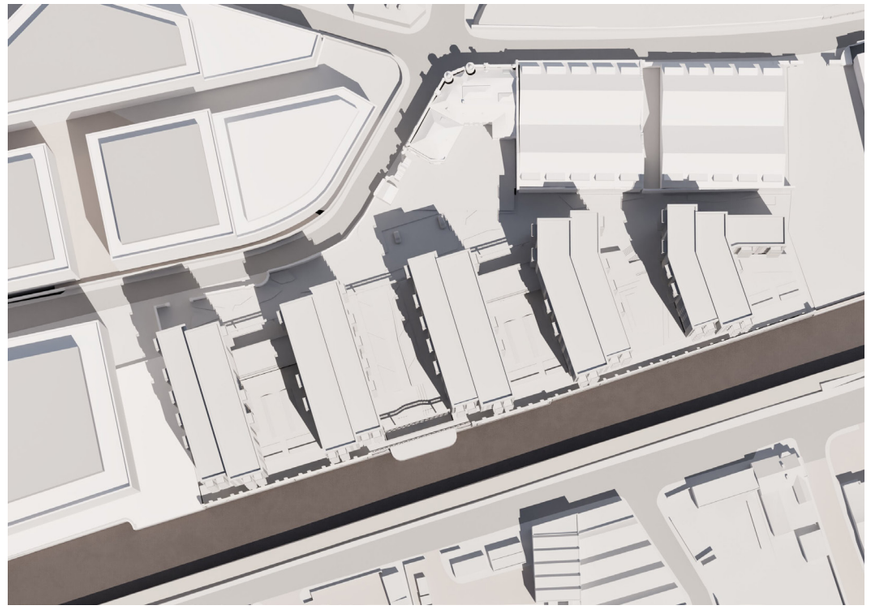

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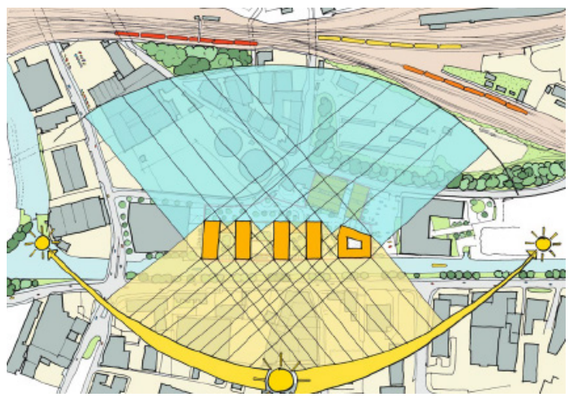
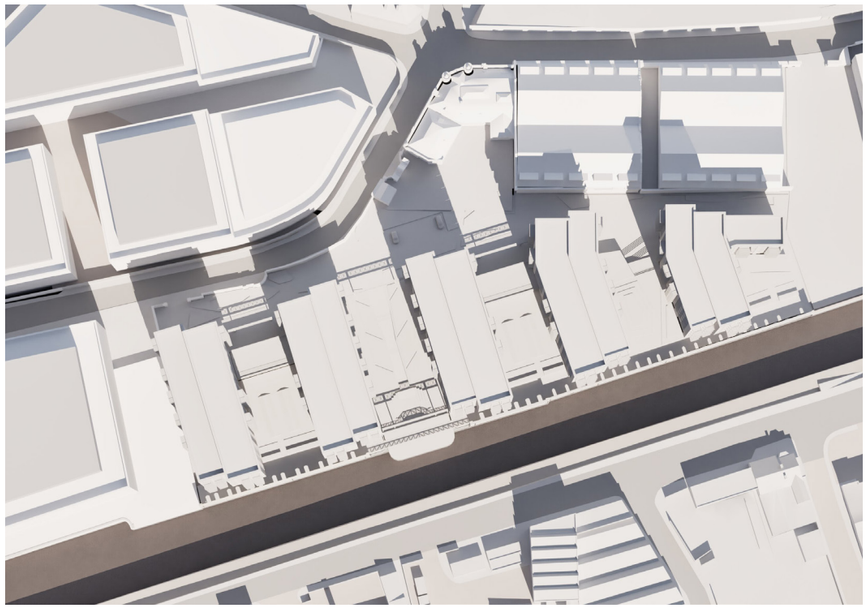


Concept



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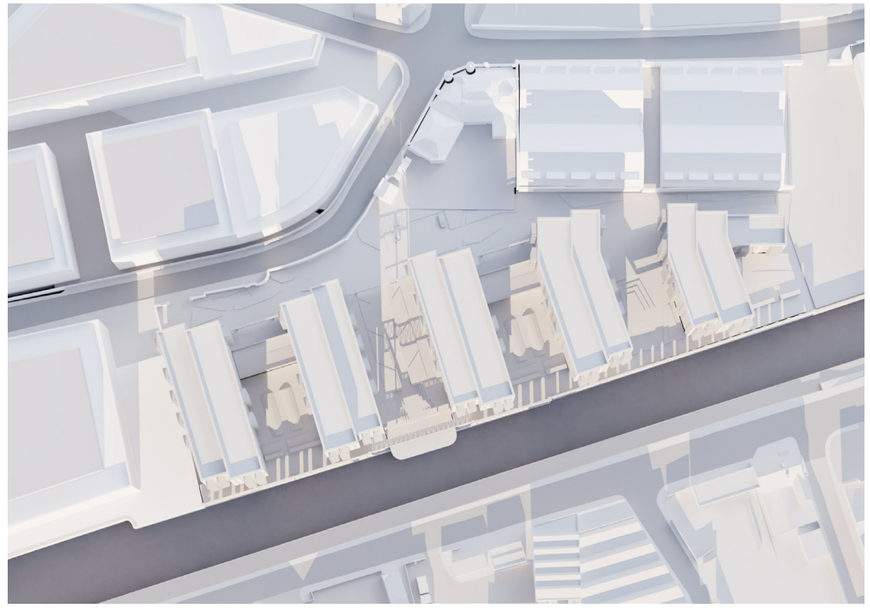


21st December 12.00pm

7.4 Active Frontages and Public Realm

The Lower Ground Floor has been designed to ensure maximum active frontage onto public realm spaces. Greater levels of glazing on the ground and first floors creates connections between the public realm, commercial and amenity spaces.

Where plant and back of house spaces necessitate inactive frontage, there is the opportunity to provide public art to enliven the public realm and reinforce the sites identity / connection with local communities.

Residential Accommodation

- 1B1P Apartment
- 1B2P Apartment
- 2B3P Apartment
- 2B4P Apartment
- 3B5P/6P Apartment

- Residential Core
- Residential Circulation
- Resident's Facilities
- Resident's Front of House

Ancillary

- F&B/ Commercial
- Back of House

1. Main Entrance
2. Commercial
3. Cycle Store
4. Refuse Stores
5. Plant
6. Car Parking



Proposed Lower Ground Floor plan









Active frontages, public art.

7.0 The Proposal

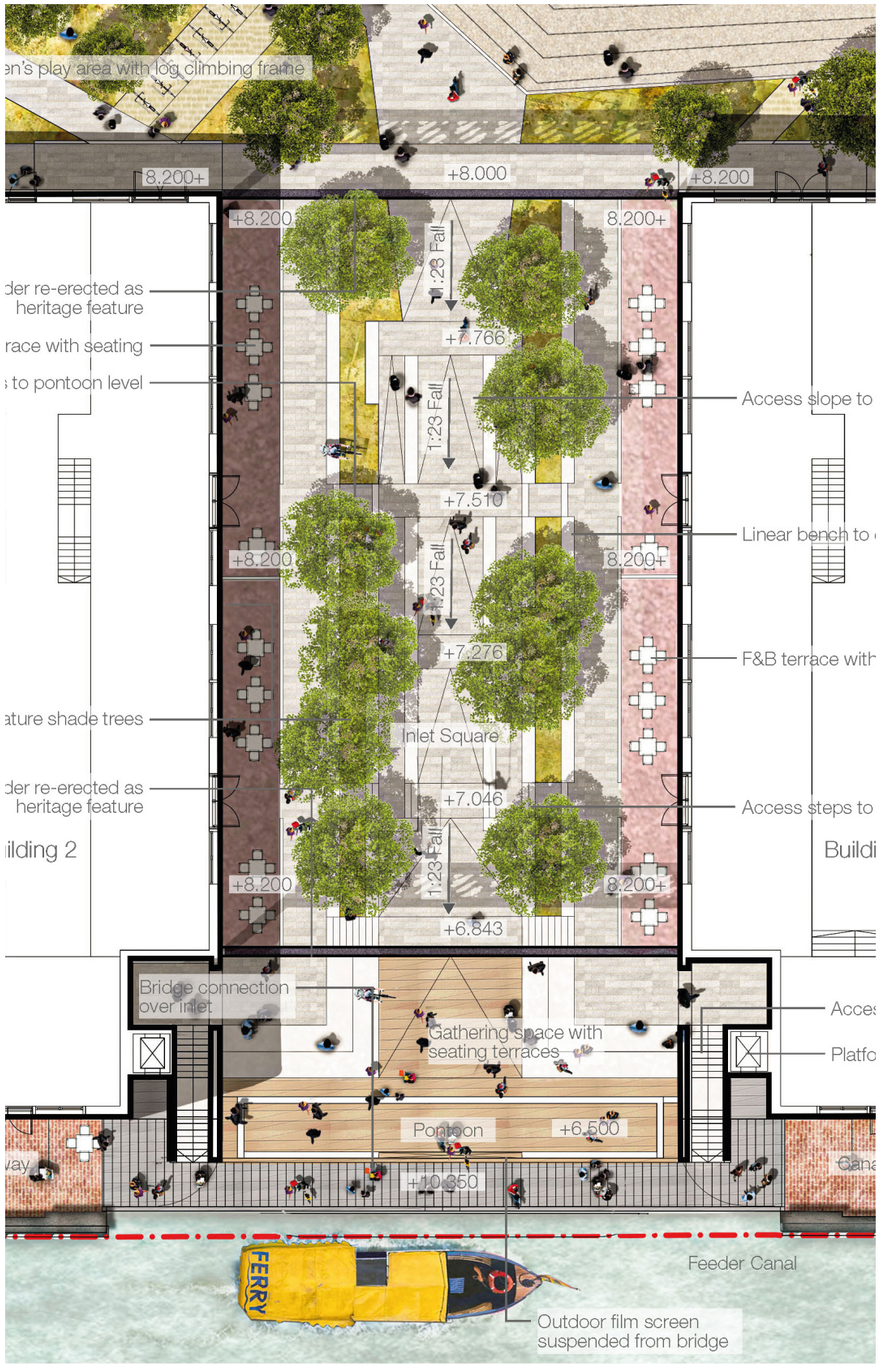
7.4 Active Frontages and Public Realm

Feeder Square forms the social heart of the development. Its position is defined by the historic barge mooring inlet that forms a natural break in the continuous heritage walls that line the southern boundary with the canal. This offers a significant opportunity create a compelling public space, benefiting from a direct connection to the water and an ideal southerly aspect.

The Square is generally set at grade to promote openness and permeability to the north, with a central section that ramps downward toward the canal to enhance connectivity with the water. This terminates at a pontoon that provides the opportunity for an accessible harbour ferry landing point and could function as a stage / screen for events.

In order to maintain flood escape at above +10.35m AOD, a bridge provides a continuation of the Feeder Walkway across the southern end of the square.

To animate and enliven the space, active frontages are provided at ground floor by food and beverage uses. The landscape contains many opportunities to dwell and interact including informal seating and stepped areas.



Proposed public realm



Vista to the water across the proposed public realm



Early concept image of Feeder Walkway bridge



Wapping Wharf, Bristol



Entry to Feeder Square from the north

7.0 The Proposal

7.4 Active Frontages and Public Realm

The double height, stepped arrangement of the food and beverage units, with access and daylight on multiple frontages allows for the creation of dynamic and engaging commercial spaces. These spaces will allow for flexible fit out by occupiers that could include the use of mezzanines and areas at multiple levels.



Dynamic F&B spaces - Smiths of Smithfield, London - Dishoom, Kings Cross



Feeder Square s ection



Building 2 long section

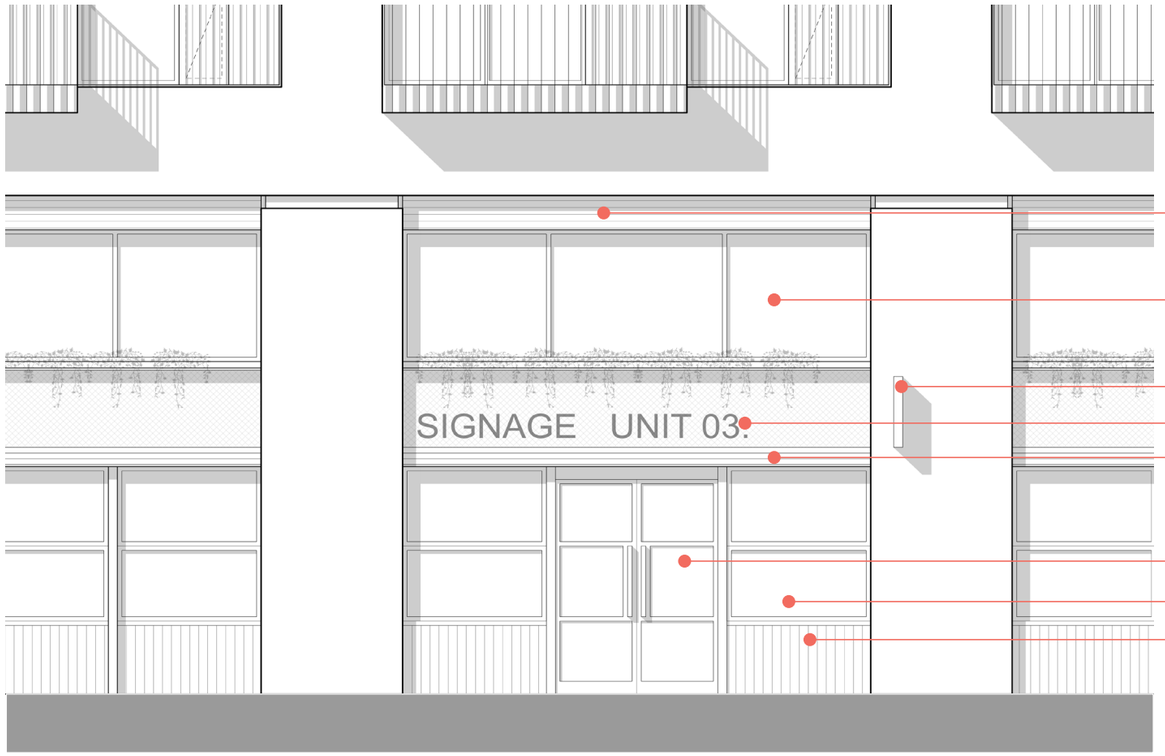
7.0 The Proposal

7.4 Active Frontages and Public Realm

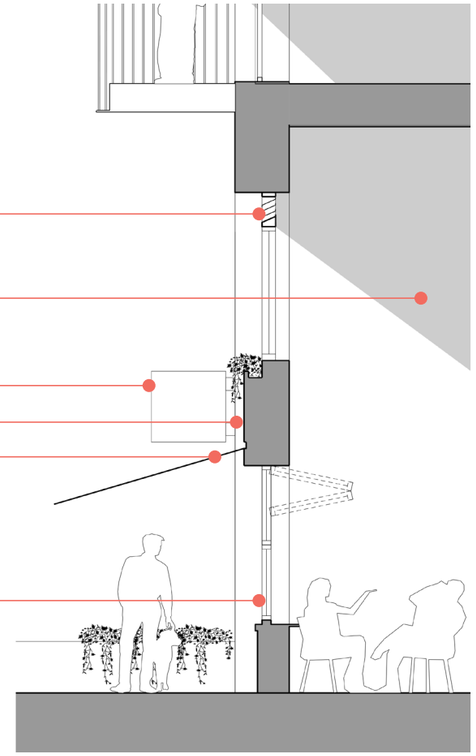
The shopfronts are of contemporary design, though incorporate heritage references to the industrial character of the site. Varied sizes of glazing planes create a dynamic and characterful frontage, while openings and awnings blur internal and external spaces to further enhance the streetscape.

Key

1. Ventilation zone louvred
2. Projecting blade signage
3. Retractable awnings with shop branding
4. Primary shop signage zone
5. Possible mezzanine upper level
6. Varied openable glazing
7. Shop entrance
8. Stall riser



Typical shopfront elevation



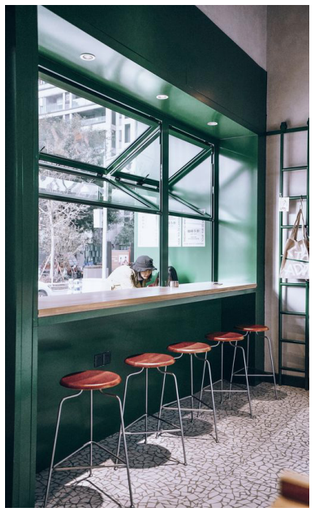
Typical shopfront section





Independent Shopfronts







Transparency - blurring outside and in



Awnings, signage, defined space - West Grove North, AHMM

7.4 Active Frontages and Public Realm

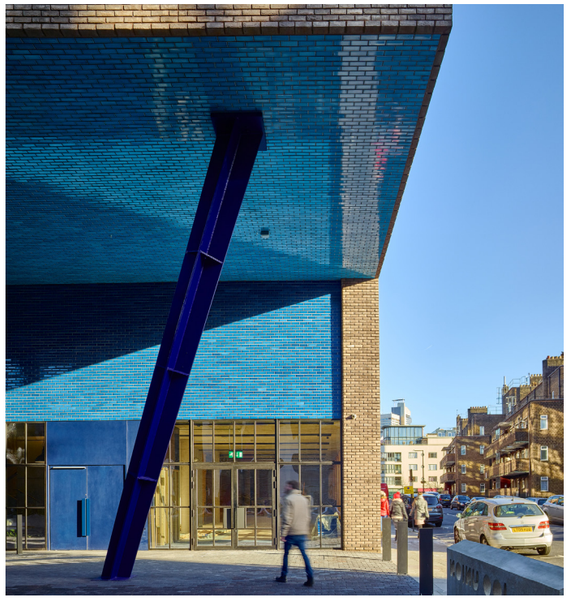


Feeder Square looking to the Feeder Canal and harbour ferry

7.5 Feeder Walkway

Active frontages will provide animation and security to the Feeder Walkway, while the cantilevered building above will provide shelter. The position of the walkway at +10.35m AOD aligns with the exiting openings in the heritage wall, affording sunlight and views towards the water.

There will be lighting mounted on the wall along the walkway which will aid in safety and navigation.



Cantilever - Union Street, AHMM



Small Footprint, Large Volume. Little Victories, Bristol



Feeder Walkway looking east

7.5 Feeder Walkway

In addition to the historic wall, artefacts and reference to the industrial heritage of the site will be used to reinforce its physical and cultural identity.

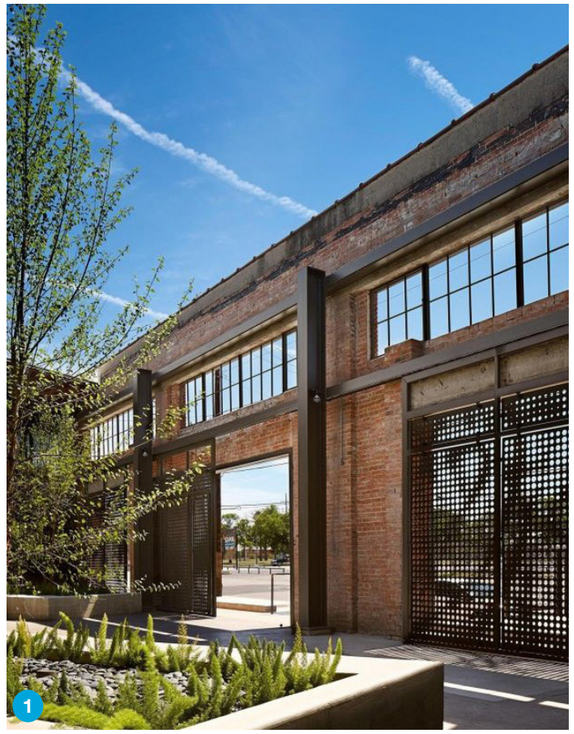
Reuse of historic artefacts

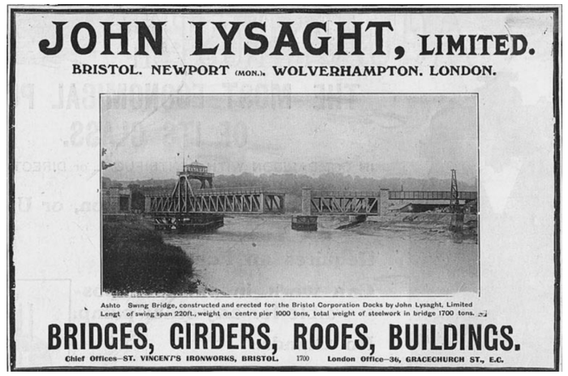
It is proposed that the historic trusses, columns, and mooring points will be reused with the landscape.

For more information refer to Landscape Design and Access Statement by LT Studio.

Crossing the inlet

The bridge across the former barge inlet is seen as an opportunity to celebrate the site's history while providing better connectivity and ensuring continuity of the canalside walkway. Its structural design takes inspiration from the existing trusses on the site, prominent industrial structures in Bristol, and fundamental structural requirements.











Inlet bridge concept

Key

1. Warehouse, San Antonio by Overland Partners
2. Ashton Avenue Swing Bridge
3. Vauxhall Foot Bridge

7.6 Residential Entrances and Amenity

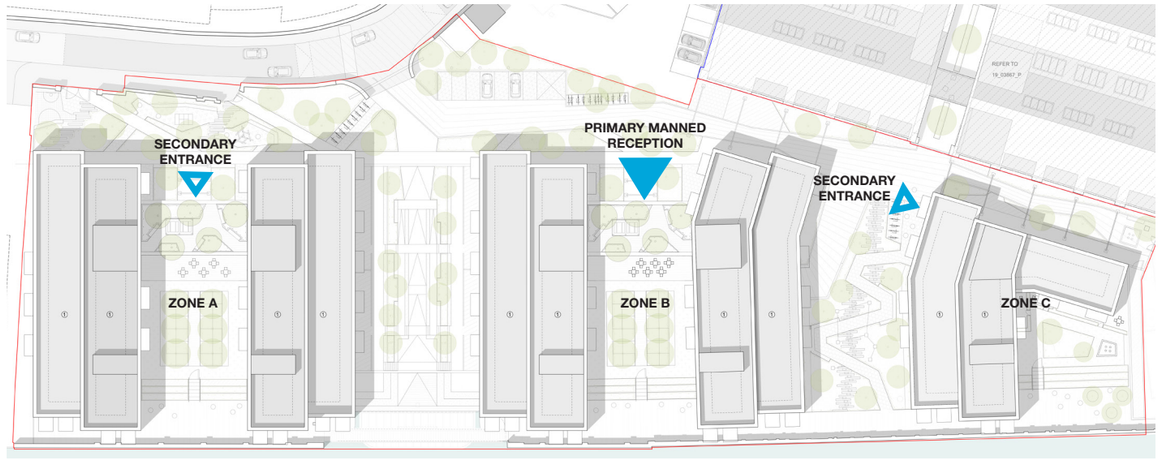
The link blocks form legible, open entrances in Zones A and B. The primary manned residential reception is located in Zone B. Secondary unmanned entrances are provided in Zones A and C. Double height lobbies provide a sense of arrival and south facing views to the residential gardens beyond.

In Zones A and B, level access is gained from St Vincent's Yard leading to a processional set of steps taking residents up to the amenities of upper ground floor. From here, they are able to access the primary residential cores. Wheelchair users are able to access the lifts within the primary building cores of Blocks 1 and 4.

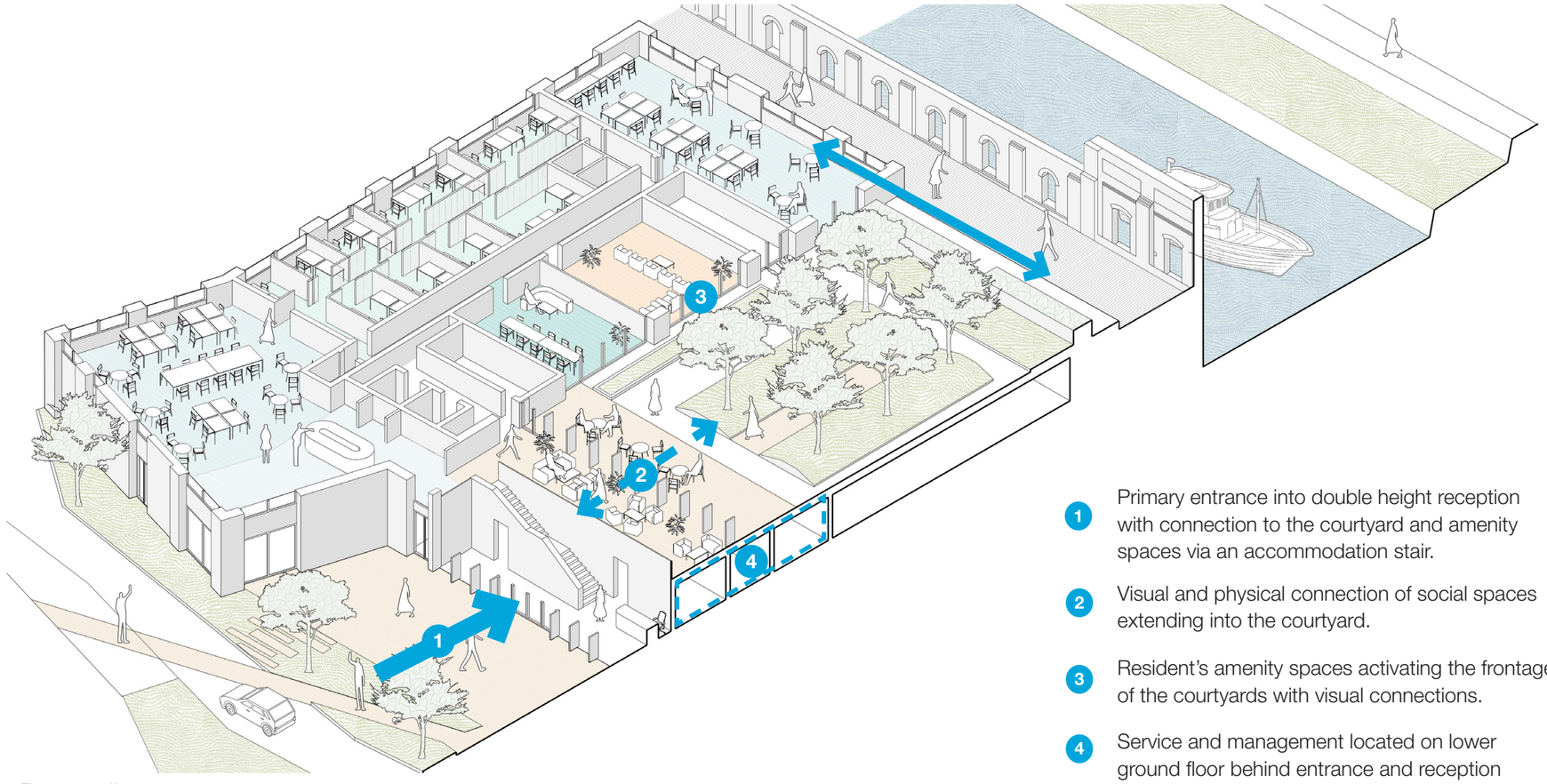
In Zone C level access is provided directly to the primary residential core.

The communal receptions accommodate:

- Post boxes
- Secure parcel storage
- 24-hour attended concierge (Zone B)
- Resident's lounges
- Access to resident's garden
- Access to other communal amenity spaces

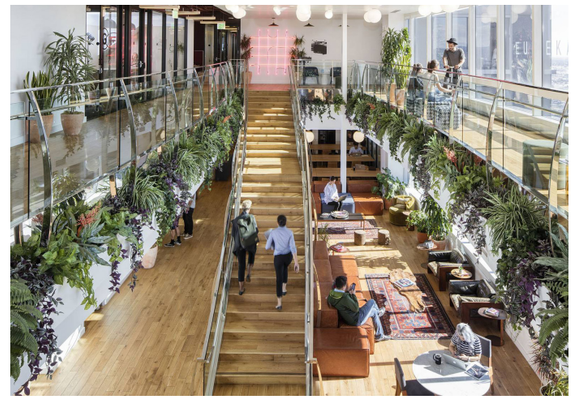


Residential entrances



Entrance diagram

1. Primary entrance into double height reception with connection to the courtyard and amenity spaces via an accommodation stair.
2. Visual and physical connection of social spaces extending into the courtyard.
3. Resident's amenity spaces activating the frontage of the courtyards with visual connections.
4. Service and management located on lower ground floor behind entrance and reception



Double height space



Legible entrance building

7.6 Residential Entrances and Amenity



Primary residential entrance from St Vincent's Yard

7.0 The Proposal

7.6 Residential Entrances and Amenity

The upper ground floor provides the primary resident's internal and external amenity spaces, while maintaining public active frontage to the Feeder Walkway.

Residential uses are limited to Building 5, where they enjoy views on to a private courtyard space. This block also contains an area of shared / community workspace.

Residential Accommodation

- 1B1P Apartment
- 1B2P Apartment
- 2B3P Apartment
- 2B4P Apartment
- 3B5P/6P Apartment

- Residential Core
- Residential Circulation
- Resident's Facilities
- Resident's Front of House

Ancillary

- F&B/ Commercial
- Back of House

1. Commercial
2. Resident's Lounge
3. Gym
4. Co-working space
5. Private Dining & Games
6. Media Room
7. Quiet working space



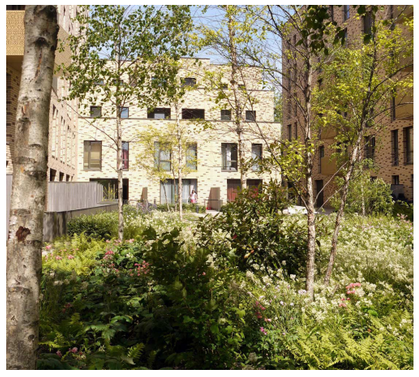
Proposed Upper Ground Floor plan



South facing steps and events - Kings Cross, London



Residential courtyards



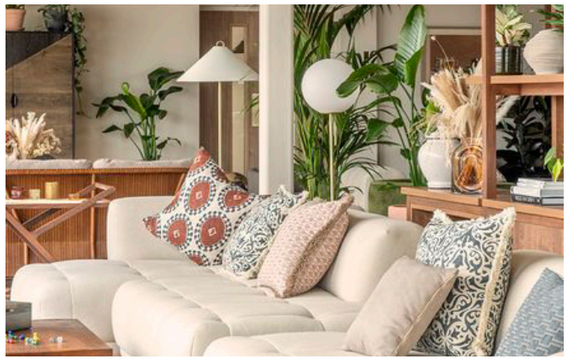
7.0 The Proposal

7.6 Residential Entrances and Amenity

Blocks share common amenities orientated around the central courtyard and social spaces. Each zone also has their own intentional identity with Zone A having a focus on well-being with a fitness suite and gym, while Zone B having more of an emphasis on work with a variety of social and lettable work spaces.

Zone B - Key

- Relax / meet
- Play
- Dine
- Work - social
- Exercise
- Work - quiet



1 Lounge

Central meeting and gathering space for both zones. Provides visual link between St Vincent's Yard and courtyard garden



3 Co-work lettable

Micro offices may be let on a short or long term basis to allow private work and video conferencing.



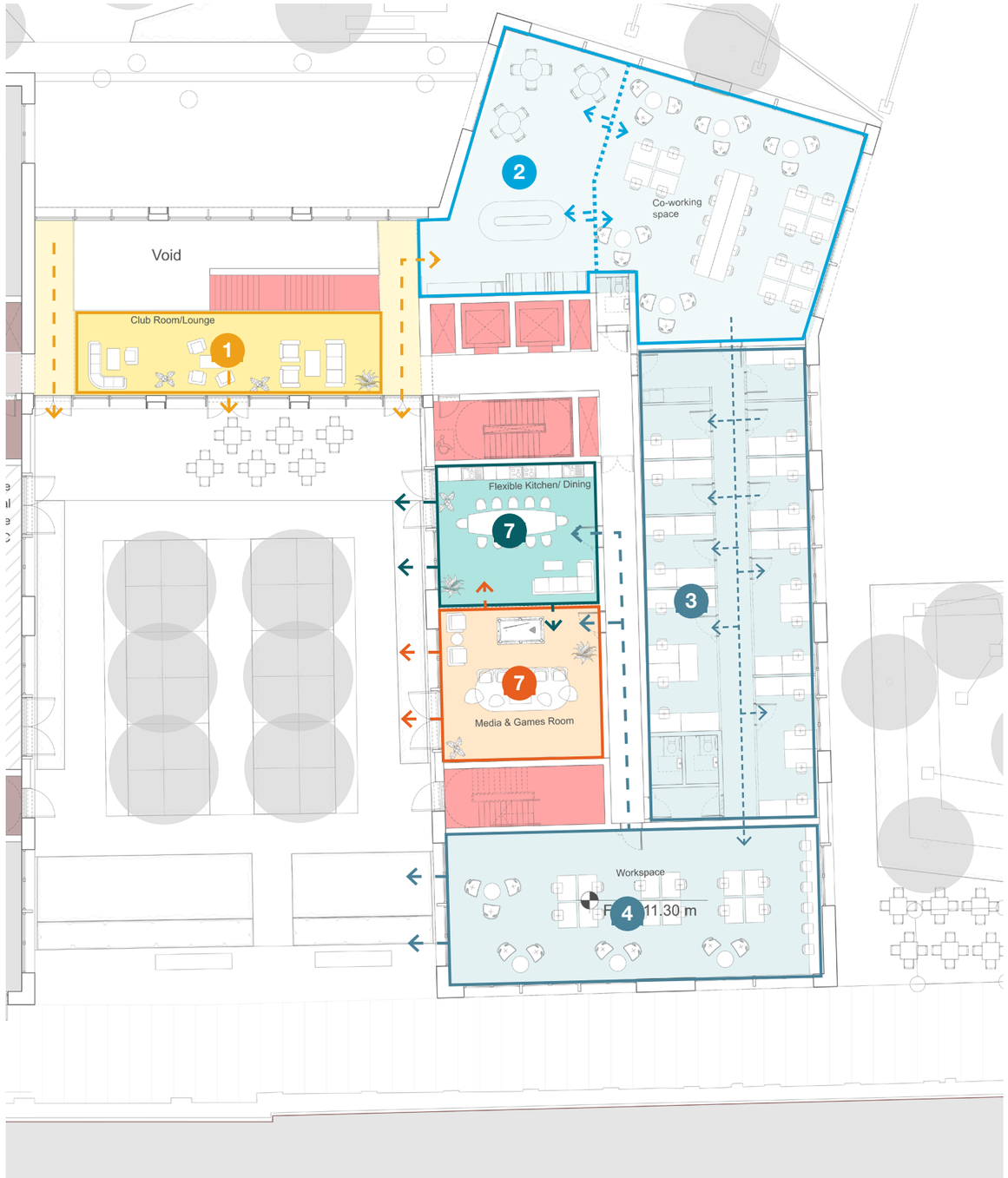
2 Pantry & co-work area

Informal shared workspace for collaborative and social working. Pantry provides refreshments for workspace and lounge and creates hub for announcements and events.



4 Library / Quiet workspace

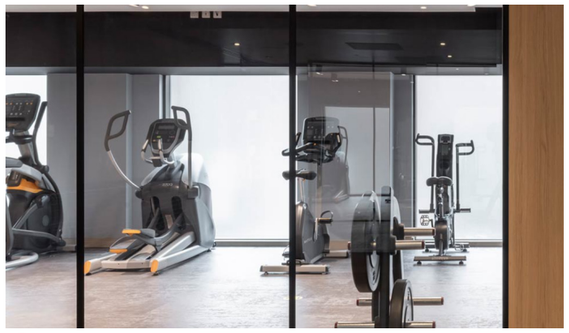
Provides opportunity for private work, study or leisure in a social environment.



7.6 Residential Entrances and Amenity

Zone A - Key

- Relax / meet
- Dine
- Exercise
- Play
- Work - social
- Work - quiet



5 Gym

An open fitness focussed space adjacent to the pantry with equipment, studio, store, changing and lockers.



6 Media

To combine screening & media room to offer flexibility of uses for residents, as Wembley ARK



7 Private dine/games

Flexible space may be sub divided and booked as whole or individually. May be linked to media room



7.7 Residential Layout

The typical floor is derived from a central open ended corridor that links the primary lift core and secondary escape stair. The open nature of the corridor provides a number of benefits including natural daylighting, cooling, and smoke clearance, while enhancing residents experience and wellbeing. The full corridor also allows for optimal unit planning with no corner access apartments alongside increased repetition and regularity. Unit depths are optimised to provide briefed areas with adequate frontages.

The Design of Block 5 follows that of 1-4, however, as there is insufficient space for a full additional linear block, the design incorporates an additional wing running east/west. This is positioned to the north to ensure that the private courtyard benefits from a southerly aspect and all units are afforded views of the canal.



Proposed typical floor plan

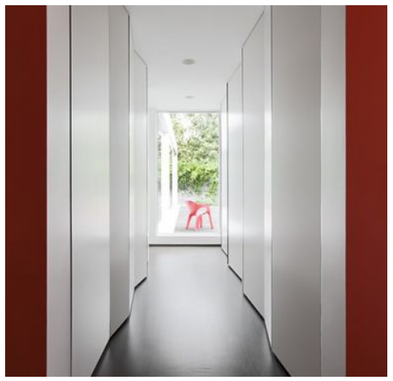
Residential Accommodation

- 1B1P Apartment
- 1B2P Apartment
- 2B3P Apartment
- 2B4P Apartment
- 3B5P/6P Apartment

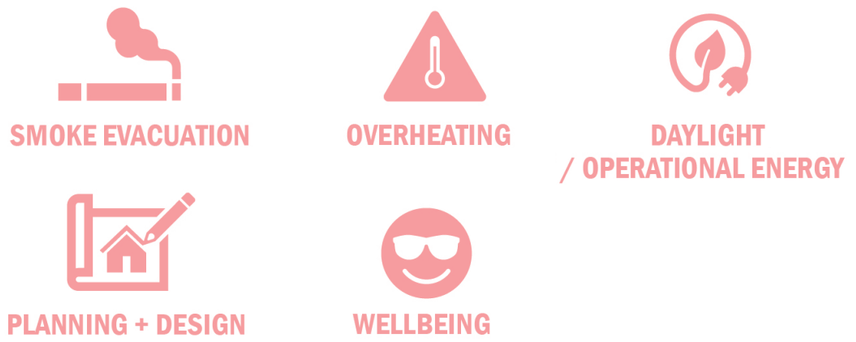
- Residential Core
- Residential Circulation
- Resident's Facilities
- Resident's Front of House

Ancillary

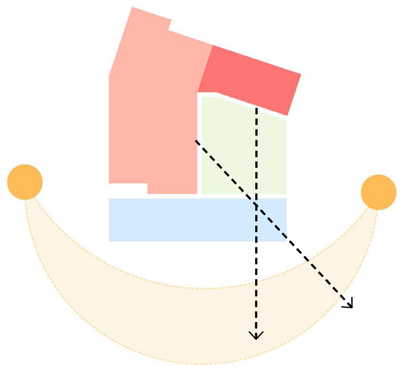
- F&B/ Commercial
- Back of House



Daylight and Orientation.



Open ended corridors - benefits



Block 5 orientation

7.7 Residential Layout

Larger, three bedroom units are located on the top floor level of each block t in order to benefit from expansive views and greater amounts of light into the apartment.



Proposed composite top floor plan



Top floor apartments - daylight and views

Residential Accommodation

- 1B1P Apartment
- 1B2P Apartment
- 2B3P Apartment
- 2B4P Apartment
- 3B5P/6P Apartment

- Residential Core
- Residential Circulation
- Resident's Facilities
- Resident's Front of House

Ancillary

- F&B/ Commercial
- Back of House

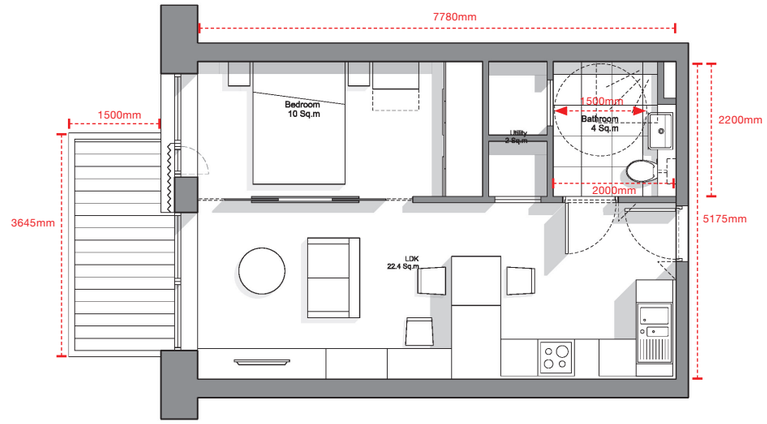
7.0 The Proposal

7.8 Typical Unit Layouts

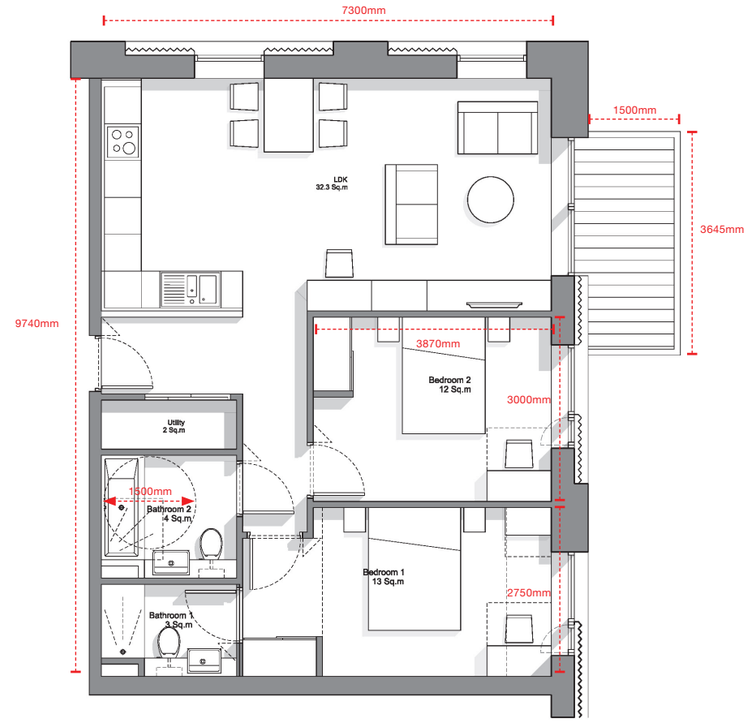
All housing provided in the scheme meets or exceeds nationally described space standards.

Efficient space planning creates flat layouts with minimal circulation, creating arrival zones that lead directly into open-plan living spaces.

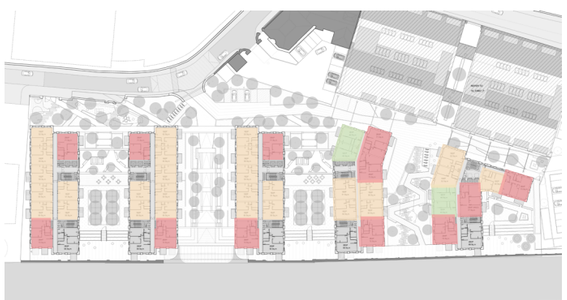
All bathrooms and kitchens are kept in the depths of the plan, allowing for neat services distribution and maximising access to the facade for windows, ventilation and balconies. Living spaces are, where possible, positioned in corner locations to enjoy dual aspect conditions. Living spaces are to have exposed concrete soffits; this approach creates generous floor to ceiling heights (c.2.6m) in the communal spaces as well as providing usable thermal mass to aid in temperature regulation.



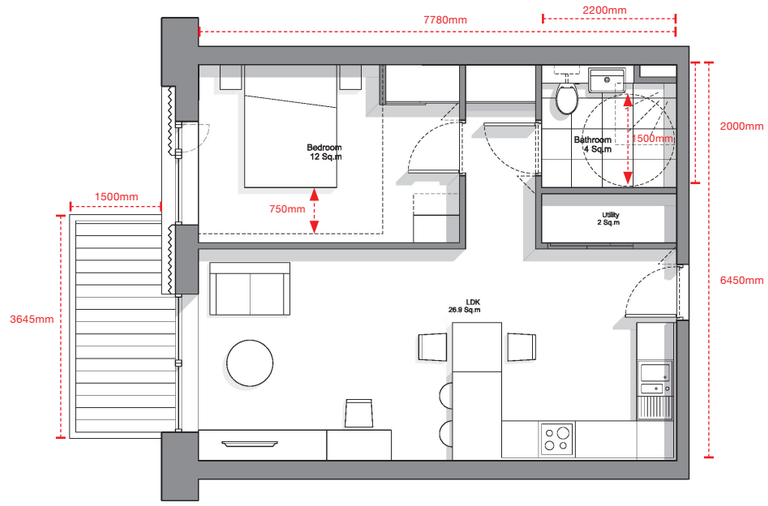
Studio unit layout



2 bed 4 person unit layout

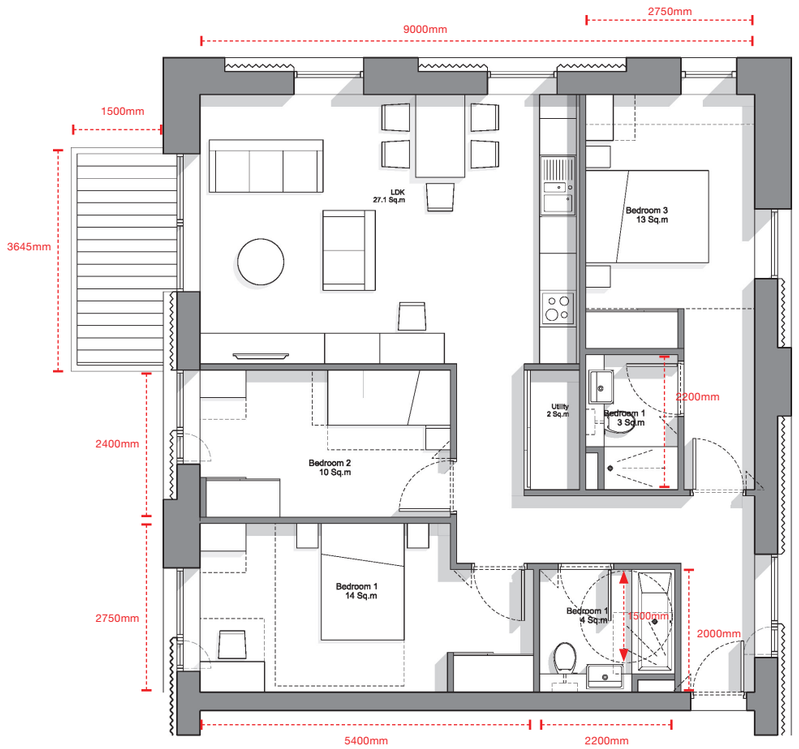


Location of typical studio, 1B2P and 2B4P units

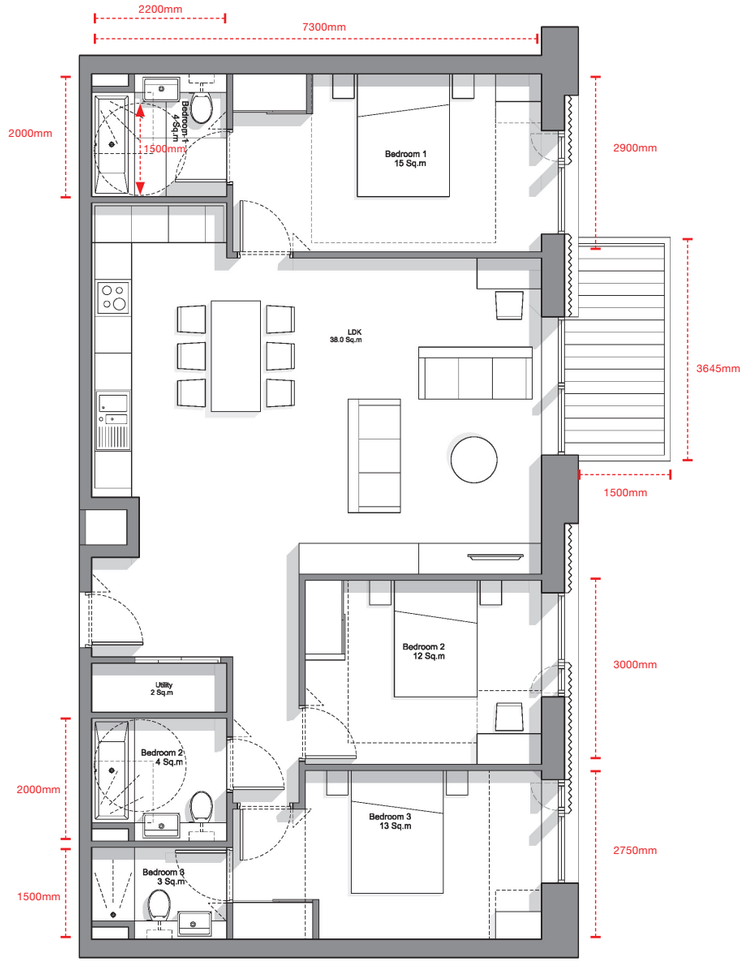


1 bed 2 person unit layout

7.8 Typical Unit Layouts



3 bed 5 person unit layout



3 bed 6 person unit layout



Location of 3B5P & 3B6P units, top floor plan

7.9 Roofscape

The roofscape is activated across the scheme to provide benefits to the residents and the wider development.

The link buildings provide the opportunity for elevated shared roof gardens that provide the residents with additional external physical and visual amenity. These are secure and well overlooked.

On the upper levels, the rooftops are used for renewable energy generation through the use of photovoltaics. Options to further enhance biodiversity on site through the use of green or brown roofs are also being explored.



Proposed roof plan



Photovoltaic Panels



Biodiverse green roof



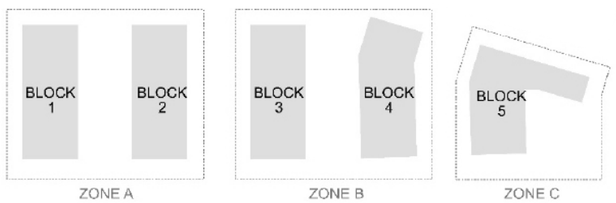
Biodiverse brown roof

Communal roof terraces - Ruskin Square, AHMM

7.10 Quantum

The scheme will deliver a total of 434 high quality housing units, provided across three zones and five blocks varying in height from G+9 to G+13 storeys.

The unit mix is intended to cater for the target demographic.



Zone A							
1B1P	1B2P	2B3P	2B4P	3B5P/6P	**Total units**	GIA	GEA
0	142	18	42	2	**204**	18,139	20,080

Zone B							
1B1P	1B2P	2B3P	2B4P	3B5P/6P	**Total units**	GIA	GEA
16	82	14	40	2	**154**	14,516	16,028

Zone C							
1B1P	1B2P	2B3P	2B4P	3B5P/6P	**Total units**	GIA	GEA
17	27	8	24	0	**76**	7,200	8,045

Totals							
1B1P	1 B2P	2B3P	2B4P	3B5/6P	**Total units**	GIA	GEA
33	251	40	106	4	**434**	39,855	44,153

These areas have been prepared for our client, are approximates only and have been measured from preliminary drawings using Gross Internal Area (GIA) / Net Internal Area (NIA).
They are measured and calculated generally in accordance with the RICS Code of Measuring Practice 6th edition and have been calculated in metric units.
Construction tolerances, workmanship and design by others may affect the stated areas.
The building as constructed may present anomalies in relation to survey and design information that may also affect the stated areas.
All the above should be considered before making any decisions on the basis of these predictions, whether as to project viability, pre-letting, lease agreements or otherwise, and should include due allowance for the increases and decreases inherent in the design development and construction processes.

7.11 Appearance and Materiality

Warehouse Aesthetic

The extant consent presents a strong brick warehouse aesthetic. This idea remains relevant to the revised scheme and again forms the basis of the concept facade design.

Examples of significant red and orange brick warehouses in Bristol are shown here, each with a prominent presence in their respective areas. The brick facade of the previous ironworks on the site provides a strong foundational rationale for reinstating and building upon this warehouse aesthetic and materiality.



Extant consent from St Vincent's Yard



Brick warehouse typology - Bream Street, AHMM

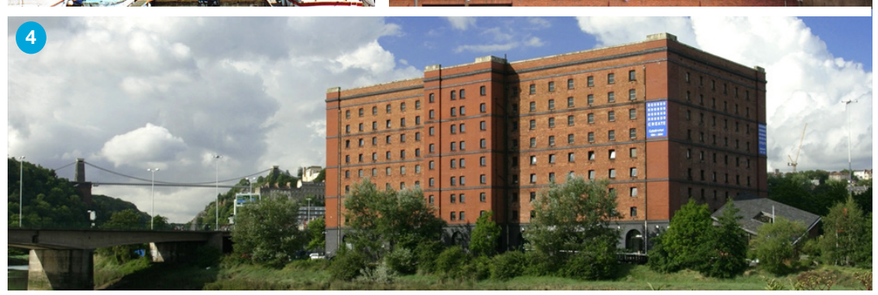
Key

1. Buchanan's Wharf
2. Huller House and Cheese Warehouse
3. Gardiner's Warehouse
4. Bond warehouses







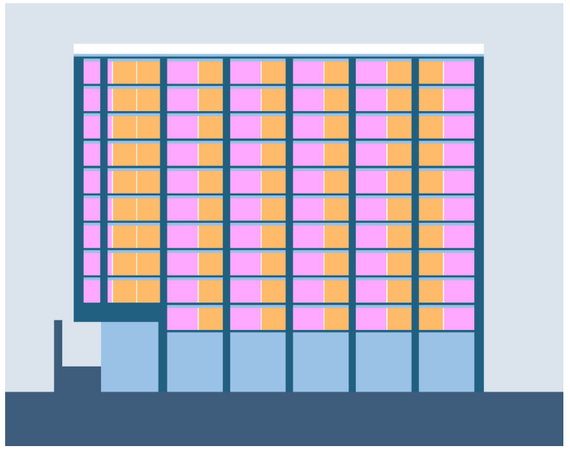


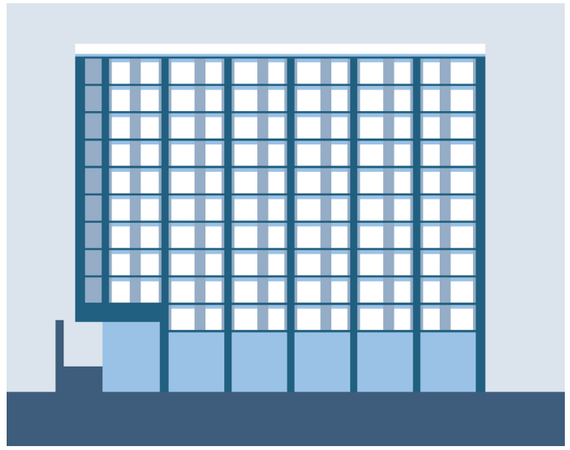
7.0 The Proposal

7.11 Appearance and Materiality

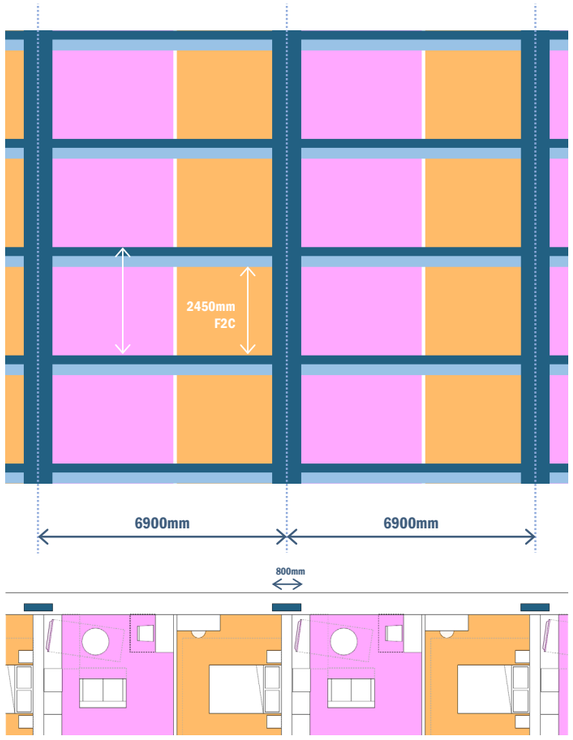
Facade Coding

The coding and setting out of the facade are approached in a rational manner, driven by the internal requirements of the units and structure. This in turn reflects the warehouse aesthetic through the use of regular, repetitive structural elements and a cohesive, grid-like arrangement of windows and materials

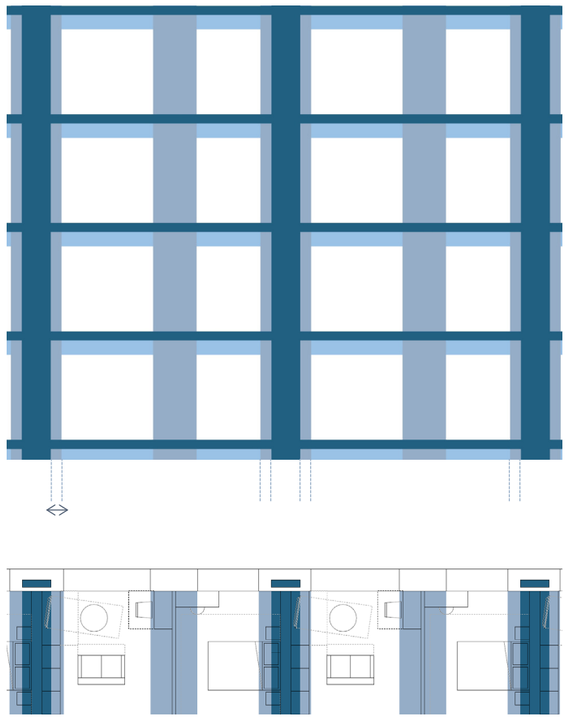




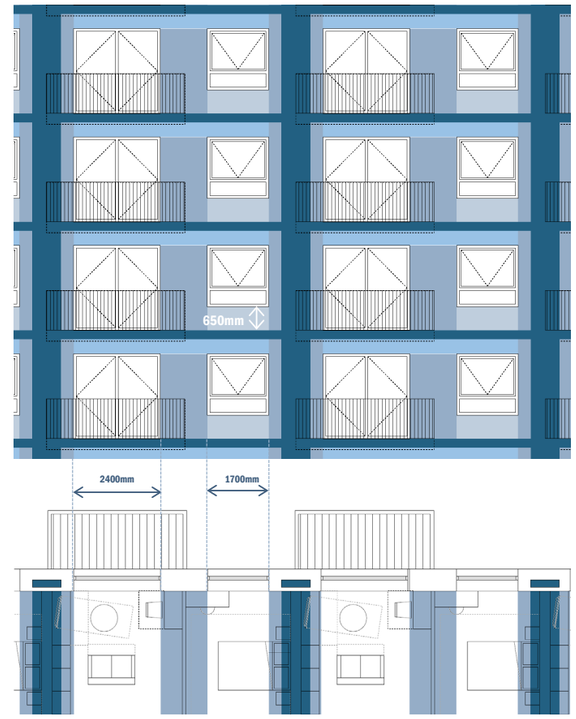




Structure + use



Solid / void

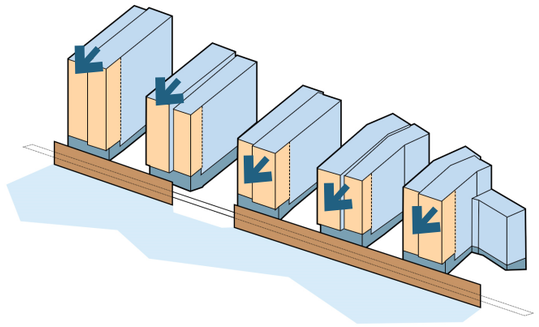


Openings

7.0 The Proposal

7.11 Appearance and Materiality

Elevations have been designed with consideration of context and aspect. The north and south end elevations provide a clear differentiation and break from regularity of the side elevations. The primary canal facing elevation is animated with deep stepping balconies. Deep square balconies help to take advantage of this key frontage to provide optimal usability, enhanced views and a modern reinterpretation of a wharf frontage. A more elaborate design on the end façades has been influenced by historic wharf buildings which often have more decorative façades onto the main water frontages.



Concept - Special moments to canal frontage





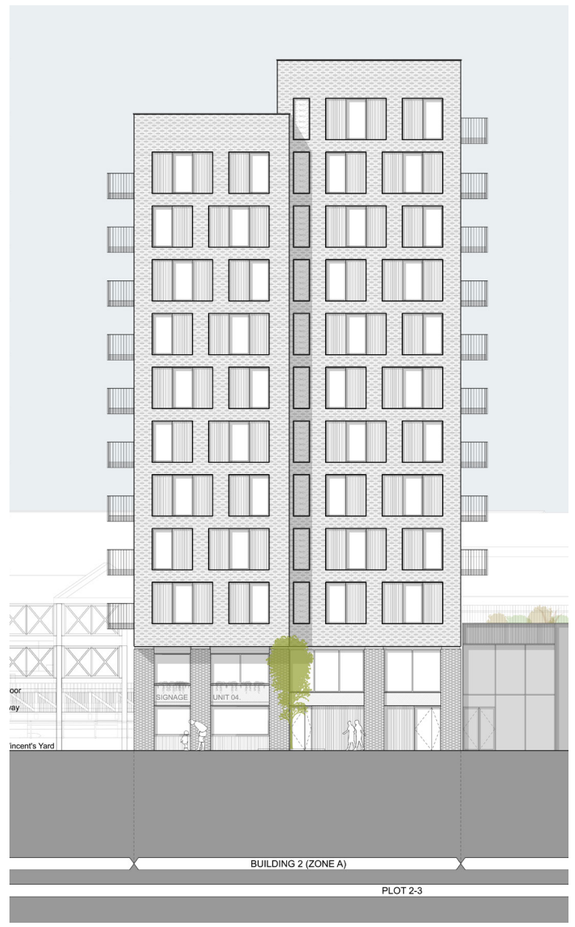
Precedent - Brentford High Street, AHMM



Proposed - Building 02 South Elevation



Proposed - Building 02 East Elevation



Proposed - Building 02 North Elevation

7.0 The Proposal

7.11 Appearance and Materiality

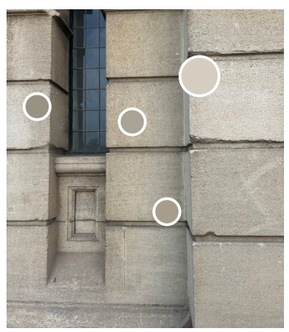
Contextual masonry

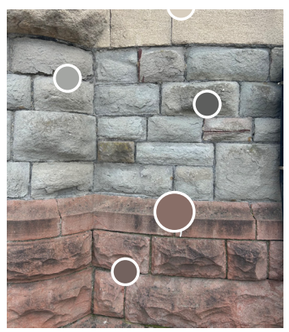
The existing context features a varied material palette in both colour and texture. Historic structures are typically constructed from masonry, with mixtures of local stone and various tones of brick common. This mixing of materials is seen both as part of the original design of structures, but also as the result of ad-hoc alterations, extensions and repairs. This can be illustrated by the canal wall itself, which exhibits a rich patchwork of materials that reveal the changing nature of the site throughout its history.

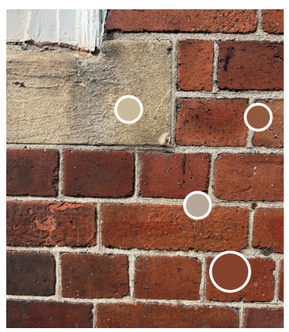










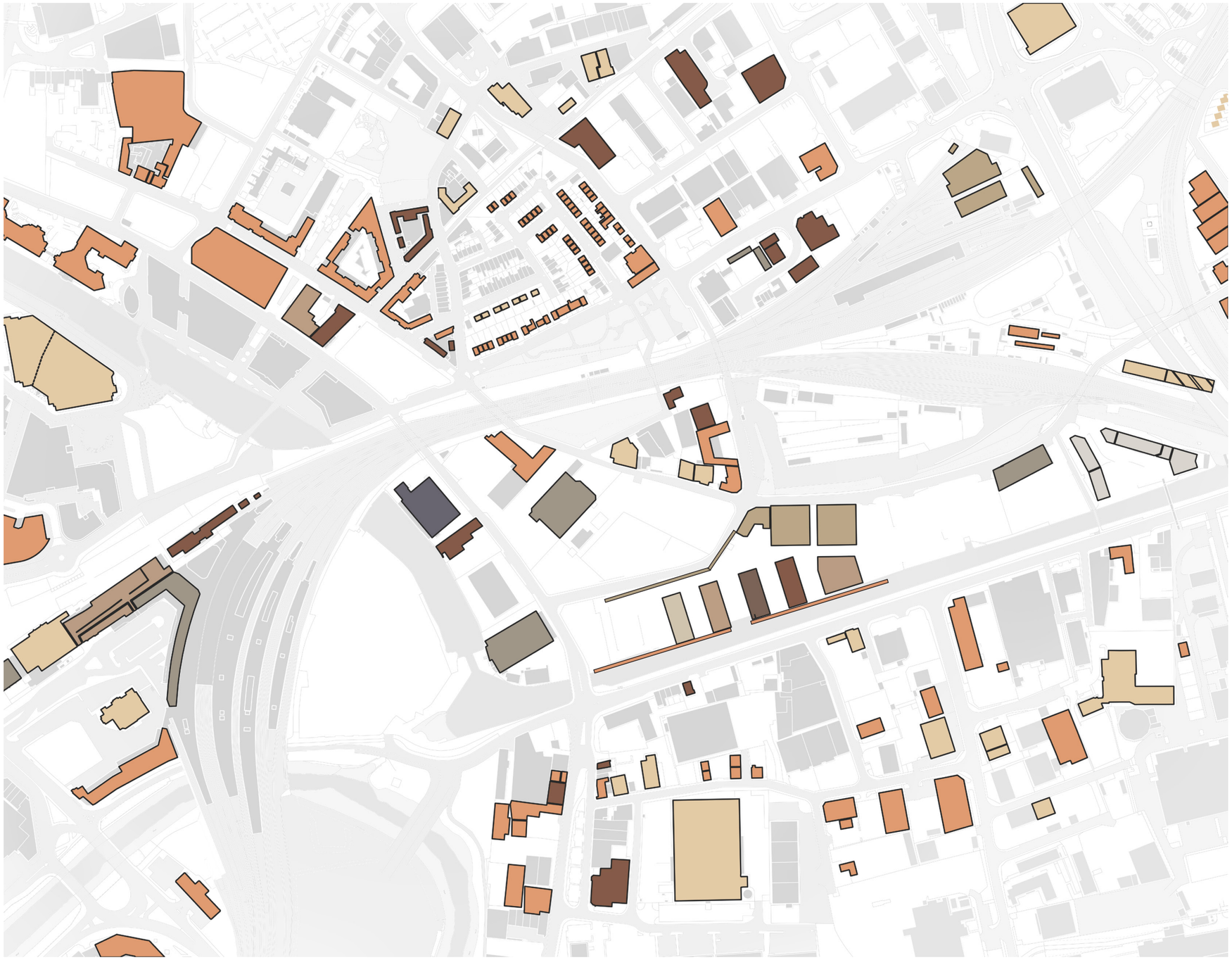




7.11 Appearance and Materiality

Colour mapping

The map shows the patchwork of different masonry materials. In this area stone is typically buffs, browns and greys (with the notable exception of the red sandstone which features on the St Vincent's Works buildings), while brick is typically red.



Context Plan Brick Study

7.0 The Proposal

7.11 Appearance and Materiality

Bristol Byzantine

The ‘Bristol Byzantine’ style is a loosely defined term that describes a period in the history of commercial architecture in Bristol where designers began to integrate features including arches, banding and patterning derived from then fashionable tours to the ‘orient’. It emerged in the mid to late 19th century, with early examples such as Bush House and the Carriageworks combining a simple robust material palette, typically consisting of local stone, with arches and horizontal banding. Later, the style came to be characterised by its use of decorative polychromatic brickwork, vibrant colours, and intricate patterns, best illustrated by the Granary building.

The varied colour palette of the existing context, visible canalside location, and scale of the proposal makes the Bristol Byzantine style contextually relevant, allowing for a playful yet harmonious integration of pattern and vibrant hues that are characteristic of this architectural style.

MONOCHROMATIC
STONE

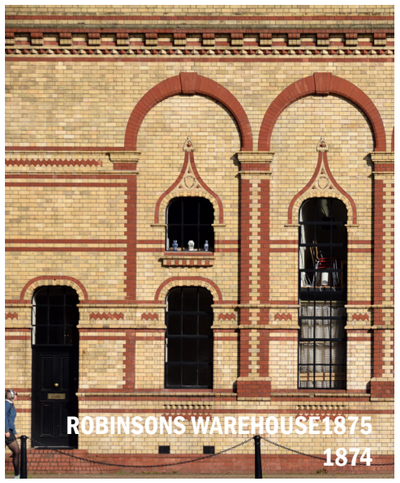
BRISTOL ‘BYZANTINE’

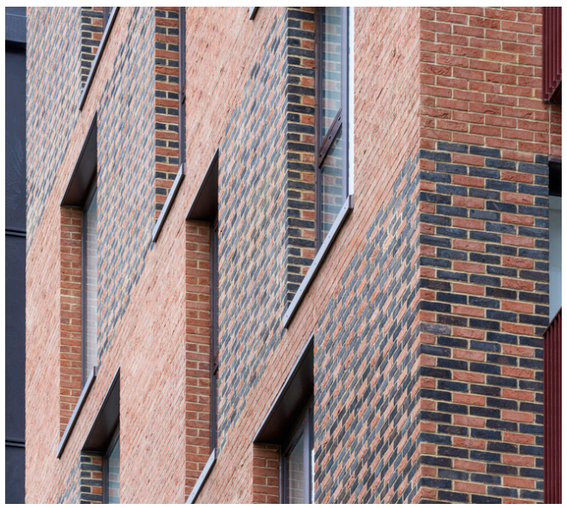
POLYCHROMATIC
BRICK











Park Central East, Elephant Park



Waverley School



Cobalt Place

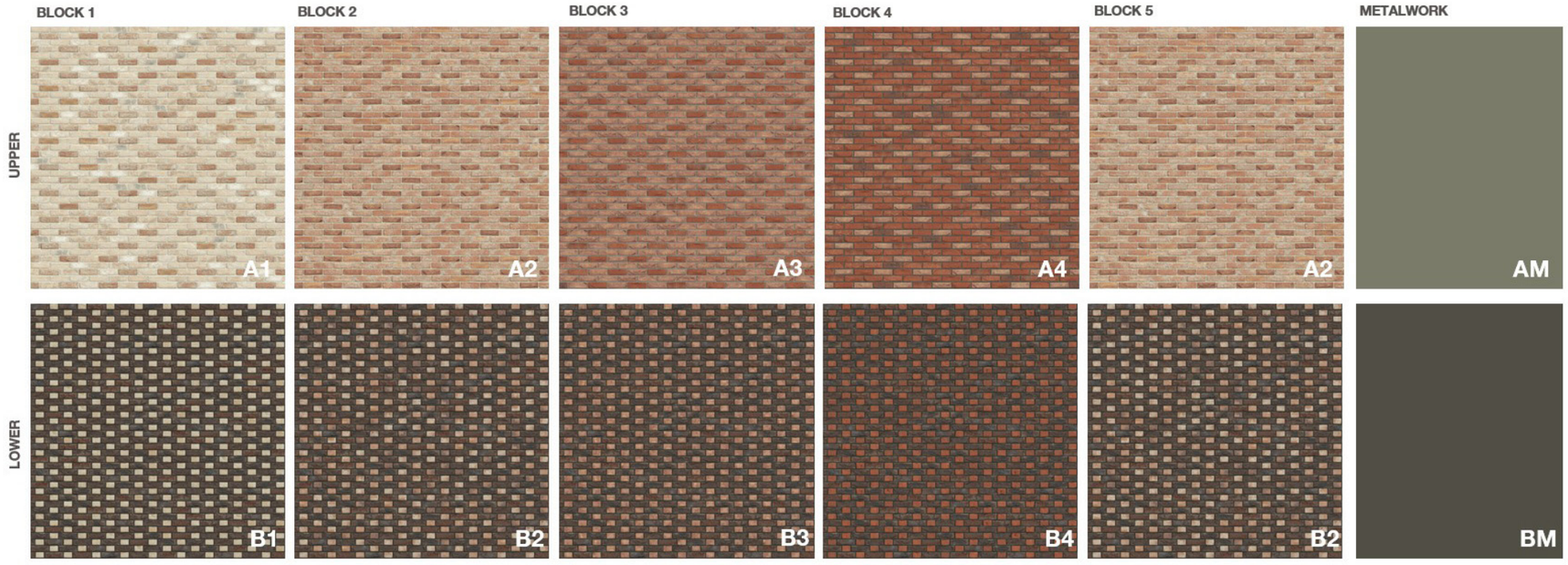
7.0 The Proposal

7.11 Appearance and Materiality

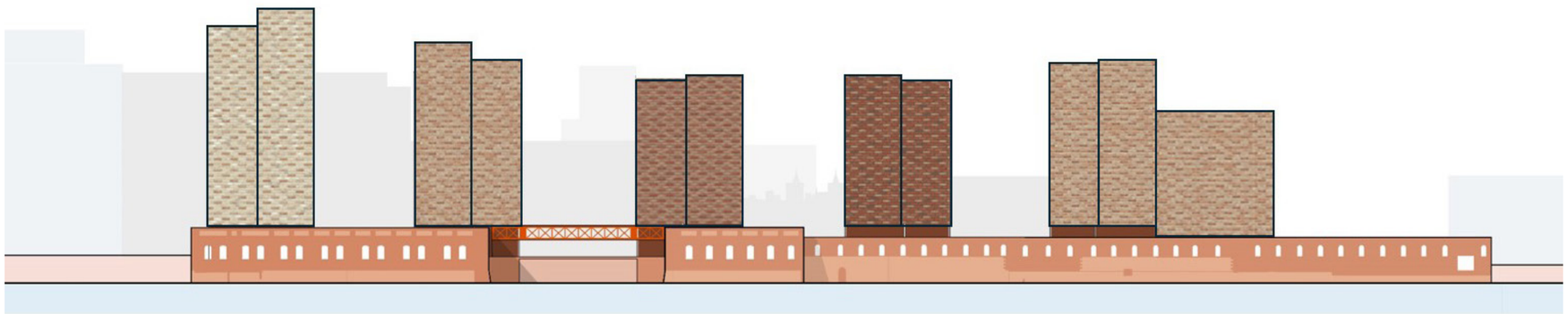
Patterned brickwork

The use of multi-tonal brickwork reflects the mixing of material palettes that is so prevalent in the surrounding context, while also drawing playful inspiration from the Bristol Byzantine style.

Simplicity and build-ability is maintained thorough the use of a basic stretcher bond arrangement and a limited section of brick.







PLOT 1, SILVERTHORNE LANE — PLOT 5, SILVERTHORNE LANE

7.0 The Proposal

7.11 Appearance and Materiality

Metalwork

Inspired by the site's industrial heritage, metalwork will feature prominently in the facade design as a secondary material, including balconies, window frames, and grilles. These components will be in colours that both complement the primary brickwork and reference the rich history of metalwork within the city.

Additionally, metal grilles will incorporate contextual patterns and be positioned adjacent to windows to provide necessary ventilation. This approach supports both the functional requirements, and aesthetic integration with the overall design and context.



Metal Truss

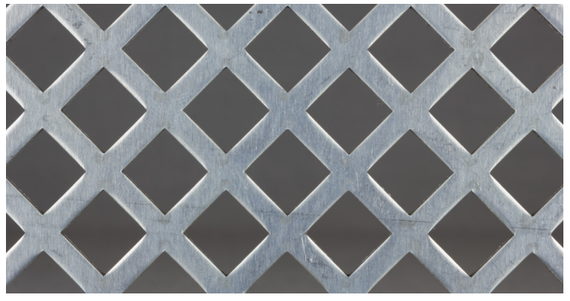




Mesh profile



Micro profile metal



Perforated sheet 45 degree



Colour study - metalwork, patina, weathering and decay



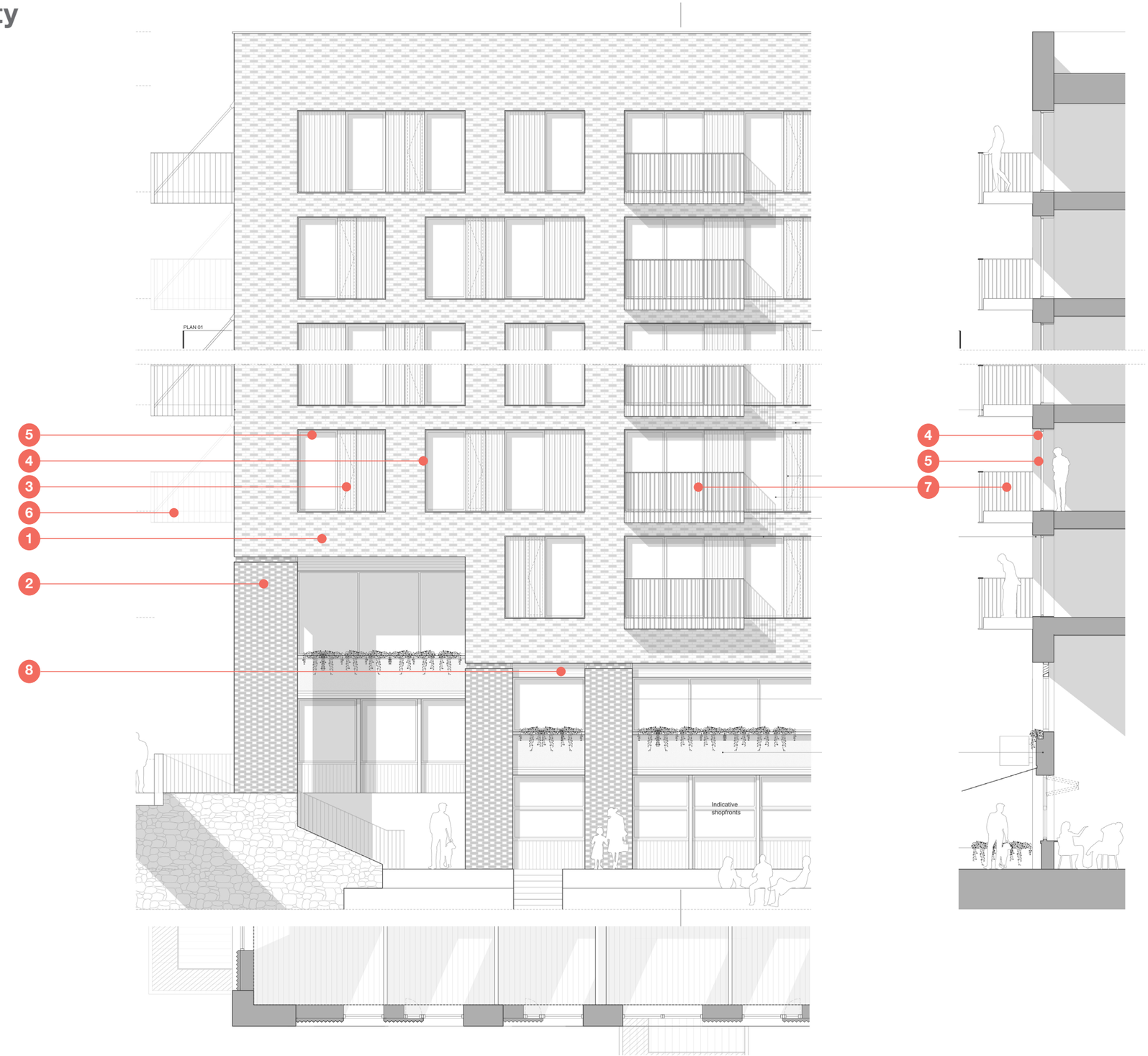
Proposed - Building 2 Bay Study

7.0 The Proposal

7.11 Appearance and Materiality

Key

1. Stretcher bond multi-toned brickwork comprising 2 bricks. Varies by block. Brick TBC. Mortar TBC.
2. Flemish bond multi-toned brickwork, comprising 2 bricks. Varies by block. Brick TBC, Mortar TBC.
3. PPC profiled perforated aluminium sheet with vent or solid behind. RAL colour TBC.
4. PPC aluminium lined reveal. Min 215mm depth. RAL colour TBC.
5. PPC fixed panel aluminium window system. RAL colour TBC.
6. PPC top hung metal balcony system w metal balustrade. Design and RAL colour TBC.
7. PPC cantilever metal balcony system w metal balustrade. Design and RAL colour TBC.
8. PPC patterned perforated metal grille. Pattern and RAL colour TBC.



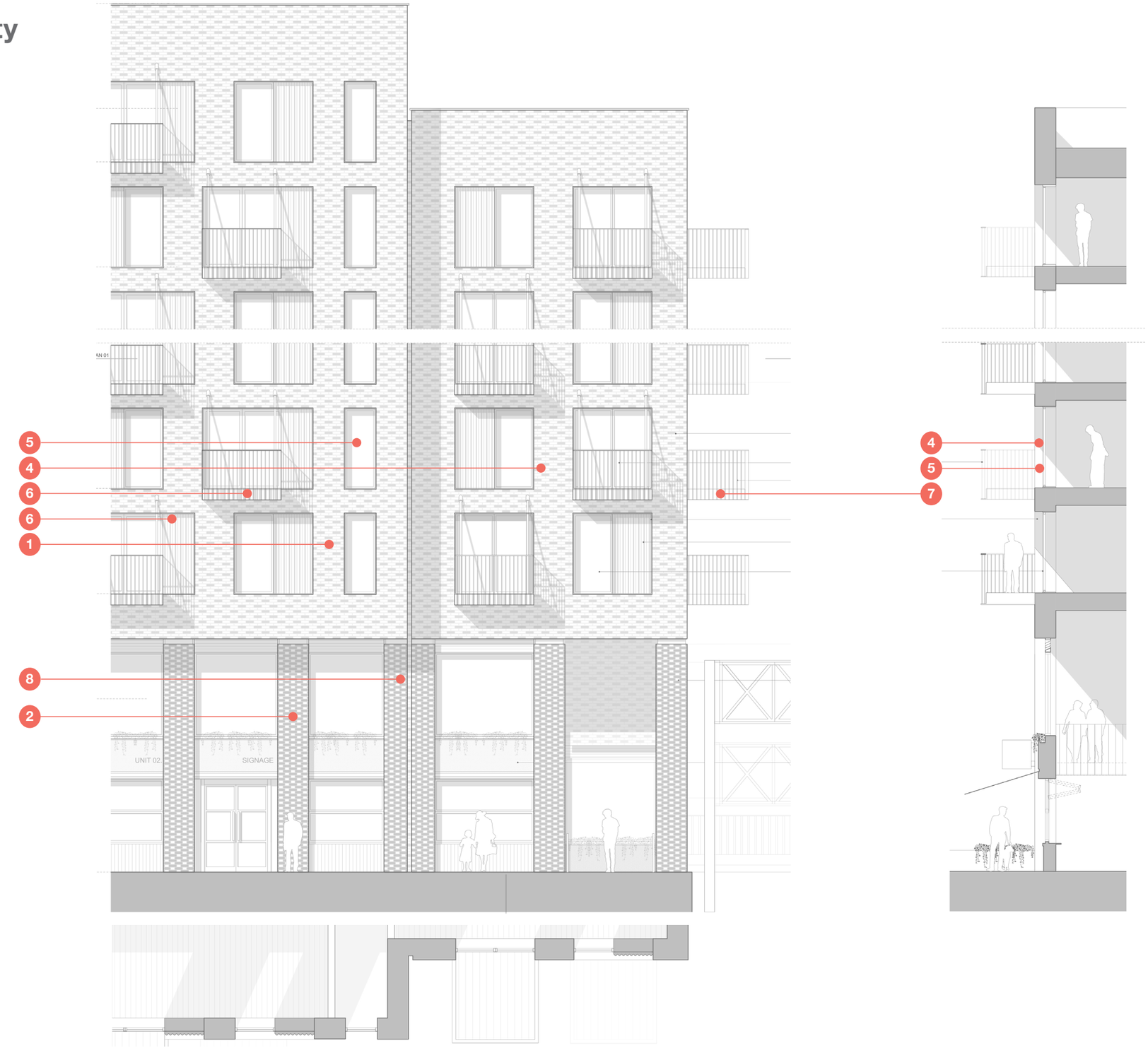
Proposed - Building 4 Canal Elevation Bay Study

7.0 The Proposal

7.11 Appearance and Materiality

Key

1. Stretcher bond multi-toned brickwork comprising 2 bricks. Varies by block. Brick TBC. Mortar TBC.
2. Flemish bond multi-toned brickwork, comprising 2 bricks. Varies by block. Brick TBC, Mortar TBC.
3. PPC profiled perforated aluminium sheet with vent or solid behind. RAL colour TBC.
4. PPC aluminium lined reveal. Min 215mm depth. RAL colour TBC.
5. PPC fixed panel aluminium window system. RAL colour TBC.
6. PPC top hung metal balcony system w metal balustrade. Design and RAL colour TBC.
7. PPC cantilever metal balcony system w metal balustrade. Design and RAL colour TBC.
8. PPC patterned perforated metal grille. Pattern and RAL colour TBC.

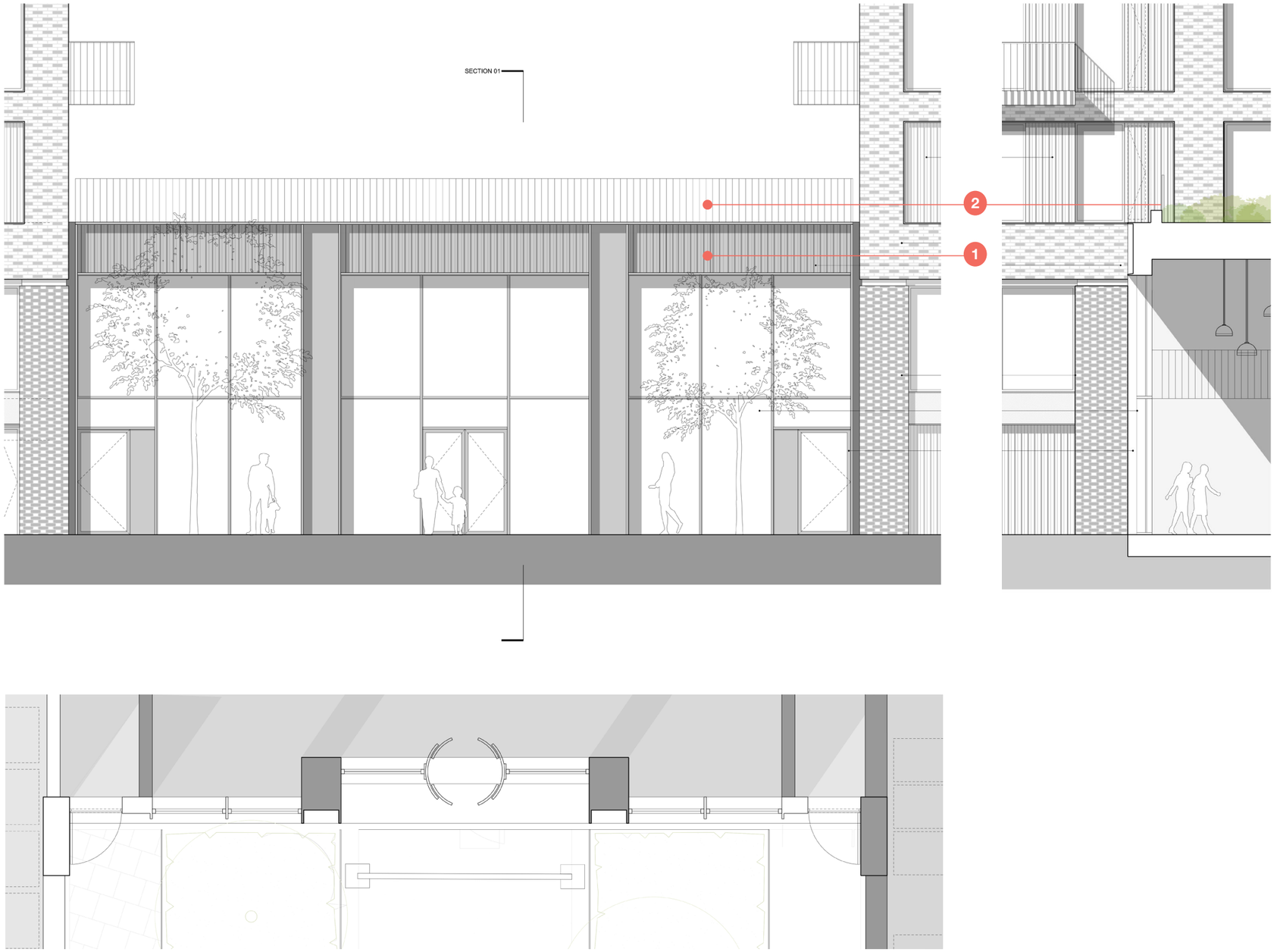


Proposed - Building 4 Flank Elevation Bay Study

7.11 Appearance and Materiality

Key

1. PPC aluminium curtain walling system including doors and integrated draught lobby. RAL colour TBC
2. PPC metal railing system. RAL colour TBC



Proposed - Link Building Elevation Bay Study

7.11 Appearance and Materiality



Illustrative view of proposal from Feeder Road

7.11 Appearance and Materiality



Illustrative view of proposals from Feeder Road

8.0 Detailed Strategies

8.1 Transport Networks & Amenities

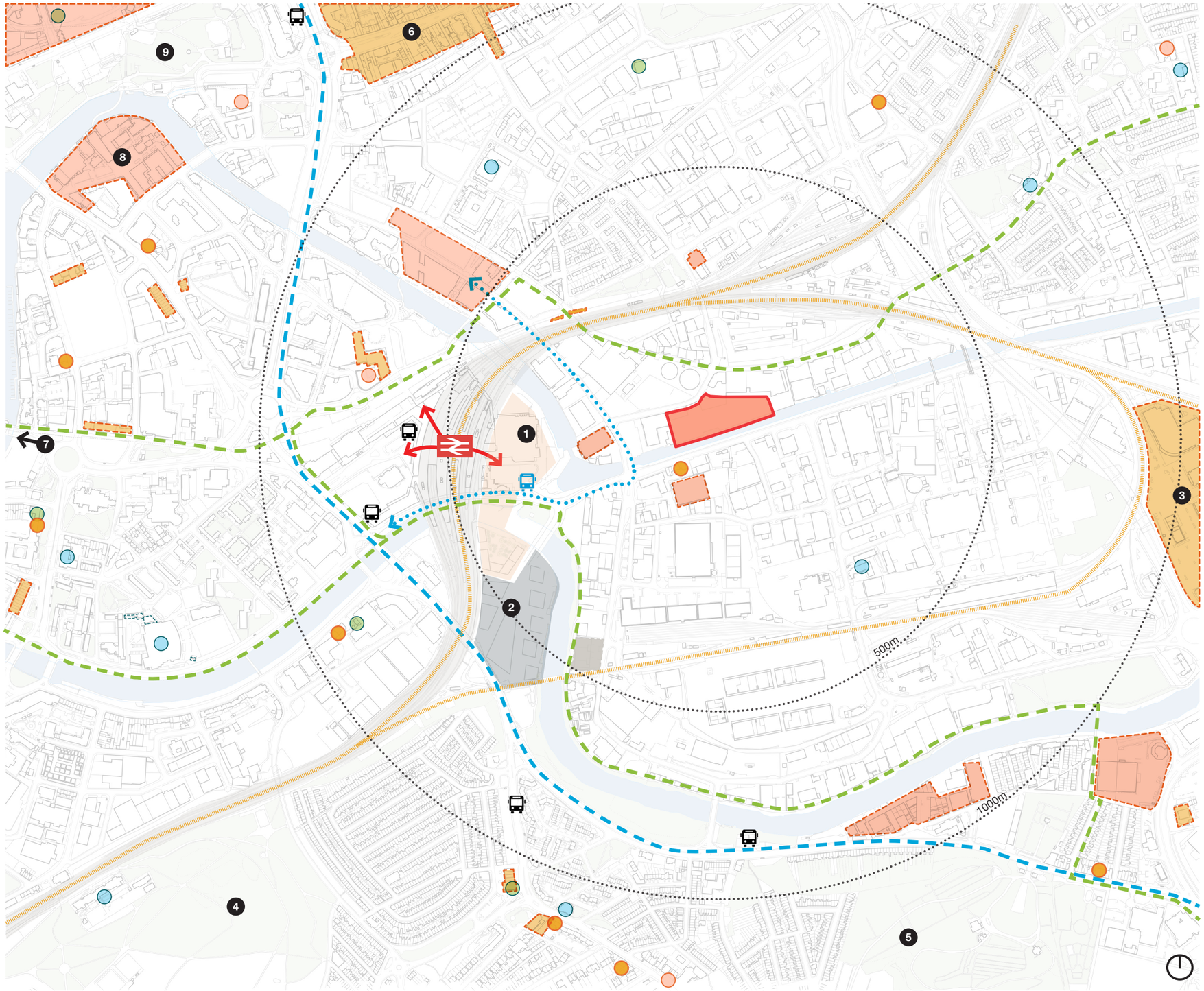
Nearby Transport Access
The site is located to the east of Bristol Temple Meads Station in a well-connected position, bounded by Silverthorne Lane to the North, the Bristol Feeder Canal to the South, St Philips Causeway to the East and Avon Street to the West.

There are good links to public transport in the locality which will be improved as a new bus route and station is anticipated at the TQEC site approximately a 5 minute walk to the west of Silverthorne Lane.

Connection to the city
The site is well connected to the city centre with road, pedestrian and cycle routes, however much of the urban realm is of a heavily trafficked nature making for a hostile public realm.

1. Temple Quarter Enterprise Campus (Under Construction)
2. Temple Island Masterplan (Proposed)
3. AvonMeads Shopping Park
4. Victoria Park
5. Arnos Vale Cementery
6. Old Market High Street
7. Route to city centre and UoB Clifton Campus
8. Finzels Reach
9. Castle Park

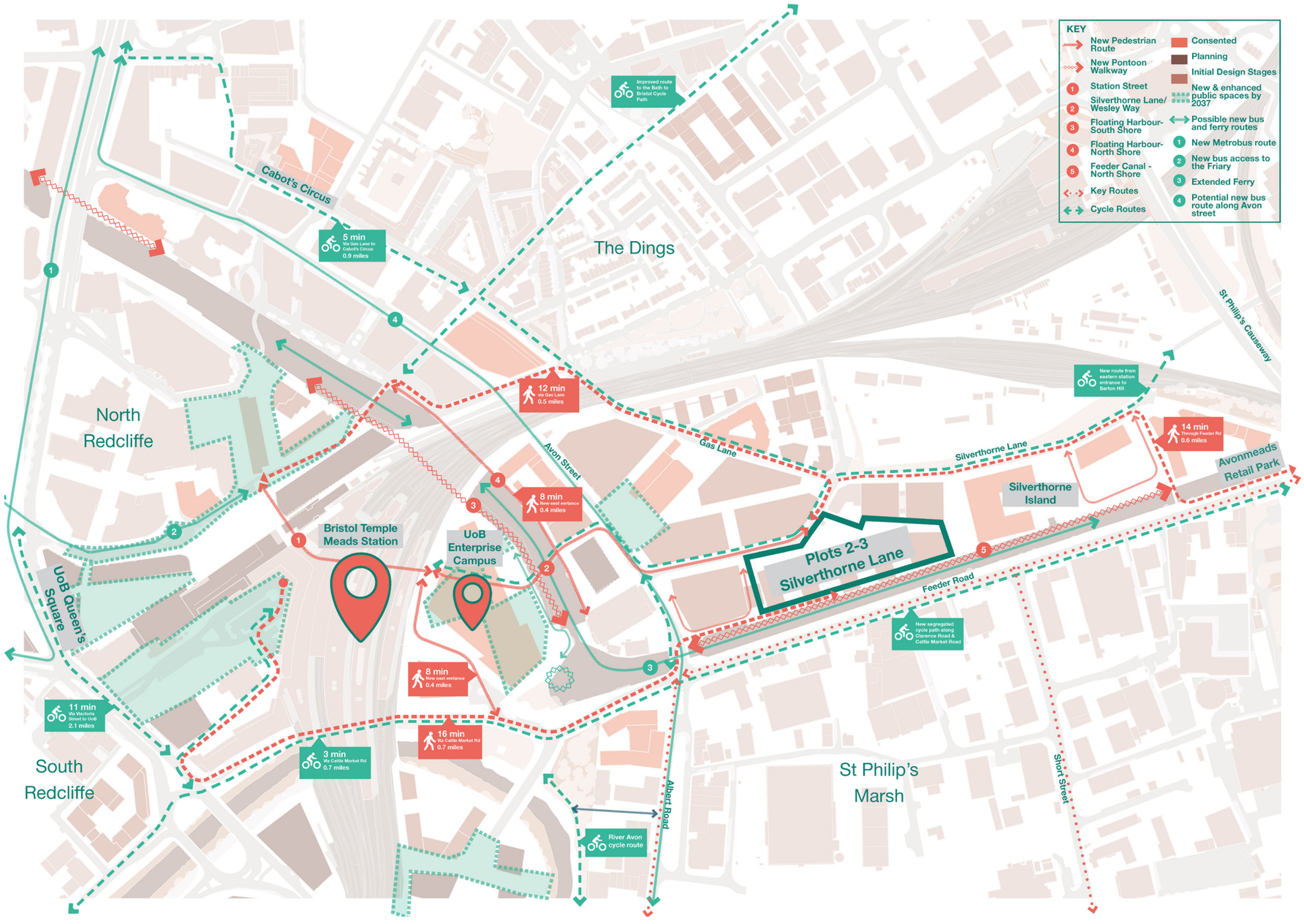
- Bus routes
- Anticipated bus route tbc
- Cycle routes
- Railway
- Bristol Temple Meads Station
- Nearby bus stops
- Anticipated bus stop tbc
- School
- Medical Centre
- Post Office
- Convenience Store
- Commercial
- Retail



8.2 Connections

Site access

Primary access to the site is via Silverthorne Lane to the north. This entrance accommodates vehicles, pedestrians, and cyclists, providing direct access to the central area. There are multiple secondary access points with two notable ones located to the east and west, connecting to the Feeder Canal walkway.

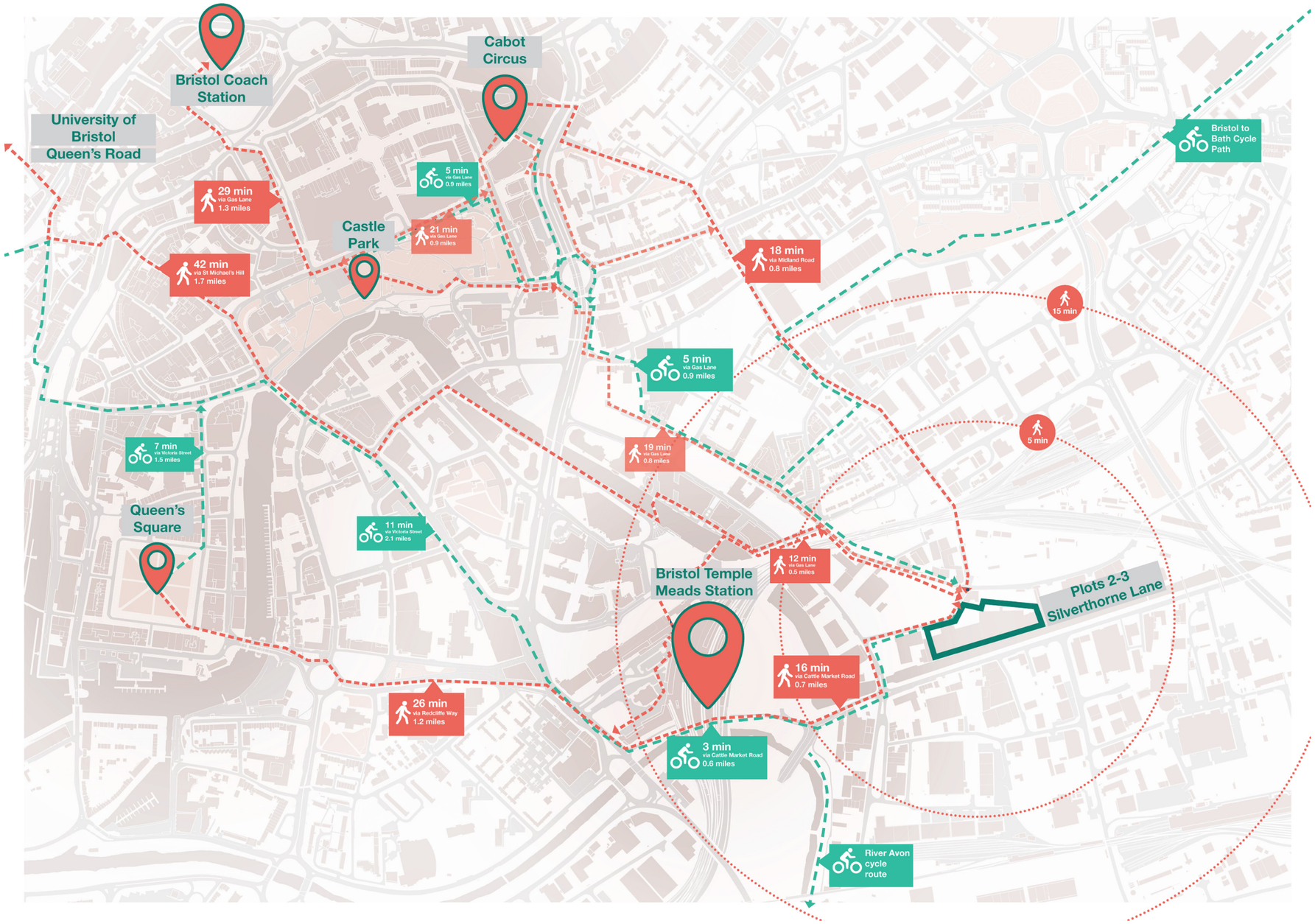


Proposed connections

8.2 Connections

Wider network

The scheme benefits from excellent connectivity to both the Avon Cycleway and Feeder Canal Walkway, contributing to the wider Temple Quarter masterplan's sustainable transport network.



Existing connections

8.3 Pedestrian Access

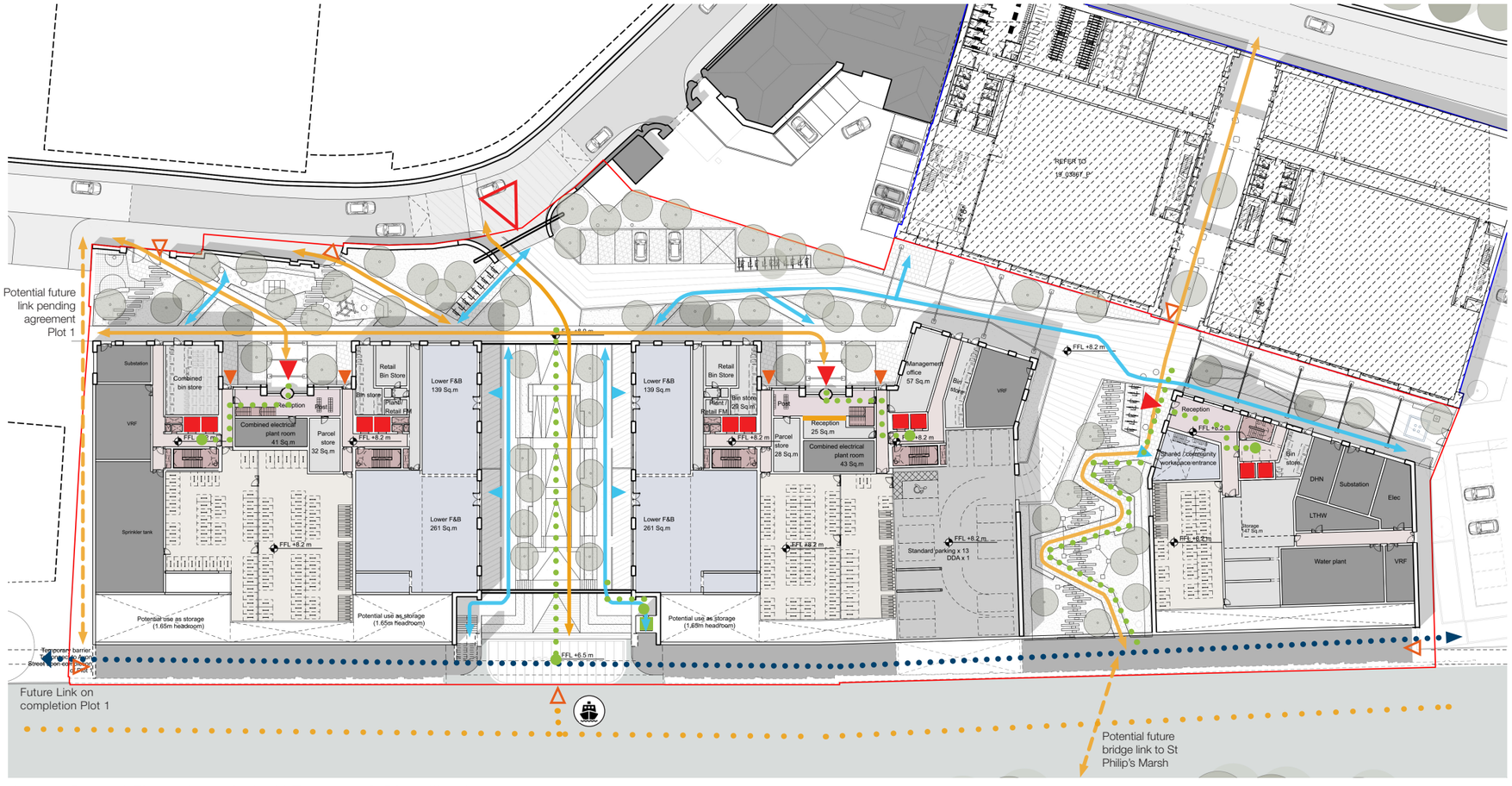
Entrance & Lobby
The primary entrances to all buildings are designed to comply with Approved Document M. They will provide level and safe access from the public realm to the primary cores.

Vertical circulation
Two 13 person / 1000kg passenger lifts are provided in each of the residential cores. One car per core will be provided with removable car protection to facilitate movement of goods, including during move-in & move out. All lifts will be designed to the requirements of Building Regulations and BS 8300: 2009.

Reception
The scheme features a single, manned reception desk situated in the link block between buildings 3 and 4. Intercom systems provide building access for building 1,2 ad 5.

Key

- Primary residential entrance
- Secondary residential access
- Commercial entrance
- Passenger lift
- Accessible route
- Reception
- Platform lift
- Main site entrance
- Secondary site entrance
- Primary Pedestrian route
- Secondary Pedestrian route
- Feeder Canal walkway



Lower Ground Floor plan - Arrival/ Entrance & Disability Access

8.4 Cycle Strategy

Cycle storage provision
Cycle parking has been designed to meet BCC standards.

Approximately 5% of the available cycle parking spaces provided are designed to accommodate larger cargo or adapted bicycles – using Sheffield type stands.

8 long stay cycle spaces required for the commercial spaces, this will be provided within the demise of the commercial space during their respective fit outs.

Total bicycle parking spaces: **635**

Total long stay bicycle parking spaces: **584**

Total short stay / visitor bicycle parking spaces: **51**

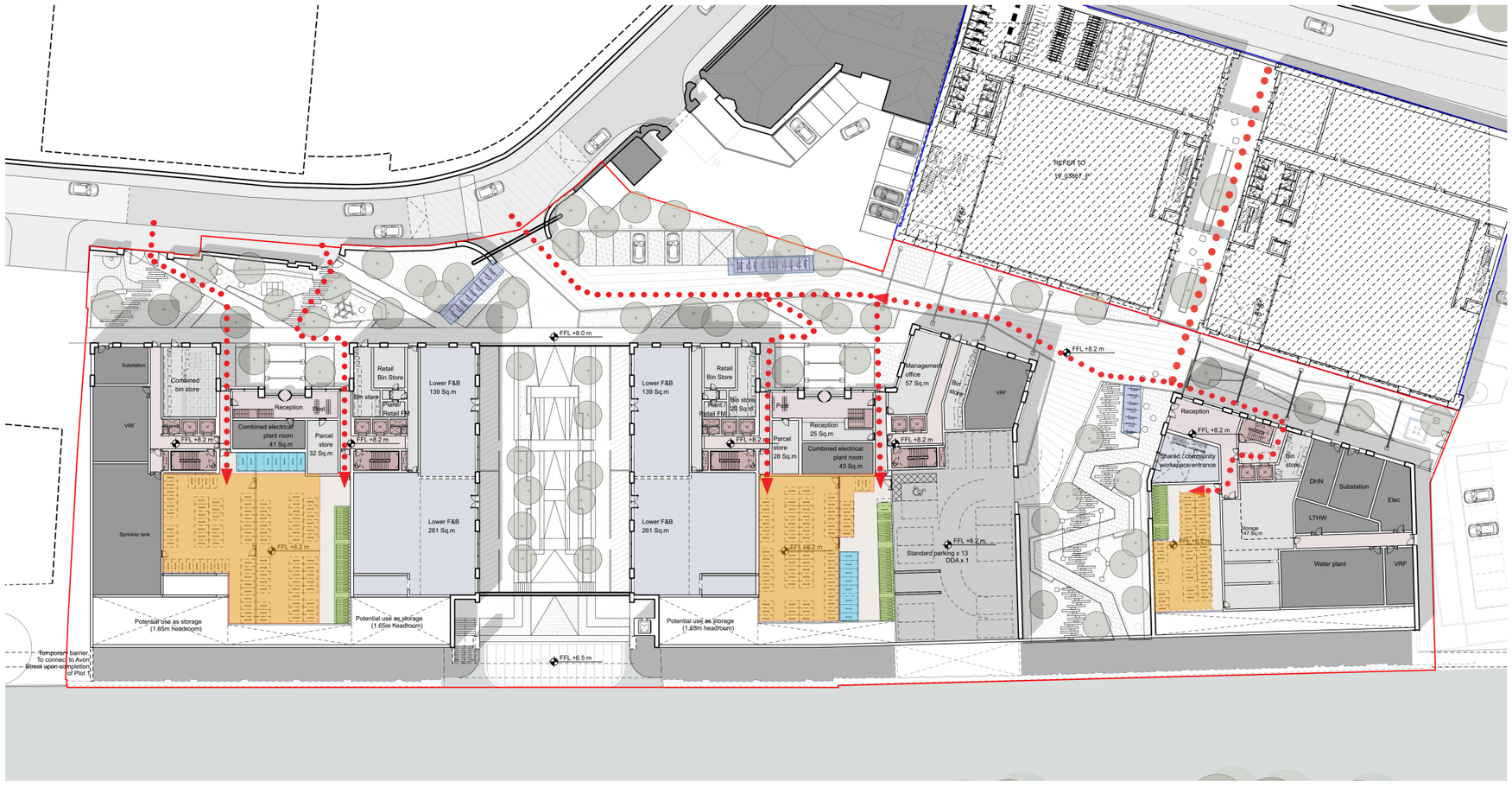
- Sheffield cycle stand x **404** spaces
- 2-Tier cycle stand x **150** spaces
- Cargo/ adapted cycle stand x **30** spaces
- External visitor Sheffield cycle stand x **51** spaces



Double stacking cycle racks - AHMM W5



Double stacking cycle racks - AHMM University of Amsterdam



Lower Ground Floor plan - cycle strategy

8.0 Detailed Strategies

8.4 Cycle Strategy

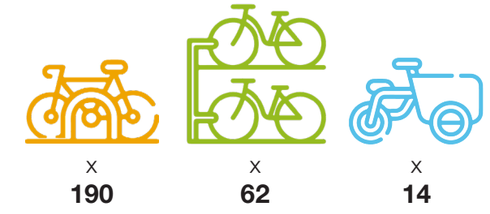
Cycle parking number requirement				
Studio	1B2P	2B3P	2B4P	3B6P
Spaces in Sheffield accessible stands				
1	1	1	1	1
2-Tier cycle stands				
		1	1	1
For Cargo or adapted cycles (% of overall spaces)				
5%				
For visitor cycles (% of units)				
10%				

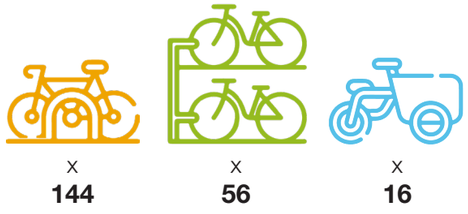
Zone A - Cycle parking numbers				
Studio	1B2P	2B3P	2B4P	3B6P
0	142	18	42	2
		18	42	2
Sheffield accessible stand spaces				**190**
2-Tier cycle stand spaces				**62**
For cargo/ adapted cycle spaces				**14**
				266

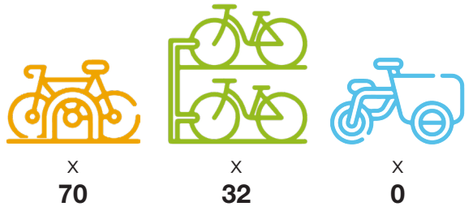
Zone B - Cycle parking numbers				
Studio	1B2P	2B3P	2B4P	3B6P
16	82	14	40	2
		14	40	2
Sheffield accessible stand spaces				**144**
2-Tier cycle stand spaces				**56**
For cargo/ adapted cycle spaces				**10**
				210

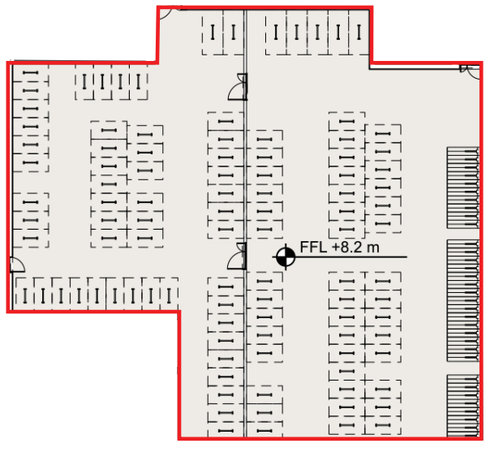
Zone C - Cycle parking numbers				
Studio	1B2P	2B3P	2B4P	3B6P
17	27	9	23	0
		9	23	0
Sheffield accessible stand spaces				**70**
2-Tier cycle stand spaces				**32**
For cargo/ adapted cycle spaces				**6**
				108

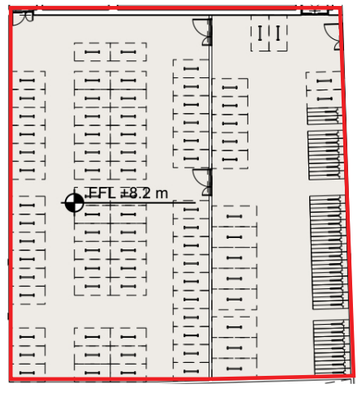
Provision

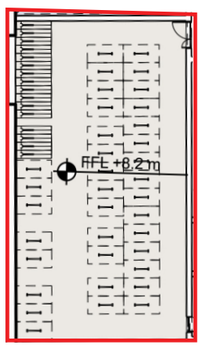












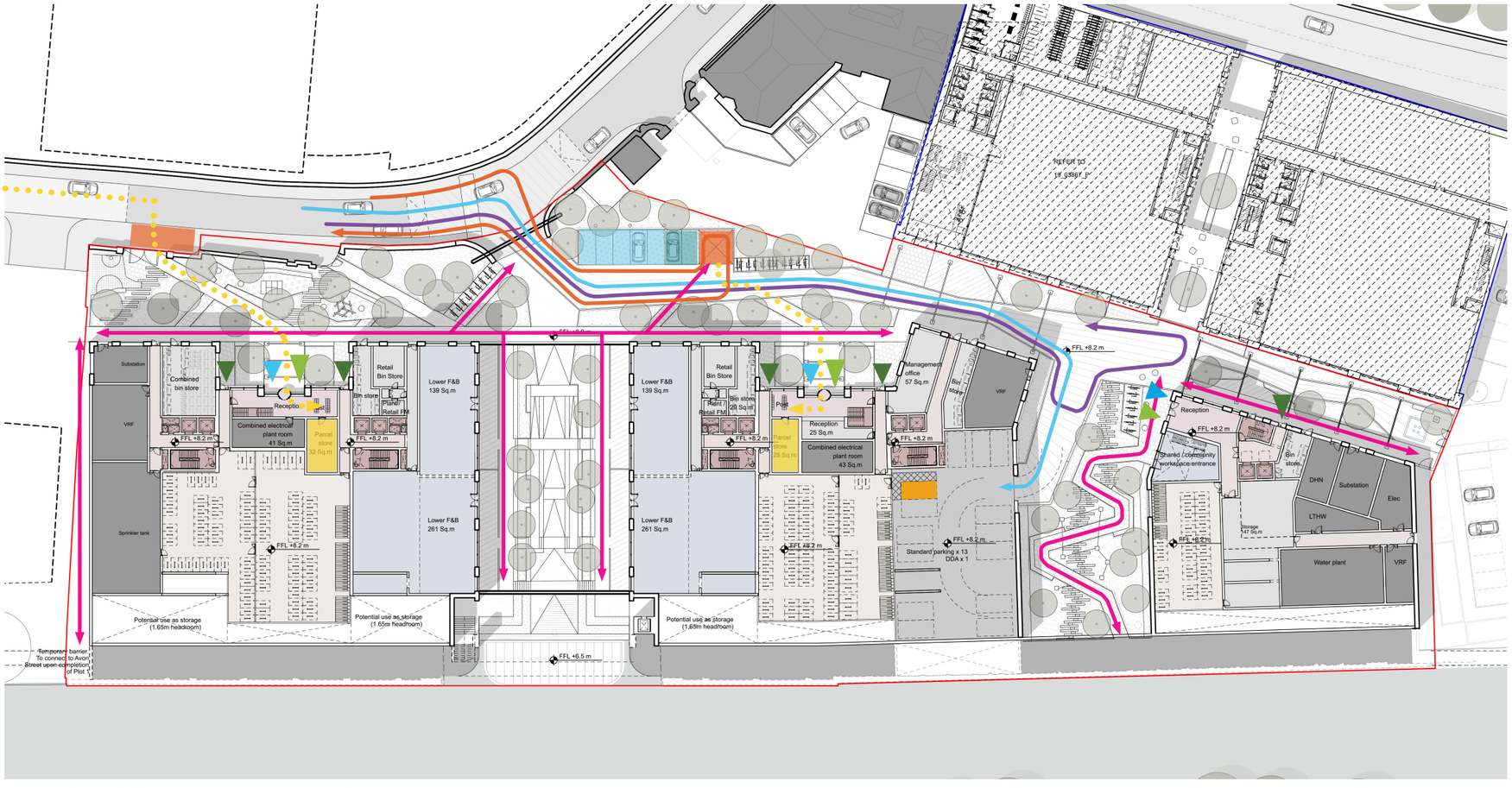
8.5 Access and Delivery

Vehicular access
The principal vehicular access is from Silverthorne Lane to the north.

Parking
Parking facilities are provided both externally in the landscape and in a secure car park located below Building 4 at lower ground level. One accessible parking space is located here. To ensure the safety of pedestrians, different materials will define vehicular and pedestrian routes. Electric vehicle charging is provided to external car parking spaces.

Key

- Primary Access
- Secondary Access
- Supermarket and Hot Food Deliveries
- Post and Parcels Deliveries
- Post/Parcel Store
- Residents Parking Access
- Large Removal & Fire Tender Access
- Small Vehicle Access (Taxi drop & Courier Delivery)
- Drop-Off/ Loading Bay
- Servicing Vehicle Access
- Car parking x 13
- Outdoor parking with EV provision x 5
- Car club spaces x 2
- Accessible parking x 1 (10% of spaces)



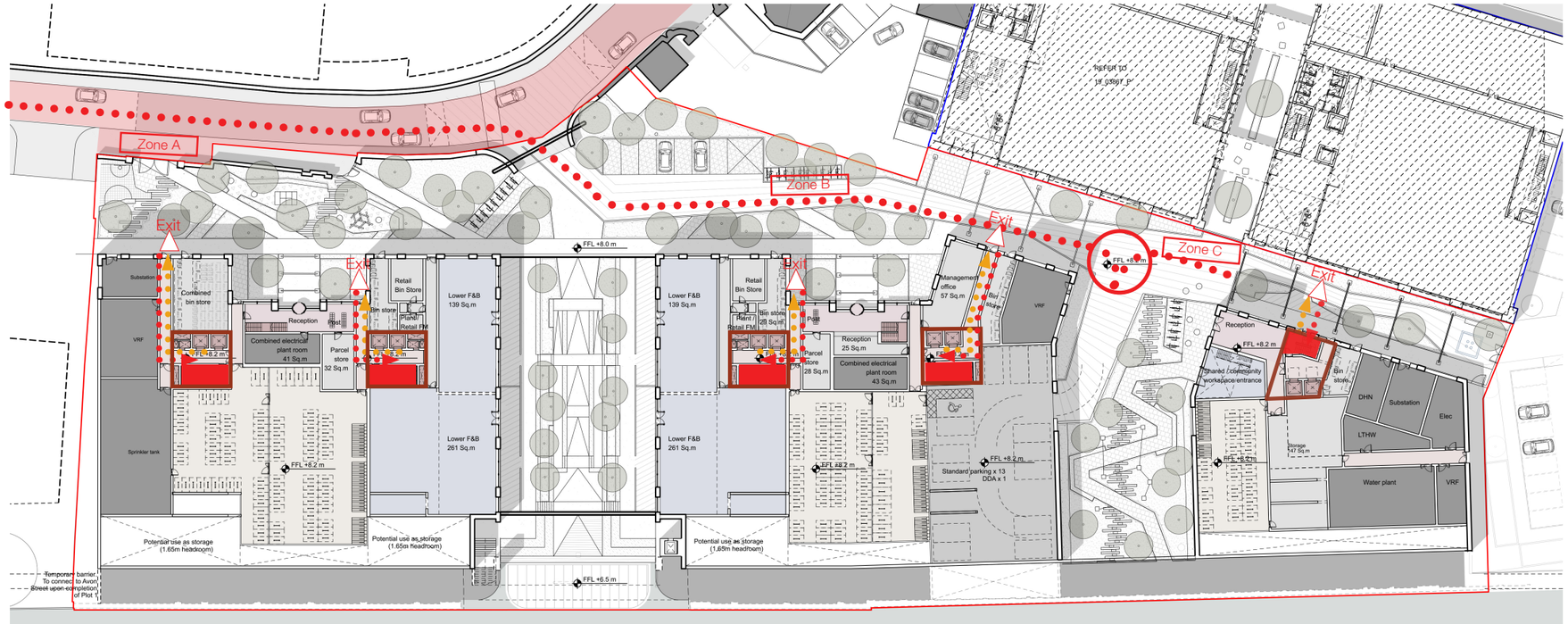
Lower Ground Floor plan - access and delivery

8.6 Fire Strategy

Fire Service Vehicle Access
Three parking zones are decicated for fire tender with a turning circle located between building 4 and 5 such that no fire service is required to reverse more than 18m.

Fire Escape
All firefighting stairs and alternative protected stairs discharge at lower or upper ground floor either directly to external or via 120 minute protected corridor.

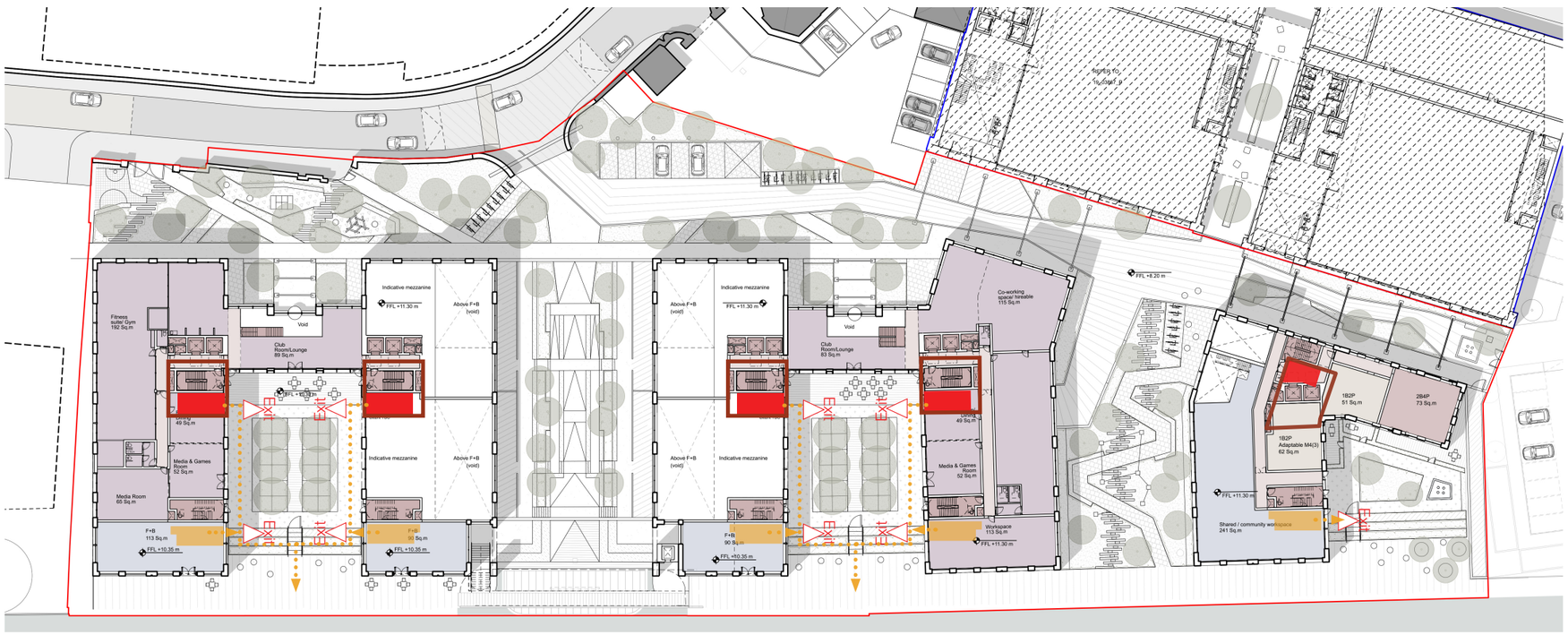
For more information on the fire strategy please refer to the Fire Safety Strategy and Fire Statement provided by Hydrock.



Lower Ground Floor plan - fire service and escape

Key

- Vehicle access along Silverthorne Lane
- Fire tender access route
- Fire tender parking location
- Turn circle
- Fire escape exit
- Firefighting core
- Firefighting core staircase
- Alternative protected staircase
- Fire escape route
- Fire fighting access



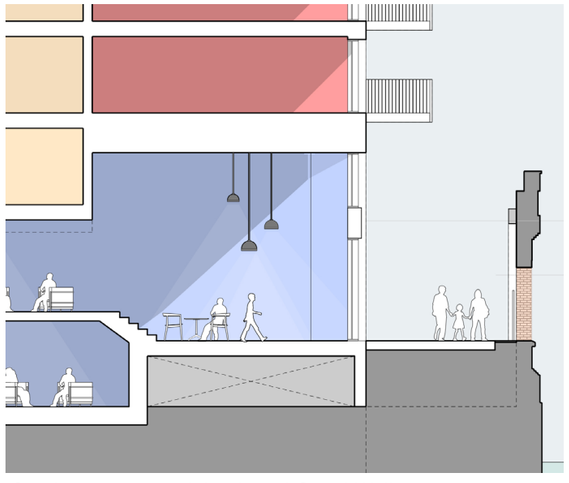
Upper Ground Floor plan - fire service and escape

8.7 Flood Strategy

Flood escape
Situated at +11.3m AOD, roughly a meter above the dry foot level, the podiums provide a secure evacuation point for residents during flood emergencies. This then connects to the feeder walkway evacuation route at +10.35m AOD.

Taking into account Bristol SFRA Undefended and BAFS OBC modelled flood level data, and the proposed site layout, only the lower ground floor level is at risk of fluvial and tidal flooding. ‘Less vulnerable’ uses are situated at this level such as plant rooms, storage facilities and ancillary spaces. Generally flooding to these spaces will be of low detriment however designs will consider flood-proof doors to sensitive areas of the plan such as the plant rooms.

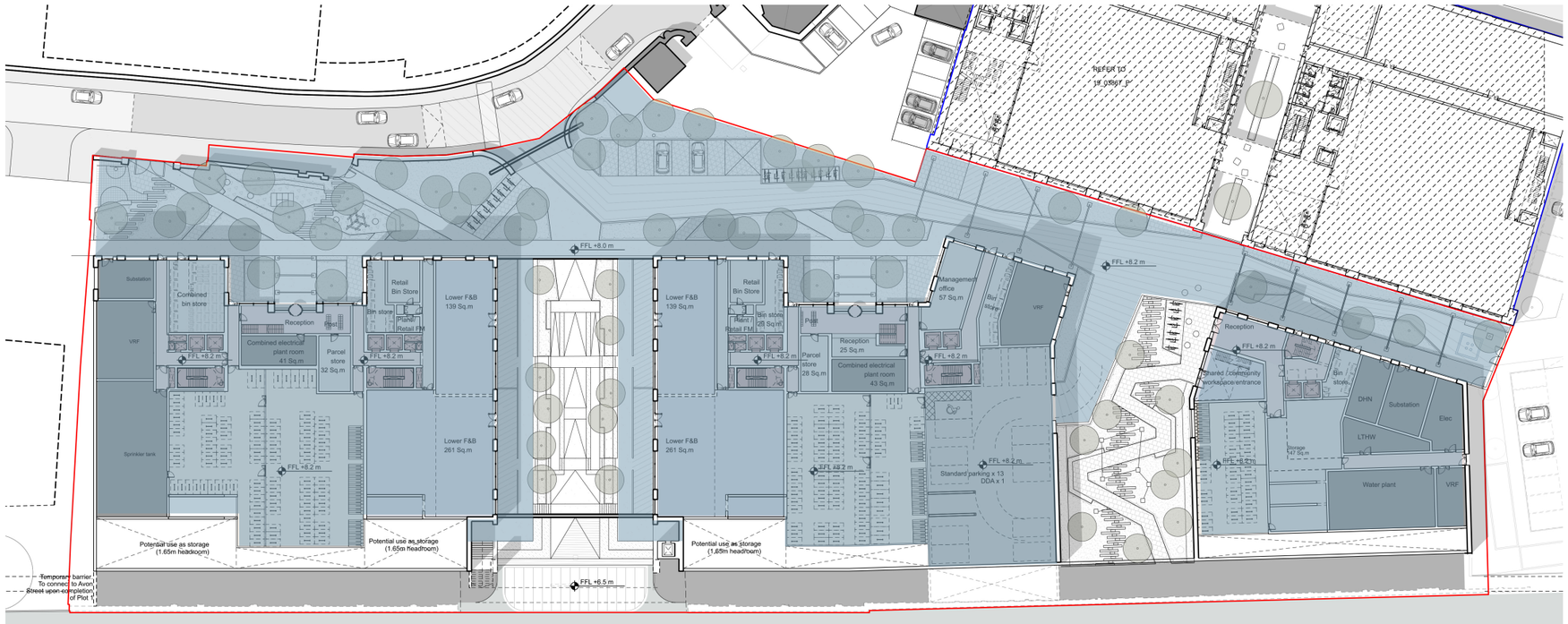
Please refer to the Flood Risk Assessment by Hydrock for more information.



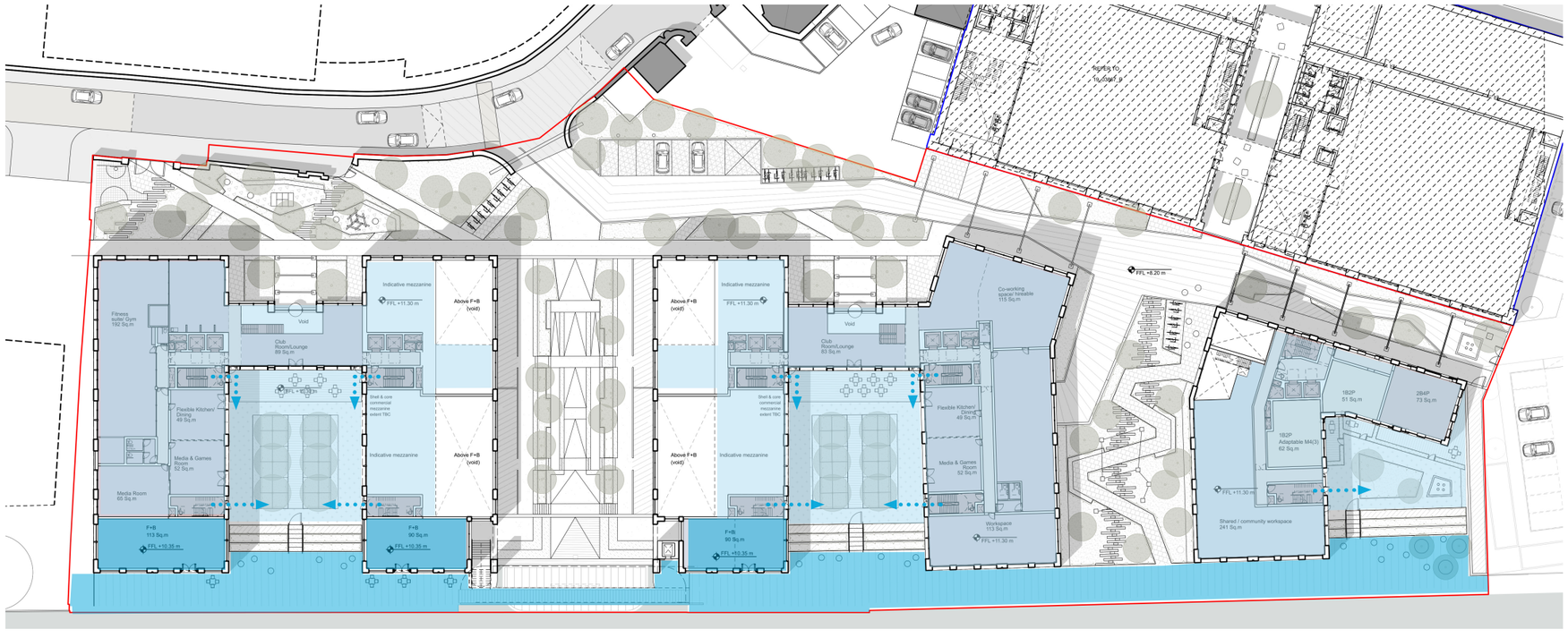
Section - commercial unit and Canal Walkway

Key

- Flood escape route
- +08.20m AOD
- +10.35m AOD (Dry foot level)
- +11.30m AOD



Lower Ground Floor plan - level and flood strategy



Upper Ground Floor plan - level and flood strategy

8.8 Refuse Strategy

Refuse storage and collection
A dedicated private waste collection company will provide a twice-weekly service for residential waste. All residential bins are located in lower ground floor bin stores, with a central collection point facilitating efficient waste disposal on designated days. Situated near building cores, each bin store ensures ease of access for residents and are sized according to BCC requirements.

At the time of collection, the management company will deliver all bins to the central collection point in Building 1. From this point waste operators will only need to travel a short distance to transfer waste to a refuse truck. The empty bins will then be taken back to their respective bin store. This strategy will be refined in collaboration with the collection company and the potential end user/management company.

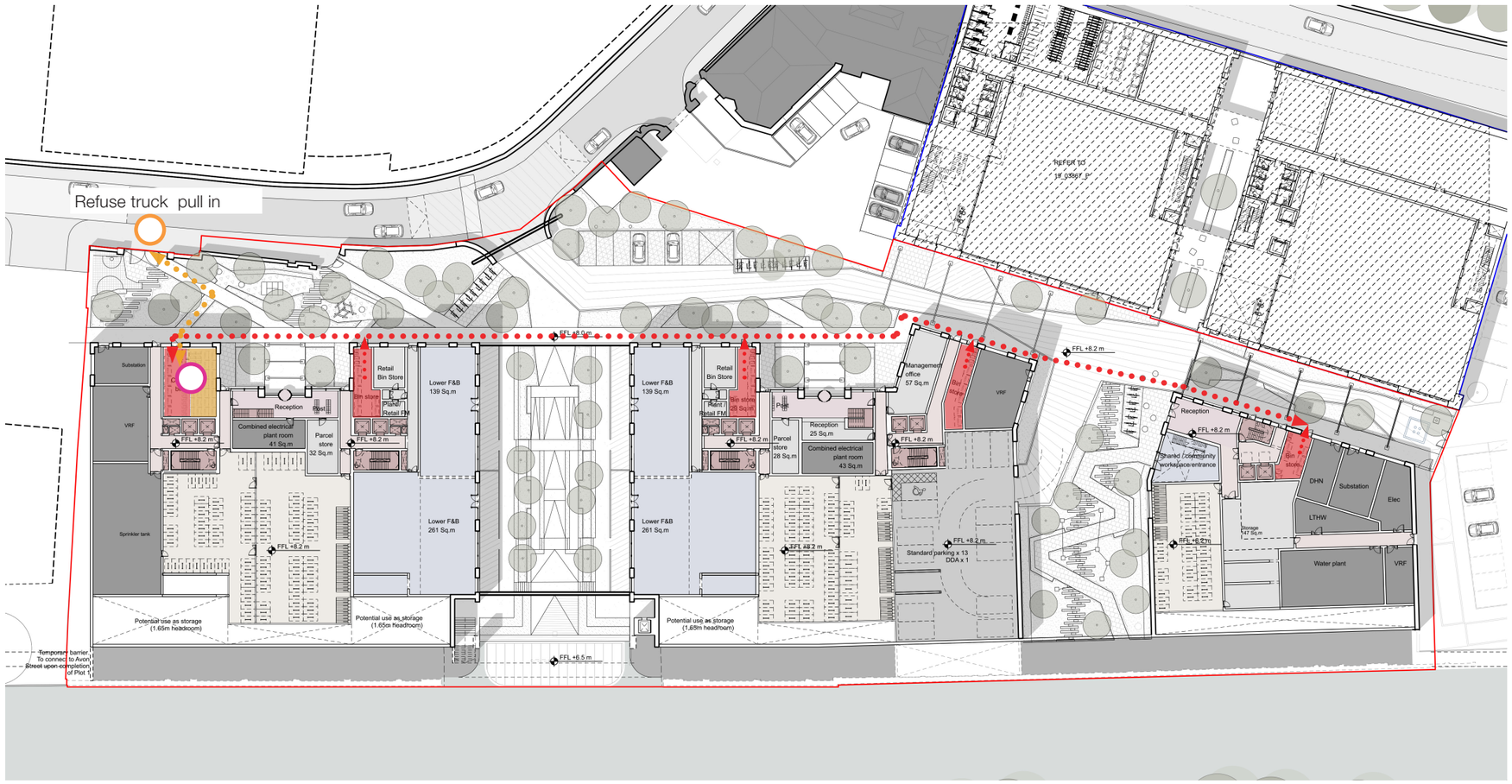
Other tenancies will incorporate a bin store within their tenancy. Collection strategies are to be developed.



Example of bin tug vehicle

Key

- Refuse truck parking zone
- Central collection point
- Collection day bin store
- Residential bin store
- Private refuse collection
- Internally managed refuse transit route



Lower Ground Floor plan - refuse strategy

8.0 Detailed Strategies

8.8 Refuse Strategy

Requirements and storage capacity
The bin provision adheres to Bristol City Council's "Guidance for Developers of residential, commercial and mixed-used properties" regarding refuse receptacle allocation and bin store size.

Bulky waste storage is situated in the central collection point beneath Building 1. This storage area is designed to be interchangeable with the designated spaces allocated for storing bins from all other bin stores.

Required storage capacity /unit

	Plastic/ cans	Card	Refuse	Glass	Paper	Food
Volume/ unit (Lt)	12.5*	20	32.5	1.5	1	2
Generated within	1/2 week	1/2 week	1/2 week	1/2 week	1/2 week	1/2 week
Max. bin capacity (Lt)	1100lt bin	1100lt bin	1100lt bin	240lt bin	240lt bin	140lt bin

* 1/2 of average taken between 15-35 (range of volume suggested by Bristol City Council)

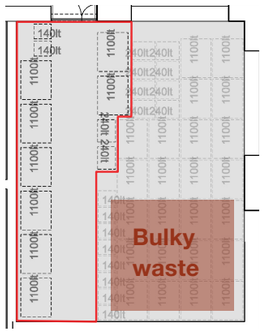
Bin requirements

Location	Number of units	No. of bins for Plastic/ cans (1100lt)	No. of bins for Card (1100lt)	No. of bins for Refuse (1100lt)	No. of bins for Glass (240lt)	No. of bins for Paper (240lt)	No. of bins for Food (140lt)
Building 1	112	2	2	4	1	1	2
Building 2	92	2	2	3	1	1	2
Building 3	77	1	2	3	1	1	2
Building 4	77	1	2	3	1	1	2
Building 5	76	1	1	3	1	1	2

* All numbers of bins are rounded up to the nearest whole number

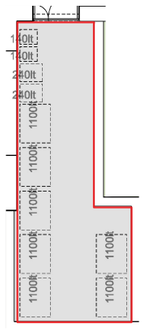
Total bin provision

Building 1



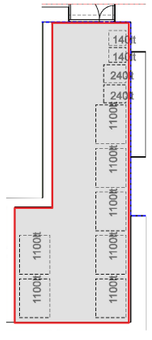
1100lt x **8**
240lt x **2**
140lt x **2**

Building 2



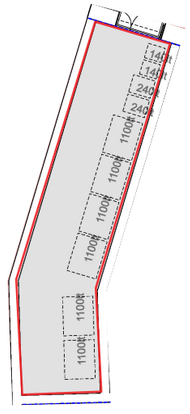
1100lt x **7**
240lt x **2**
140lt x **2**

Building 3



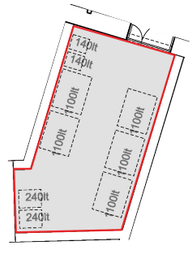
1100lt x **6**
240lt x **2**
140lt x **2**

Building 4



1100lt x **6**
240lt x **2**
140lt x **2**

Building 5



1100lt x **5**
240lt x **2**
140lt x **2**

8.0 Detailed Strategies

8.9 MEP Strategy

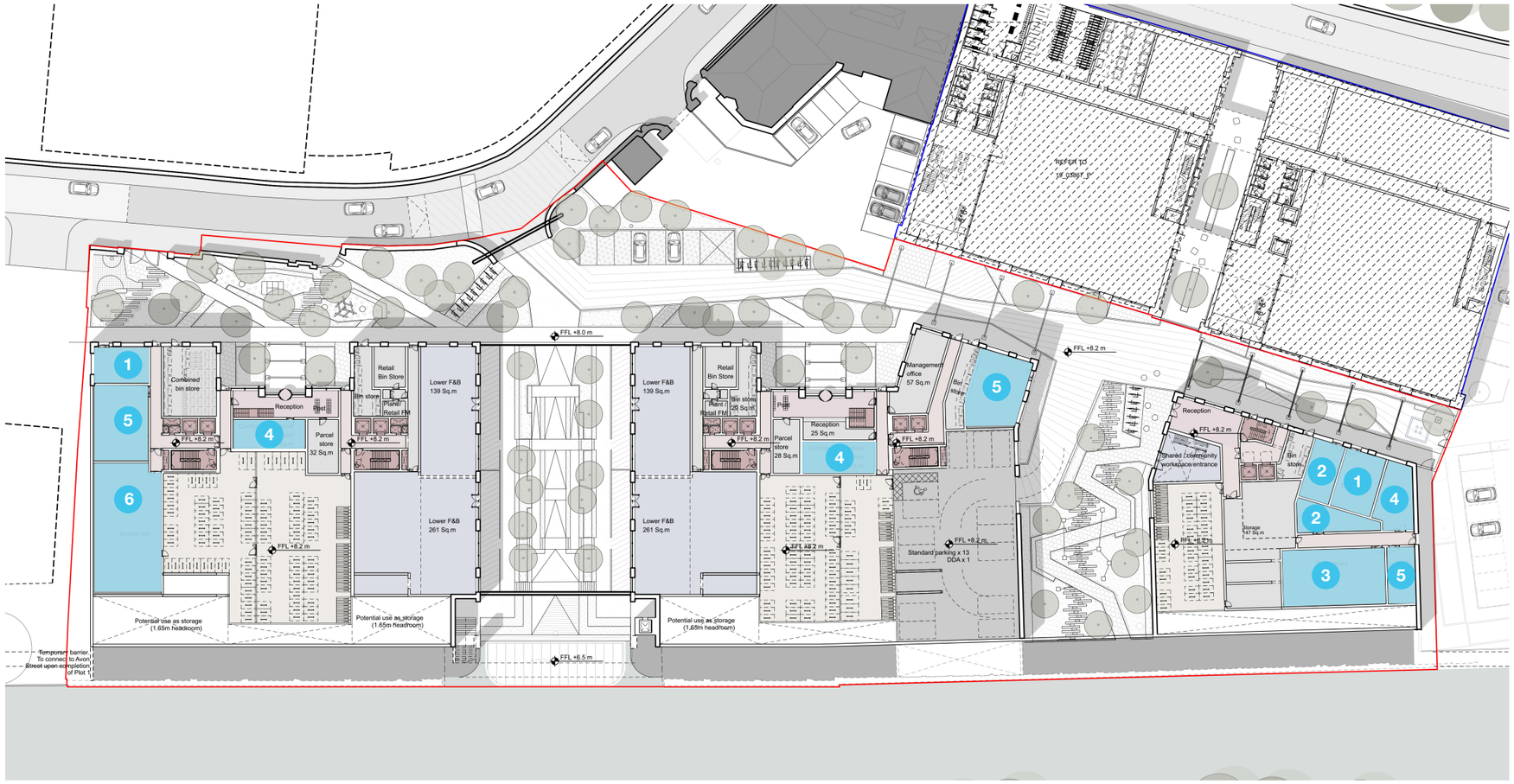
Plant space allocation at Ground Floor Level

1. Substation
2. Heating and Domestic Hot Water Internal Plant
3. Water Storage & Pumping Room
4. Combined Electrical Plant Room (Communications Intake & Low Voltage Switch)
5. VRF Condensers
6. Sprinkler Tank Room

Substations are located in Building 1 and Building 5 with routes designed to ensure access for maintenance.

MEP plant spaces are positioned within the central areas of the plan to minimize the utilization of active frontage. For MEP plant spaces that necessitate proximity to the frontage, such as VRF units and substations, their placement is align with inactive frontage areas, where feasible.

The MEP Strategy will continue to be developed during the next stage of the design's development.



Lower Ground Floor plan - MEP spaces

Key

Plant Space

8.10 Maintenance Strategy

Cleaning

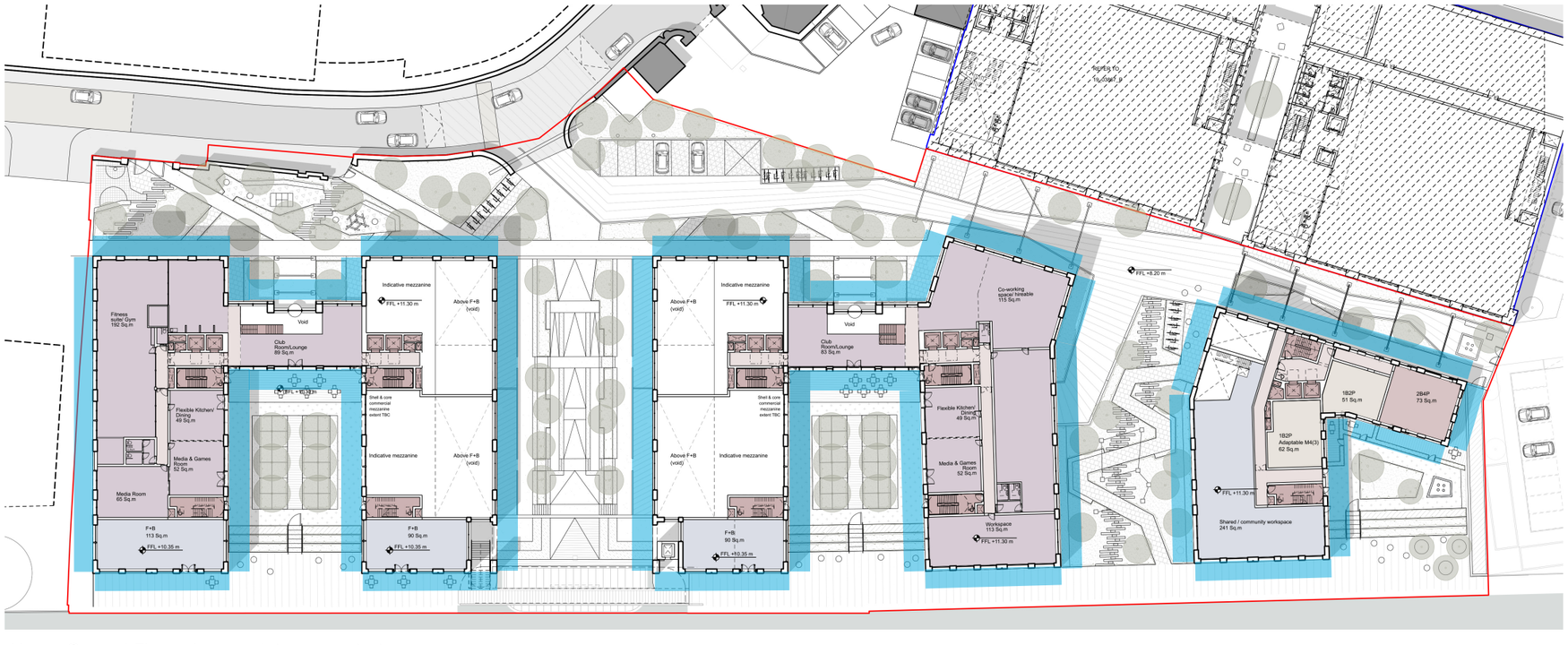
Cleaning of all low level commercial and residential units from lower ground round floor to first floor will be cleaned using a water fed pole cleaning system.

Less frequent cleaning of façades and architectural elements above level two will be accessed by abseil. The frequency and methodology of this cleaning strategy is to be developed following discussion with potential operators and statutory consultees.

As this is a managed development, upkeep of the public realm and general maintenance will be conducted by the management team.

Roof Access and Maintenance

All flats roofs will accommodate extensive PV arrays requiring infrequent maintenance access. This will be provided from the building cores. A man-safe system will be utilised when conducting inspections or works to the roof level.



Upper Ground Floor plan - maintenance strategy



North elevation - maintenance strategy



Water fed pole cleaning



Abseil access cleaning



Level access cleaning on balcony or terrace

8.0 Detailed Strategies

8.11 Access Strategy

Introduction

This statement assesses the provisions made for accessibility in the general arrangement of the building in terms of approach, entrance areas, circulation, and internal layout against current standards.

The statement is based on the plans as submitted for this application.

More detailed issues pertaining to Building Control approval will be managed as this access statement is developed, as part of an ongoing process ensuring the highest standards for access are maintained.

Method

The access standards and guidance applied in this statement are:

- Requirements of Building Regulations including guidance in Approved Document M 2015 incorporating 2016 amendments.
- Requirements and implications of the Disability Discrimination Act 1995 (DDA) and the Equality Act 2010
- British Standard BS8300: 2018

Horizontal Circulation

There are no changes in level once at the elevated upper ground floor level. Level access is provided to all public and private spaces.

Means of Escape for Disabled People

Fire evacuation strategy for all persons within the building, including disabled persons, is to be finalised and agreed with the Fire Officer. The design team will work with the Bristol City Council Fire Officer to design a fire escape strategy that will promote safe egress for mobility impaired building users.

Lighting and Finishes

Manifestation will be required on glass partitions and glass doors in public areas.

In communal areas, internal finishes and colours will be provided to allow legibility of the space, way finding and adequate visual clues for people with impaired vision.

Tonal contrast between main surfaces such as floor and walls will be provided following recognised RNIB guidance.

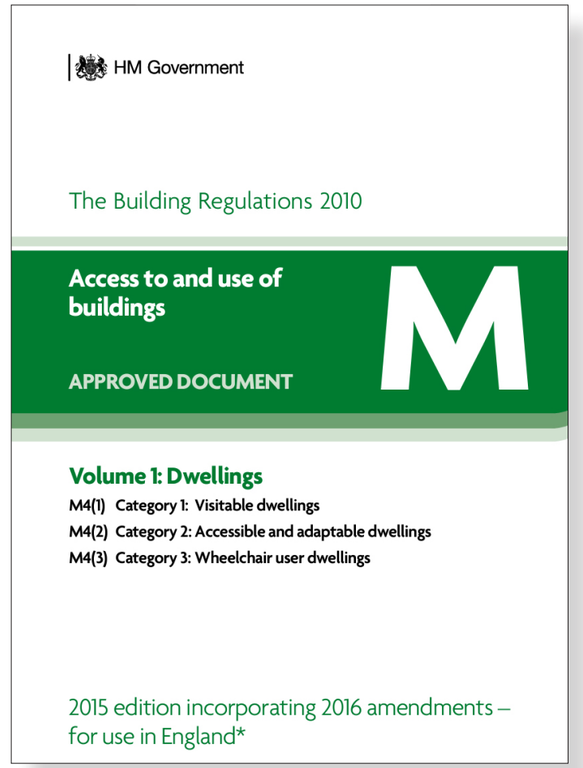
Podium Courtyard

The landscaped upper ground floor podium will contain an element garden, seating and public space. All communal space will be designed to be accessible to all users, including wheelchair users, to meet the Approved Document M.

Car Parking

Parking facilities are provided at lower ground level underneath Block 4.

Access will meet the Approved Document M. To ensure the safety of pedestrians, different materials will define vehicular and pedestrian routes.



8.0 Detailed Strategies

8.12 Wheelchair and Adaptable Dwellings

All units in the scheme are compliant with Part M4(2) - Accessible and adaptable dwellings. The highlighted and 2 bed units are designed to comply with Regulation Part M4(3) - category 3: Wheelchair user dwellings and will be located in buildings 5. More than 2% of dwellings will be wheelchair accessible in accordance with Policy DM4 of the adopted Bristol Local Plan - Site Allocations and Development Management Policies.

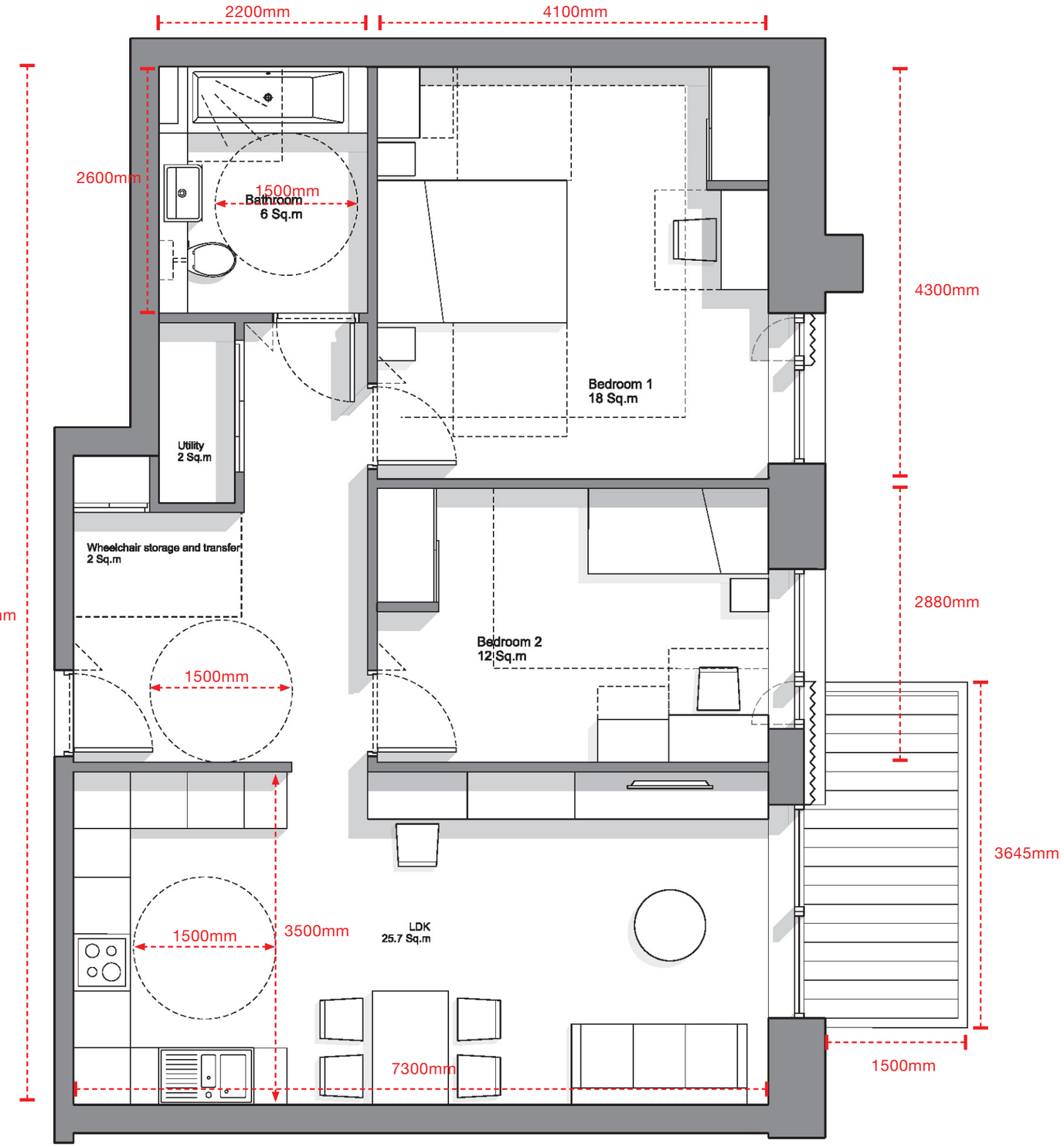
Unit totals:

1B2P M4(3) Adaptable: **1**
2B4P M4(3) Adaptable: **9**

Total: **10 (2.3%)**



Location of wheelchair and adaptable 2B4P unit



Wheelchair and adaptable 2 bed 4 person unit layout

9.0 Conclusion

9.1 Scheme Summary

Realising a high quality place – The proposals will provide the following:

- The creation of a connected, characterful, destination from the regeneration of a post industrial city centre site
- Much needed high quality housing with 434 built to rent apartments split across three buildings with a varied mix to cater for diverse housing requirements.
- Promote sustainable travel choices by supporting pedestrian and cycle connections.
- A well considered series of public realm spaces that provide enhanced connectivity and permeability between Silverthorne Lane and the Feeder Canal.
- A mix of uses, providing in excess of 1,400 sqm retail / food and beverage / office space. This helps to facilitate social interactions to ensure the creation of a sense of place within the scheme.
- A generous provision of residential amenity spaces to include; a gym, private dining rooms, screening rooms, games rooms, co-working space and private podium gardens.



View looking at the scheme from Feeder Road

10.0 Appendix

10.1 Design West Review

Confidential*

St Vincents Limited
c/o Studio HIVE
Combe House
33 Oakfield Road
Clifton, Bristol
BS8 2AT

Sent by email: James.Howard@studio-hive.co.uk

09 June 2024

Dear James,

DWB105 | Bristol Design Review | 25 June 2024
Silverthorne Lane Plot 2+3

***Description*:** *Residential led mixed use scheme comprising BTR and ground floor commercial space.*

Introduction

Thank you for asking the Panel to review the proposals. As ever, the Design Review Panel wishes to support the project team in realising the maximum economic, social and environmental benefit from the scheme, through good design.

We are grateful for the information provided to the Panel prior to the review and for the well-prepared presentation to the Panel at the meeting.

The following potential conflicts of interest were reported at the start of the meeting, but it was agreed that none were sufficient to prevent the participants taking part in the meeting.

Marc Dix is a panel member for Design West
James Howard is a panel member for Design West
Sophie Camburn is involved with the design team for the wider masterplan of the area
Cormac Farrelly is involved with the design team for the wider masterplan of the area

The Panel appreciated the constructive and open engagement of all those present, and we offer the following observations, which we hope are of help in the development of the proposals for the site.

Project Context

The site has an existing consent for residential and mixed-use development. Since the consent was granted there have been developments to which the project team are now looking to respond by revising the proposals.

Overall, the Panel welcome the review of the extant proposals carried out by the project team. Various aspects of the project context have changed since the extant proposals were designed and there is a window of opportunity now for the design to be developed to respond to these changes and provide an optimal scheme. In particular, the Panel welcome the proposed removal of the continuous podium, which results in various significant design improvements in relation to the landscape and public realm. We also welcome the revisions to block 5, which has been significantly improved in design terms.

Flooding

Flooding is a considerable constraint on the site and has been subject to attention throughout the design process. The Panel encourage the project team to continue liaisons with the EA and specifically to confirm if the 10.35m level is acceptable in terms of the EA's requirements for the egress provision for the residents on the site.

The Panel note that some of the attenuation provision associated with the SuDS strategy appeared to be within the flood zone. We suggest the SuDS and water management strategy is confirmed to ensure it is adequate and meets the necessary requirements, including schedule 3, during a flood event. We would welcome aspects such as rainwater reuse for the communal gardens, green roofs to attenuate water etc.

Heritage

The site sits within the Conservation Area and contains one Grade II listed building, with a Grade II* listed building immediately adjacent to the site. Various curtilage walls are listed and have been retained and integrated within the proposals.

The Panel suggested the viewpoints for the TVIA (Townscape and Visual Impact Assessment) are confirmed with the LPA. We suggest that the TVIA is used to inform the massing strategy for the proposals, especially in relation to the setting and impact on the heritage assets.

The Panel understand that it was established through the previous planning application process that there is harm associated with the proposals for the site in relation to the heritage assets, but that this was considered to be outweighed by the benefits associated with the development.

We discussed how to bring retained heritage structures and cultural (intangible) heritage into the narrative for the site more clearly in terms of play and public realm integration, also via events and engagement. More information here: https://ich.unesco.org/en/what-is-intangible-heritage-00003

Sustainability

The project team has set out a series of environmental targets for the development and these are informing the design. The Panel very much welcome this approach.

We recommend that a life-cycle carbon estimate is carried out to help inform the design proposals and the specification of materials. The Panel noted the extensive use of brickwork, and we encourage the project team to explore the specification of the building envelope with a view to reducing the embodied carbon associated with it. Ensure that all aspects of sustainability, not just carbon, are considered in balance. For example, measures for climate resilience, biodiversity, rain water harvesting and water quality improvements, social value and reuse of site won material.

Movement, Connectivity and transport

The Panel congratulate the project team in securing the continuity of the canal side route through plot 5, as this public connection is seen as critical for the implementation of a successful movement for foot and cycle strategy for the wider site. We suggest that a lighting scheme and further clarity of active frontages along the route would help address issues of safety and security out of daylight hours.

We suggest it would be helpful to produce an overall movement strategy that includes existing and planned desire lines and the pedestrian routes with a hierarchy of entrances, cycle networks and public

transport facilities in the vicinity of the site. The proposals for Silverthorne Lane, understood to be Section 278 works, can also be shown on the landscape proposals plan.

The Panel understand that a new footbridge has been considered and allowed for but funding is not within the scope of the current plans. We suggest the proposals indicate where a future bridge across the canal can be best located to improve movement patterns within the wider area and for the benefit of residents on this site and St Philips' existing and new communities.

It is great to see the evolving context plans for the area. The Panel noted a critical need for a wider mobility and infrastructure transport plan for the streets and public spaces in this area of the city.

Landscape and Public realm

Overall, the Panel welcome the improvements to the public realm and landscape proposals, along with the high quality of design thinking being applied to the project. However, the proposed character and identity of the landscape/townscape need further refinement; better cohesion of green spaces emphasising a more 'neighbourly' character and function, reducing the 'city centre' feel and aligning with a predominantly residential scheme featuring some community mixed-use elements. The future footfall in this area is not that of a city centre.

There are opportunities to explore with local groups more of a codesign approach for some elements of these landscape areas to strengthen the sense of identity, which can often bring 'gems' of ideas and thinking. The Panel recommend particularly focusing on young people in the area – the local area to the east has a very high percentage of young families and teenagers and would link with the new secondary school.

It was reported that there is little biodiversity value on the current site and so the BNG will be far in excess of the statutory minimum. The Panel encourage the design team to continue to develop the proposals to maximise the BNG across the site as there are opportunities to become a BNG offsite habitat bank, which should assist with the long-term maintenance, stewardship schemes and quality of the landscape.

The Panel understand that a microclimate analysis has been carried out and that the design had responded to these, but it would be helpful to see evidence of this in the proposal documents.

We have offered comments on 6 specific areas below.

Heritage Gardens

In this area, the emphasis should be more on the place's soft landscaping and garden character, possibly reducing the width of the hard landscaped pathways and adding opportunities to dwell such as seating, play etc

Inlet Yard

We welcome the re-use of some structural elements as part of the design of the character of this key central space. There is an opportunity to create a space with a sense of arrival and varied sized gathering spaces with places to dwell and opportunities to meet neighbours. Due to its south-facing aspect and tall buildings, care and attention should be paid to the microclimate, particularly wind. Countering the urban heat island effect is also critical. We suggest trees with broad canopies. Appropriate tree planting incorporating soft landscape /suds would assist tree establishment.

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Canal-side walk

The design team explained the function and characteristics of the canal-side walk.

Overall, the Panel welcome the treatment of the southern edge as offering a clear public route which reconciles the complex level requirements for public movement across the site and utilises the listed southern wall. The general proposed level of 10.35m appears to better utilise the openings in the existing southern wall.

The F&B uses have been designed on the southern edge at this level to ensure an active southern building frontage and level access. We would welcome illustrations at a large scale of the typical sections along this route which show the quality of the public realm created. We recommend a design for cycle access along this route as it offers a clear desire line. It will also help activate the route and connect to a wider network. If possible, the pinch point between this site and plot 5 should be widened.

The lighting in this area is a critical design consideration in providing attractive public realm whilst also protecting the canal from light spillage, which the ecology constraints are likely to require. The existing southern wall may help in this regard, delineating areas of light and dark outside daylight hours.

West end

The Panel welcome the idea of providing a north-south link for pedestrians at the west end of the site. It was reported that there were negotiations with the University to agree the line of this link, but that currently it was shown partially outside the red line of the site. The Panel hope this negotiation is successful. If not, we recommend retaining this pedestrian link entirely within the boundary of your site. In either event, we suggest the boundary treatment with Plot 1 is agreed as it will impact the quality of the public realm, especially if the north-south pedestrian link is established at this point.

Central Street

We welcome the reuse of the existing trusses in this area.

It was reported that a continuous public access through the school car park to the east might still be achieved. However, it was expected that the school may not agree to this. We suggest that this street might take on a different character to the continuous thoroughfare that was envisaged and that the design team may wish to design the eastern end as space for community or commercial use that closes the axis of the street. This could offer potential benefits in terms of public realm character and eliminate the risk that the eastern end terminates with locked gates which look into the school car park.

Communal gardens

The proposals for 'in-ground' communal gardens instead of podiums is a welcomed change in the rooftop gardens. It would be good to see how these develop in character and function, linking the needs of the future residents and visual amenity to all. For example; opportunities for community gathering spaces and food growing.

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10.1 Design West Review

Scale and massing

The principles behind the scale and massing of the proposals were clearly articulated by the design team. The Panel believe this approach is broadly appropriate, but we suggest that the TVIA be employed to influence the disposition of the massing across the site in relation to key viewpoints, wider wayfinding and movement strategies across the site and surrounding context. Note that as the new proposed buildings are higher new viewpoints should be considered.

The Panel noted some heritage concerns regarding the character of the site previously being partly generated by linear blocks running east-west. The design team presented their rationale based on establishing a strong public realm spine running east-west, integrating the listed southern wall, and the benefits of aligning the blocks north-south in relation to aspect and placemaking. Overall, the Panel concur with the design team's rationale.

Layout

The Panel welcome the improvements reported by the design team in terms of layout. Particularly in relation to block 5, but also in relation to the provision of natural light and aspect to the circulation spaces within the residential blocks.

The Panel also welcomed the apartment layouts as being well considered.

We noted that at the south end the balconies of the setback apartments might be overlooked from the windows immediately adjacent. We suggest that it may be worth retaining the stepping of the south facade by looking at an option where the east and west sides were recessed so that the south apartments have southeast or southwest aspect and no balconies were immediately overlooked.

In order to make bicycle use as convenient as possible, it would be helpful to ensure easier access to cycle stores (fewer double doors en-route) and that access is sized to accommodate movement at peak times.

Conclusion

The Panel welcome the opportunity to comment on the proposals and we are grateful for the clear information provided by the team. We welcome the project being brought to us at the current stage when comments of the Panel can be considered as part of the evolving design for the site.

A considerable amount of high-quality thought has helped to inform the proposals which are being developed for the site. However, the Panel believe that there are some areas where further development of the designs would be beneficial, our comments have tried to focus on these areas. We have every confidence that the project team has the attributes required to meet the design challenges for this site, and so will help to establish the high design standards that should characterise the various projects that are being developed for this area.

We hope the Panel's observations are helpful in supporting you in designing a project that optimises the potential of the site.

Yours sincerely,

Alex Wright
Panel chair, Design West Bristol

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cc. Lewis Cook Bristol City Council, Simon Hickman Historic England

In attendance:

Panel:	Alex Wright	Architect (Chair)
	Sophie Camburn	Architect/Masterplanner
	Sarah Jones-Morris	Landscape Architect
	Richard Latcham	Transport Engineer / Urban Designer
Project team:	Cormac Farrelly	AHMM
	James Howard	Studio Hive
	Jason Collard	Studio Hive
	Sophie White	Lichfields
	Caitlin Newham	Lichfields
	Madeleine Rigby	Lichfields
	Simon Hickman	Historic England
LPA	Lewis Cook	Case Officer
Design West:	Pippa Goldfinger	Panel Manager
	Darby Georgeson	Design Officer

*Confidential: As this scheme was not the subject of a planning application, this letter is in confidence to those listed. DW reserves the right to make the guidance known if made public by others in whole or in part. The letter can be released if subject to a Freedom of Information request or to any public inquiry concerning the scheme. The letter would also be made available to a subsequent DW session for the same site (or, if relevant, an adjacent site). The letter could be made public when the scheme is subject to a planning application if the applicants or the Local Planning Authority require it. Design review can also occur at application stage in which case the resulting letter would supersede the first. If you do not require this letter to be kept confidential, please let us know.

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