

DESIGN & ACCESS STATEMENT DECEMBER 2020

















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FOREWORD

In July 2019 Goram Homes, the housing provider of Bristol City Council, issued invitations to bid to enter a joint venture for the purpose of regenerating the council owned site of Baltic Wharf, used as a caravan park on the western end of the historic Bristol Floating Harbour. On the completion of the bidding process, the housebuilder and developer Hill was named as the preferred bidder.

JTP provided architectural services to Hill in the design of the successful bid scheme, which was very well received by the assessment panel, with the Bristol City Design Group stating: "The general quality, thoughtfulness and potential of the tender design submission are recognised and welcomed. In this regard, the submission offers a base upon which to deliver an exemplary development."

The fundamental concepts and architectural quality of the proposals have remained constant as the design has been developed and resolved, to form the basis of this planning application, in close consultation and collaboration with City Design Group.

This project will reinvigorate an underutilised brownfield site and council asset to provide essential housing for the community and create a mixed-use destination that will complement and enhance its historic setting.



CLIENT TEAM



GORAM OBJECTIVES

Formed in 2018 by Bristol City Council to:

- 1. Increase the supply of new homes built each year across Bristol.
- 2. Build good quality homes and create communities where people wish to live.
- 3. Operate commercially and provide financial returns to Goram's sole shareholder Bristol City Council.

WHAT GHL EXPECT TO DELIVER

- True partnership approach –public and private sectors
- 2,500 homes in five years
- Market leader
- High quality design and specification
- All homes a minimum 100% NDSS
- Mixed tenure approach
- Compliance with Council policy, including % Affordable Housing provision
- These principles are non-negotiable

'OWNED BY THE PEOPLE OF BRISTOL,
WITH PROFITS FOR THE PEOPLE OF BRISTOL'



Hill is one of the leading developers throughout the south of England, delivering distinctive and award-winning new homes. We are a 5 star housebuilder, and were named medium Housebuilder of the Year in 2018 and 2020.

Across our 20 year history, our family owned and operated company has grown to establish itself as the UK's third largest privately owned housebuilder, with an impressive and diverse portfolio ranging from landmark mixed use regeneration schemes and luxurious inner-city apartments to modern rural developments.

We build around 2,000 homes a year, including more than 1,000 for clients and partners in the affordable housing sector, and have a pipeline of more than 5,000 homes. In addition, around half of our development portfolio is in joint venture, emphasising our commitment to partnerships and longstanding relationships.

Quality remains at the heart of our business in terms of design, product, place, community, and customer experience. We are passionate about what and how we build and are committed to the delivery of sustainable high quality development that supports local industry and communities.

'OUR VISION IS TO BE THE LEADING, MOST TRUSTED PROVIDER OF DISTINCTIVE, QUALITY HOMES IN THE UK.'



DESIGN TEAM



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Urban Living Assessment

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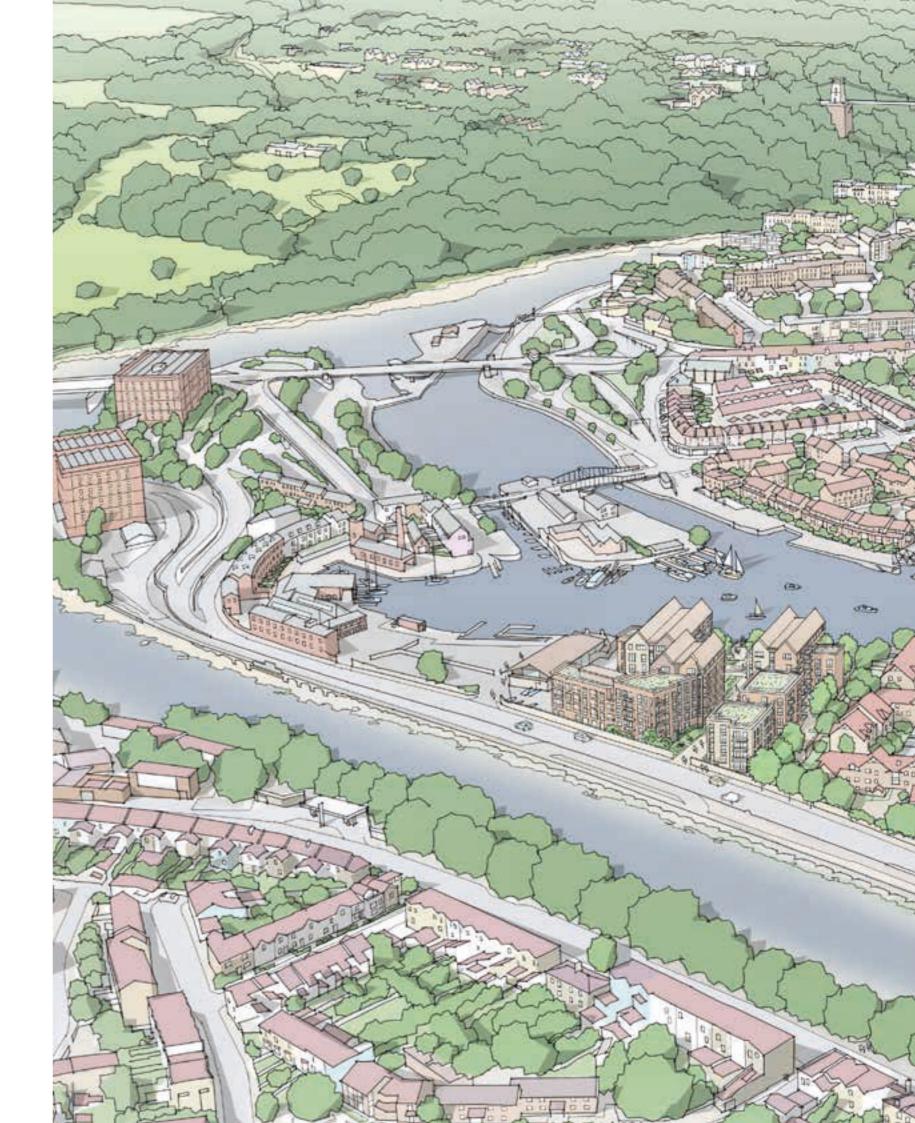
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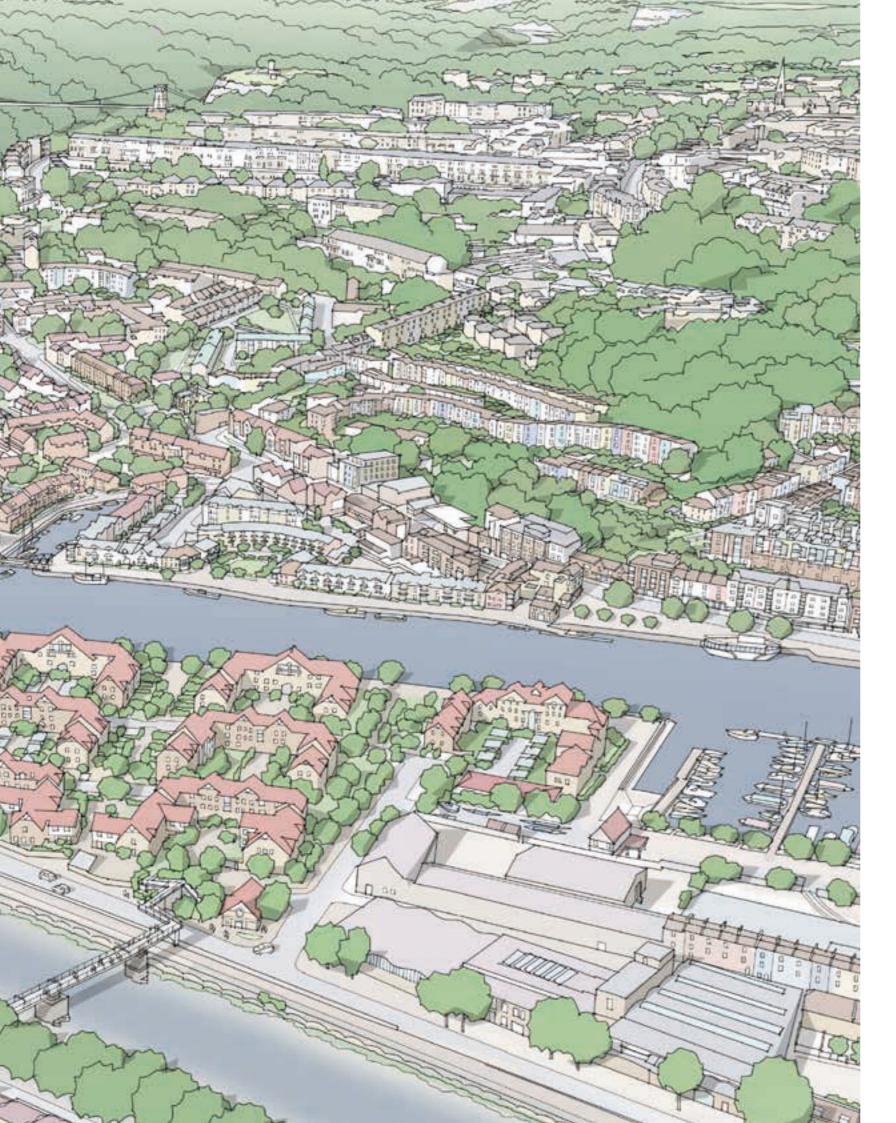
ISSUED ON DECEMBER 2020

THE BRIEF

THE KEY ELEMENTS OF THE DESIGN BRIEF ARE:

- To create a flagship, housing-led regeneration of the brownfield site.
- To provide housing that is fully compliant with local planning policy, including 40% affordable housing.
- Maximising the regeneration potential of this underutilised, city centre site, with an aim to provide high quality homes, while respecting the scale and amenity of the adjacent properties.
- To propose a mix of housing types suitable to local need and to the nature of the area.
- To create a "tenure blind" housing development with no discernible difference in quality between affordable and private housing.
- To design new homes that are fully compliant with Nationally Described Space Standards and all other relevant standards and local policies.
- To propose ground floor commercial uses that will promote activity and make a positive contribution to the local context.
- To create a bespoke architectural response that is appropriate to the distinct, prominent, historic location.
- To propose highly sustainable design solutions that drive down carbon emissions and address the climate emergency.





THE VISION

The Vision is to create a new neighbourhood and vibrant destination in the floating harbour, that integrates with the historic urban grain and distinct character of this much loved part of Bristol, and capitalises on the harbour setting with expansive views across the famous Bristol townscape.

This will be achieved through:

- The creation of a new mixed-use quarter that responds to and complements the historical setting and heritage of the Bristol Harbour, particularly Underfall Yard.
- A sustainable, mixed tenure community with spacious, well designed homes that will improve the quality of life of residents, where all can flourish and benefit from excellent design and true placemaking.
- Creating a place for culture, art, socialising and wellbeing, for the benefit of the residents, and wider community.
- Delivering new architecture and public realm, that make a
 positive contribution to the environment of Bristol Harbour,
 enhancing the sense of place and distinct character of this
 vibranant part of Bristol.
- Creating a new public route and public open space that connects the River Avon to the Floating Harbour, improving public permeability and capitalising on the existing elements of the site.
- Providing a new, vibrant destination, to complement the social activities around Spike Island, Wapping Wharf and Underfall Yard.
- Designing building forms, roofs and materials that reference the expression and proportion of the traditional warehouse buildings of the local built environment.









THE SITE & CONTEXT STRATEGIC CONTEXT

STRATEGIC CONTEXT

The site is situated between the River Avon New Cut and the historic Floating Harbour, in the western edge of Bristol. The site is within the designated boundary of the city centre, set out in the Urban Living SPG.

Transport

Bristol is connected to London and other major UK cities by road, via the M4 and M5, by rail, via Bristol temple Meads and Bristol Parkway mainline rail stations; and internationally by sea and Bristol Airport.

As well as the various local bus service providers, a new bus rapid transit system (BRT) called Metro Bus was planned to provide a faster and more reliable service than buses, improve transport infrastructure and reduce congestion. The route of this service runs along Cumberland Road on the southern boundary to the site.

The city centre has water transport operated by Bristol Ferry Boats, which has several stops on the harbour to the north of the site, providing leisure and commuter service in the harbour.

Bristol was designated as England's first "cycling city" in 2008 and one of England's 12 "Cycling demonstration" areas. It is home to Sustrans the sustainable transport charity. The city also has urban cycle routes and links with National Cycle Network routes including the Chocolate path along the New Cut and Cumberland Road and the cycle route that runs along the harbourside walk that connects to the city centre and key public open spaces.

As of 2019, Bristol is working on plans for a Clean Air Zone to reduce pollution, which could involve charging the most polluting vehicles to enter the city centre

Economy and Culture

Bristol's modern economy is built on the creative media, electronics and aerospace industries, and the city-centre docks have been redeveloped as centres of heritage and culture. One of the UK's most popular tourist destinations, Bristol also won the EU's European Green Capital Award in 2015. Bristol has a thriving current and historical arts scene. in 1961 John Betjeman called Bristol "the most beautiful, interesting and distinguished city in England"

THE SITE & CONTEXT HISTORIC CONTEXT

The site occupies a prominent position between The New Cut and the historic Floating Harbour. The area is replete with maritime heritage and intrinsic character. The important local heritage asset of Underfall Yard is around 100m to the west.

The Floating Harbour

The Floating Harbour has existed since the 13th century but was developed into its current form in the early 19th century by installing lock gates on a tidal stretch of the River Avon, providing a tidal by-pass for the river. It is called the Floating Harbour as the water level remains constant and it is not affected by the state of the tide on the river. Many warehouses were built around the harbour for storage and trade. Several survive today and some are being converted into apartment blocks but many have been demolished as part of the regeneration of the area. The harbour closed to commercial traffic in 1975 but remains a local attraction for tourism and leisure.

Local Landmarks

The key heritage landmarks that remain around Spike Island and the Floating Harbour today include:

Underfall Yard – Most of the buildings and engineering installations were constructed between 1880 and 1890. Most of the remaining structures are listed, including the distinct octagonal brick and terracotta chimney of the engine house, and the Pump House visitors centre.

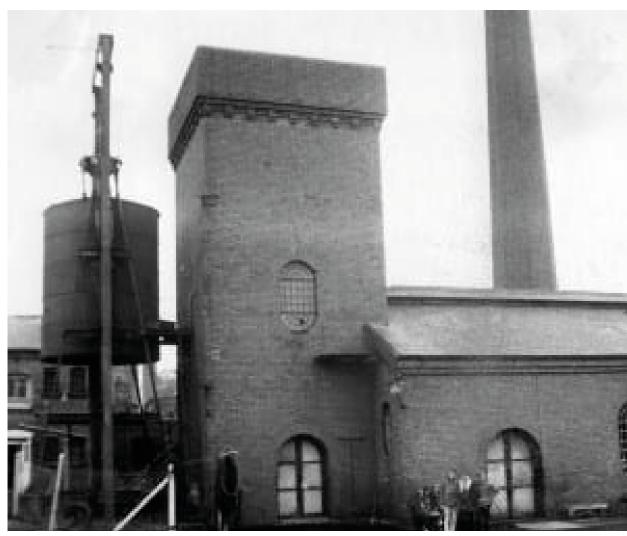
Bond Tobacco Warehouses A, B & C – large, imposing brick structures constructed between 1905 and 1919.

SS Great Britain - Designed by Isambard Brunel, at the time of its launch in 1843, this iron hulled passenger steamship was the largest vessel on the seas. It now sits in the floating harbour as a museum and iconic landmark to Bristol's industrial, maritime past.



Aerial photograph of Underfall Yard, reproduced with the permission of bristolfloatingharbour.org.uk

THE SITE & CONTEXT HISTORIC CONTEXT



Photograph of Underfall Yard, reproduced with the permission of bristolfloatingharbour.org.uk



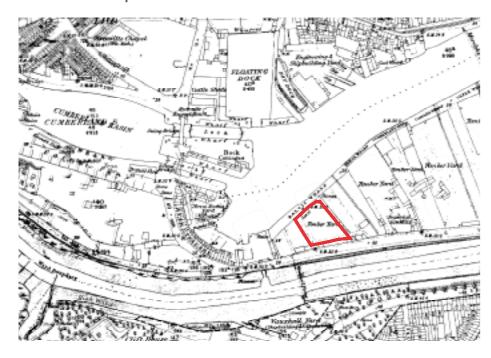
Photograph of Bond Warehouse, reproduced with the permission of bristolfloatingharbour.org.uk

THE SITE & CONTEXT HISTORIC CONTEXT

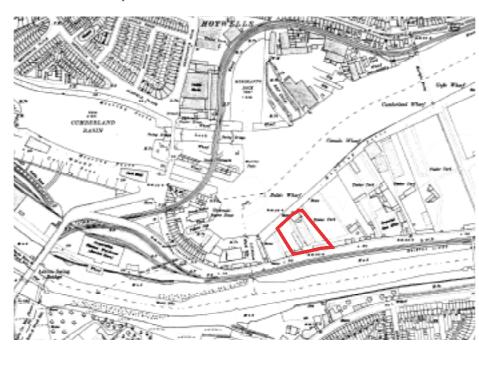
THE BALTIC WHARF SITE

The area known as Baltic Wharf was once the home of several timber yards where ships from the Baltic, Canada and Russia came to off-load cargoes. The quayside was never developed, so dockers had to run on planks laid across barges between ship and shore, carrying long lengths of wood. The Cottage Inn Public House, which is just outside the site boundary to the west, was once the office for one of the timber firms.

Historic OS Map - 1880s



Historic OS Map - 1910s

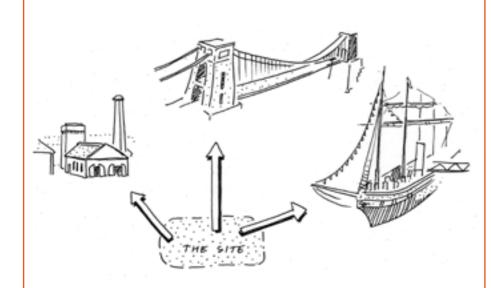


Historic OS Map - 1970s



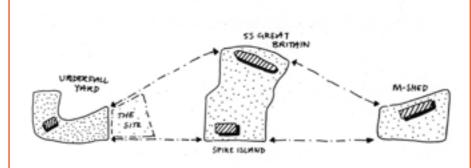
THE SITE & CONTEXT HISTORIC CONTEXT

BRUNEL AND BRISTOL DOCKS



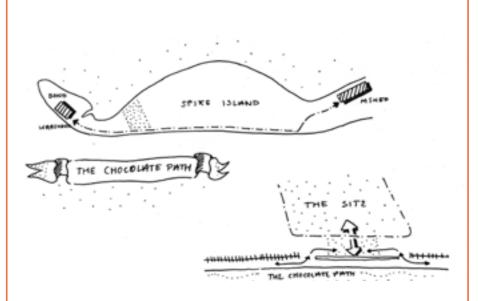
The story of Isambard Kingdom Brunel is inextricably linked to the success and growth of Bristol. The site is grounded in its history and is uniquely place to afford views of three of his great achievements; The Clifton Suspension Bridge, SS Great Britain and Underfall Yard.

A SERIES OF KEY DESTINATIONS



Spike Island is anchored by three historic settings, each defined by their connection to the water, their pattern of industrial buildings and a visitor attraction of national importance.

THE CHOCOLATE PATH



The Chocolate path runs the length of Spike Island; connecting M shed to the impressive Bond Warehouses and offers a delightful riverside experience. The site corresponds to a unique point where the historic railway line is stopped up and a link over Cumberland Road to the site can be created; linking the River to the Harbour.

THE SITE & CONTEXT PLANNING CONTEXT

PLANNING CONTEXT PROVIDED BY BARTON WILMORE

Need for Housing in Bristol

There is significant housing and affordable housing need in Bristol. Although much is being done in the City to address the crisis, there are key issues with affordability, rough sleeping, and lack of social housing. Comparing house prices in Bristol to those in other Core Cities in the decade between 2008 and 2018 indicated that Bristol had the highest average house price of all the Core Cities in this period, and also the highest percentage increase – over 56%, compared to a UK average increase of just over 32%. Between 2012 and 2018 the number of homelessness acceptances in Bristol increased 122% over a five year period.

The Core Strategy (2011) identifies a housing need of 30,600 homes between 2006 and 2026 (1,530 per year), and a minimum of 26,400 homes (1,320 per year).

The draft Local Plan (March 2019) includes a housing requirement of at least 33,500 new homes by 2035. Bristol will need to deliver this significant housing requirement, and all the employment, community and transport infrastructure that goes along with that. As it continues to change and grow, the City is keen to direct this growth to deliver Urban Living, providing a context-led approach to urban intensification.

Key aspirations for housing delivery

Bristol City Council's Urban Living SPD 2018 sets out a commitment to make the most of the development land available in the city to support the significant increase in new-and-affordable homes and infrastructure we desperately need. The SPD includes a commitment to making the most of the development land available in the city to support the significant increase in new-and-affordable homes and infrastructure the City so desperately needs. This is in recognition of the dramatic shift with people returning to live in or close to the city centre in the last 20 years.

This urban renaissance has led to apartment living being commonplace in Bristol. The more successful schemes combine homes with cafes, shops, community uses and workplaces to create vibrant spaces with a high-quality public realm.

The SPD does not set a maximum residential threshold, instead it promotes an optimum density on all sites, in all locations. The Baltic Wharf site is identified as being within the 'city centre', where a density of 200 unit per hectare could be achieved.

Status of current caravan club

The site is the Baltic Wharf Caravan Club on Bristol's harbourside. The Caravan Club are in the process relocating to an alternative site. The proposed use at the site will deliver more social and economic benefits than the current use of the site as a private caravan park and promote public access.

The site is brownfield land and is not subject to any national designations. The redevelopment of the site to much needed housing and affordable housing on a brownfield site in a central location is in line with principles of the NPPF and local planning policy. The proposals provide a key opportunity to provide much needed quality housing on a brownfield site in a sustainable location in Bristol.

Identified Sites

The site is identified within the draft Western Harbour allocation in the emerging Local Plan. The Western Harbour allocation includes ambitious proposed improvements to the Cumberland Basin, extending the western parts of the floating harbour and the wider area as a residential area and bringing more affordable housing.

Western Harbour will be developed as a new city quarter. Development will create a mixed and inclusive community with a diversity of land uses providing opportunities for new homes, workspace, leisure and services and will at least 2,500 new homes with a mix of types, sizes and tenures.

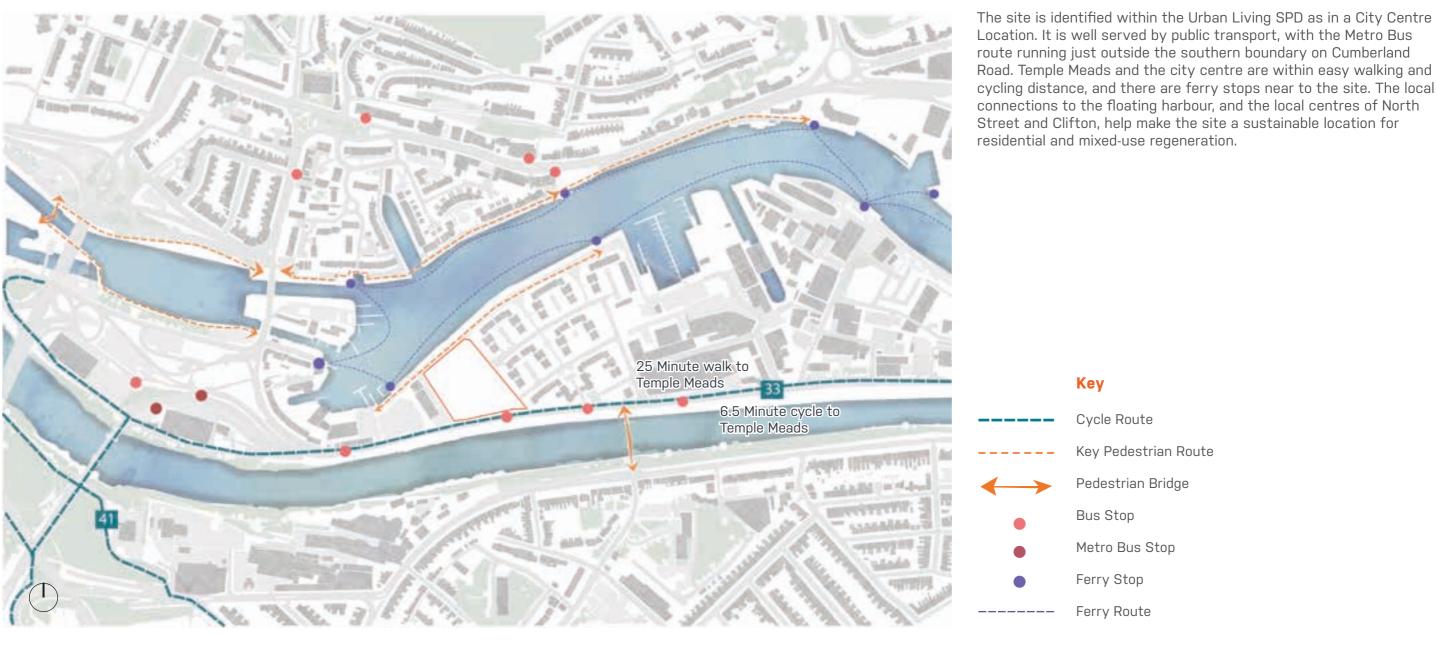
Affordable housing need and provision by Goram/ BCC

The proposals will provide a new, high quality residential neighbourhood, with a local planning policy compliant mix of housing types, including 40% affordable housing, and three bedroom family homes. It provides a tenure mix expectation in accordance to the 76% social rent and 24% shared ownership ratio, responding to the significant need in Bristol.

The proposals provide a varied mix of apartment sizes, including a combination of one, two and three bedroom apartments, contributing to diversity of housing in the area and redressing housing imbalances, and responding to changing population requirements.

The scheme has been designed as tenure blind. The same apartment types are applied to all tenures with minor internal variations. The development provides a mixture of homes including three bed affordable rental properties located close to the podium level gardens, ensuring they are fit for use by families.

THE SITE & CONTEXT A SUSTAINABLE CITY CENTRE LOCATION



THE SITE & CONTEXT THE 20 MINUTE CITY

The suitability and viability of a neighbourhood can be assessed through analysis of amenities available within walking distance. These criteria offer a simple way to understand what living in a place might be like day to day, from the connectivity of the neighbourhood within wider networks to whether a child might be able walk to primary school each morning.

The site has been analysed using a set of desirable walkable criteria and it performs well, as is to be expected of a city centre location.

Key



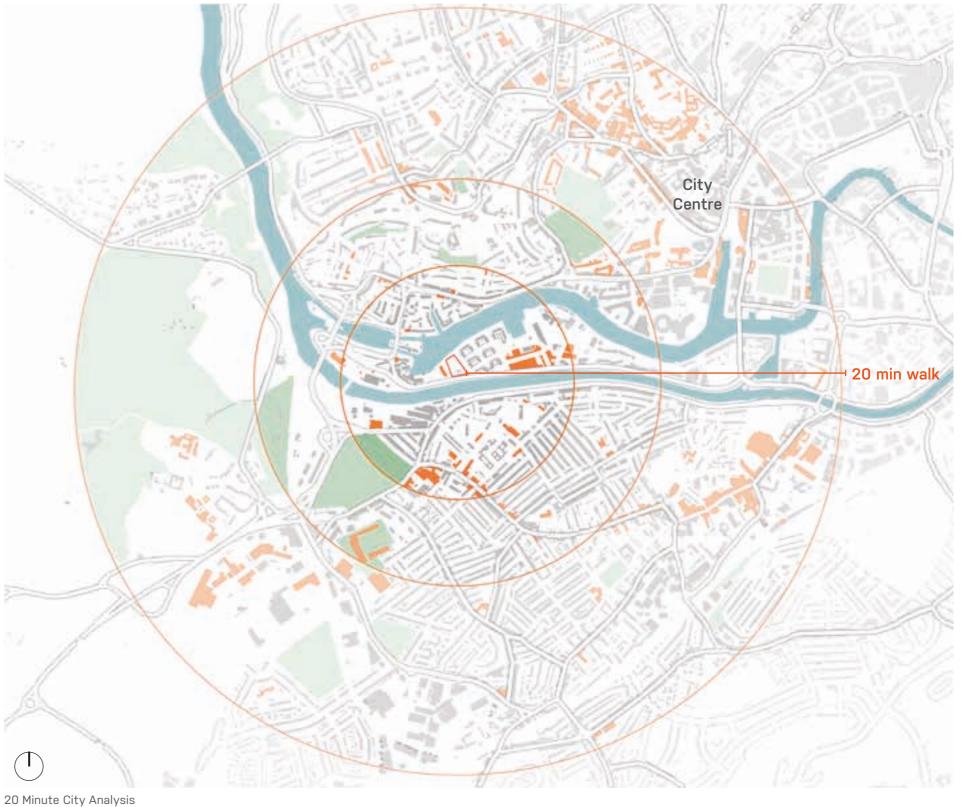
Green Spaces within 5 minute walk of site

Amenities within 10 minute walk of site

Green Spaces within 10 minute walk of site

Amenities within 20 minute walk of site

Green Spaces within 20 minute walk of site



THE SITE & CONTEXT THE 20 MINUTE CITY

FIVE MINUTES

Within a five minute walk residents should be able to reach open green space, play areas and bus stops.

FIVE MINUTES

Within this zone you are able to reach within a five minute walk:

- Shops
- Leisure Facillities
- Church
- Primary School
- Pubs
- Bus Stops
- Ferry Terminal
- Play Area
- Green Space

TEN MINUTES

Within a a ten minute walk residents should be able to reach shops, primary schools, health facilities and allotments.

TEN MINUTES

Within this zone you are able to reach within a ten minute walk:

- Allotments
- Health Centre
- Restaurants
- Primary Schools
- Ashton Gate Stadium
- Ferry Terminal
- Green Space
- Gyms
- Supermarket

TWENTY MINUTES

Vithin a twenty minute walk residents should be able to reach employment areas, secondary schools, leisure facillities, large open spaces and post offices.

TWENTY MINUTES

Within this zone you are able to reach within a twenty minute walk:

- Hospitals
- Univerity
- · Secondary School
- Green Space
- Employment
- Museums
- Post Offices
- Large Green Spaces
- Synagogue
- Train Station

THE SITE & CONTEXT HEALTHY PLACEMAKING

HEALTHY PLACEMAKING

The proposals adopt a positive approach to healthy placemaking, applying this philosophy from macro to micro scale.

Six principles have been considered:

1. Urban Planning

Healthy places begin with good urban planning. The urban environment must be organised to maximise convenience, synergy and social interaction.

2. Walkable Communities

Healthy places are built on walkability. Successful urban environments are designed with amenities and community facilities located to enable people to meet their daily needs within less than one kilometre of their home.

3. Neighbourhood Building Blocks

Healthy places work down to the very local level, where buildings and shared spaces work together to meet people's needs for a safe, supportive and comfortable living environment

4. Movement Networks

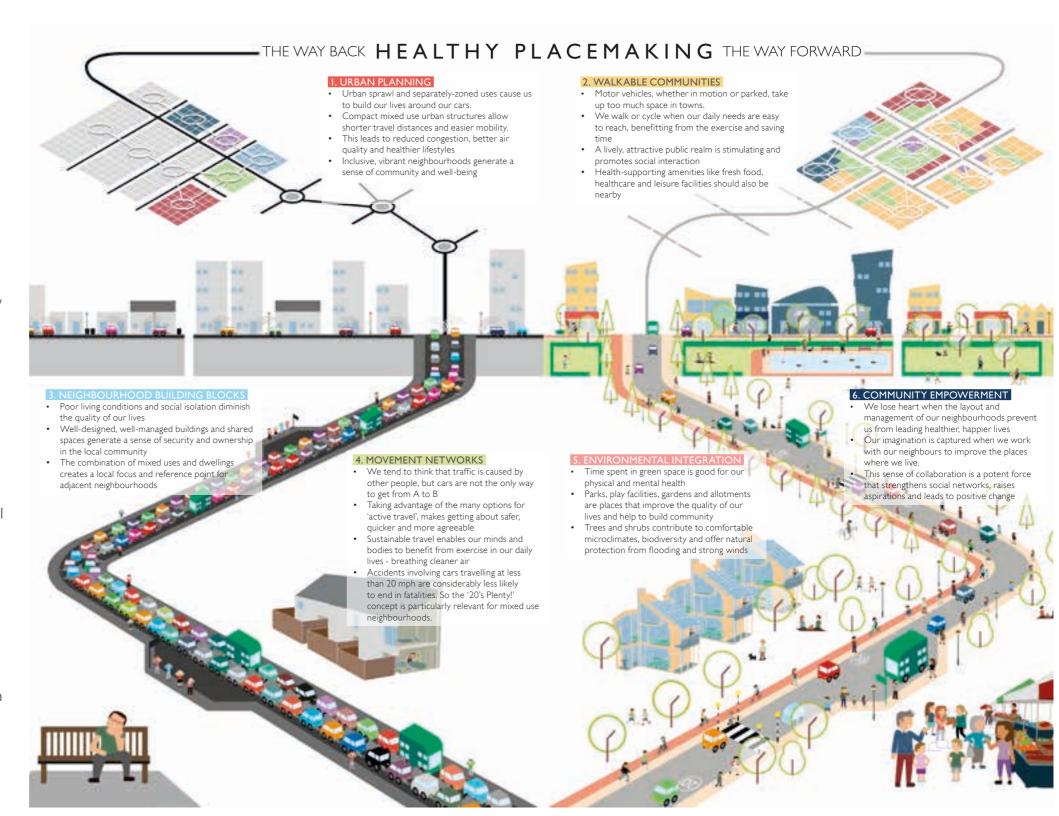
Healthy places are underpinned by sustainable and accessible transport, improving safety, increasing physical activity and decreasing travel time and emissions

5. Environmental integration

Healthy places prioritise green infrastructure and create public spaces that are appropriate and accessible for all users, encouraging people to spend time outdoors

6. Community Empowerment

Healthy places are rooted in early and ongoing community involvement, where a collaborative approach can help turn fear and negativity into creativity and ambition



THE SITE & CONTEXT HEALTHY PLACEMAKING

The proposals will embody sustainability throughout all aspects of design, to help address the Climate Crisis and reduce carbon emissions. The collective efforts of the entire project team have formed the strategy for the creation of a truly sustainable and healthy new neighbourhood.

- Goram Homes and Hill have championed the delivery of truly affordable, high quality homes that exceed minimum design standards.
- Meinhart Uk has prepared an Energy Report and Sustainability Strategy, specifying renewable energy generation, low U Values and Air Tightness. The design adopts a fabric first approach and the buildings have been subject to SAP testing to determine the thermal performance and carbon reductions.
- The apartments and elevations have been tested for overheating, and the elevation design has been informed by these calculations.
- TEP has provided an Ecology report that includes measures to achieve significant ecological enhancements on the site, improving biodiversity and providing habitat for a range of species, including pollinators.
- Meinhart Uk and TEP have developed a SUDS strategy including raingardens, tree pits and permeable paving throughout the site.
- TPA has provided analysis and proposals to reduce cars and promote active forms of transport.
- Hydroc have developed the flood risk assessment for the site and proposed the strategy to deliver flood resilience for over 100 years, accounting for climate change and rising water levels.
- The generous external landscaped spaces created by TEP, connected to key amenities and public realm and blue infrastructure, will provide significant benefits to the wellbeing and happiness of the residents and visitors to the neighbourhood, enhancing opportunities for socialising, creating a sense of community and addressing issues of loneliness and isolation associated with the COVID-19 crisis.







THE SITE & CONTEXT SUSTAINABILITY MATRIX - DETAILED APPLICATION

JTP utilise their own knowledge and experience in assessing each project for potential environmental design opportunities. These measures may range from the integration of passive solar design to the use of active energy saving technologies.

At the outset of a project we discuss with our clients what is feasible and where there are cost constraints. We will advise on the most cost effective methods of achieving an environmentally responsive scheme. Some solutions are extremely simple, for example changing the orientation of a scheme to embed passive design principles.

Other solutions may require rounds of testing to ascertain that they have the desired and anticipated impact.

We have developed an in-house environmental assessment matrix whereby projects are reviewed under the following categories:

- Efficient use of resources
- Energy strategy
- Green infrastructure
- Blue infrastructure
- Movement strategy
- Health and Happiness

This assessment tool enables us to capture the degree to which our projects are embedding the principles of sustainable design.



EFFICIENT USE OF RESOURCES

Treading Lighty, using resources wisely

- The site is a brownfield site within the city centre. It is a sustainable location for development.
- The development is in keeping with the objectives of the local plan in relation to providing new housing, and mixed uses to benefit the local area.
- The site is within a 25-minute walk or 10 minute cycle
 of the heart of the city and Temple Meads Station.
 It is well served by buses, the Metro bis and harbour
 ferry.
- The relevelling of the site is required for the mitigation of flooding, and the proposals will reduce the amount of material removed off site.
- A new, accessible public route and public open space are proposed, improving permeability and providing public benefit.
- The design of commercial spaces will provide flexible space for small, local, independent businesses, startups, spaces for the arts, culture and community uses.
- The materials have been considered to ensure durability and minimal maintenance and the need for replacement. Bricks have been chosen as the predominant material along with reconstituted stone, GRC and aluminium detailing.

ENERGY STRATEGY

Reducing energy consumption and carbon emissions

- An Energy Statement and Sustainability Strategy has been produced by Meinhart UK.
- The energy strategy has been considered in relation to the energy hierarchy of Be Lean, Be Clean, Be
 Green
- A fabric first approach has been proposed within the energy strategy.
- Particular attention has been paid to the thermal envelope and a high level of insulation will be specified to all thermal elements to minimise heat losses.
- The design has been developed to avoid the risk of overheating, particularly on south and west facing elevations.
- The proposed materials create a high thermal mass to assist in natural cooling.
- A detailed energy strategy has been developed for the scheme. including the provision of heat pumps, with future connectivity designed in to connect to a planned district heat pump, and arrays of PV panels on flat roofs.
- The proposals incorporate flood resilience, in accordance with the flood risk assessment and current guidelines of the Environment Agency.

THE SITE & CONTEXT

SUSTAINABILITY MATRIX - DETAILED APPLICATION

GREEN INFRASTRUCTURE

Maximising opportunities for nature and biodiversity

- The site is brownfield site, and currently hardstanding covers around 83% of the site. The remaining vegetated areas are of relatively low ecological value.
- The landscape proposals will ensure that there will be an enhancement in the overall quality and quantity of planting.
- The development aims to achieve a net gain in on-site biodiversity.
- The new landscape scheme includes areas of varied shrub and perennial planting, which will support birds and invertebrates, including pollinators.
- Some of the trees will need to be removed to accommodate the necessary raising of ground levels to eliminate flood risk. Proposed tree species have been carefully selected to mitigate for on-site losses.
- The replacement tree species will increase the diversity of tree species on site, enhance on-site biodiversity by providing refuge, food and nest sites for birds, and habitats for invertebrates including pollinating species.
- Due to the limited site area not all replacement planting will be feasible within the site boundary. It is intended that a further contribution through an offsite replacement planting scheme will be carried out.
- Flat roofs will be green/biodiverse to enhance the site's ecological value.
- The development will provide access to new, high-quality publicly accessible open space with opportunities for quite recreation, playable elements embedded in the landscape and a newly created link between Cumberland Road and the Harbourside.
- All residents will have access to private amenity spaces directly from each building core. Each residential garden will have an area for socialising, quite enjoyment, as well as doorstep play for younger children.
- Playable spaces will include natural features such as timber logs, boulders, steppingstones and more formal play equipment to diversify the play value.
- Natural elements of play combined with additional sensory planting will provide play experiences within the residents' garden.
- The landscape has been designed with public safety in mind, to be wheelchair friendly and with a variety of spaces for either relaxation or vibrancy.

BLUE INFRASTRUCTURE

Reducing water consumption

- The site has strong connections to 2 local waterways the Floating Harbour and the New Cut, which provide exceptional amenity value and recreation opportunities for the residents.
- A SUDS and drainage strategy has been prepared by Meinhart UK and the landscape design has been created by TEP to deal with surface water through sustainable and attractive means.
- The implementation of rain gardens and SUDS tree pits will enable a sustainable system providing an alternative source of drainage for rainwater. These will receive run off from surrounding paved areas.
- The area will be an attractive landscape feature, structured to infiltrate surface water and planted up with moisture tolerant vegetation suitable for occasional inundations and less frequent
- The planting beds are gently profiled (dished) and species which can withstand short periods of waterlogging are planted in the centre with those more tolerant of draught towards the edges.
- The planting comprises mixed ornamental species, selected to attract pollinators and to give seasonal interest.
- The planting beds are constructed with a drainage layer and special bioretention soils and root barriers, where necessary. Species within the rain gardens are selected to be tolerant of varying levels of moisture within the soil.
- The site has been designed to be fully flood resilient in accordance with EA design criteria. Only less vulnerable uses are located on the lower ground floor within flood zone 3.

MOVEMENT STRATEGY

Creating walkable and active communities

- Transport Planning Associates has prepared a
 Transport Assessment, Travel Plan and Road Safety
 Audit for the proposals. The proposals aim to promote
 active modes of transport such as cycling and
 walking.
- The site has immediate access to modes of public transport such as local buses, the Metrobus, and Harbour Ferry, as well as local cycling and pedestrian routes, such as the Harbour Walk and The Chocolate Path.
- The proposals will include the introduction of a car club initiative on adjacent land.
- The central public open space and most of the new public route is car free, for pedestrians and cyclists, with all parking taking place behind or beneath the buildings on the lower ground floor.
- The existing entrance through the boundary wall on Cumberland Road has been adapted and widened to improve safety, enable separation of pedestrians and vehicles onto and through the site, and improve visibility at the entrance. 78 car parking spaces have been proposed for the site, including 7 wheelchair accessible spaces.
- 20% of car parking spaces will have active electric car charging points and 80% will be passive, for future commission.
- Cycle stores are calculated with a ratio of 1 Sheffield stand storage per unit with any further storage contained within double stacked racks. The provision has been allocated as 1:1 bikes for 1 bedroom flats, and 2:1 bikes for 2 and 3 bedroom apartments.
- Each residential building and core have cycle storage conveniently placed to serve its residents.

HEALTH AND HAPPINESSEnhancing quality of life

- The site is within a sustainable, city centre location well connected to local amenities and schools, with employment access around and on the site.
- The site is a mixed-use regeneration, with vibrant cultural, leisure, commercial and artistic activities proposed for the site, to complement existing amenities nearby.
- The new neighbourhood will be a ready-made community congregated around attractive public open space and fully integrated with local community activities and amenities
- The size of the residential buildings is very suited to creating a sense of community within the blocks, with a critical mass of neighbours allowing for interaction and socialising in communal and external spaces, addressing feelings of isolation associated with the Covid crisis
- Direct access to attractive new landscaped spaces wildlife, nature and existing blue infrastructure, and countryside, will have positive health and wellbeing benefits for the residents.
- The proposals will be safe and well supervised, designed to the meet the criteria of Secured by Design
- The external public spaces have been designed to allow for congregation and bringing people together for community led events. The internal spaces of the commercial, cultural and arts units will provide opportunities for events, socialising and learning.





THE SITE & CONTEXT SITE CONTEXT

The site is located at the western end of the historic Floating Harbour, and benefits from two frontage facing bodies of water. The site is bounded to the south by Cumberland Road, the Chocolate Path and the River Avon New Cut. Vauxhall Bridge is close to the east of the site, which crosses the river and leads to Coronation Road. The northern boundary of the site opens onto the tow path of the harbour, with expansive view towards across the town towards the neighbourhood of Clifton and the Clifton Suspension Bridge. To the east of the site is a low density housing development from the 1980s, with red brick and roof tiles on pitched roofs. Beyond this is the post industrial townscape of Spike Island and the harbour of SS Great Britain. Beyond the western boundary is the Cottage Inn Pub, a stone building from the original timber yard, and accommodation and a storage shed for the All Aboard Sailing Club. Beyond these buildings is car parking and boat storage. 100m to the west of the site is the important local heritage asset of Underfall Yard, with distinct warehouse vernacular of red brick and pitched roofs. Further to the East around the Cumberland Basin are the large and imposing Bond Warehouses of the early 20th century, with robust brick facades and flat roofs.

THE SITE & CONTEXT EXISTING SITE CONTEXT

A distinct harbourside grain of inlets, jetties and pitched roofs define the west of the Floating Harbour, around Underfall Yard.





CONTEXT EXISTING SITE CONTEXT

1. The Cottage Inn, to the east of the site



2. Cumberland Road and Southern site boundary



The site currently serves as a Caravan Park bounded on the Cumberland Road edge by a penant stone wall. To the north a hedge separates the Quay and the site. The busy harbour is a key route toward Spike Island and is an active front that feels disconnected currently from the site and also from Cumberland Road.

3. Site currently used as Caravan Park



4. Small structures currently on site



5. Opening in Penant stone wall



6. Cumberland Road and Southern site boundary



7. Redundant railway tracks and a pedestrian bridge to south of site



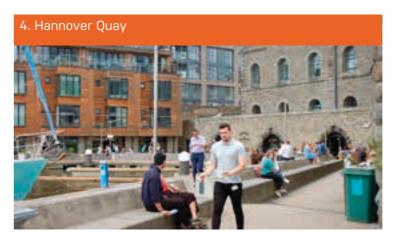
THE SITE & CONTEXT CONTEXT PHOTOS





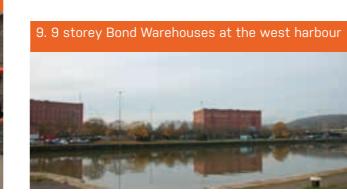




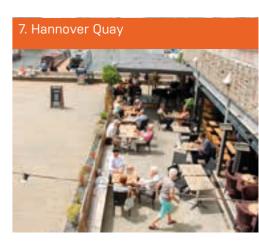








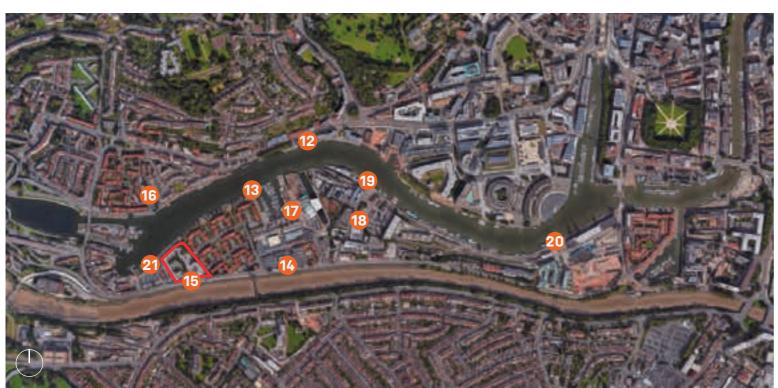








THE SITE & CONTEXT **CONTEXT PHOTOS**



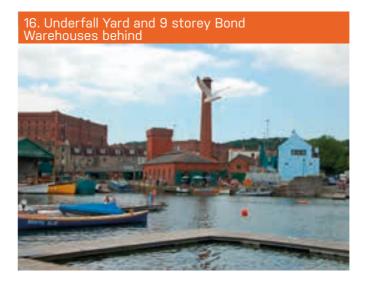






















THE SITE & CONTEXT LOCAL CHARACTER AND DESIGN REFERENCES

From the significant historic sites of Underfell Yard to the new emerging context on the harbour edge , through exploration of the site a palette of tones, materials and possible details begins to emerge.







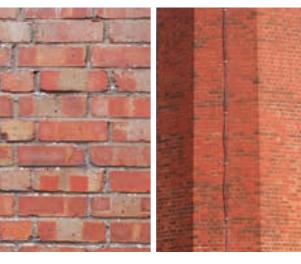






Coloured Render











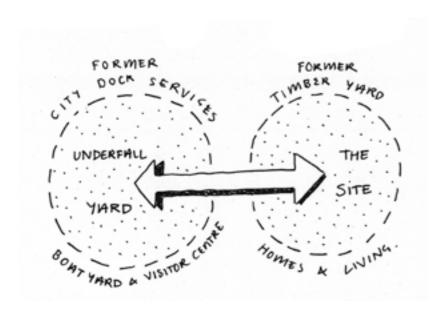




Metalwork River Avon Red Brick

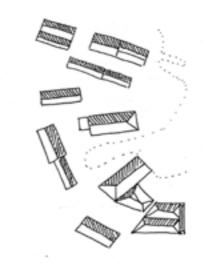
LOCAL CHARACTER & DESIGN REFERENCES

THE INFLUENCE OF UNDERFALL YARD



The site, formerly a Timber Yard, close with Underfall Yard, closely associates with Underfall and its Basin and looks to strenghen its connection through its approach to grain and townscape.

VARIED TRADITIONAL ROOFSCAPE

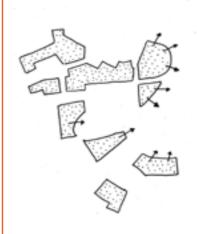


A collection of pitched roofs varying in height, width and lentgh but typically end-on to the Harbour with gables fronting onto the waterfront.

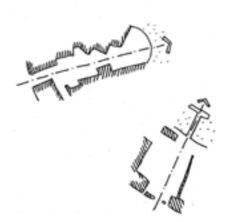


The roof gable to the Underfall Yard extends to engage and shelter an outdoor space.

A TIGHT GRAIN OF IRREGULAR SPACES



Multiple spaces of various sizes and differing geometries and outlooks.



Links to the waters edge via a series of granular intimate open spaces.

THE SITE & CONTEXT CONSTRAINTS



Key

Busy Noisy Road, potentially requiring acoustic mitigation and ventilation strategies.

Sensitive residential boundary with minimum offset distances to preserve amenity and privacy.

Existing trees and hedges, to be retained wherever practical, subject to an arboriculture and habitat survey.

Historic stone wall to be preserved as part of the heritage fabric of the neighbourhood.

Existing locally listed pub, the Cottage Inn, the setting and scale of which should be respected.

Predominant height of 3 and 4 storeys in adjacent housing, to be addressed in new design.

Non active frontage, unsuitable for front doors and entrances.

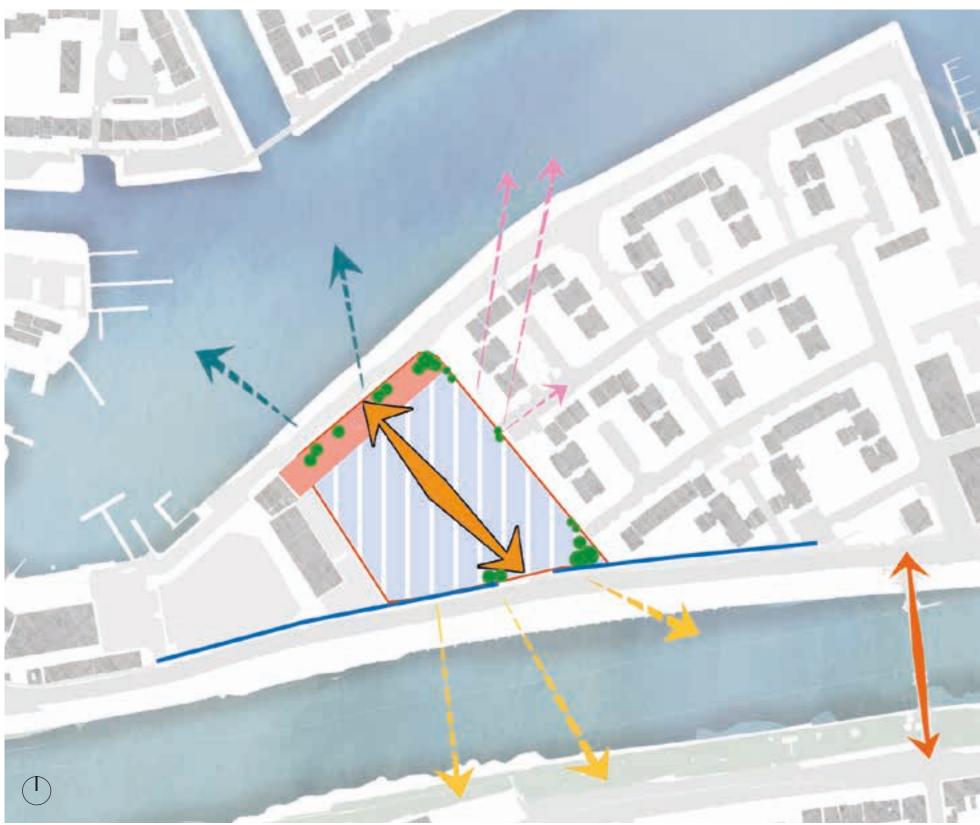
Historic and important public route and frontage of Bristol Floating Harbour, providing key frontage for new buildings and public realm.

Flood Zone 3: Flooding to this extent a 1 in 200 year event or result of climate change. Mitigation measures will require level changes across the site while still allowing level access of a maximum gradient of 1:21.

Flood Zone 2: Flooding to this extent is 1 in 200 year event or result of climate change. Mitigation measures will be required to protect residential accommodation.

SIte Constraints Diagram

THE SITE & CONTEXT OPPORTUNITIES



Key



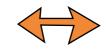
Maximise views to north and floating harbour



Capture views and sunlight to south



Secondary high level long views to the east toward



Reinstate historic route through site, connecting riverside to Harbour



Create new external space as a focus for commercial use, connecting to existing pub



Retain selected existing trees and promote improved soft landscaping & biodiversity Move car parking to eastern and western boundaries



Improve and promote public permeability, linking harbour to river, Cumberland Road, and south of City



Flood zone mitigation to include keeping residential accommodation above flood plain, through landscape



Retain as much of the penant stone wall as possible on the southern border

SIte Opportunities Diagram

THE SITE & CONTEXT ENVIRONMENT AGENCY FLOOD MAP

ISSUES & CONSTRAINTS

According to the Environment Agency Flood Maps, the site falls within Flood Zones 2 and 3, which means a Flood Risk Assessment is required and flood mitigation measures will need to be incorporated into the design.

A flood risk assessment has been carried out and the recommendations include:

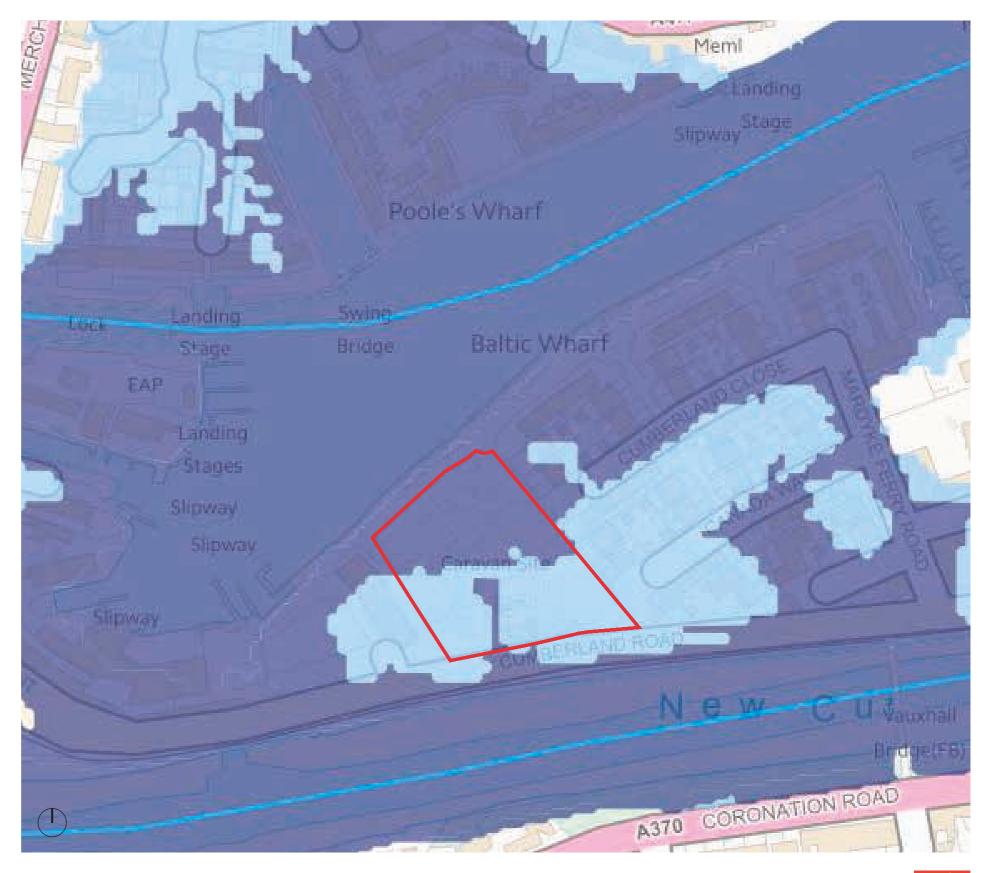
- A minimum floor level for residential accommodation to raise it above the projected maximum flood levels anticipated within the next 100 years.
- A minimum floor level for commercial accommodation to raise it above the projected maximum flood levels anticipated within the next 60 years.
- An allowance for flood water displaced by raising ground levels or building within the floodplain, to ensure that flooding is not increased on adjacent land.
- Pre-application discussions have been conducted with the Environment Agency to ensure appropriate flood mitigation measures are incorporated.

Key



Flood Zone 2

Flood Zone 3

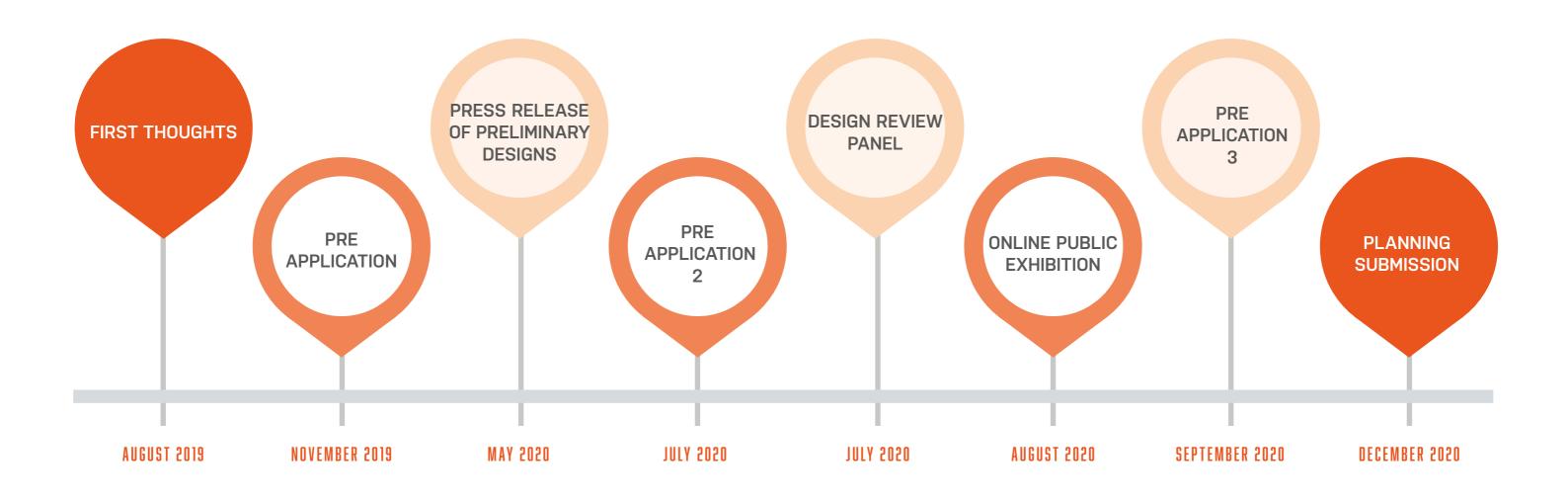


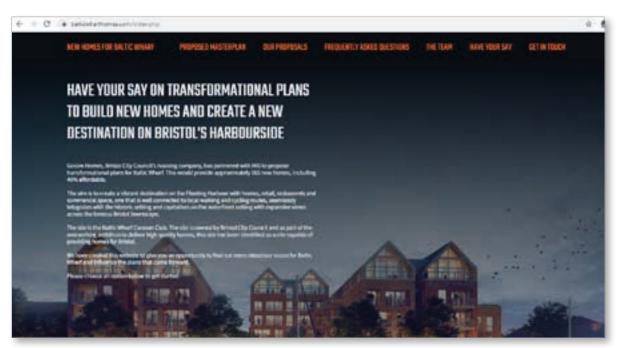






DESIGN THROUGH CONSULTATION & COLLABORATION TIMELINE





Still from Website for set up consultation and information



Newsletter

WHAT ELSE IS PROPOSED OTHER THAN HOMES? Our aim is to create new public spaces, with a mix of user, that encourage a sense of community and social inclusiveness, that are accessible to all, and which priorities validing and cycling, social interaction and physical activity for a high quality of life. The design of these public spaces will draw heavily on the after historical contest and harbourside setting, producing a unique space that acknowledge the area's history as a busy and dynamic working dockyard. This will be achieved with materials and public and that reference the size be heritage. The proposals will make the most of the waterfront location with seating steps and social spaces will stroke whether the size is a sense of the size of the siz

DESIGN THROUGH CONSULTATION & COLLABORATION CONSULTATION PROGRAMME

DESIGN THROUGH CONSULTATION AND COLLABORATION

The design has been developed through extensive consultation and collaboration with key stakeholders and resident groups.

The consultation programme has been coordinated by Cadence PR, who have prepared a Statement of Community Involvement. The programme has included the following events, workshops and online exhibitions:

Statutory Consultation

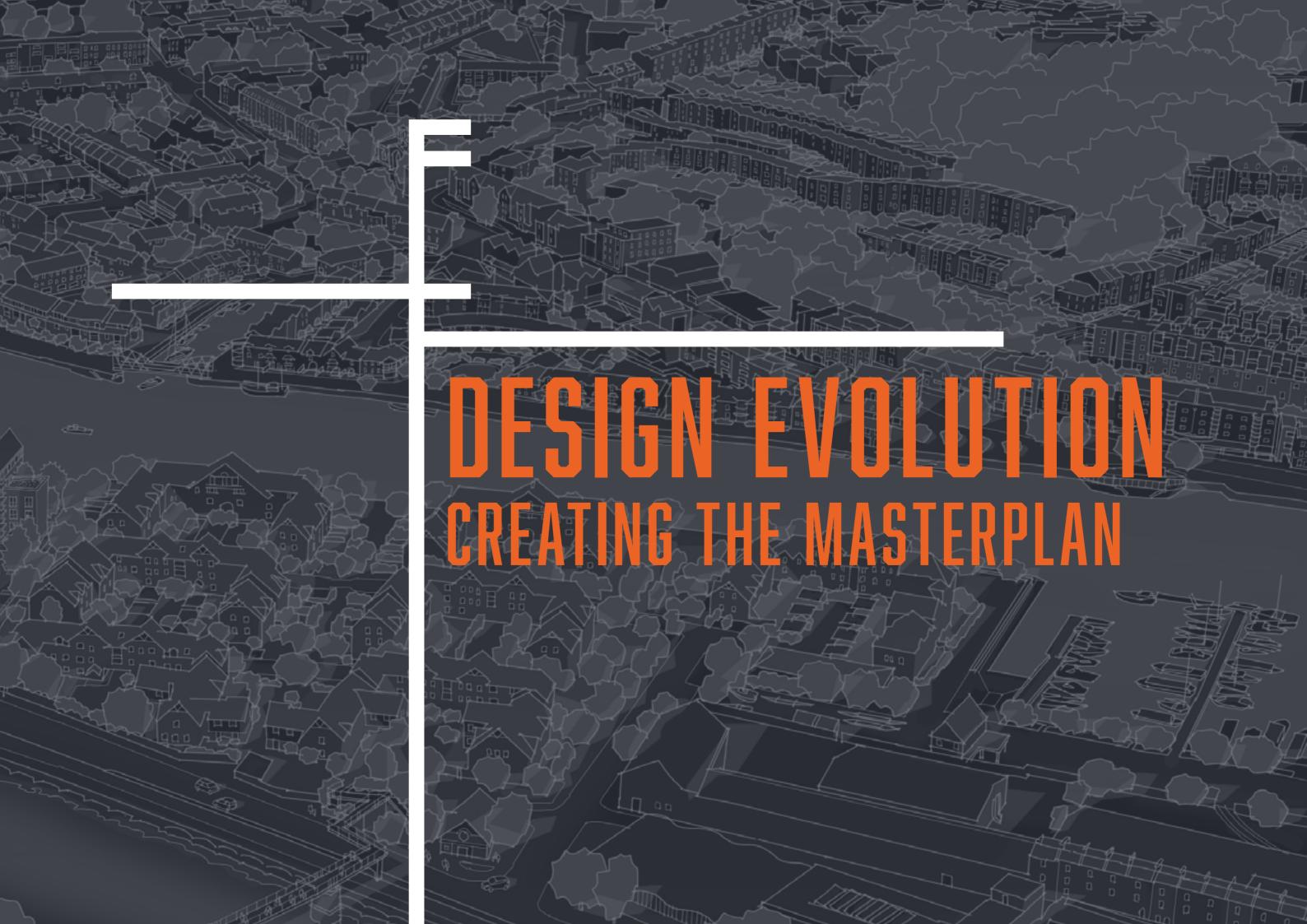
- 3 x Pre-Application Meetings
- 1 x Presentation to Design West PanelDirect Consultation with the Environment Agency on Flood Risk and Mitigation
- Avon Fire and Rescue Service on emergency access
- · Meeting with representative of City Docks

Community Consulation

- · Meeting with Ward Councillor Mark Wright
- Meeting with Councillor Nichola Beech
- Meeting with Sandy Hore-Ruthven, Green Party candidate for Mayor
- The creation of a website and a leaflet drop to 3000 residents around the nearby neighbourhoods.
- 2 x articles in the Bristol Post
- 4 x meetings with Resident group and Directors of Baltic Wharf neighbourhood to the east
- Presentation to Hotwells and Clifton Wood Community Association
- Presentation to BS3 Planning Group
- Meeting with Bristol Tree Forum
- Meeting with Vice Chair of All Aboard AAW
- Meeting with members of All Aboard
- Meeting with The Harbour Master
- Meeting with representative of City Docks
- Meeting with Cottage Inn
- An online public presentation and discussion attended by over 70 members of the public
- Commercial / Cultural Uses
- 2 x meetings and continuing discussions with representatives of Spike Island on potential culture and art uses within the regeneration
- Discussion with Georgina Bolton, Bristol Public Art Officer

The design has been developed and revised to address the issues raised through the consultation process, particularly relating to concerns on height and massing. The team has worked closely with City Design Group in forming the optimum strategy for acceptable height that can deliver appropriate density, and how the ground floor of the harbour frontage can be further animated with non-residential uses.

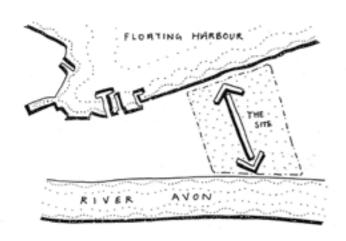






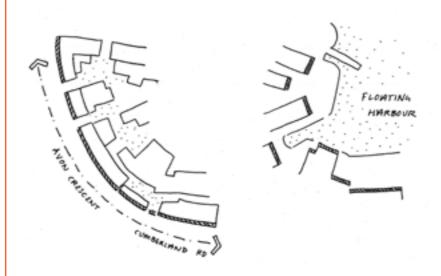
DESIGN EVOLUTION - CREATING THE MASTERPLAN INITIAL DESIGN PRINCIPLES

CONNECTING WATER TO WATER



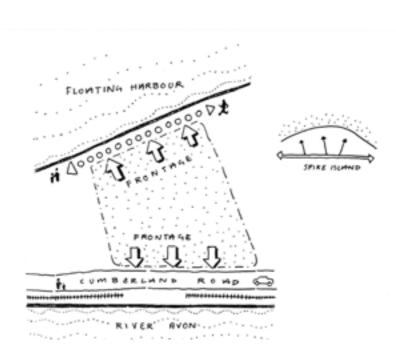
The site enjoys a special location closely linking two bodies of water; The Floating Harbour and The River Avon.

ROAD EDGE AND HARBOUR EDGE



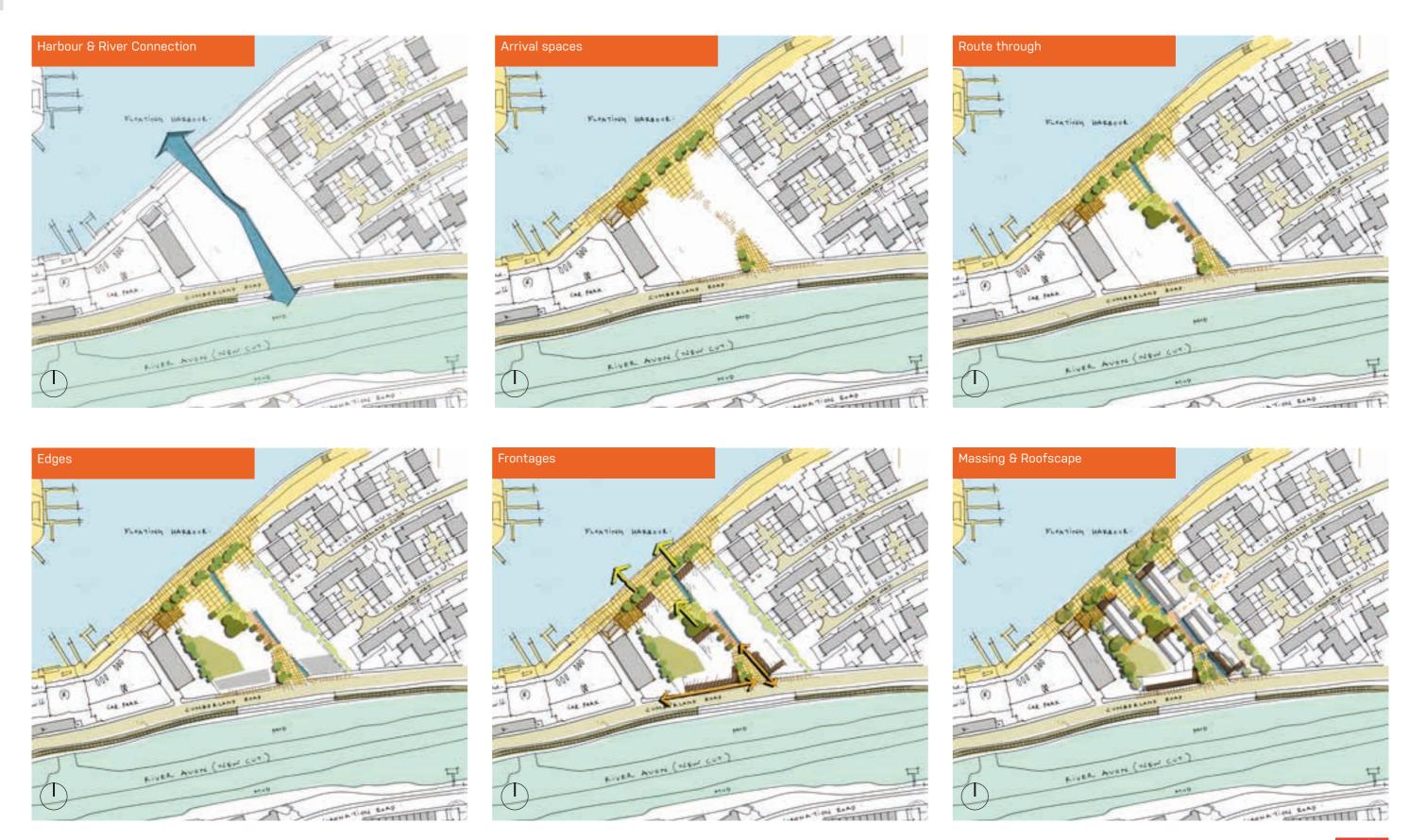
Consistent frontage of buildings facing Avon Crescent and Cumberland Road. Inconsistent and varied frontages to the water's edge

TWO DISTINCT FRONTAGES



The harbour provides an impressive frontage, however the site has two fronts. Cumberland Road provides the key movement spine for Spike Island and therefore the proposals also properly respond to this frontage.

DESIGN EVOLUTION - CREATING THE MASTERPLAN DESIGN CONCEPTS

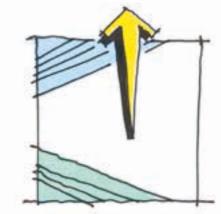


DESIGN EVOLUTION - CREATING THE MASTERPLAN DESIGN PRINCIPLES



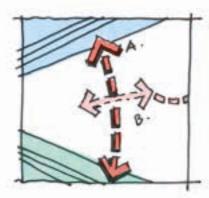
PRINCIPLES EMBEDDED IN THE CONCEPT

Maximising the views to the North

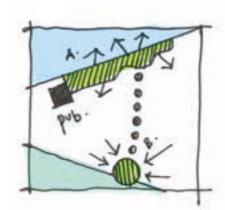


visual connection

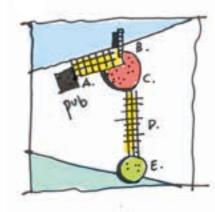
North South route and



Water edges Public realm character



Forming new public connections through the site and along the harbour frontage



5 Frontages



DESIGN EVOLUTION - CREATING THE MASTERPLAN TIMELINE OF PREVIOUS ITERATIONS OF THE MASTERPLAN

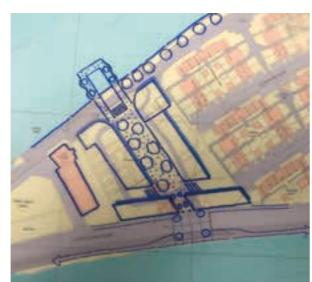
JULY 2019 – DESIGN CHARETTE

An initial Design charrette was organised with several participants contibuting to test different options for the layout of the regeneration

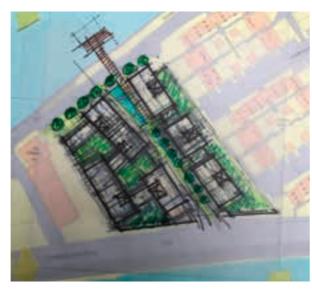
AUGUST 2019 – BID MASTERPLAN

The preferred sketch option was developed in sufficient detail to support the bid proposals, including an indication of landscape character, and the separation of car parking from the main public spaces at the heart of the site.











DESIGN EVOLUTION - CREATING THE MASTERPLAN TIMELINE OF PREVIOUS ITERATIONS OF THE MASTERPLAN

MARCH 2020

TEP landscape architects develop their initial concepts for the landscape proposals. The building footprints have increased slightly to compensate for the loss of units with as buildings becoming lower

JULY 5050

Flood level mitigation measures been fully incorporated into the landscape design and the cascading harbour frontage is developed as a key feature of the masterplan





DESIGN EVOLUTION - CREATING THE MASTERPLAN TIMELINE OF MASTERPLAN DEVELOPMENT

AUGUST 2020 - SKETCHES OF REVISED GROUND FLOOR

The concept of the lower ground and upper ground floor is comprehensively revised, with the podium garden lowered to residential ground floor, and vehicle ramps providing access to lower ground



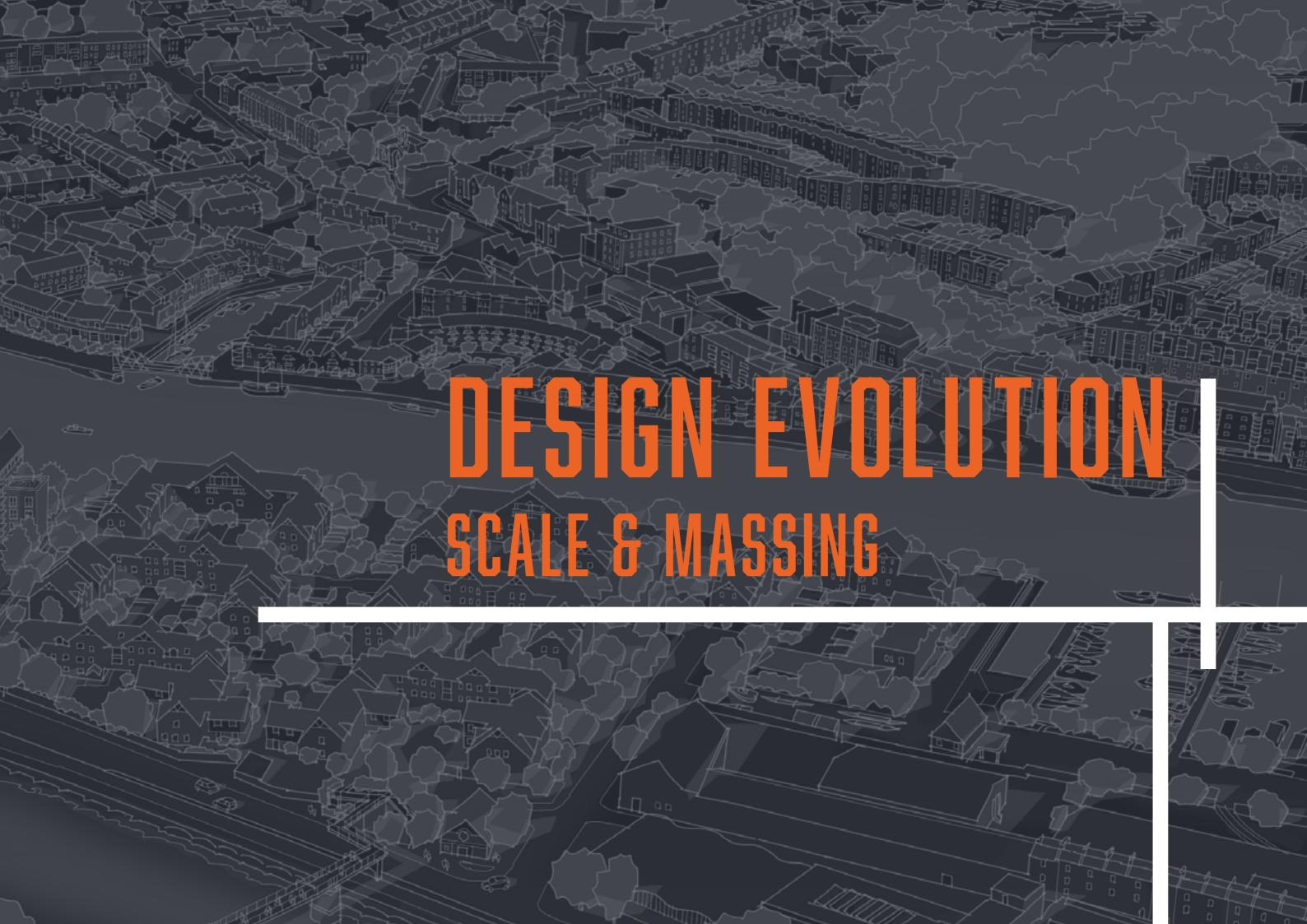
SEPTEMBER 2020 - PRE-APP MASTERPLAN

The masterplan is further developed to support a pre-app meeting and presentation to the Design West DRP.









DESIGN EVOLUTION - SCALE & MASSING INTRODUCTION

Throughout the consultation process, one of the main issue of discussion and scrutiny has related to the proposed heights of the buildings.

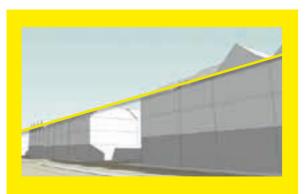
The following have been key considerations on evaluating an appropriate scale and density for the regeneration, that have informed the evolution of the proposals:

- The urgent need to provide new affordable housing for the city, as well as the private market housing that would generate cross subsidised funding to deliver this.
- The designation of the site as a City Centre location. The Urban Living SPD states that the appropriate density of development should be up to 200 Dwelling per Hectare.
- The site is in a very sustainable location, well served by public transport and local amenities.
- The council owned site is an underutilised brownfield site, the regeneration and densification of which would be an appropriate and sustainable strategy, in accordance with local and national planning policy.
- The site has no immediate neighbours to the north or south, affording expansive views in those directions, while avoiding impingement on neighbouring amenity.
- The proposals represent a new landmark regeneration, which could offer a visible marker of growth and positive transformation.
- The creation of a vibrant, new destination on the harbour, with requisite visibility within the townscape.
- The appropriate response of providing amplified height, as described within the Urban Living SPD, with selective portions of the buildings modestly higher than the prevailing building heights,

- up to 2 x prevailing height in areas of varying height.
- The immediate housing estate to the east of the site has a prevailing height of 3 and 4 storeys, although the quality and character of the architecture is not special or particular to the importance of the harbour setting, described in the BCC City Docks Conservation Area Character Appraisl as "neutral".
- The heritage asset of the Cottage Inn pub, which is a low rise, former administration building, of moderate aesthetic quality, adjacent to the site.
- The important heritage asset of Underfall Yard, which has high quality, low rise workshop and industrial buildings of around 2 storeys with pitched roofs, and a Grade II listed chimney. This unique cluster of buildings is around 100m to the west of the site.
- The height and visual dominance on the skyline of the 3 historic Bond Warehouses, of around 9 commercial storeys in height.
- The fact that this area of the harbour is a well-known and muchloved part of historic Bristol, visible in long views on the harbour.

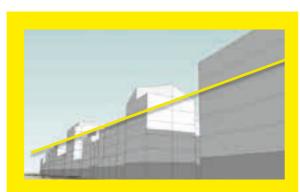
The requirement to address all these issues in the design has been the main challenge of the design process. The original bid scheme achieved an appropriate density of dwellings on the site but the proposed height of some of the buildings was considered slightly too high and too visually assertive in this sensitive location. This issue was further exacerbated with the discovery that the ground level in the site would need to be significantly raised to mitigate the risk of flooding. Subsequently a long, iterative process was undertaken to explore options that would reduce the overall height of parts of the development, to achieve an optimum balance of density of housing, while preserving the amenity and character of the immediate context. The design evolution is recorded in the following pages, resulting in the design proposals, which have been deemed appropriate and acceptable by Design West DRP and the BCC Conservation Officer.

DESIGN EVOLUTION - SCALE & MASSING POLICY CONTEXT - URBAN LIVING SPG ON AMPLIFIED HEIGHT



Prevailing building heights:

The most commonly occurring height of buildings within an area of common character

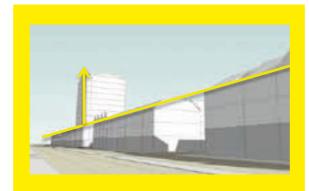


Amplified height:

Buildings that are modestly higher than the prevailing building height

up to 1.5 x prevailing height in areas of uniform height

up to 2 x prevailing height in areas of varied height



Contextual Tall building:

Buildings that are significantly taller than the prevailing height

more than 1.5 x prevailing height in areas of uniform height

more than 2 x prevailing height in areas of varied height

- According to the Urban Living SPG, the site is within the designated boundary of the City Centre, with acceptable densities stated as 200DPH, in such a sustainable and wellconnected location.
- The design vision and key objective of this regeneration
 was to provide high quality, mixed tenure housing and public
 realm as appropriate, in a responsible way that preserves and
 complements the unique character of the immediate setting,
 with particular respect and reference to the historic fabric of
 the harbour and Underfall Yard.
- The Urban Living SPG provides guidance on proposed height for different settings, and the project reflects the guidance of Amplified Height, with "Buildings that are modestly higher than the prevailing building height." There is a varied skyline along the southern harbour edge, tand the SPG suggests that "up to 2x prevailing height in areas of varied height."
- The initial design response in the bid proposed a scheme that varied in height from 3 storeys at the more sensitive residential eastern boundary, to 7 storeys at the centre of the site, with a predominance of 5 storeys on the harbour frontage and elements up to 6 storeys, which was felt was still in accordance with 2x the existing prevailing height. The proposed density was around 187DH, well within the stated limits of the SPG.
- Although the project was met with general approval in the bid and pre-application discussions with the planning authority, the main objection and resistance has related to the proposed height of the buildings, which were deemed as unacceptable.
- The design team has subsequently investigated several different solutions to reduce or mitigate the impact of height, while maintaining an appropriate density of new homes for this sustainable, city centre location.

Part 1- Major development



Part 1- Major development Neighbourhood

Neighbourhood

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

We recommen

- the earliest opportunity to establish whether the scheme should respond positively to the existing context or a new and emerging context a expressed through an adopted spatial framework neighbourhood plan, or masterplan.
- respond positively to the existing context. a through context appraisal of the neighbourhood should be undertaken, with a particular focus on the immediate streets and spaces adjoining the scheme. This should identify the prevailing height, scale and mass of surrounding buildings, streets and spaces. Areas of strong character and form offer only limited opportunities for deviation. Other transitional areas of lower or more varied tharacter, offer greater opportunities for reinvention in terms of increasing densities, or varying form and character, including amplifying building heights, or in strategically located areas, creating a contextually high building:
- Increasing building heights where it can be demonstrated that this helps reinforce the spatial hierarchy of the local and wider context and aid legibility and way-finding.

- d Identifying the positive characteristics of the local context that can help inform the design of the scheme. For example, are there any good examples of higher density development that have been successfully incorporated into the local townscape, and if so, are there similar design approaches that could be adonted?
- e Undertaking an assessment of whether there are any views into and from the site that meril a design response at the outset of the design process. For schemes that are either particular prominent in their setting (e.g. proposals for a contextually tall building), or located in a particularly sensitive setting, a full visual impaassessment may be required (see Appendix C I proceded their process of the process of the process of the process of the process.
- Assessing the potential of any designated and non-designated heritage assets for conversion Retained buildings or structures can become instant focal points within a development.

 g Working with contours of the land rather than
- reatively respond to the topographical charact thinking carefully about the roofscape h Incorporating existing trees into the overall desi and layout, setting buildings back sufficiently to
- i Exploring how a holistic approach can be take to the design of sustainable urban drainage b exploiting the topography and geology. Caref consider opportunities for rainwater attenual both on plot and off.

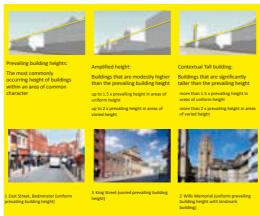


Fig 5: Definition of prevailing height, amplified height and tall build

DESIGN EVOLUTION - SCALE & MASSING INITIAL MASSING OF THE BID PROPOSALS

- The bid proposals entailed a predominant height of 5 storeys, with one building at 6 storeys and the central building at a maximum of 7 storeys, although the perception of height would be diminished at the centre of the site.
- Some additional height was proposed on 2 of the pitched roofs to provide the possibility for a mezzanine level of living space and create more of a varied roofscape.
- The buildings closest to the eastern boundary were reduced to 3 storeys, with the parapet level equating to the adjacent ridge level.





Initial Massing, Bid Proposal

DESIGN EVOLUTION - SCALE & MASSING INITIAL MASSING OF BID PROPOSALS

1. PRE-APPLICATION MASSING

- **A.** Formerly 6 storey buildings to the west of the site reduced to 5 storeys.
- B. Additional half storey maintained on harbour frontage.
- C. Buildings on eastern boundary reduced by one storey.





2. 35 DEGREE ROOFS

- **A.** Buildings spaced out further across the central passage and public park.
- **B.** 45 degree roofs reduced in pitch to 35 degrees to reduce overall height by 1m.
- **C.** Building wing next to Cottage Inn reduced in footprint and reduced to 3 storeys.
- **D.** Hedge removed in front of commercial frontage and replaced with theatre steps across the front.
- **E.** Additional half storey element removed.





DESIGN EVOLUTION - SCALE & MASSING SUBSEQUENT MASSING OPTIONS EXPLORED

3. 45 DEGREE RECESSED ROOFS

- **A.** Buildings spaced out further across the central passage and public park.
- **B.** 45 degree roofs maintained but pulled back further from the building edges.

4. FLAT ROOFS ON HARBOUR FRONTAGE

- **A.** Buildings spaced out further across the central passage and public park.
- **B.** Flat roofs introduced on harbour frontage, reducing the overall height of the buildings.





DESIGN EVOLUTION - SCALE & MASSING COMPARISON OF BID MASSING AND CURRENT MASSING

CURRENT MASSING IN PERSPECTIVE WITH ORIGINAL BID OUTLINE.

CURRENT ELEVATION MASSING WITH ORIGINAL BID OUTLINE



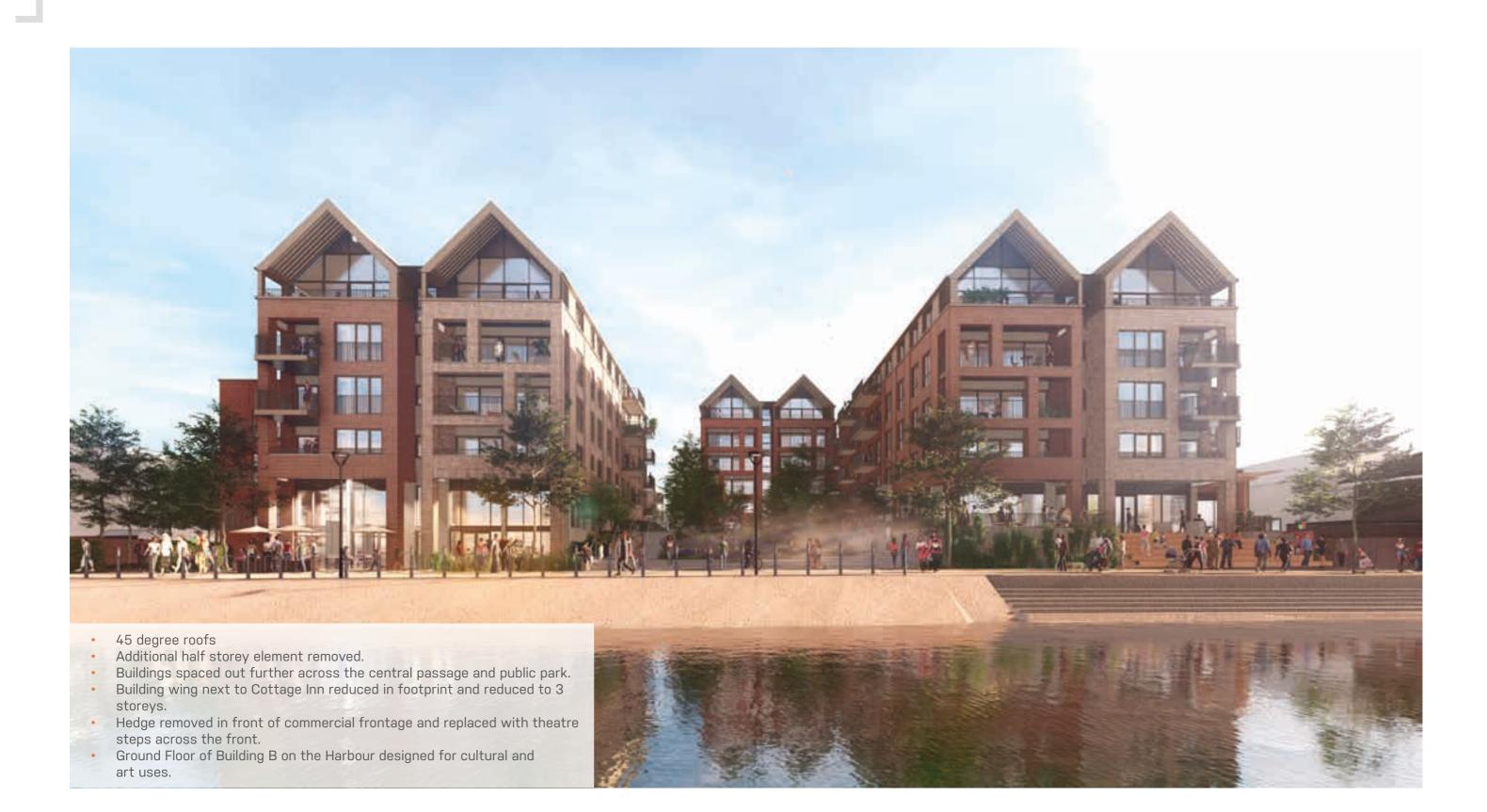




Key

Outline of bid massing from same viewpoint

DESIGN EVOLUTION - SCALE & MASSING **CURRENT MASSING**





DESIGN EVOLUTION - SCALE & MASSING PROPOSED MASSING WITHIN THE EXISTING CONTEXT

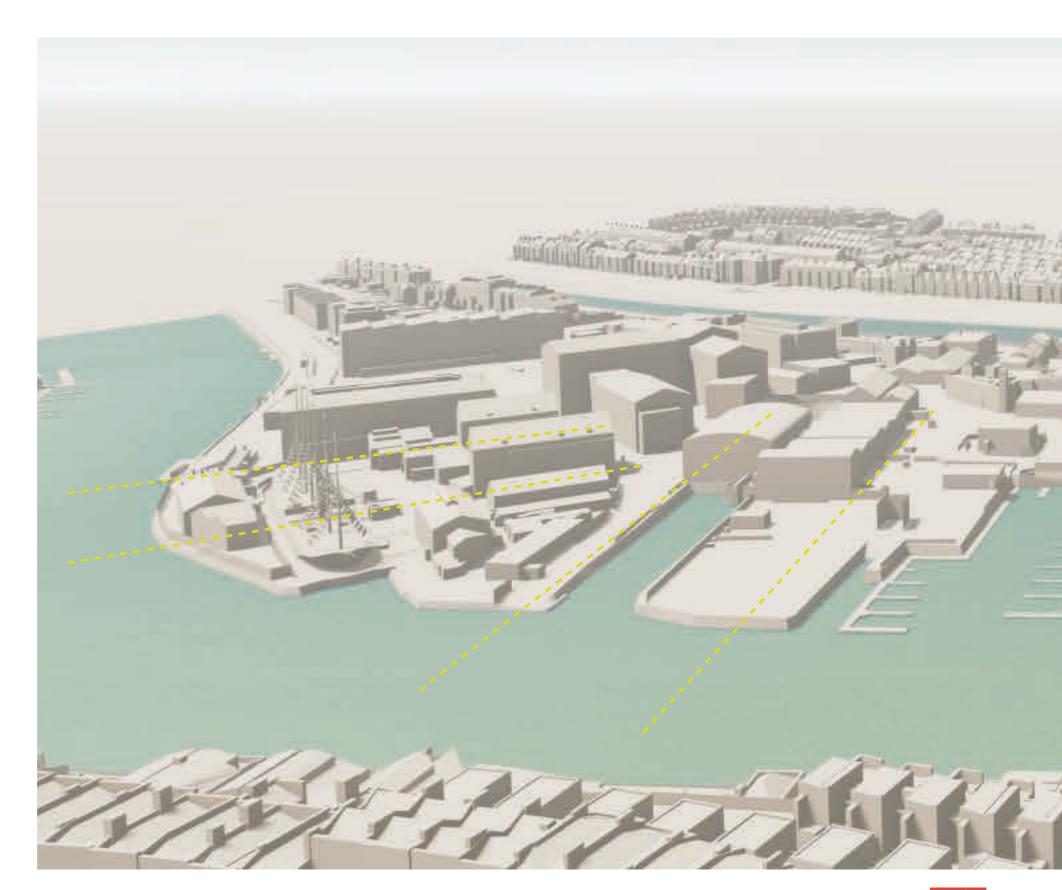
The design has been developed with the use of an accurate 3D digital model of around a 1km square of the existing townscape and topography. This has been an invaluable tool in context analysis, and design development, enabling each iteration to be tested in relation to the immediate and wider context, to gain an understanding of how the design will be perceived from different locations.

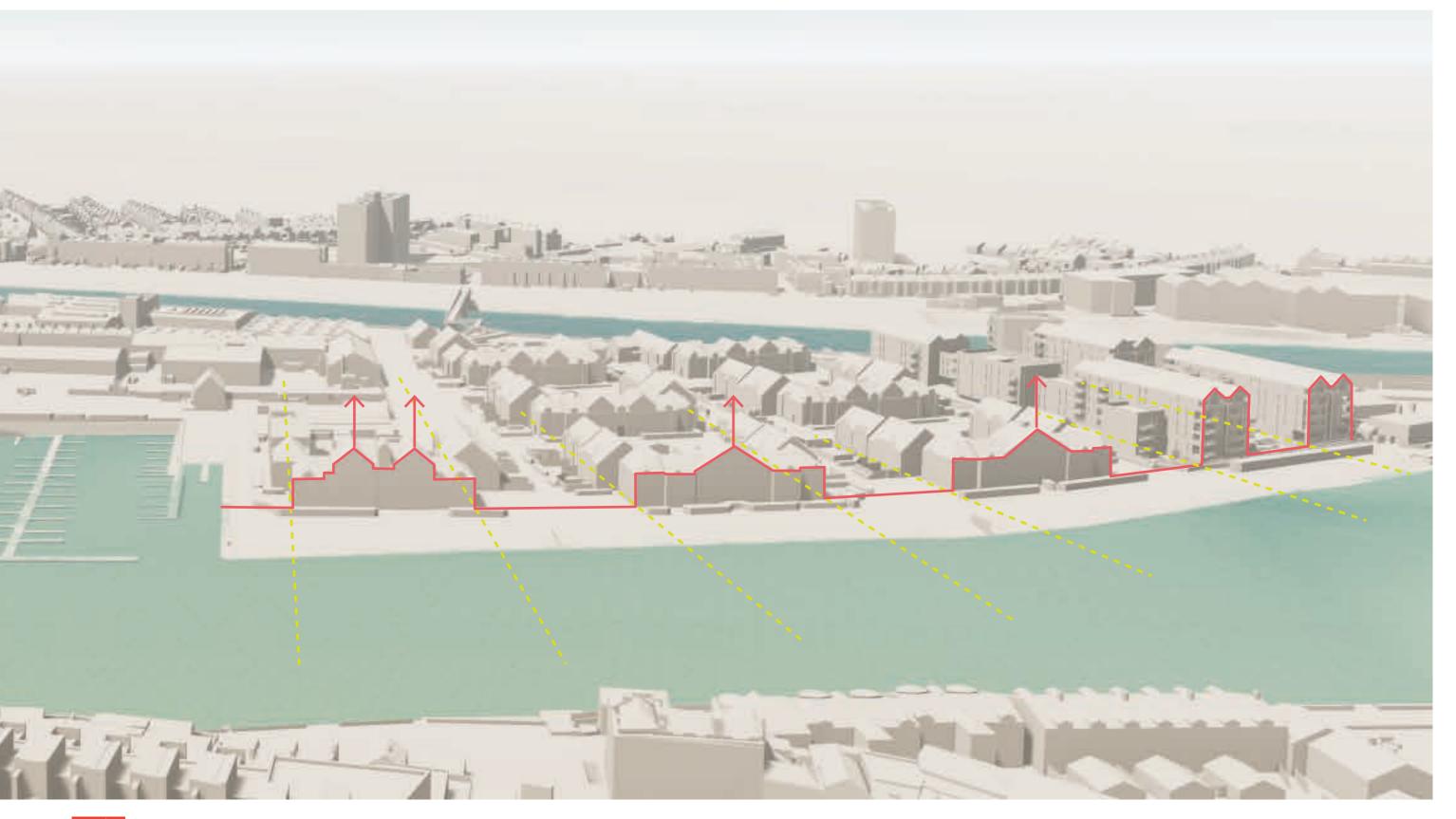
The following pages illustrate this townscape analysis and provide an indication of the scale of the proposals, in relation to this context.

TEP have separately prepared a Townscape Visual Impact Assessment of the Proposals, using verified views and photomontages. Although some of the viewpoints indicated in this chapter have similar viewpoints this analysis does not form part of the TVIA and has been used solely to inform the design evolution of the proposals.

RIVER FRONTAGE

The proposed massing maintains the perpendicular orientation onto the Floating Harbour to enhance connections whilst the gable roofs celebrate the river frontage.





DESIGN EVOLUTION - SCALE & MASSING LONG SECTIONS

Initial Cityscape Sections exploring visual impact of original bid scheme.

The long sections of the harbour setting show the proposal within the skyline of existing buildings.

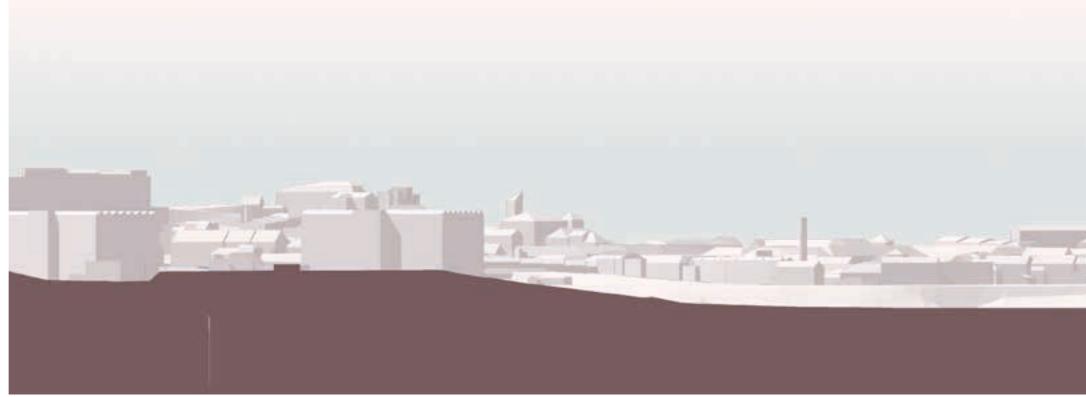
Section AA shows the varied skyline, intermittently broken and punctuated by some tall buildings, including the 3 Bond Warehouses to the west of the harbour.

Section BB illustrates that the visual impact of the buildings on the southern harbour edge are diminished by the backdrop and skyline of Clifton rising to the north

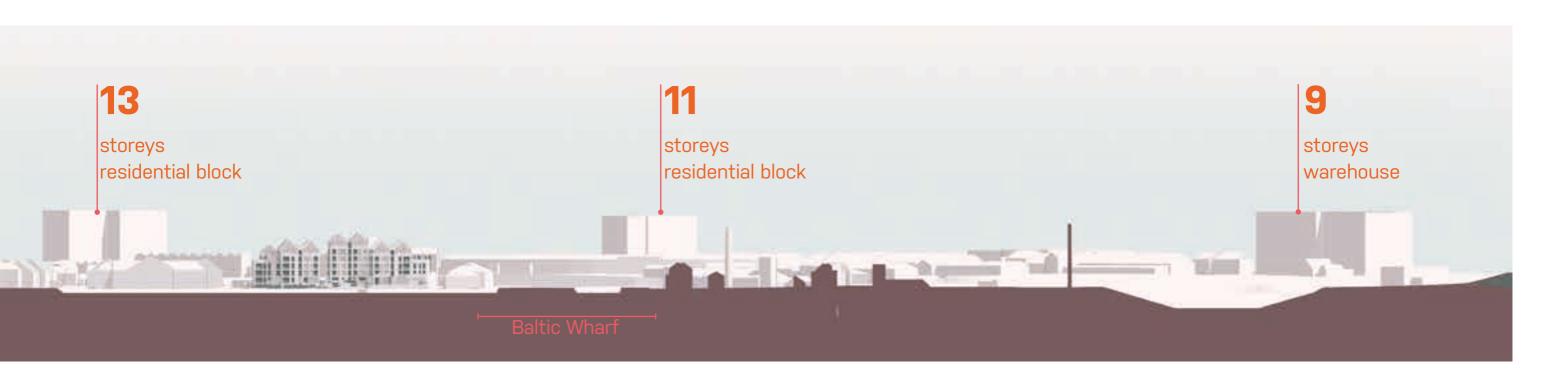


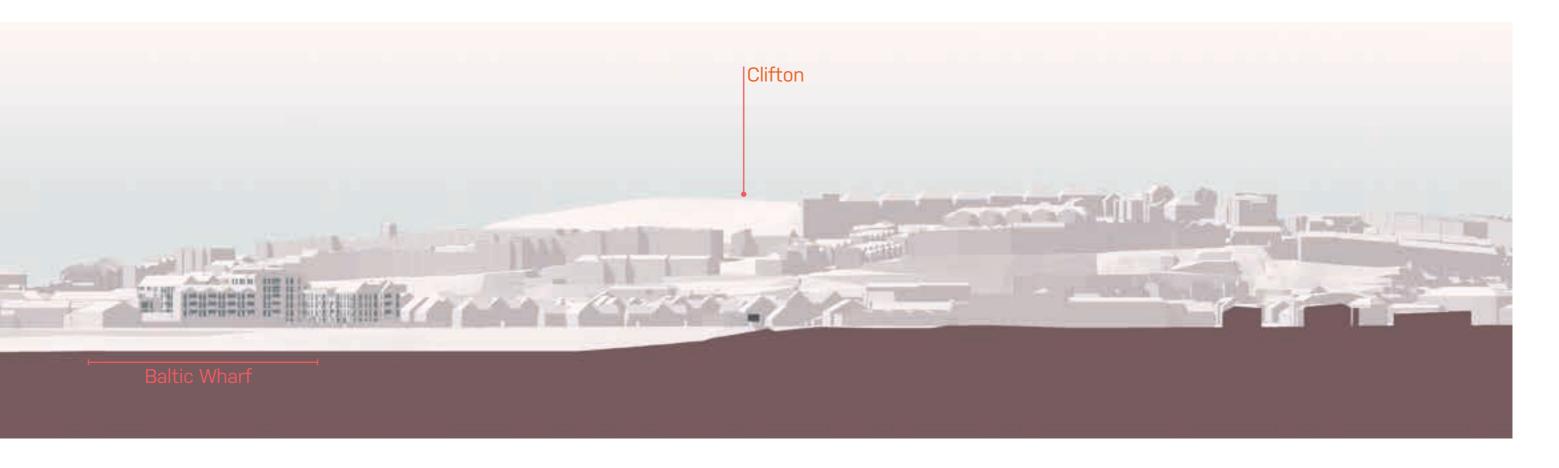
Section AA





Section BB

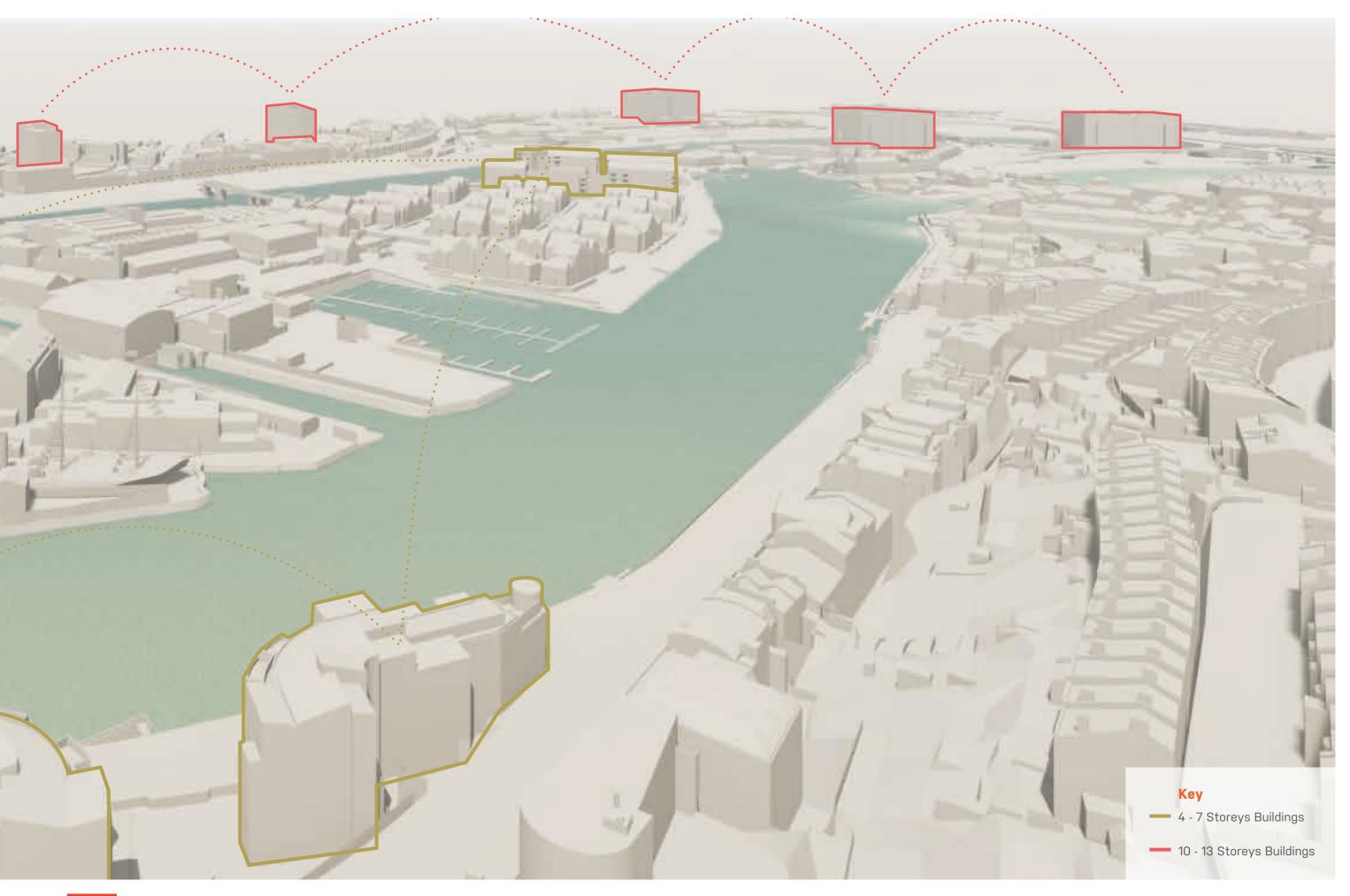




DESIGN EVOLUTION - SCALE & MASSING RESPONSE TO HEIGHT

The incidence of large buildings around the harbour is not solely concentrated to the west but rather some taller, more massive buildings are periodically spaced relatively evenly around this part of the town.





DESIGN EVOLUTION - SCALE & MASSING EMERGING CONTEXT

As well as the existing built context we have also evaluated the emerging and future townscape of pipeline developments, either already with planning permission, or with applications pending, to ensure that the Baltic Wharf proposals are aligned with the patterns of future growth of this part of Bristol. These pipeline projects have been modelled and differentiated by colour shading.

MCARTHUR'S WAREHOUSE

Maximum height of 7 storeys. Planning permission granted in May 2018. Planning application reference 17/03139/F

PAYNE'S SHIPYARD AND VAUXHALL HOUSE

Maximum height of 5 storeys. Planning application reference 19/06107/F





TDESIGN EVOLUTION - SCALE & MASSING TOWNSCAPE VIEW 1 - INCLUDED IN TVIA



The following views were used by the design team to illustrate and understand the likely visual impression of the proposals from various viewpoints around the site, all taken at eye level. These were produced ahead of the TVIA, which should be used as a more scientific and accurate means of assessing visual impact of the design.

VIEW FROM VAUXHALL BRIDGE

The view looks west down river Avon and towards the proposal, one of the three Bond Warehouses can be seen in the background.



DESIGN EVOLUTION - SCALE & MASSING TOWNSCAPE VIEW 2 - INCLUDED IN TVIA



VIEW FROM CUMBERLAND ROAD

The view looks east down Cumberland Road, where most of the proposal is behind the existing Baltic Wharf Sailing Club. The intention is to maintain the existing brick wall running along the road.

The massing references the character of the houses opposite the river.



DESIGN EVOLUTION - SCALE & MASSING TOWNSCAPE VIEW 3 - INCLUDED IN TVIA



VIEW NEAR NOVA SCOTIA FERRY TERMINAL

The view is looking south-east towards the proposal and the Cottage Inn pub. There is a hierarchy between the two buildings perpendicular to the Floating Harbour, with an increased height towards the west.

The proposal obstructs the view to the 13 storeys residential block.



DESIGN EVOLUTION - SCALE & MASSING TOWNSCAPE VIEW 4 - INCLUDED IN TVIA



VIEW FROM POOLES WHARF MARINA

The view looks south towards the proposal, directly across from the Pooles Wharf Marina. The impact of the 6 storey element of the proposal is greatly diminished at the centre of the site.

The massing has been arranged to allow views through the proposal, to buildings, landscape and strengthens the connection to the River Avon.



DESIGN EVOLUTION - SCALE & MASSING TOWNSCAPE VIEW 5 - INCLUDED IN TVIA



VIEW FROM OPPOSITE SS GREAT BRITAIN

The view looks east past SS Great Britain down the Floating Harbour. The proposal sits well in the context, following the roofline of the existing buildings.



DESIGN EVOLUTION - SCALE & MASSING TOWNSCAPE VIEW 6 - INCLUDED IN TVIA



VIEW FROM CHURCH LANE

Looking south towards the proposal, the 6 storeys building at the heart is barely visible above the 5 storey roofline.



DESIGN EVOLUTION - SCALE & MASSING TOWNSCAPE VIEW 7 WITH EMERGING CONTEXT



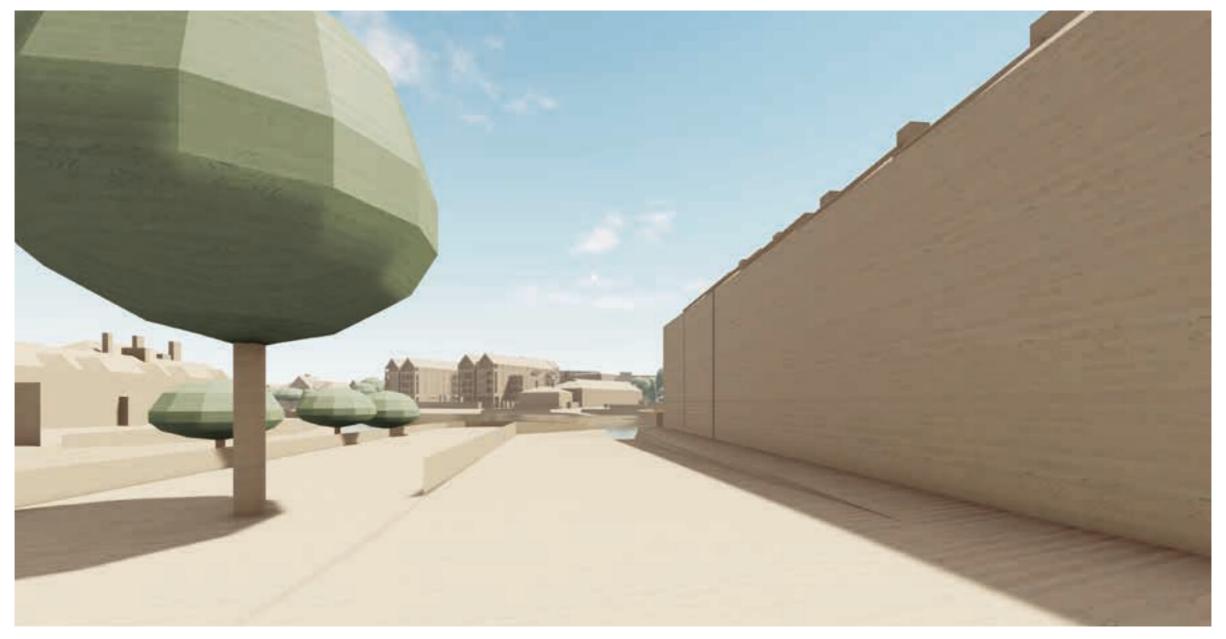


DESIGN EVOLUTION - SCALE & MASSING TOWNSCAPE VIEW 8 WITH EMERGING CONTEXT





DESIGN EVOLUTION - SCALE & MASSING TOWNSCAPE VIEW 9



The distinct gables offer a termination of the vista formed by the various inlets around the harbour.



DESIGN EVOLUTION - SCALE & MASSING TOWNSCAPE VIEW 10



The distinct gables offer a termination of the vista formed by the various inlets around the harbour.



DESIGN EVOLUTION - SCALE & MASSING **TOWNSCAPE VIEW 11**



The distinct gables offer a termination of the vista formed by the various inlets around the harbour.



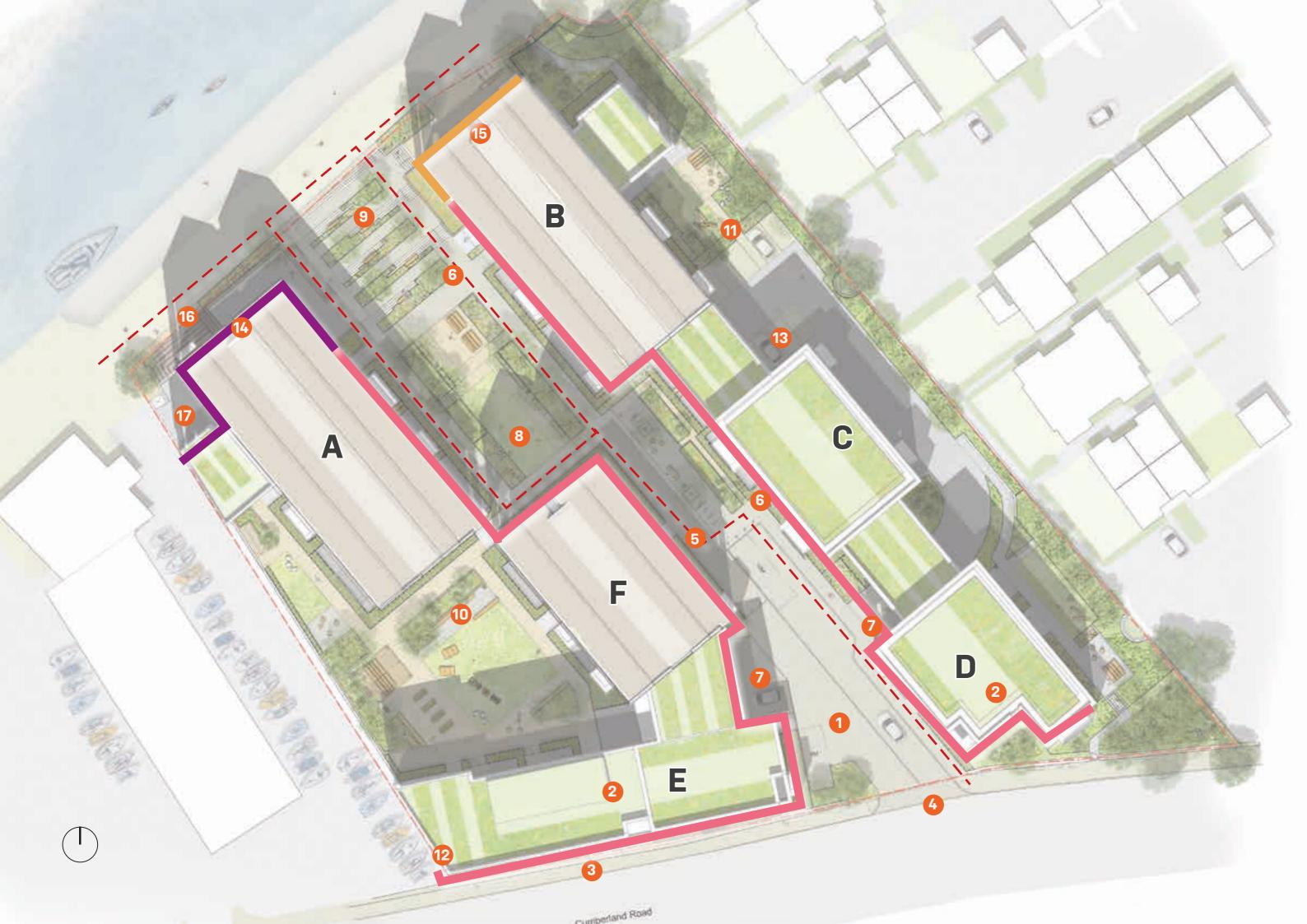
DESIGN EVOLUTION - SCALE & MASSING TOWNSCAPE VIEW 12











THE PROPOSALS PROPOSED MASTERPLAN

Key

L K

Key Commercial Frontage

Primary Residential Frontage



Art and Culture Uses on Ground Floor

 New Public route connecting the Avon cut to the Floating Harbour

The masterplan concept is to orientate the buildings and public spaces to maximise views to water. The external spaces, most homes of all tenures, and the mixed uses on the ground floor, will all feel a strong connection to, and appreciation of the floating harbour or the river.

KEY STATISTICS

- 100% of new homes comply with NDSS space standards
- 79% of new homes are at least dual aspect
- 89% of new homes have a direct or oblique view of existing waterway
- 5% of new homes designed to M4(3) wheelchair accessibility
- 95% of new homes designed to M4(2) adaptable and accessible
- 520m2 of harbour frontage space provided for commercial, community, cultural and art uses

Proposed Masterplan Key

- 1 Cumberland Yard arrival space from Cumberland Road, with service bays, and separation for vehicle and pedestrian movement
- Warehouse Typology buildings float above the existing historic wall on Cumberland Road
- 3 Existing brick patchwork in stone wall removed to provide secondary access for cycles and access for new substation.
- New small opening in stone wall provides access to sunken garden and cycle storage for residents.
- 5 The Strait New public route runs through the site to the harbour, and exhibits a mix of hard paving, soft landscaping, raised planters, rainwater gardens and new trees. Ground levels rise at 1:21 to residential FFL.
- 6 Entrances are clearly identifiable from the main public route through the site.
- 7 Vehicle access to rear parking areas at Lower Ground Floor
- 8 The Inlet Park new public open space of hard, paviour setts, raised planters, timber seating of railway sleepers, species friendly soft landscape, new and existing hedgerows, new trees, public art and water features.
- The Cascade Combination of pathways at 1:21, with stone steps, seating and planting, create cascading landscape feature dropping down to the harbour level.

- Residential garden at upper ground level provides shared amenity, with defensible front gardens, raised planters for growing spaces and grassed areas.
- 11 New residential garden spaces along lower ground floor of Eastern boundary, with enhanced, planted buffer and trees for privacy screening
- Open gallery access provides dual aspect homes along Cumberland Road
- Parking concealed behind and underneath buildings and deck.
- The Yards New ground floor frontage of commercial uses and elevated external spill out space on upper ground floor level of Building A, alludes to the former timber yard and creates a focus for new retail, leisure and socialising.
- The Falls New spaces for culture and art uses on upper and lower ground floor levels of Building B
- New external space with attractive paviours, seating and timber raised planters, "The Yard"
- Potential to extend new landscaping and improvements beyond site boundary to engage with Cottage Inn pub.

THE PROPOSALS PROPOSED LOWER GROUND FLOOR PLAN

The lower ground floor is within the predicted flood plain and so cannot contain residential accommodation. This floor has been allocated for all car parking, refuse storage, cycle storage, plant rooms, and ancillary spaces, including additional storage for residents. Vehicles access this level via access ramps from the main arrival space. Residents can access the lower ground floor on the west through residential cores or from an open staircase from the podium garden, and at the east from residential cores or 2 access gates from the southern and northern boundaries, located beside residential gardens. On the frontage of Building B, there is flexible space associated with the art and cultural uses, which could take the form of temporary exhibition space, workshop or teaching space.

Key Commercial Coldwater Plant Rppm Bicycle Store District Heating Plant Room Generator Room Life Safety Switch Room Switch Room Commercial Cycle Room Parking Resident Storage Units Refuse



THE PROPOSALS PROPOSED UPPER GROUND FLOOR PLAN

Key

- Residential building entrances to circulation cores
- Entrances to car parking
- 3 Parking aligned along eastern boundary
- Parking below podium garden.
- 5 Existing trees retained around the boundary and frontages of the site where possible
- 6 Commercial frontage with raised deck open to the harbour
- Landscape designed to overcome changes in level with a maximum of 1:21 gradient paths
- 8 Entrances to Building D and E below flood plain with walk through lifts to gain step free access to residential finished floor

Key

Commercial

Refuse Store

1B/2P Apartment

2B/4P Apartment

M4(3) Apartment



THE PROPOSALS PROPOSED FIRST FLOOR PLAN



Key

1B/2P Apartment

2B/3P Apartment

2B/4P Apartment

3B/5P Apartment

THE PROPOSALS SECOND FLOOR PLAN



Key



2B/3P Apartment

2B/4P Apartment
3B/5P Apartment

THE PROPOSALS THIRD FLOOR PLAN



Key









THE PROPOSALS FOURTH FLOOR PLAN



Key

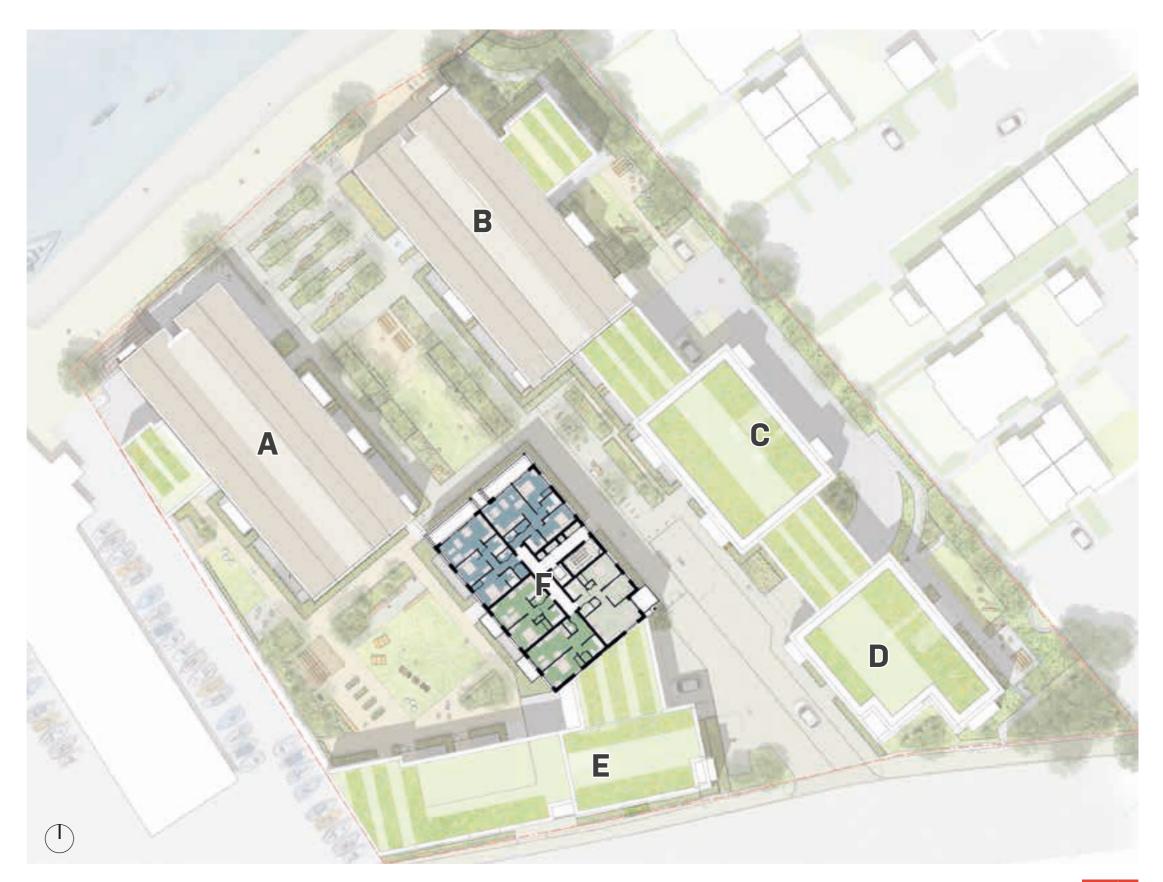
1B/2P Apartment

2B/3P Apart

2B/4P Apartment

3B/5P Apartment

THE PROPOSALS FIFTH FLOOR PLAN



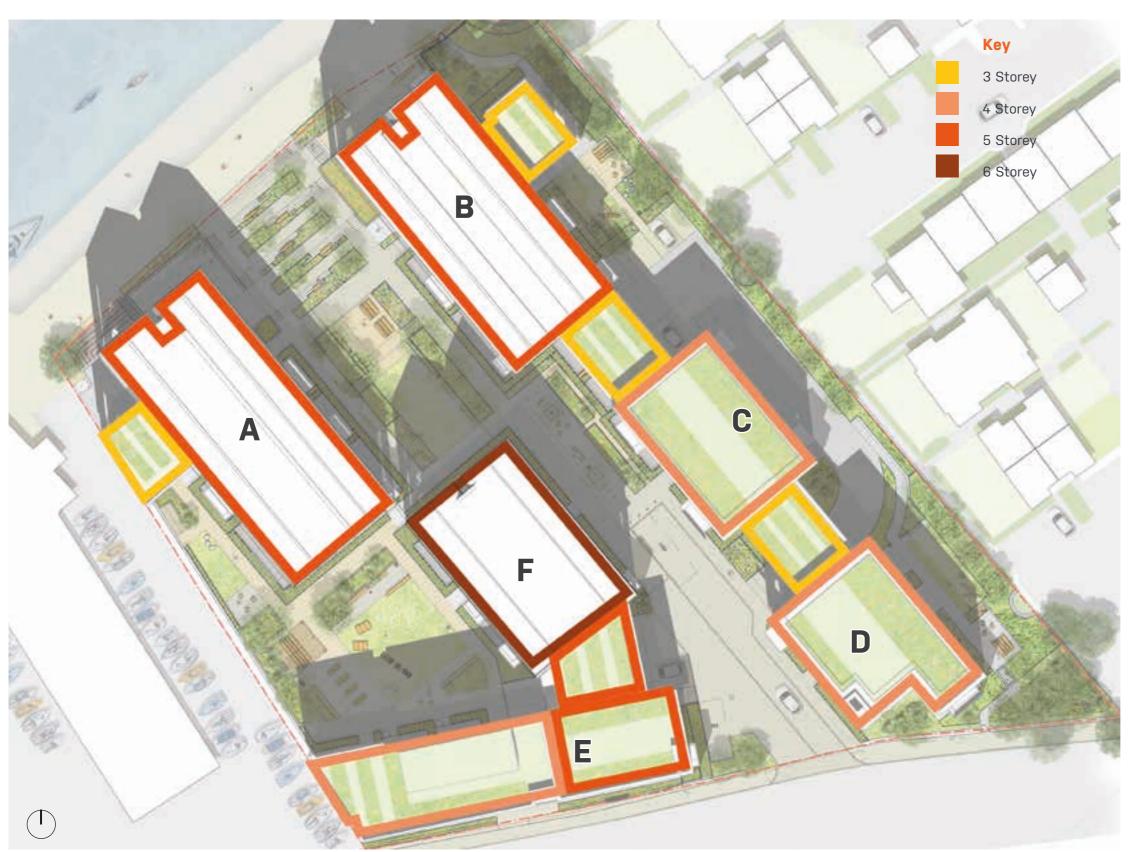
Key

1B/2P Apartment

2B/3P Apart

2B/4P Apartment

THE PROPOSALS STOREY HEIGHTS STRATEGY



STOREY HEIGHTS STRATEGY

The external ground level throughout the centre of the site has been raised by as much as 2.5m to accord with the minimum residential finished floor level permissible to mitigate the risk of flooding. All further reference to storey height is from this revised ground floor level.

- Heights of proposed buildings range from 3 storeys near sensitive boundaries, with a maximum of 6 storeys in the centre of the site.
- The lowest buildings near sensitive boundaries have flat roofs to further preserve adjacent amenity
- Offset distances from existing homes beyond the eastern boundary are set at a minimum 20m back to back, and 15m aspect to non-aspect.
- The setting of the existing pub is respected, with the adjacent building reduced to 3 storeys and a generous setback proposed, separating this heritage building from the new apartments.
- The highest buildings are orientated to have the main aspect towards the harbour or to the south.
- The buildings forming the frontage to the south, aligned with the existing wall and are generally 4 storeys, with a taller corner element marking the entrance and new public route through the site to the harbour.
- The composition of storey heights within the site is further illustrated in the townscape section of the document.

THE PROPOSALS

TENURE PLAN & SCHEDULE OF ACCOMMODATION



Tenure is distributed with separate entrances and circulation cores to assist in housing management and ownership. All shared ownership apartments are accessed from a single core.

All apartments are designed to the same generous space standards and have the same provision of private amenity.

The podium gardens space in the west of the site is accessible to all private and affordable apartments.

 Car parking is provided for all tenure types. 				
Residen	tial Sched	ule - Block by b	lock	
Block	Name	Area (GIA)	Tenure	Count
А	1B	358.8 m²	Private	7
А	2B	1819.6m²	Private	25
А	3B	311.3 m²	Private	3
Total		2489.6 m ²		35
В	1B	421.6 m²	Private	8
В	2B	1391.1 m²	Private	19
В	3B	678.3 m²	Private	7
Total		2491m²		34
С	1B	737 m²	Social Rent	14
С	2B	544.8m²	Social Rent	8
Total		1281.9 m²		22
D	1B	50.9m ²	Private	1
D	2B	70.9 m²	Private	1
D	1B	525.9 m²	Shared Ownership	10
D	2B	423.6 m²	Shared Ownership	6
Total		1073.6m ²		18
Е	1B	868,4 m²	Social Rent	16
E	2B	577.4 m ²	Social Rent	8
E	3B	373.0 m ²	Social Rent	4
Total	0.2	1818.7 m²	333.3.1.3.1.2	28
F	1B	713.6m ²	Private	13
F	2B	1164.5 m²	Private	16
Total		1878.1 m²		29
Grand ⁻	Total	11032.9 m²		166







THE PROPOSALS A NEW MIXED USE DESTINATION



One of the main public benefits that will be provided by this regeneration is the creation of a new public route that connects The New Cut and Cumberland Road to the Harbour Frontage, via an attractive thoroughfare and park, The Strait and the Inlet Park, culminating in new ground floor commercial uses at the base of buildings A and B, overlooking the harbour all along the frontage. With the adjacent Cottage Inn pub, and Underfall Yard just over 100m away, these new uses will enhance activity in this part of the harbour, complementing rather than detracting from the existing public uses. Although the exact nature of these spaces is yet to be determined, we envisage themes of sustainability, local social enterprise, sport and wellbeing, culture, art and heritage. The inclusion of public toilets is being considered to support the harbourside activities. These measures will bring tangible enhancements to the local character, vibrance and sense of place, for the benefit of residents and visitors to the harbour.





THE PROPOSALS GROUND FLOOR OF BUILDING A - THE YARDS

Commercial Units

THE YARDS

So called in reference to the historic use as a timber yard, These spaces at the ground floor of Builkding A next to the Cottage Inn will be elevated above the harbour ground level, via a set of theatre steps and raised timber terrace, from which users can sit a look back acrossthe harbour. There could be uses here that supplement the food and beverage offer of the pub, with perhaps a café, a small restaurant and bike hub, accommodation for the sailing club All Aboard, or some flexible spaces to provide a venue for different activities at different times of the day, that also support the night time economy.



Upper Ground Floor Plan of Block A



THE PROPOSALS GROUND FLOOR OF BUILDING B - THE FALLS

THE FALLS

The project team has been in discussion with various parties including Spike Island Centre for Art and Design, to investigate the possibility of adapting this space as a new arts venue for Bristol. This could incorporate a small art café and exhibition space, with flexible use for education and teaching opportunities. The space could be two storeys with a split level mezzanine overlooking the lower ground floor, and the name refers to the historic Over and Under Falls. The lower ground floor would be within the flood plain and could provide workshops, temporary and flexible exhibition spaces, a place for local artists and makers, open with a visual connection to the harbour to create interest and animation on the frontage. The upper level would be above the flood zone and could have a café and public interface, with temporary accommodation for visiting artists in residence.

These uses would further enhance the activity and sense of place of this new destination, capturing and evoking a sense of identity that embodies the local culture and heritage of the Floating Harbour.



Commercial Units



Upper Ground Floor Plan of Block B

THE PROPOSALS FLOOD MITIGATION PLANS

PROPOSED SOLUTIONS

In accordance with EA requirements and the recommendations of the Flood Risk Assessments, the following Flood Resilience measures have been incorporated into the proposals to protect the accommodation from future flooding.

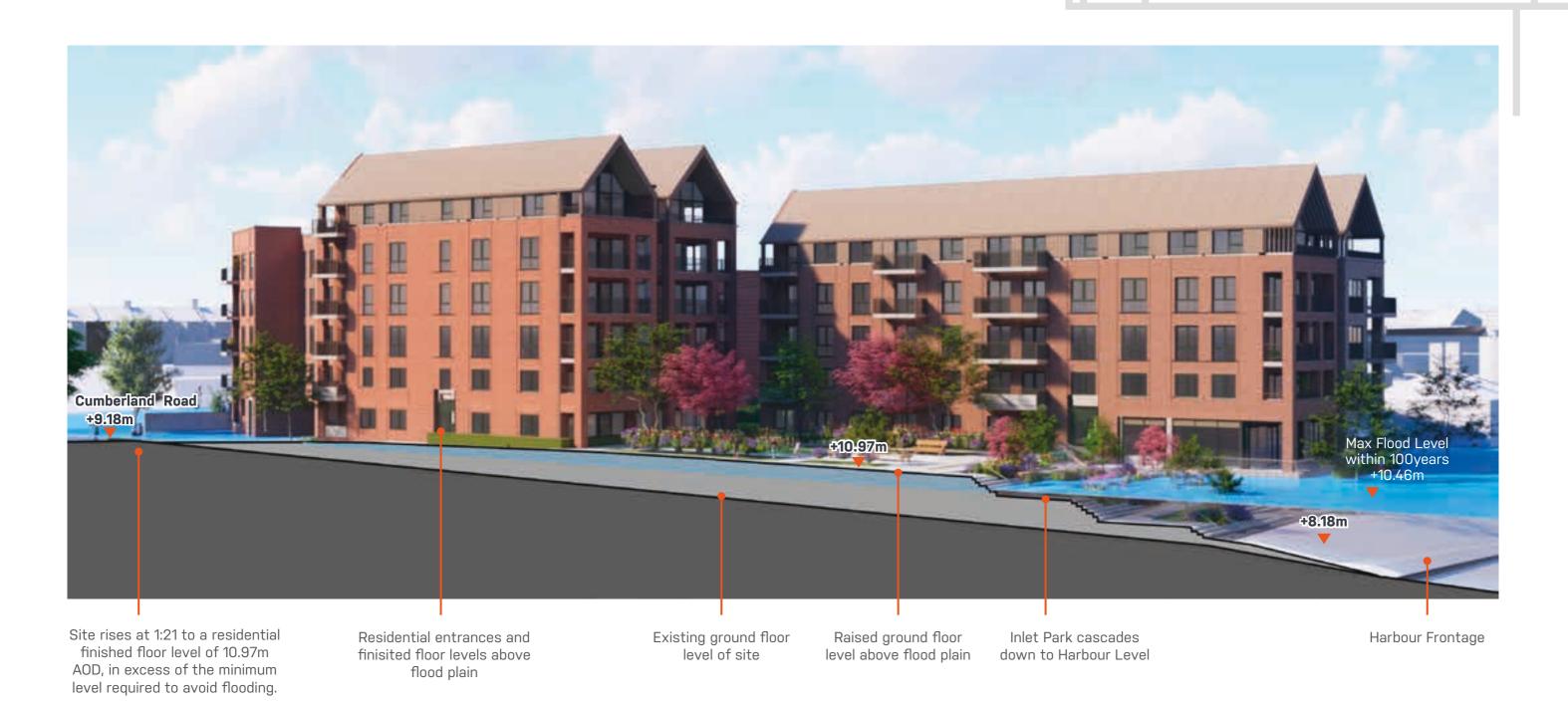
- **1.** Existing levels maintained along the boundaries of the site
- 2. Ground levels rise from Cumberland Road at 1:21, to reach the residential finished floor level of 10.97m AOD, to protect the homes from future flooding.
- **3.** Commercial accommodation on the upper floor at a level of 10.29m AOD
- **4.** Some flexible space associated with exhibitions and workshops at lower ground floor level of 8m AOD.
- **5.** Lower ground floor at 8m AOD, provides space for car parking, cycle storage, refuse storage, plant rooms and ancillary space for residents.
- **6.** Resident cars reach lower ground floor via vehicle ramps.
- 7. Level change on the harbour frontage is provided with paths at a maximum gradient of 1:21, and additional steps in the landscape provide a more direct route.
- **8.** Commercial external spaces are accessed from the central Inlet Park or directly from the harbour frontage.

Key

Max Flood Level within 100 years



THE PROPOSALS PROPOSED SECTION OF SITE WITH FLOOD MITIGATION LEVELS







LANDSCAPE DESIGN

VISION

The landscape at Baltic Wharf will have a strong sense of place and will respect the historic character of Bristol harbour and the River Avon. It will create a setting for the new homes which is distinctive and appealing.

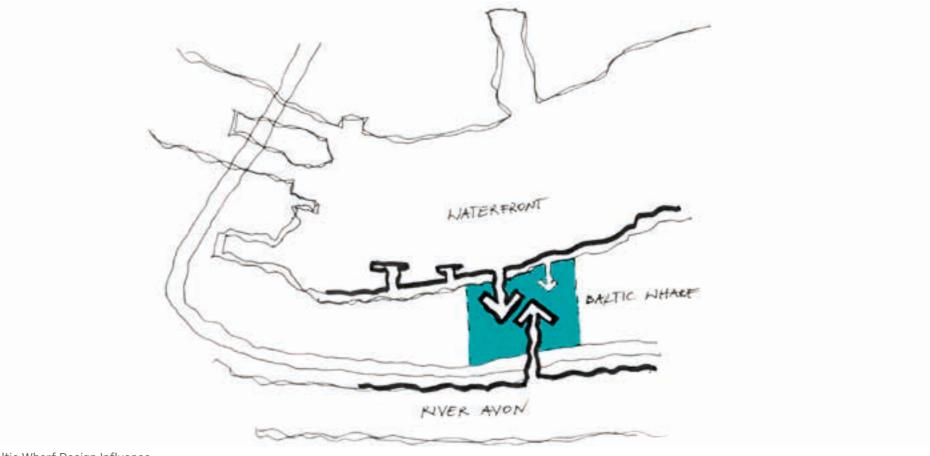
The landscape will help create a residential scheme with a sense of community and social inclusiveness that is accessible to all users, and which prioritises walking and cycling. It will encourage social interaction and physical activity for an enhanced quality of life.

There will be a number of high quality open spaces that provide opportunities for relaxation and natural play.

Multi-faceted planting will enhance the existing environment and ecology, as well as providing separation and privacy, and seasonal visual interest.

The landscape design will make a positive contribution to the surface water management strategy which will include permeable paving, rain gardens and SuDS tree pits.

There are opportunities for unique artworks to be incorporated into the development which will contribute to local distinctiveness.



Baltic Wharf Design Influence



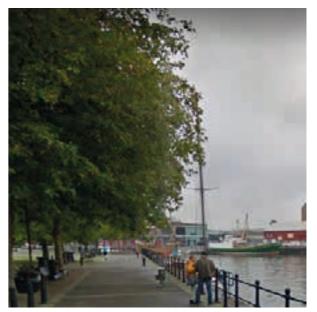
Historic landuses



Rejuvenated waterside



Industrial heritage



Active edges and access to water

LANDSCAPE DESIGN

LINEAR PATTERN

LANDSCAPE CONCEPT

The landscape concept has taken inspiration from the industrial heritage of the site; drawing upon the history of Spike Island as a working dockyard.

The historic urban fabric of the timber yards will be evident in the linearity of the landscape design forming a strong connection between the River Avon and the Harbourside.

Timber yard products such as beams, sleepers, stacks and planks provide a strong reference for design and pattern throughout the scheme.

Industrial materials such as concrete, metal and timber will influence the form and construction of surface treatments and furniture within the public realm and the residential landscape.

Contemporary priorities such as sustainable forms of travel, the careful management of water and supporting biodiversity are integrated into the design concept at every opportunity.



TIMBER PLANK

Patterns inspired by timber industry



Baltic Wharf - urban fabric



Baltic Wharf timber yards

LANDSCAPE LAYOUT



Cumberland Wharf and harbour operations



LANDSCAPE MASTERPLAN

Street Scene

- Gateway to Cumberland Yard with visual permeability through the site
- Retained trees with new residents' pedestrian access from Cumberland Road
- Delivery bays for temporary unloading
- Paving pattern references the site's industrial heritage
- 05 Rain gardens and SUDS tree pits
- Buffer planting to residents' private terrace
- Landscaped terraces with accessible footpath connecting central amenity space and the waterfront
- Residents' pedestrian access from the waterfront to gardens and cycle stores
- Seating steps giving access to commercial units and views across the water
- 10 Existing trees retained

Residents' Gardens

- Residential amenity space with natural play
- Residents' garden with diverse planting to increase amenity value and biodiversity
- 13 Lawn with play features for young children
- 14 Shrub and perennial planting
- 15 Sheltered area with seating

Biodiverse Roofs

Biodiverse/brown roofs to enhance on-site biodiversity

LANDSCAPE MASTERPLAN

The landscape design proposals are presented on the drawing opposite and at 1/500 scale on the Landscape Masterplan submitted with the application (drawing ref D8074.002). Further design detail is shown on the 1/200 scale hardworks plans (drawing ref D8074.101 and D8074.102) and on the planting schedule and planting plans (drawings ref D8074.200, D8074.201 and D8074.202).

The proposals are described and illustrated on the following pages.

PRIMARY DESIGN FEATURES

The landscape design comprises the new residential landscape and new areas of public realm.

Street Scene

The landscape uses strong linear features to enable clear movement through the development and it prioritises pedestrians and cyclists. All users are able to enter the site into Cumberland Yard from Cumberland Road but to preserve the character of the development, vehicles are restricted from travelling too far into the site, that is beyond the car park entrances and the delivery vehicle unloading bays.

There is a clear public route through the site, improving permeability in this part of Spike Island. The public route will reveal wonderful views of the harbour and creates a variety of spaces and resting places. As well as giving residents direct access to their homes, the public route provides level access to the commercial units in Block A and the Gallery space in Block B.

Residents' Gardens

Residents' have a variety of amenity spaces available to them including the gardens to the east and south east of Blocks B, C and D, and the podium garden at first floor level of Block A, E and F.

The central open space is located between Blocks A and B and is immediately accessible to all residents, as well as to the public.

Biodiverse Roofs

Extensive brown roofs are provided on parts of Blocks B, C, D and E and these will have maintenance access only.

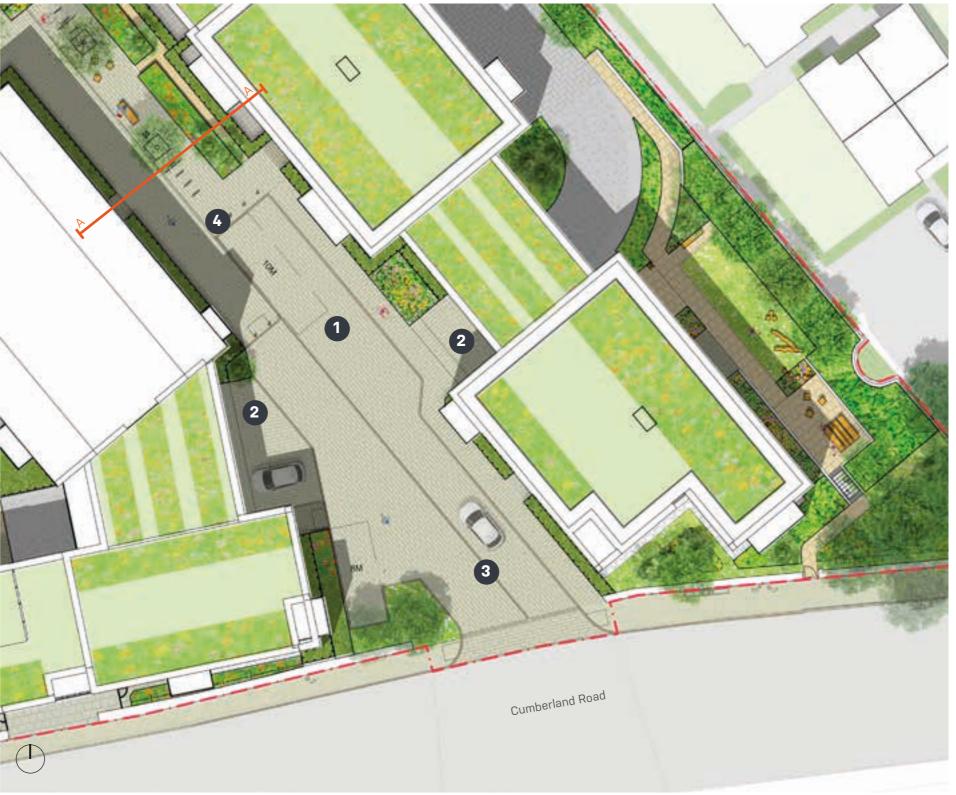
CUMBERLAND YARD

The public realm at the southern end of the site has been configured with the characteristics of a traditional yard, where hard landscape predominates with a textured, high quality finish and strong detailing at kerbs, edges and thresholds.

A pedestrian route gives clear and easy passage into the site and parking bays for two delivery vehicles are accommodated. Refuse vehicles will be able to turn safely in this area. There are visitor cycle spaces and buffer planting to separate ground floor habitable rooms from the public thoroughfare.

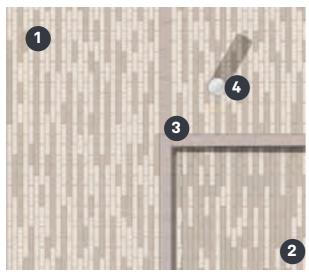
Bollards and upstanding kerbs limit the extent of vehicle movement into the development.

Beyond this line the pedestrian environment is neatly structured with linear rain gardens and SUDS tree pits. These planted areas are designed to receive surface run off with gentle falls across the pavement and flush edges to the planting beds. The planting beds are constructed with a drainage layer and special bioretention soils and root barriers, where necessary. Species within the rain gardens are selected to be tolerant of varying levels of moisture within the soil.



Cumberland Yard

LANDSCAPE MASTERPLAN



Public realm paving pattern

A well defined place

1. Paving blocks

2. Paving blocks

3. Stone kerb and

4. Street furniture

(light tone mix)
main public realm

(dark tone mix) side access

paving banding

The pedestrian through route is separated from private amenity space with clear markers such as planting and furniture.

Residents using their private terraces will have privacy and feel secure. Lush planting and evergreen hedging will provide separation and will soften the street scene.

Pocket spaces with benches and cube seating will provide places to pause and natural play features with encourage children to be active and enliven the street scene.



Section AA. Sketch section showing the relationship between a residential terrace and the public realm with buffer planting and rain garden providing a lush environment and separation



Streetscape with predominantly hard surface softened with pockets of planting



Warm tones to paving with complementary contemporary furniture and tree grilles



Lush planting gives definition to pedestrian routes and privacy to homes

CENTRAL AMENITY SPACE

The central amenity space is predominantly for residents, providing opportunities for relaxation and play. The space comprises an open lawn, rain gardens with trees and low level planting, seats and play features.

Surfacing is bound gravel and timber blocks within the ground plane enhance the linearity of the design.

Building entrances are distinctly private and evergreen planting separates private terraces from public through routes.

Trees within the central space are Nyssa sylvatica a slow-growing deciduous tree with an elegant, broadly conical habit. It has ovate leaves which turn brilliant red and yellow in autumn. All six trees are the same species making a striking contribution to the amenity space without casting substantial amounts of shade.



LANDSCAPE MASTERPLAN



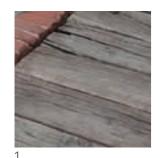
Section AA. Sketch section through the central amenity space showing the relationship between the central amenity space, pedestrian pathways and private terraces

A place for socialising and play

The central amenity space is a place for activity and social engagement.

Residents and their friends can meet and enjoy the richly planted landscape which is enlivened by passers by and activities on the nearby harbourside and on the water.

The seats and tables occupy a sheltered spot between the buildings, creating a relaxed, safe and friendly place.





texture
 play
 colour





A shared garden with accessible through routes and play features



Lush planting in a rain garden with at grade crossing points

HARBOURSIDE

In order to accommodate the findings of the flood risk assessment all habitable rooms within the development are set at a minimum of 10.97m AOD including a 0.3m freeboard. This results in an approximate 2.75m level change at the northern site boundary, alongside the harbour.

The landscape has been designed to take up this level change in a way that is fully accessible and which gives definition to the public realm and the residential landscape. The level change between the harbourside walk is accommodated in a series of steps and slopes which give full access to those using wheelchairs, pushchairs and cycles.

Slopes are 1 in 21 and where they turn there are level landing areas. Steps are arranged in short flights with a handrail and a cycle rail. Seating steps and planting beds are positioned to maximise views and to soften the appearance.

The steps are constructed of in situ concrete with slopes formed in concrete blocks. Metal edges to the planting beds are the colour of corten steel and handrails are stainless steel.

The public realm is designed to be multi-functional. People will be able to:

- walk
- watch
- explore
- linger and appreciate

The materials specified will reflect the industrial character of the site and will be:

- robust
- bold
- dynamic
- vibrant and colourful highlights.



Harbourside public realm

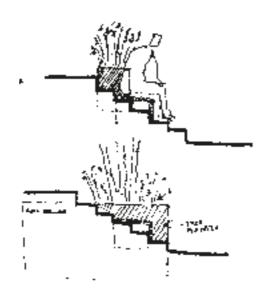
A place for commerce and art

The public realm is designed to give good physical and visual access to the commercial units in Block A and the Gallery space in Block B.

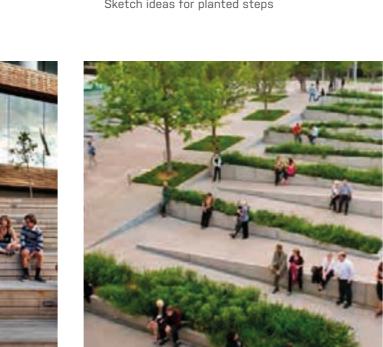
The terrace to the front of Block A creates a flexible area for access, circulation and 'spill out' space. It affords direct views to the water and two retained trees provide maturity to the frontage.

A space immediately adjacent the harbourside walk is defined by a planting bed and furniture, including cycle stands, creating an entrance space for the Gallery with opportunities for outdoor displays or exhibits.

Generous timber seating steps for people watching



Sketch ideas for planted steps



Stone slopes and seating softened with planting





Terraced steps and planting to soften level changes



Steel edged planting bed with textured planting

RESIDENTS' GARDENS

There are a variety of spaces within the development which are only accessible to residents.

Podium Garden

On the first floor of Block E there is a large podium garden which provides shared amenity space for residents. It is constructed over the ground level car park and consideration has been given to the required depth of growing medium to accommodate the soft landscape.

The garden is accessed from the cores of Blocks A, E and F and is designed to create a variety of spaces for residents to enjoy on their own or with neighbours.

A central lawn area is defined by a neat path and buffer planting gives separation between private terraces and the shared garden.

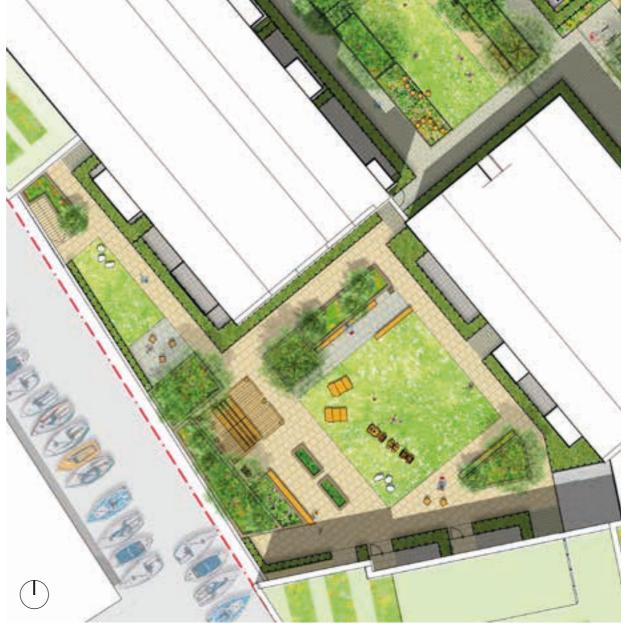
Raised planters are filled with colourful and fragrant shrubs and perennials, with an emphasis on species which attract pollinators. A pergola structure defines a space for tables and chairs and two growing beds will be planted with herbs and fruit-bearing plants.

A small number of feature trees are planted within the garden to bring height and seasonal colour to the garden.

There are play features for young children within the lawn, and seats for parents and carers to relax within the safe environment.

The western edge is formed with a parapet wall and railing with a planted edge.

The garden will be attractive to look out and down onto from upper floor windows.



Podium Garden



Sheltered seating and safe play

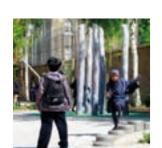


Timber pergola structure with raised planters with herbs and fruit-bearing species

Habitat features

Shared Garden at Block B





Informal play pieces





Biodiverse roof



Shared Garden at Block D



Example of a habitat hotel

SHARED GARDENS

There are shared gardens within the eastern portion of the site which are for the sole use of residents. The gardens are accessed via secure pedestrian gates, one on the harbourside walk and the other on Cumberland Road.

The gardens are well planted with strong boundary vegetation which helps to provide a soft buffer between the existing residential properties on Canada Way and Cumberland Close. The retained mature trees along this edge of the site also help to filter views of the development from neighbouring properties.

The gardens are designed with clear spaces for socialising, informal play and relaxation. Clusters of seats are provided within areas of native planting and wildflower grass species.

There are also paved areas with picnic tables and structural planting to separate the parking areas from the garden.

Throughout the garden there will be a number of habitat features such as bird boxes and insect hotels. These, together with the diverse planting including species which produce berries and fruits, will provide shelter and food for wildlife.

LANDSCAPE OPEN SPACE STRATEGY

EXISTING PLAY AND RECREATION PROVISION

Open space and play standards are set out in the following Documents:

Core Strategy (Adopted June 2011) - Policy BCS9: Green Infrastructure, aims to protect, provide, enhance and expand the green infrastructure assets which contribute to the quality of life within and around Bristol. It requires new developments to incorporate new and/or enhanced green infrastructure of an appropriate type, standard and size.

The Site Allocations and Development Management Policies (Adopted July 2014) Policy DM16: Open Space for Recreation and the council's Parks and Green Space Strategy (Adopted 2008) requires development to contribute to an appropriate quantity and quality of open space as detailed below.

Type of open space important for recreation	Quantity Per Person sq m / capita	Distance Walking time/Metres
Children and Young People's Play Space	0.3	10 minutes/450m
Formal Green Space	2.0	15 minutes/600m
Informal Green Space	8.0	13 minutes/550m
Natural Green Space	9.0	18 minutes/700m
Active Sports Space	n/a	

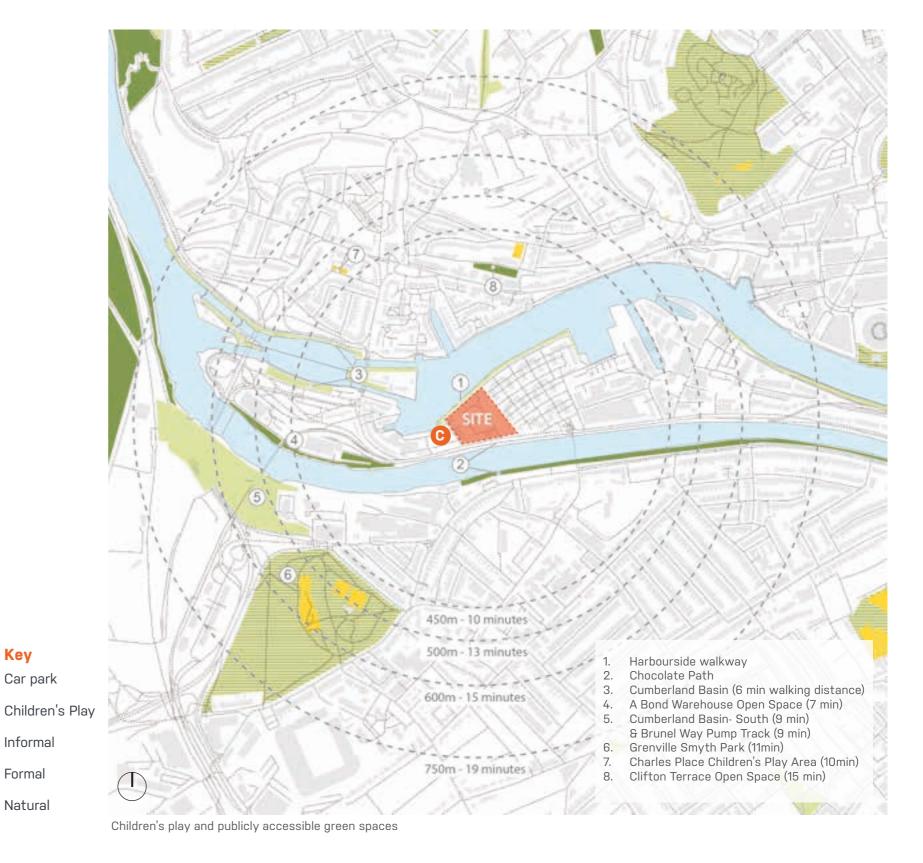
Locality Standard of publicly accessible open spaces for recreation

There are eight public open spaces within a 15 min walk / 600m of the site. Based on the accessibility standard the site is well connected with all identified types of spaces available for recreation and largely within the required walking distances.

The Harbourside walkway to the north and the Chocolate Path along the River Avon provide immediate access to both informal and natural green spaces.

Further away, within 10-13 minutes walk, there are a further six areas of open space including Cumberland Basin, A Bond Warehouse and Grenville Smyth Park, which is a formal green space.

The nearest children's play space is located within a 10 min walk across Cumberland Basin within an existing housing development. In addition, another playground is Grenville Smyth Play Area, within 15 min walk, comprising a well-sized equipped playground and outdoor playing pitches.



LANDSCAPE OPEN SPACE STRATEGY

PROPOSED PLAY AND RECREATION STRATEGY

The proposed development will comprise 166 residential units with a predicted population of 534 people.

The development will provide access to new, high-quality publicly accessible open space with opportunities for quite recreation, playable elements embedded in the landscape and a newly created, N-S link between Cumberland Road and the Harbourside.

The commercial and artistic activities are located adjacent the Harbourside walkway. Here, the landscape will provide useful spill out areas and informal seating with fantastic views across the water and towards Clifton.

All residents will have access to private amenity spaces directly from each building core. Each residential garden will have an area for socialising, quite enjoyment, as well as doorstep play for younger children.

Playable spaces will include natural features such as timber logs, boulders, stepping stones and more formal play equipment to diversify the play value.

The playable space within residential gardens amounts to 277m² which exceeds 0.3sqm/person benchmark outlined in Bristol's Parks and Green Space Strategy.











Type of open space important for recreation	Quantity Per Person sq m / capita	Required quantity sq m
Children and Young People's Play Space	0.3	160 sq m

Locality Standard of publicly accessible open spaces for recreation



LANDSCAPE TREE STRATEGY

Existing trees and vegetation

Currently a mixture of bare ground and hardstanding covers around 80.6% of the site. The remaining area consists of intensively managed amenity grassland, small area of shrub planting and species-poor hedge along the northern boundary and standard trees. Existing vegetation provides limited benefits for local wildlife and can be vegetated areas are of relatively low ecological value,

Tree stock comprises mainly young to early-mature trees with a remaining life span of 10-20 years. A large proportion of the trees on site belong to the genus Sorbus, Prunus and Crataegus which have a relatively short life span. Other species include Sycamore, London Plane, Ash, Poplar and Alder.

All of these trees have been assessed as category B or C, with the majority of trees on the eastern and southern edge of the site being C, while those towards the middle and northern edge are mostly B.

Tree retention and replacement strategy

Some of the trees will need to be removed to accommodate the necessary raising of ground levels to eliminate flood risk and to enable a coherent site plan with safe and usable amenity spaces around the buildings.

As many of the site boundary trees as possible will be retained to preserve existing green links along Cumberland Road and the Harbourside footpath and to provide a green buffer to adjacent residential estate.

The unfortunate loss of trees will be mitigated by replacement planting of greater variety and quality, which includes:

- Locally characteristic and long-lasting semi-mature species within the public realm;
- Native trees with high ecological value providing a good habitat for birds and invertebrates that also reinforce site boundaries;
- Blossoming tree species that produce nectar and pollen; and
- Native shrubs and small multi-stemmed trees known for their value for the wildlife.

Due to the limited site area not all replacement planting will be feasible within the site boundary. It is intended that a further contribution through an off site replacement planting scheme will be carried out in accordance with BCS9: Green Infrastructure and DM17: Development Involving Existing Green Infrastructure policy.



Existing trees (Based on: Tree Survey Report by Aecom, August 2019)



Views of existing trees within the site. Photo credit: Aecom



Existing trees retained

Podium garden trees

Feature trees & street trees

Boundary tree enhancements







LANDSCAPE TREE PLANTING STRATEGY



Nyssa sylvatica



Amelanchier lamarckii



Alnus glutinosa



Betula utilis Jaquemontii



Parrotia persicaria



Acer campestre Elsrijk

TREE PLANTING

Proposed tree species have been carefully selected to mitigate for on-site losses. The replacement tree species will:

- Increase the diversity of tree species on site;
- Be appropriate in scale and form;
- Be suitable for planting in paved areas and in exposed conditions;
- Create a foil to the buildings and soften the hardscape of the public realm;
- Enhance on-site biodiversity by providing refuge, food and nest sites for birds, and habitats for invertebrates including pollinating species;
- Be well cared for with proper management operations undertaken at the appropriate time of year and monitored for long term health and safety risks.

Tree Selection

At the waterfront, retained trees are supplemented with a semimature Alder tree set within ground cover planting. Multi-stemmed Juneberry (Amelanchier) decorate the seating steps and Tupelo (Nyssa sylvatica) trees grace the central amenity space. These trees provide white spring flowers, bright green summer foliage followed by stiking autumn hues.

Ornamental Pear trees within the public through route are neatly upright in form, content in paving and have masses of white flowers in spring.

Within the residents garden native species, including Birch, Beech and Alder will support a diverse wildlife and will give a strong vegetated edge to the development, providing separation and filtering of views from adjacent properties.

Hedging and Climbers

Evergreen hedging will provide definition and separation to private ground floor terraces and public pathways. Privet, Firethorn and Viburnum will form an attractive buffer, which will be trimmed annually to stay in shape and to promote flowering. Privet and Firethorn also provide excelent cover and nesting opportunities for garden birds. Shade loving climbing Hydrangea is specified for the north facing wall along Cumberland Road.

LANDSCAPE PLANTING STRATEGY

PLANT SELECTION

Six different plant palettes are proposed. Each has a specific function and is comprised of species which will perform well in their given location. The planting is shown in detail on the Planting Plans, Drawings D8074.201 and D8074.202, and a full species list is presented on Drawing D8074.200.

Waterfront planting

Ornamental grasses and herbaceous perennials are blended with evergreens to give movement, light and colour; creating a foil to the seating steps. Species are planted is small drifts to ensure year round ground cover. Coneflower, Yarrow and Verbena will appear as bright splashes of orange, yellows and blue, set against a background of lush greens and muted ornamental grasses.

Multi-stemmed Juneberry trees will present masses of white spring flowers, followed by bring bold autumn colour. Their multi-stem form and height will contrast with the strong horizontal lines of the seating steps amongst which they are planted.

Low level planting within the public realm

Within the public realm ornamental planting comprises evergreen flowering shrubs which give a reliable and consistent presence next to pathways and building entrances. Viburnum, Abelia and Sage are combined with Shrubby Veronica, Rock-Rose and Tiarella. Together they present a variety of green textured foliage with yellow, blue and white flowers which will be on display throughout the spring and summer.

Podium garden planters

Garden planters are filled with a mix of shrub and herbaceous species which will provide colour, texture and fragrance in proximity to seating areas. Species include Shrubby veronica, Rock-Rose and Viburnum, interplanted with Yarrow and Sneeseweed. Pheasant's Tail Grass and Day Lilies will bring height and movement to the beds.

Witch Hazel, with its striking winter flowers and Guelder Rose, with autumn berries, also bring seasonal change.

These garden planters will provide a good source of food and refuge for garden birds and insects.

Podium garden buffer planting

Within the residents' podium garden, planting will be used to provide separation and privacy between private terraces and amenity spaces. This will be largely evergreen and will comprise strong and reliable species such as Box-leaved Holly and Cherry Laurel.

In combination with other flowering shrubs such as Veronica and Skimmia this planting will give definition, colour and light to the edges of the garden.

Ground cover planting

Ground cover planting is an evergreen mix to give constant year round cover with some seasonal highlights. Ivy and Dwarf Sweet Box are robust and low maintenance evergreens. These are inter-planted with winter flowering Lenten Rose, and spring and summer flowering Geraniums and Periwinkle. Shield Fern and Bugle are also present, providing contrasting leaf textures and colours.

Some of these species, namely the Ivy, Lenten Rose and Sweet Box, are particularly shade - tolerant and they will be planted in those areas of the garden which will receive less sunlight, providing reliable, evergreen ground cover.-

Rain gardens

The rain gardens will receive run off from surrounding paved areas. The planting beds are gently profiled (dished) and species which can withstand short periods of waterlogging are planted in the centre with those more tolerant of draught towards the edges.

The planting comprises mixed ornamental species, selected to attract pollinators and to give seasonal interest. Ornamental grasses are also present to provide cover for insects, especially through the winter.

Species include Sedges, Tufted hair-grass, Cranesbill, Wood-rush, Globe-flower, Periwinkle and Vervain.





Planting amongst steps and within the public realm

LANDSCAPE PLANTING PALETTE

Public realm



1. Deschampsia









5. Achillea terracotta



7. Echinacea purpurea





4. Gaura lindheimeri



6. Stipa tenuissima



8. Salvia 'Purpurascens'

Residential gardens



9. Geranium macrorhizu





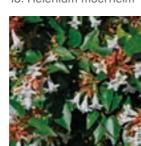
11. Ground covers







13. Helenium moerheim



15. Abelia x grandiflora





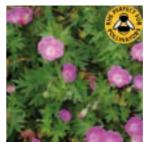
16. Nepeta x faassenii

Rain gardens





19. Trollius orange prince



21. Geranium sanguine



23. Luzula nivea



18. Deschampsia



20. Carex buchananii



22. Vinca major



24. Astrantia major

Key

- 1. Deschampsia
- 2. Sedum herbstfreude
- 3. Verbena bonariensis
- Gaura lindheimeri
- 5. Achillea terracotta
- 6. Stipa tenuissima
- Echinacea purpurea
- 8. Salvia 'Purpurascens'
- 9. Geranium macrorhizu
- 10. Hebe Great Orme
- 11. Ground covers
- 12. Stipa arundinace
- 13. Helenium moerheim
- 14. Anemone andrea
- 15. Abelia x grandiflora
- 16. Nepeta x faassenii
- 17. Geum rivale
- 18. Deschampsia
- 19. Trollius orange prince
- 20. Carex buchananii
- 21. Geranium sanguine
- 22. Vinca major
- 23. Luzula nivea
- 24. Astrantia major

LANDSCAPE ECOLOGICAL ENHANCEMENT STRATEGY

ECOLOGICAL ENHANCEMENT STRATEGY

Presently the site offers minimal ecological value as the majority of the area is composed of hardstanding and bare ground. In addition existing trees are all category B, C or U with limited future contribution.

Post development the site is to be landscaped with a diverse array of new planting such as:

- Ornamental planting, which includes a large number of species that offer a significant source of nectar for local invertebrates and foraging potential for local mammals and birds through the inclusion of berry and nut producing plants,
- New hedging across the site that includes the berry producing species such as oval-leaf privet,
- 31 new trees which will include native species along with fruit producing trees known for their value for wildlife,
- Wildflower meadow improvements under retained trees, and
- Biodiverse roofs with a mix of wildflower meadow and various habitat features which will provide a foraging resource for local invertebrates.

To avoid any temporary loss of nesting habitat the scheme will include a range of nest boxes for birds and bats on new buildings and retained trees.

The landscape proposal will provide overall enhancement to the quantity and quality of green infrastructure on site and assure long term benefits for local wildlife in what is currently a highly urbanised setting.

For further details refer to Biodiversity enhancement and mitigation scheme (TEP Doc ref 8074.006 and drawing D8074.003).



Biodiverse roof



LANDSCAPE MATERIALS PALETTE



Example of linear paving pattern



Concrete block paving - Public realm



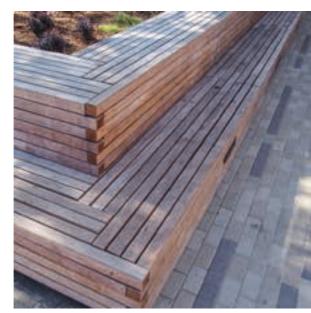
Concrete block paving - Resident's garden



Self binding gravel and clay paving at core entrances



Concrete steps with stainless steel handrails



Bleacher steps at commercial frontage



Blue pennant stone



Brick and metal planters



Seats with industrial character within public real



Variety of sets and benches



Metal bin



Tree gille



Natural play

MATERIAL SELECTION

Hard landscape materials have been carefully selected to create high quality, durable and aesthetically pleasing public realm, including the use of metal and solid timber blocks to reflect the historic character of the area.

Paved areas

- The majority of the surface within the public realm is formed with high-quality concrete block paving. Clay size blocks in two shades create a linear paving pattern with a strong reference to the former use of the site. The main surface is divided with natural stone elements characteristic within Bristol city.
- The surface within the central amenity space will have a softer appearance, using self binding gravel in a warm buff colour.
- Residential entrances will be highlighted with tumbled clay pavers.
- Paths within the podium garden and eastern gardens will be surfaced with permeable block paving to aid drainage and to ensure permeability within root protection areas.
- Steps will be constructed using bespoke concrete units with stainless steel handrails in marine grade.
- The bleacher steps to the front of the commercial units will be clad in timber.

Street furniture

Furniture will be natural in appearance. Solid timber blocks
within public realm will reflect the local industrial character and
slimmer elements will be used in the residential gardens. All
timber furniture will be FSC certified hardwood with a robust
metal frame.

Natural play

 Play equipment will be predominantly natural such as boulders, stepping logs, timber logs and hollow tunnels. The podium garden will also be equipped with a proprietary timber log train. Where possible these features will be formed from timber reclaimed from site.

LANDSCAPE MANAGEMENT

LANDSCAPE MANAGEMENT OBJECTIVES

The landscape management objectives are:

- To ensure the establishment and long term maintenance of the new landscape elements to provide an attractive setting for the new homes and to respect the historic setting of the site;
- To maintain all newly planted and retained trees;
- To encourage the local community to use and respect the green infrastructure, gaining health and well-being benefits;
- To maintain safe access to communal amenity spaces for all new residents;
- To ensure the safety of all users within the public realm;
- · To safeguard and enhance on-site biodiversity;
- To enhance public awareness and appreciation of the habitats and associated flora and fauna of the site; and
- To comply with legal obligations and constraints.

The Landscape Management Plan (LMP, TEP Doc ref 8074.005) has been prepared to ensure that the above objectives are met. The LMP covers all retained trees, landscaping, amenity spaces, public realm and play features. The LMP sets out maintenance and management operations and provides recommendations for a 5-10 year period.

The applicant is committed to ensuring the sustainable long-term management and maintenance of the residents' communal gardens and other amenity spaces.

The applicant will engage personnel who have the necessary experience and certificates of competence to undertake landscape management operations on the site. It will ensure that the management of the areas for which they assume responsibility comply with the guidelines set out in the LMP.







Hedge trimming



Litter picking

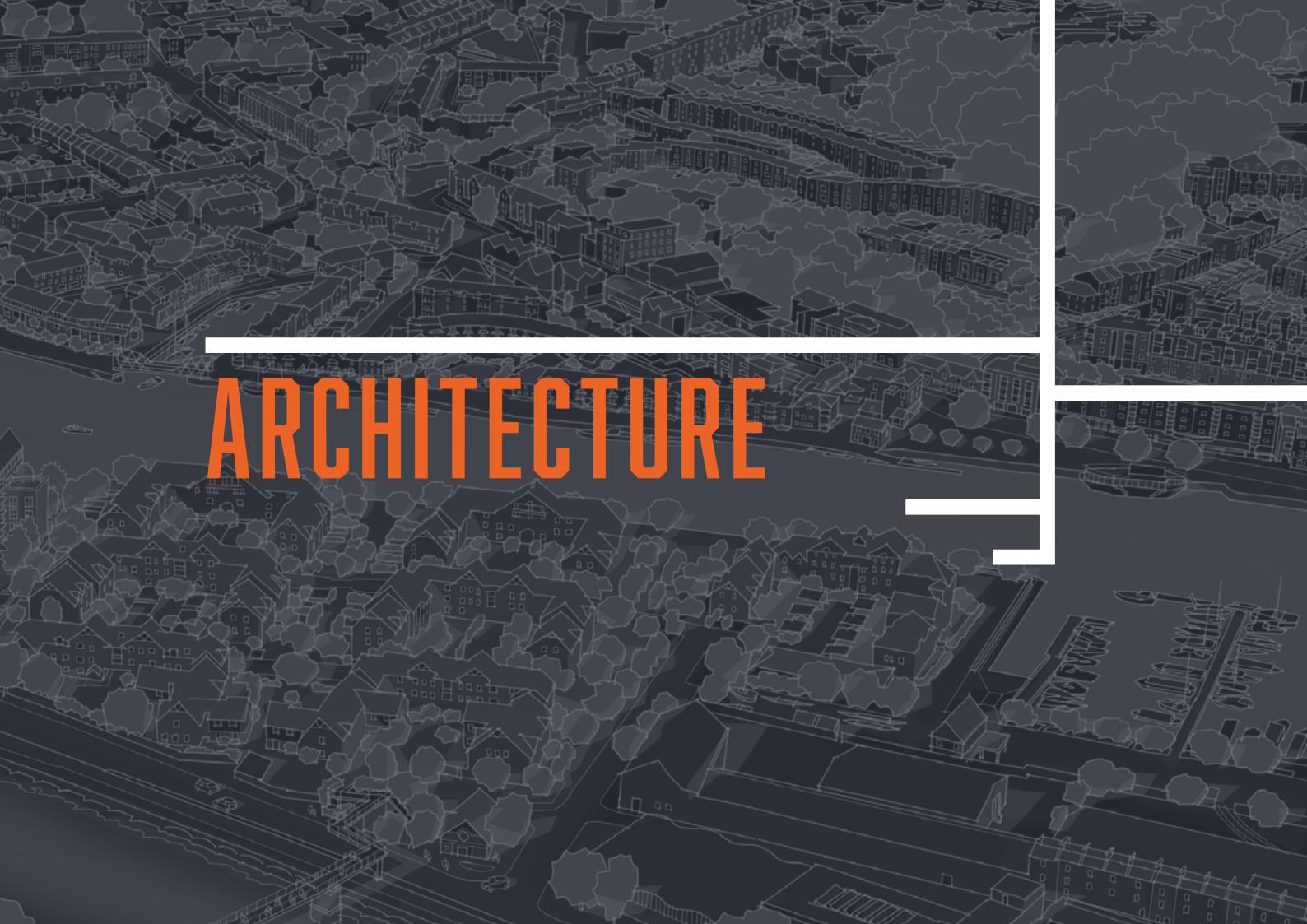


Podium garden maintenance

Image credit: Ground Control









ARCHITECTURE ARCHITECTURAL PRINCIPLES



View from balcony to inlet park

GENERAL PRINCIPLES OF ARCHITECTURE

The Architecture and landscape design are strongly influenced by the distinct maritime setting and traditional, brick warehouses prevalent in the area.

The proposed buildings have 3 tones of brick and either pitched roofs or flat green roofs of varying heights.

On the harbour frontage, pairs of gable roofs are employed on buildings to create a varied roof scape, keeping the overall height of buildings lower, and recreating the finer urban grain prevalent around the harbour.

Different tones of red and brown brick are used to differentiate buildings and further breakdown the impression of uniform mass. Certain buildings, such as the tall element at the entrance from Cumberland road, have flat roofs with parapets and brick banding that directly references the Bond warehouse and other warehouse buildings near the site. Further interest and richness are provided with feature brick detailing, such as soldier course banding, and reconstituted stone details and entrance porches.

The traditional forms are complemented with contemporary flourishes to promote residential quality and delight, such as full height glazing to selected apartments facing the harbour, bronze metal details like balustrades, bronze aluminium windows, expressed roof structure, louvres and projecting eves providing shelter and solar shading above balconies.

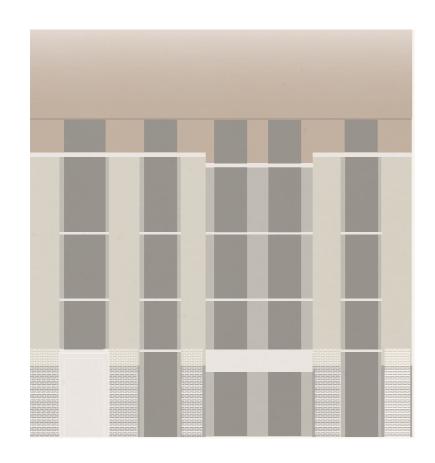
The overall concept is intended to reference and complement the existing vernacular of the harbour, in materiality and form, without imitating it or proposing a pastiche. The buildings will be bespoke, be of their place, but will also be of their time and designed for residential use.

ARCHITECTURE THE TYPOLOGIES

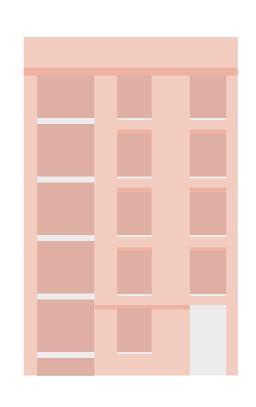
The are two primary and one secondary building typology within the design proposals. The expression of these are influenced by their location on the site and their visual connection to other existing building forms prevalent around the harbour and New Cut. For example, there is a prevalence of pitched roof buildings perpendicular to the harbour edge, which has influenced the expression of the proposed buildings facing the harbour. Similarly, the buildings on Cumberland Road have flat roofs and robust brick expression, which is in reference to the warehouse buildings to the west of the site.



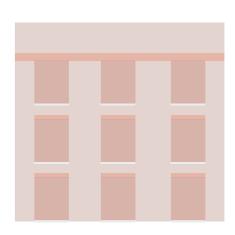
ARCHITECTURE THE TYPOLOGIES







THE NEW BOND WAREHOUSES

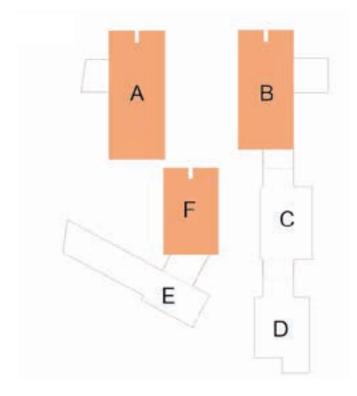


THE LINK BUILDINGS

ARCHITECTURE THE HARBOUR SAIL LOFT BUILDINGS

THE HARBOUR SAIL LOFT BUILDINGS - A, B AND F

- These primary buildings have the most prominent position on the harbour, with 5 storeys above the upper ground level, on the frontage, and six storeys above UGF in the centre of the site.
- These buildings are subdivided vertically on the harbour facing elevations, with twin gable roofs separated by a slot, to diminish the sense of mass and provide enhanced articulation.
- The uppermost floor and roofs are clad in bronze coloured metal, folding down across the eaves to have a light-weight expression on the top storey.
- Below this level the buildings are clad in different coloured bricks, to further break down the massing.
- The brick is articulated with recessed layering, soldier courses and a defined ground floor that employs a double soldier course and brick rustication, to provide a detailed, tactile expression of character and interest along the base.
- On the elevations facing the harbour, a full height glazed screen affords expansive views across the water. This glazing sits behind a layer of brickwork piers, where the balconies are situated. This provides a degree of solidity to these open gable elevations, offering a contemporary expression within an otherwise quite traditional ecomposition.





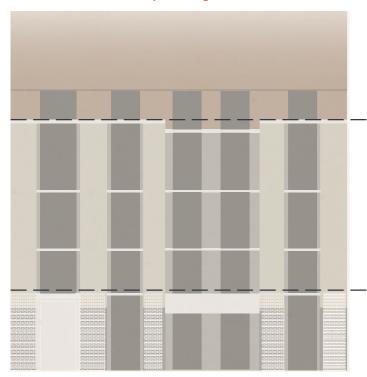
Bay Study

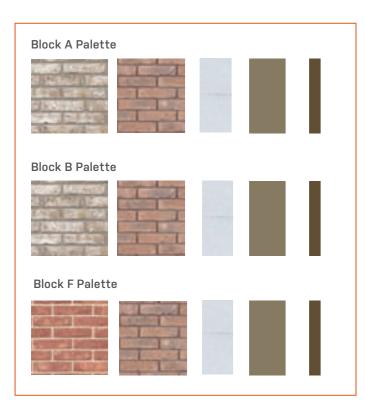


ARCHITECTURE

THE HARBOUR SAIL LOFT BUILDINGS - KEY DETAILS

Architectural Principle Diagram







Bay Elevation

ARCHITECTURE THE HARBOUR SAIL LOFT BUILDINGS



Dependent on the grid, windows are grouped by wide sills and sat within recessed panels



Single soldier course above base

Double soldier course band to base

Rusticated brick detailing is used to thicken the base, grounding the tallest buildings



Lighter balconies to top, with dark olive aluminum balustrade





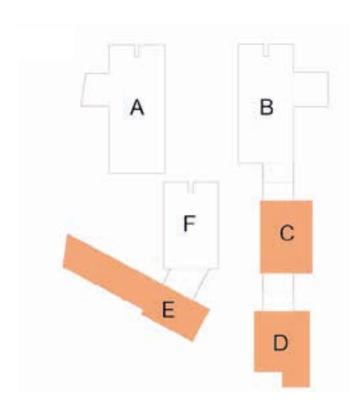
Inset corner balconies turner the corner



ARCHITECTURE THE WAREHOUSES

THE WAREHOUSES BUILDINGS C, D AND E

- These buildings have the most prominent position on the southern elevation and The Strait, sitting astride the main entrance from Cumberland Road
- The marker building E on the entrance is 5 storeys above the upper ground level, with all other Warehouse typologies at 4 storeys or below.
- As the name suggests, these buildings reference the historic Bond Warehouses around the Cumberland Basin, which are dominant on the skyline. The new buildings and the Bond Warehouses are seen together on the approach to the site from the east on Cumberland Road, and from Vauxhall Bridge.
- The buildings are highly ordered and have a restrained expression, with regular spacing of windows, green flat roofs with parapets, horizontal brick banding, and a robust expression of red tone bricks, which all reference the existing Bond Buildings. Thes buildings have rustication at eh base below the sills of windows, creating interest and texture.





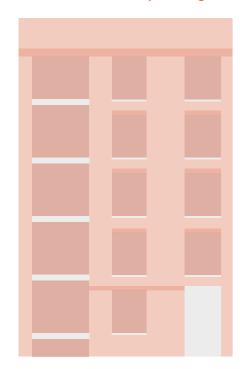
Bay Study



ARCHITECTURE

THE WAREHOUSES - KEY DETAILS

Architectural Principle Diagram

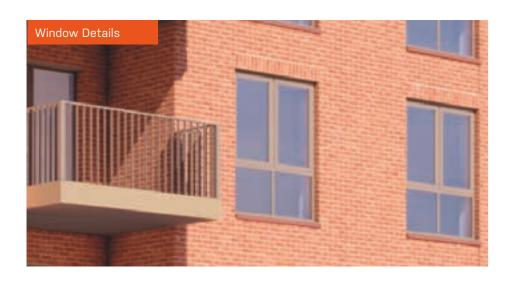






Bay Elevation

ARCHITECTURE THE WAREHOUSES





Single soldier course above all windows



Double soldier course band

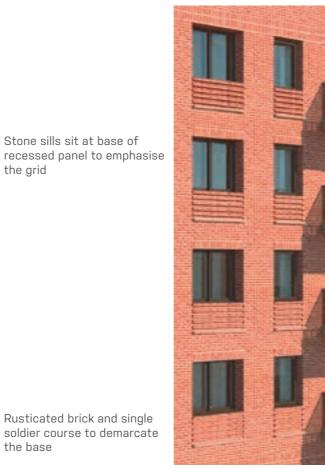
to top



Stone sills sit at base of recessed panel to emphasise the grid

Rusticated brick and single

the base



Recessed panels of rusticated brick used to give the impression of larger openings on south facing elevations



Opaque panels used on balconies to act as buffer on south facing Cumberland road elevation

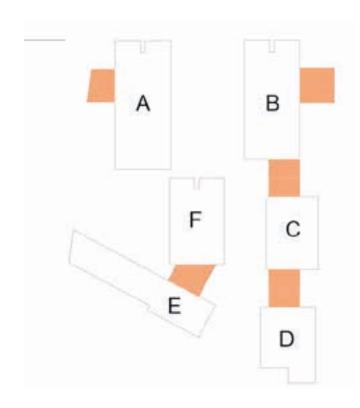


Inset balconies with GRC panels break up the long elevation on Cumberland Road. Balconies feel more private and are less likely to overheat.

ARCHITECTURE THE LINKS

THE LINKS

- These are secondary, brick clad buildings that form the connective tissue between the Warehouse Buildings or the Sail Lofts.
- They are typically lower, and less expressively detailed, than primary buildings to be more distinct in form.
- They connect buildings E and F, C to D and B, and are also used for the lower wings of accommodation that step down towards the eastern and western boundary near the harbour.

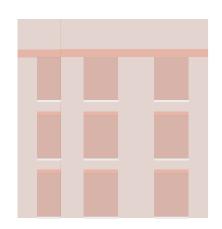


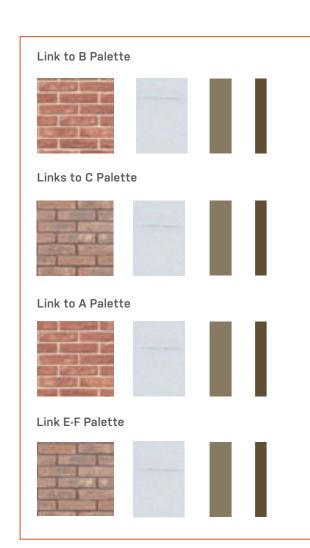


Bay Study

ARCHITECTURE THE LINKS

Architectural Principle Diagram





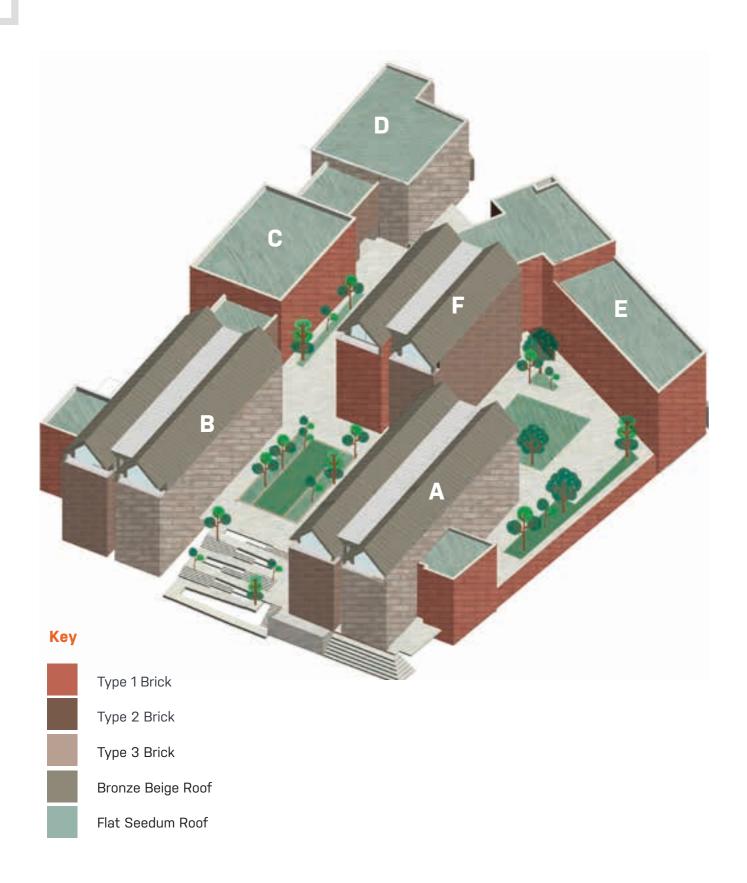
Link between B and C

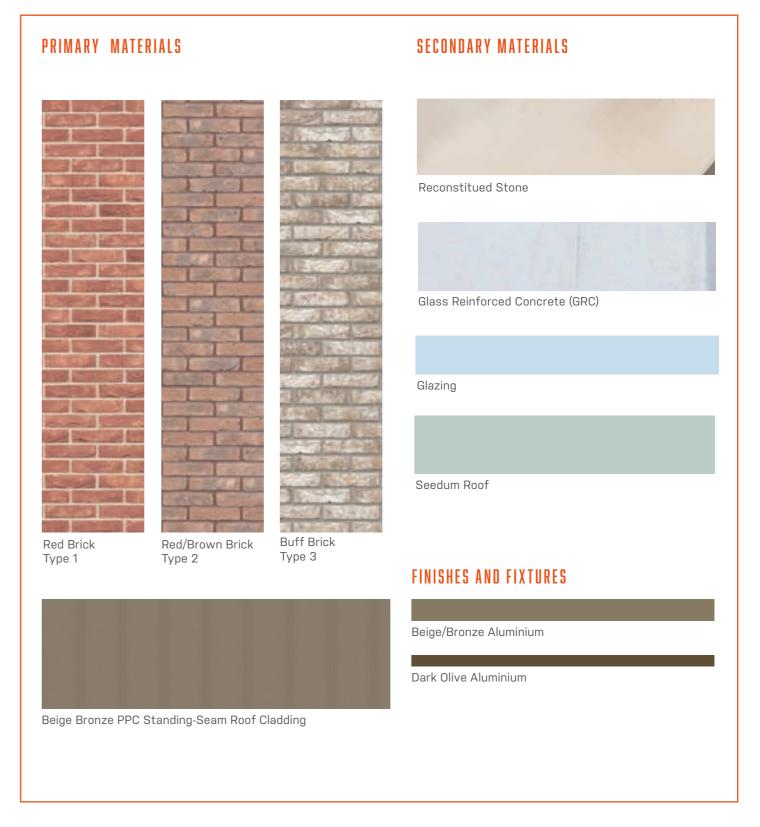


Link to Building A



ARCHITECTURE MATERIALITY





ARCHITECTURE

KEY DETAILS - COMMERCIAL FRONTAGES

Commercial Frontage Detail, Block B



View of Commercial Frontages, Block B



- 01 Reconstituted Stone/GRC Sill concrete and metal fascia
- 02 Dark Olive PPC Aluminium Balustrade
- 03 Buff Brick Soldier Course
- 04 Dark Olive Aluminium Louvres
- 05 Buff Brick (Type 3)
- 06 Dark Olive PPC Aluminium Window Frame
- 07 Glazing
- 08 Red/Brown Brick (Type 2)

ARCHITECTURE KEY DETAILS - EAVES

Eaves Detail, Block B



Harbourside Frontage View, Block B



- O1 Beige Bronze PPC Standing Seam Roofing
- O2 Beige Bronze Standing Seam Cladding
- 03 Glazing
- 04 Dark Olive Aluminium Door/Window Frame
- 05 Dark Olive Aluminium Balustrade
- 06 Beige Bronze Coping
- 07 Buff Brick
- 08 Red/Brown Brick

ARCHITECTURE KEY DETAILS - ENTRANCES

Entrance Detail, Block D



- 01 Buff Brick Single Soldier Course
- 02 Reconstituted Stone/GRC
- 03 Rusticated Buff Brick
- 04 Dark Olive Aluminium Door and Frame
- 05 Glazed Panel

Recessed Entrance Detail, Block F



ARCHITECTURE DETAILS IN LANDSCAPE - SIGNAGE

THE EXISTING STONE WALL

The southern boundary is defined by a historic stone wall with a red brick coping, which runs along this stretch of Cumberland Road. There are 2 existing openings to the stone, the existing entrance to the site and an opening that has been filled in with red brick. The proposals will require some minor alterations to this wall, which includes widening the entrance to achieve safe vehicular access with visions splays and maintain separation of vehicular and pedestrian access, as set out in the Transport Analysis.

The other planned alterations include the removal of the area of infill brickwork and the creation of two smaller opening in front of Buildings E and D. These will allow access for a proposed electrical substation and safe, secured access for cyclists to the bike stores that serve these buildings. These new openings will require the removal of small section of stone, and the cut edges will receive pennant stone frames on the reveals of these openings, to suit the existing material, and coloured steel louvred gates. This solution will be an attractive, sensitive and considered, alteration to the wall.





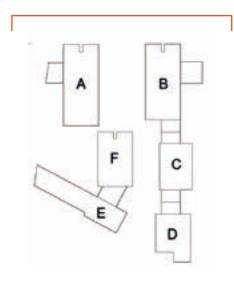
ARCHITECTURE DETAILS IN LANDSCAPE - CANOPY ABOVE COMMERCIAL



TIMBER PERGOLA CANOPY

References to the original Timber Yard use of the site permeate the design, in the landscape details and components, and in the naming of individual buildings after species of trees. Another suggested reference is the placement of a timber pergola above the corner of the commercial uses, named The Yards, next to the Cottage Inn. This would be a visual marker of the public uses at this location, designed in sustainable, untreated larch. It would create interest through casting shadows and could have climbing planting threaded over it with tensile cables.

ARCHITECTURE STREET ELEVATIONS

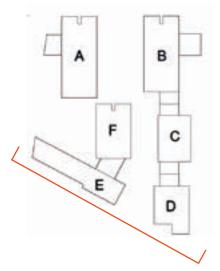


North Elevation



Cumberland Close Houses

ARCHITECTURE STREET ELEVATIONS

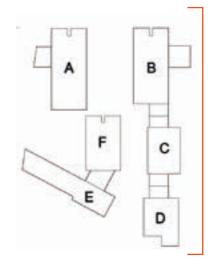


South Elevation

Existing Wall Existing Wall

Baltic wharf Sailing Club

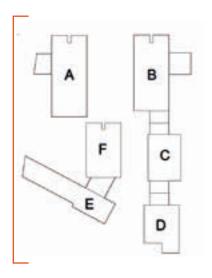
ARCHITECTURE STREET ELEVATIONS



East Elevation

Cumberland Road
Floating Harbour

ARCHITECTURE STREET ELEVATIONS

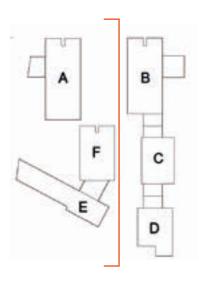


West Elevation

Existing Wall

Floating Harbour Cumberland Road

ARCHITECTURE STREET ELEVATIONS

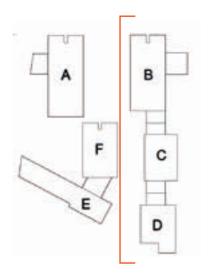


Courtyard West Elevation



Cumberland Road Floating Harbour

ARCHITECTURE STREET ELEVATIONS

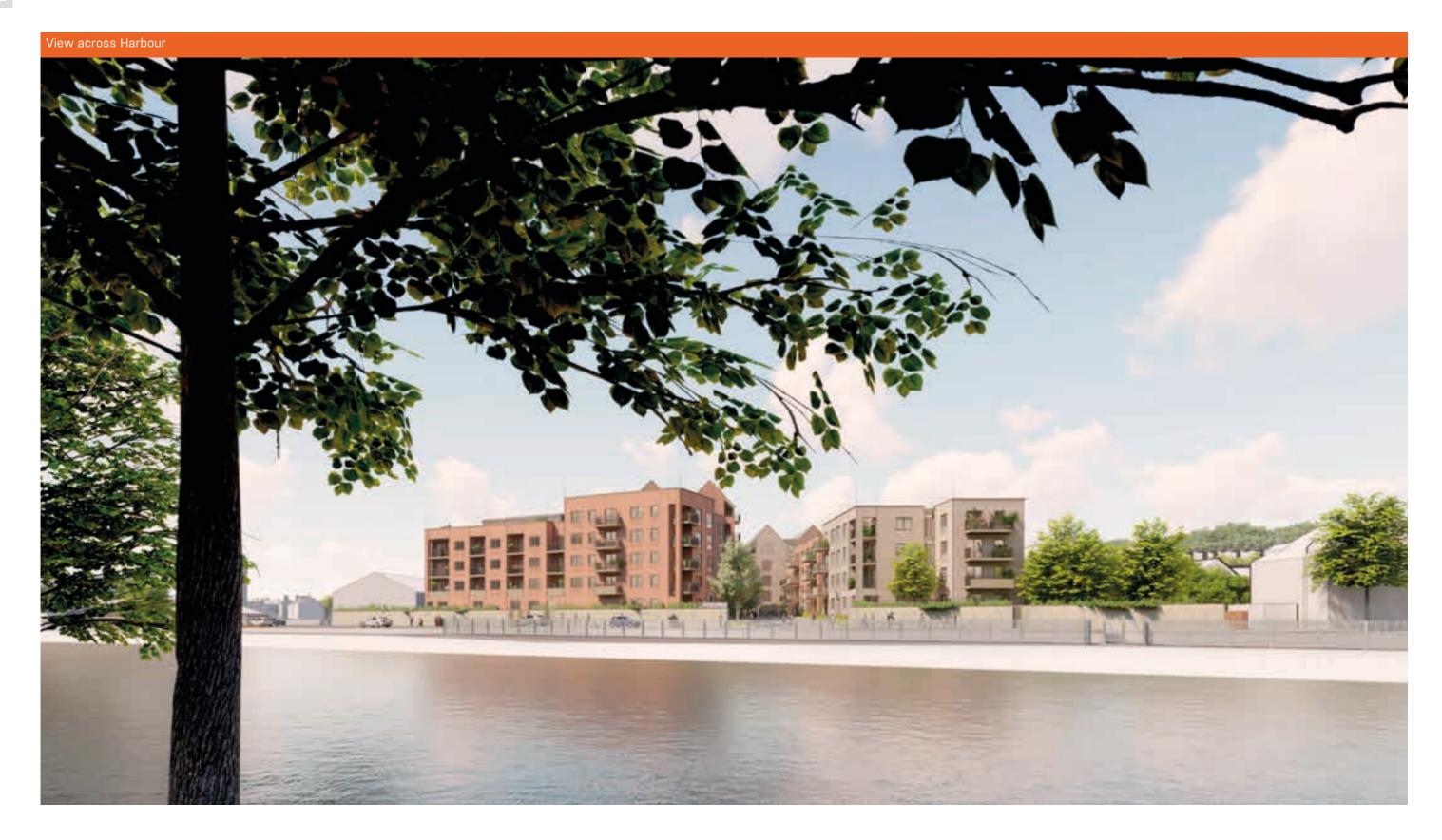


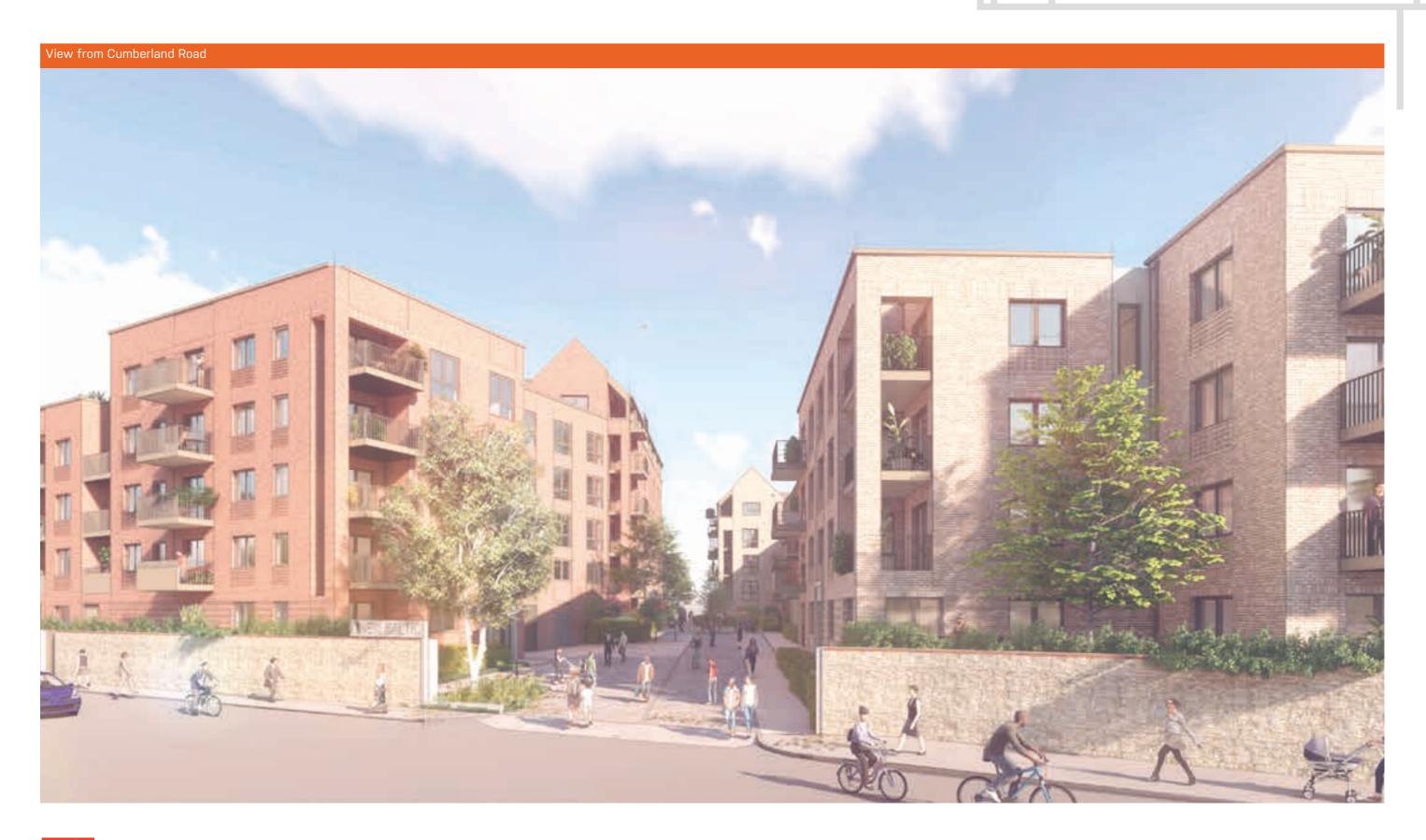
Courtyard East Elevation

Existing Wall

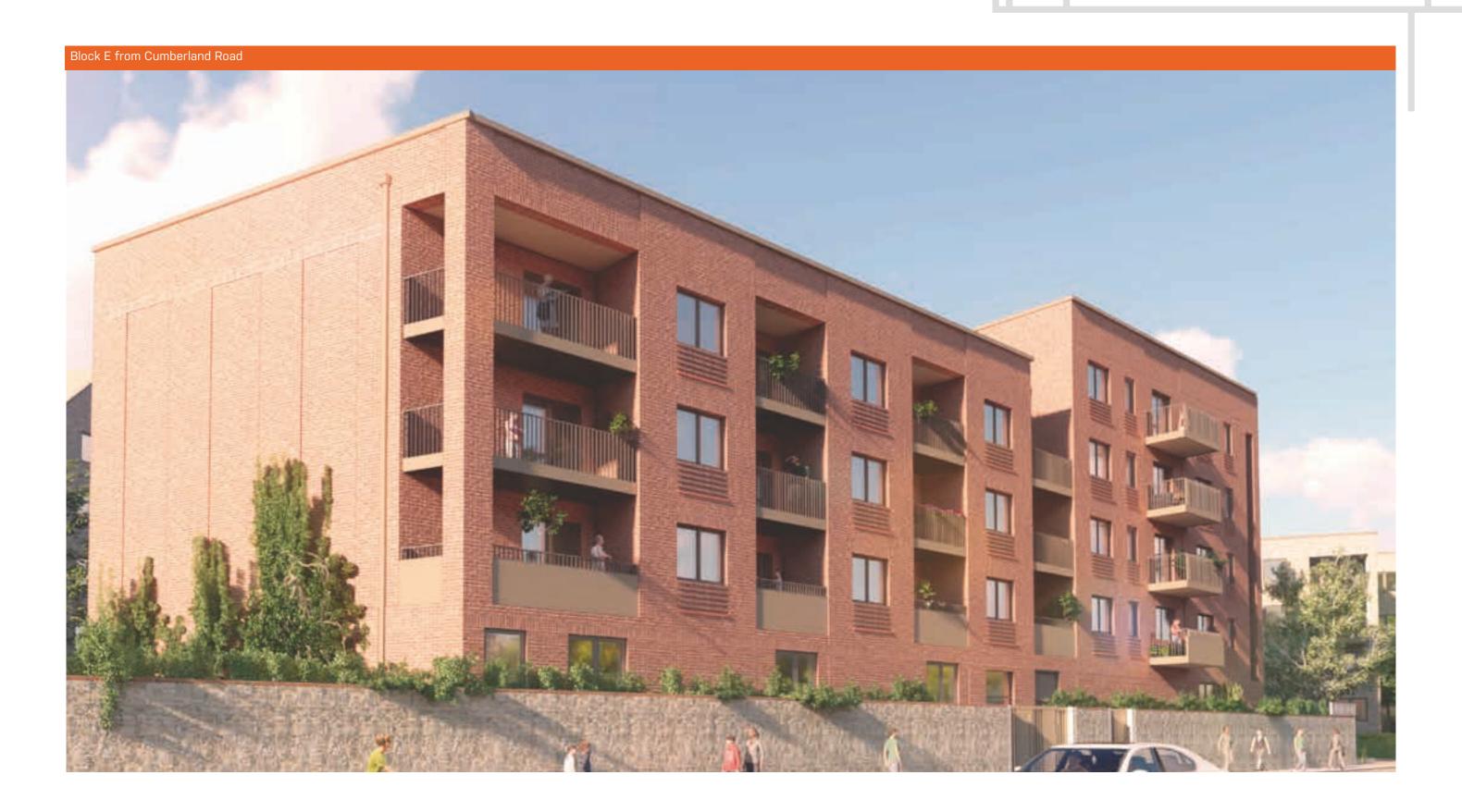
Cumberland Road

Floating Harbour



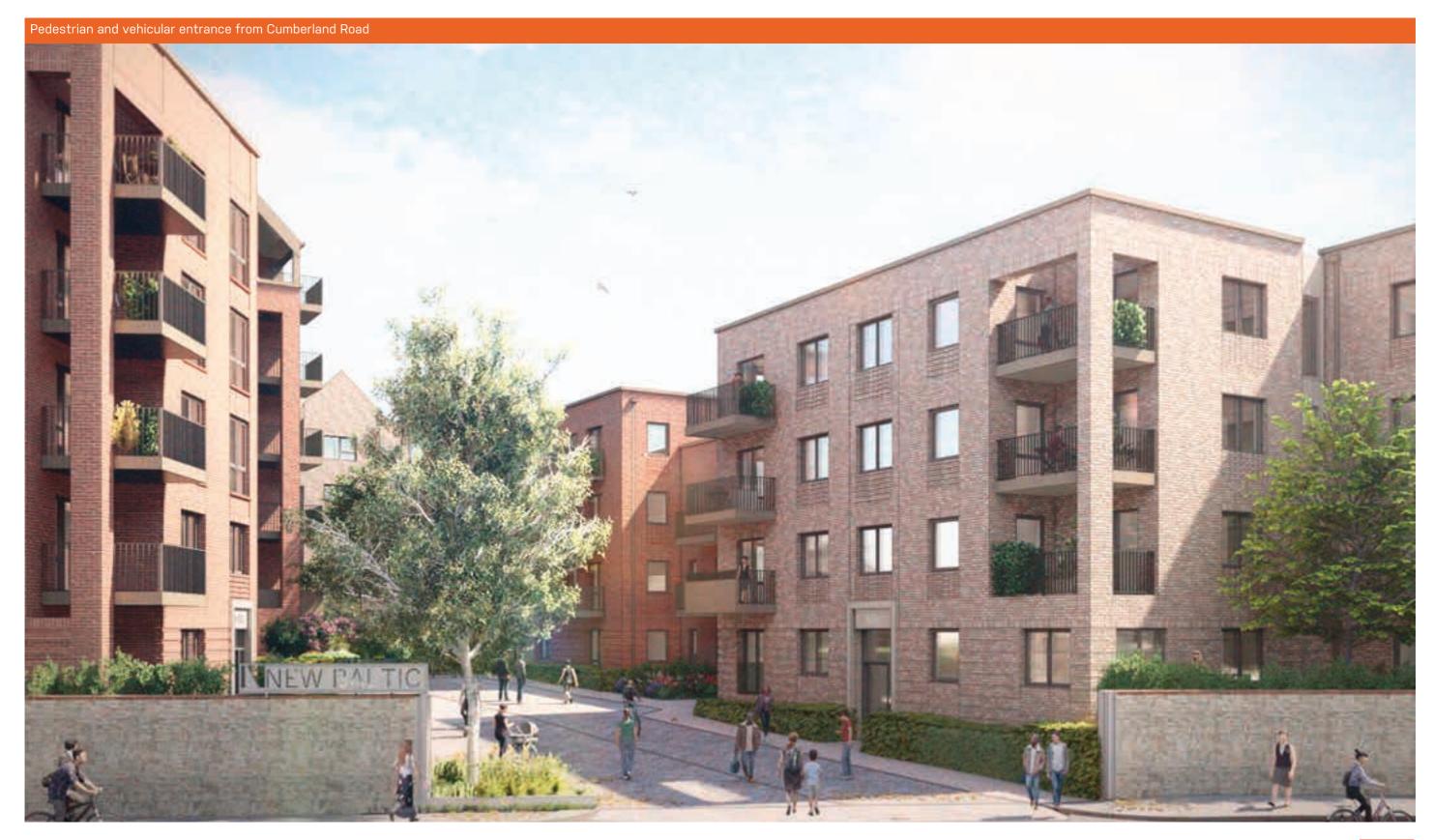




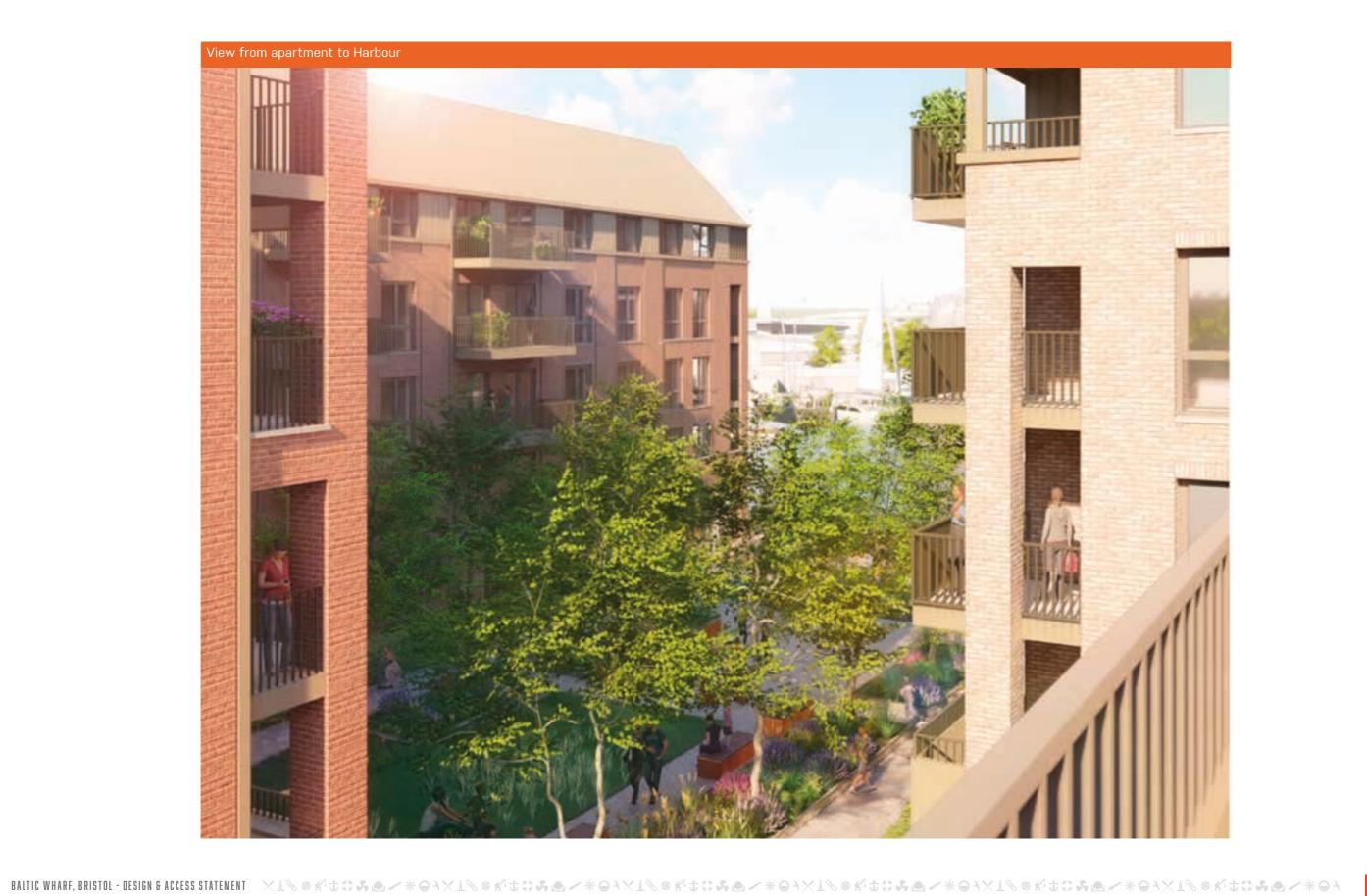


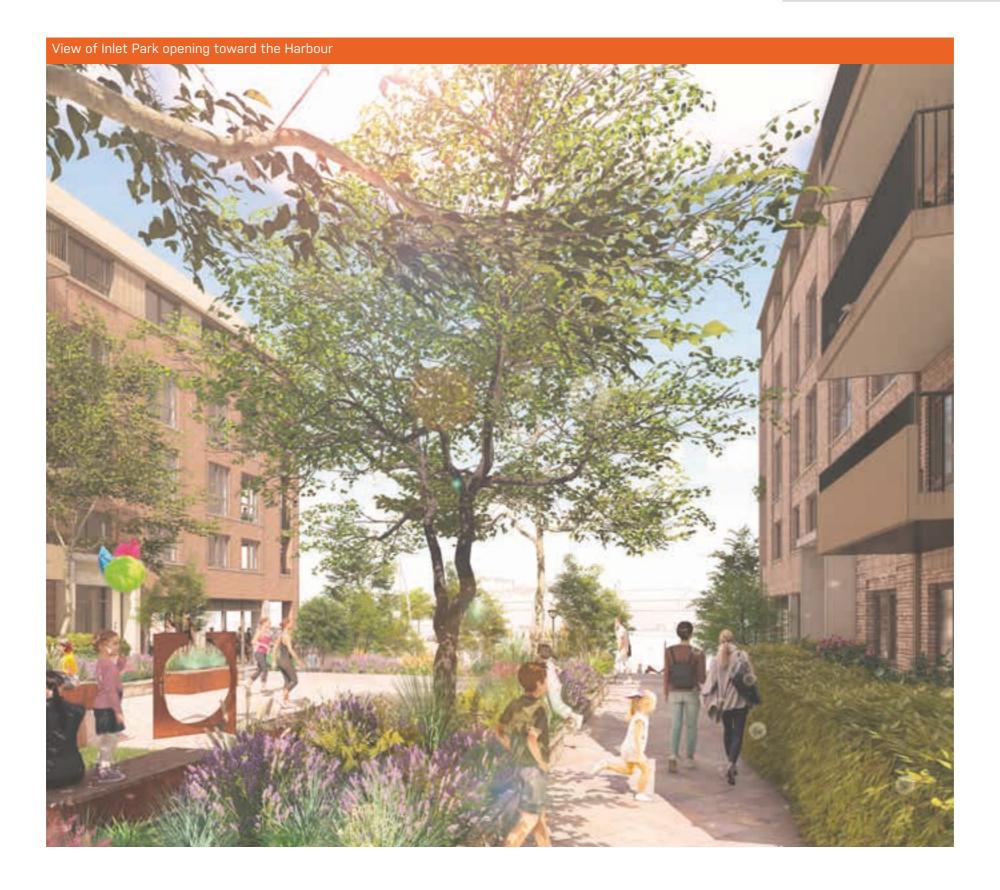




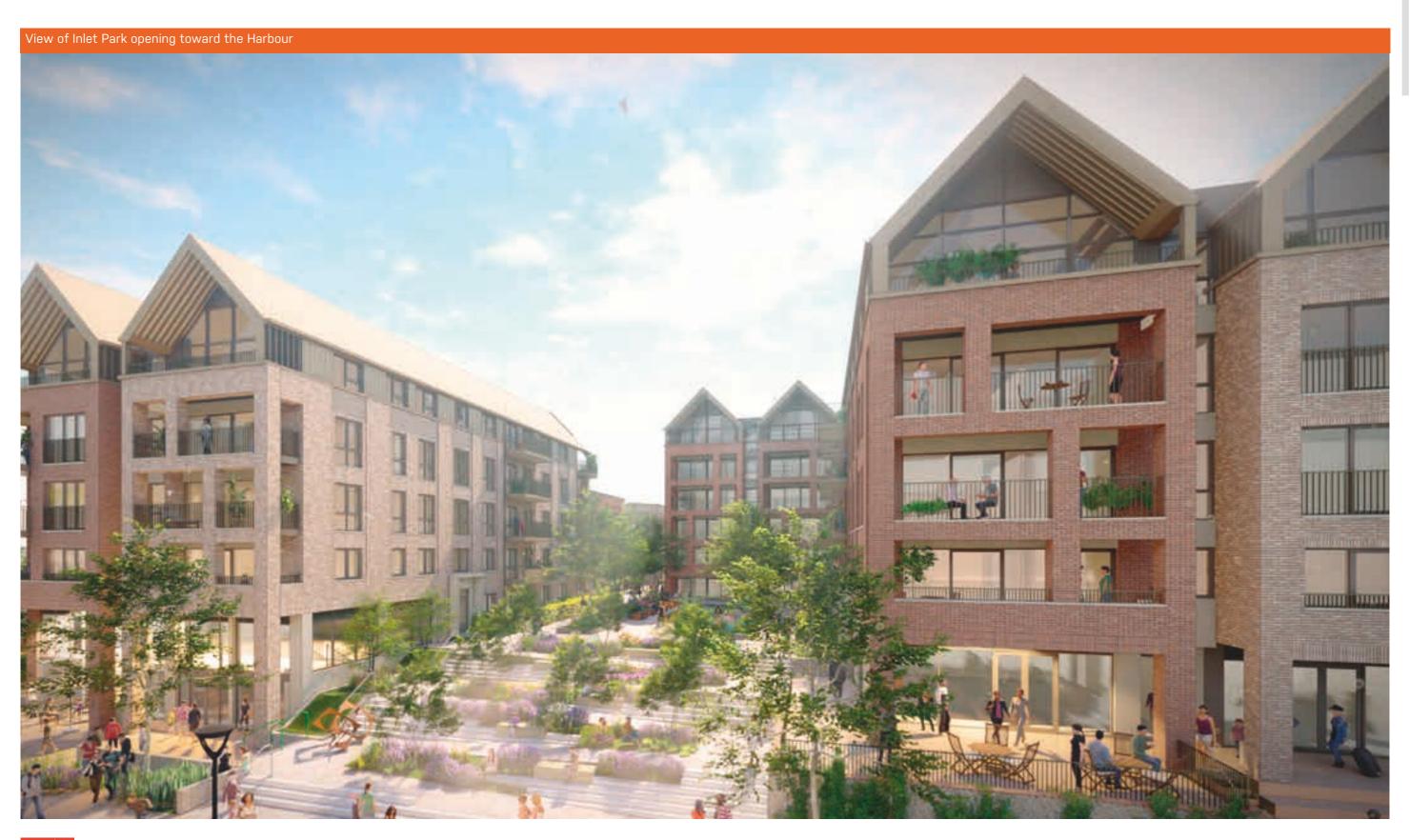




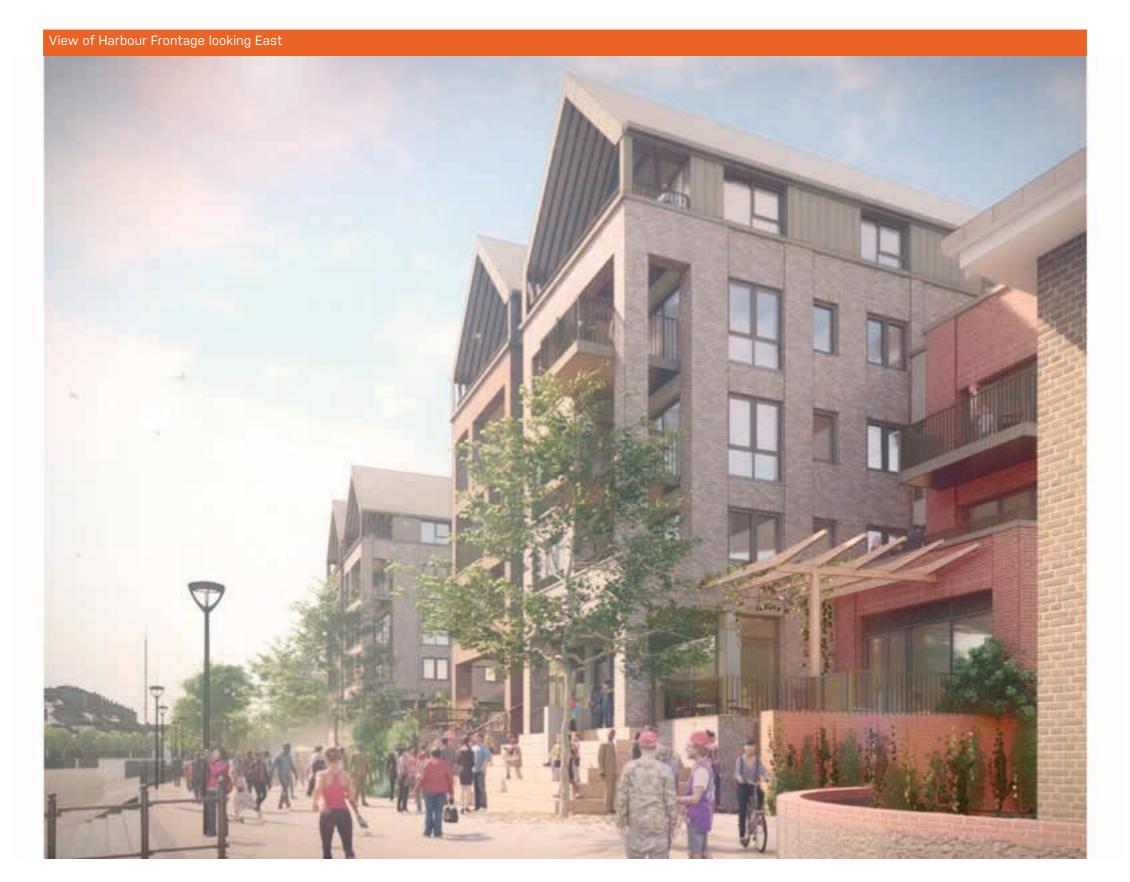


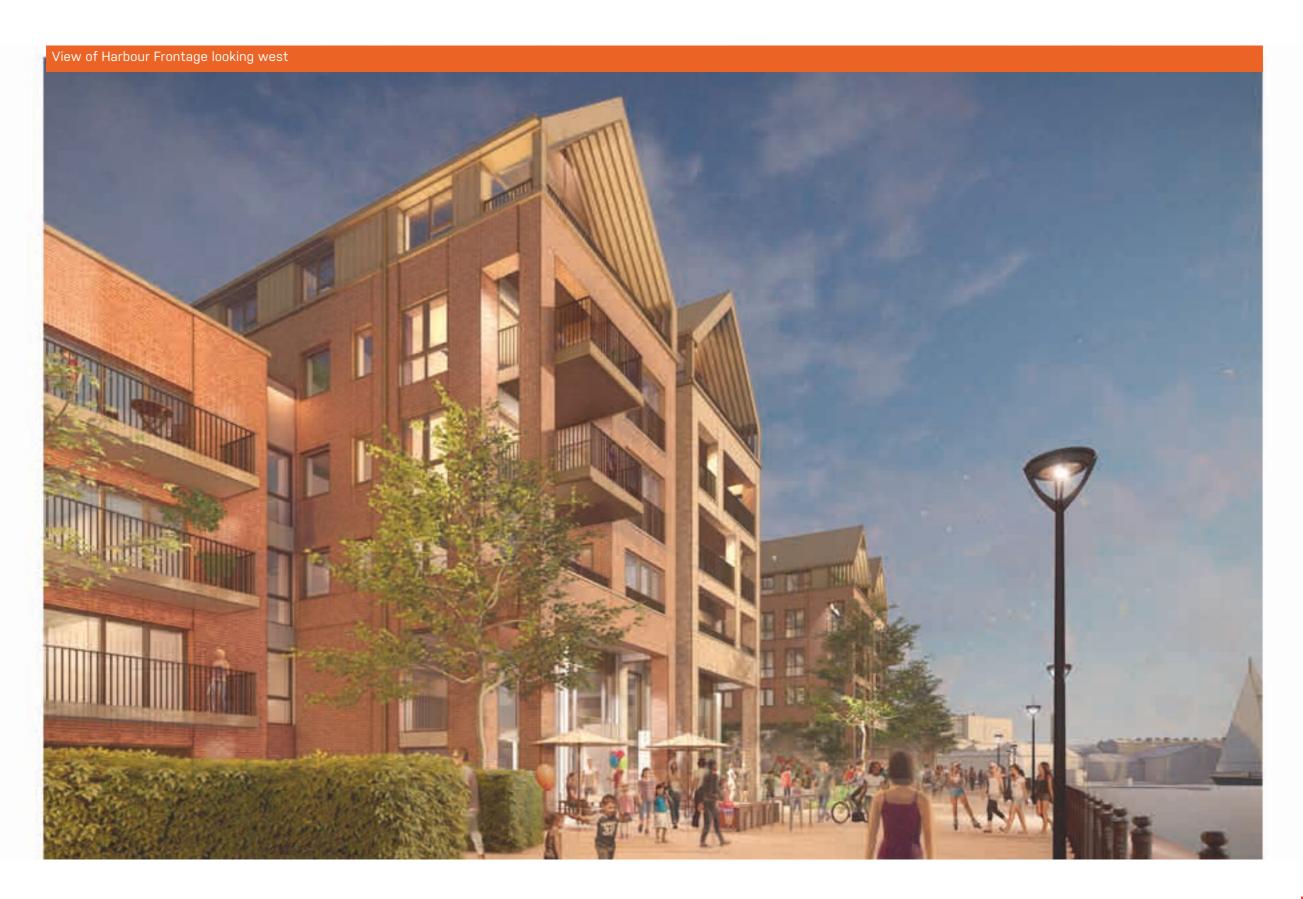


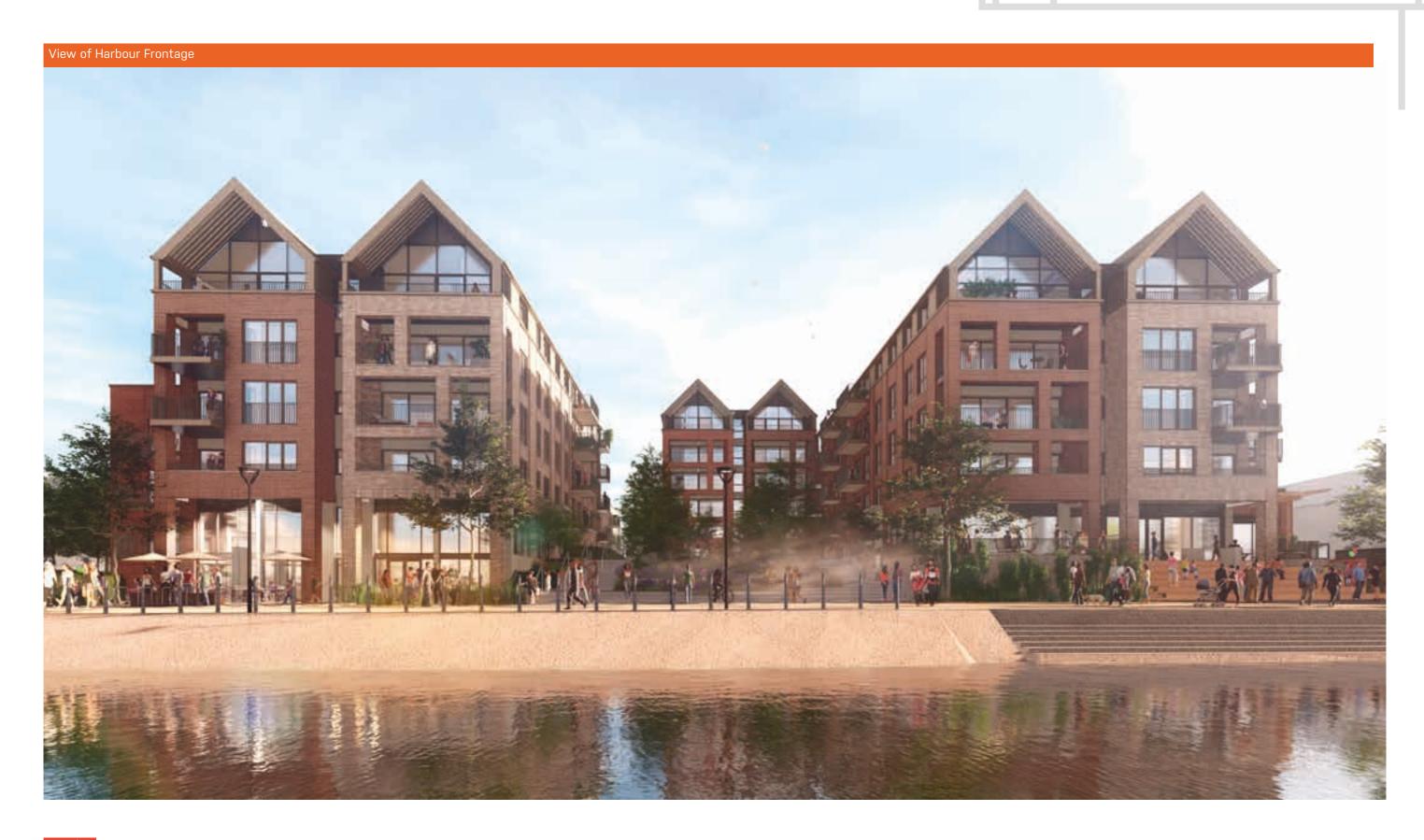


















AUUESS

PRINCIPLES OF ACCESSIBLE AND INCLUSIVE DESIGN

PRINCIPLES

The principles of inclusive design are underpinned by the social model of disability, which supports the view that it is the attitude of society at large as well as organisational and environmental structures, that restrict an individuals' participation in mainstream activities.

The solution to this problem is, in part, to change the environment, to remove the barriers to full participation and ensure that new developments are designed inclusively from the outset to allow developments to be used safely, easily and with dignity by all.

The proposals will be convenient to use and welcoming with no disabling barriers, so everyone can use them independently, without undue effort, separation or special treatment.

The Proposed Development will be:

- Welcoming with no disabling barriers that might exclude people;
- Inclusive so everyone can use it safely and easily;
- Legible to ensure ease of movement and wayfinding;
- Convenient so everyone can use it without too much effort or separation;
- Adaptable to respond to changing needs; and
- Flexible so different people can use it in different ways.

The principles of inclusive design, including the specific needs of older and disabled people, have been integrated into the development proposals. Design guidance and regulations relevant to the Proposed Development include:

- Approved Document Part M (AD Part M), 2015 incorporating 2016 amendments
- Edition, Access to and Use of Buildings- Volume 1: Dwellings;
- Approved Document Part M (AD Part M), 2015 Edition, Access to and Use of Buildings- Volume
 Dwellings;
- British Standard 8300 (2018) Part 1: External environment, Code of Practice for
- Design of Buildings and their Approaches to meet the needs of Disabled People;
- British Standard 8300 (2018) Part 2: Buildings, Code of Practice for Design of
- Buildings and their Approaches to meet the needs of Disabled People;
- British Standard 9999 (2017), Code of practice for fire safety in the design, management and use of buildings;
- Department for Transport (DfT) (2005), Inclusive Mobility: A
 Guide to Best Practice on Access to Pedestrian and Transport
 Infrastructure;
- DfT (2018), The Inclusive Transport Strategy: Achieving Equal Access for Disabled People;
- DfT (2007), Manual for Streets (MfS);
- DfT (1995), Transport Advisory Leaflet 05/95: Parking for Disabled People;
- DfT (2007), Guidance on the Use of Tactile Paving Surfaces;
- Royal National Institute for the Blind (RNIB) (2015), Street Furniture; and
- Guide Dogs for the Blind Association (GDBA) (2010), Inclusive Streets: Design principles for blind and partially sighted people.

ACCESS PEDESTRIAN MOVEMENT PLAN

PEDESTRIAN MOVEMENT THROUGH SITE

There is a new public, pedestrian route provided through the site, running northwards from Cumberland Road, through the site and emerging into a new public park facing the harbour, that is overlooked by the new residential buildings. The new public thoroughfare and open space are designed to be accessible and welcoming to all, delivering improved public permeability at the western harbour, connecting the environments of the New Cut to the Floating Harbour.

Residential Pedestrian Entrance Wheelchair Accessible Route Stepped Route Resident Only Stepped Route Pedestrian Gate Wheelchair Lifting Platform



ACCESS PEDESTRIAN MOVEMENT PLAN

PEDESTRIAN MOVEMENT AND ACCESS

Arrival

The entrance arrival area from Cumberland Road is the only part of the public realm that is designed for the use of vehicles as well as pedestrians and cyclists. From this space there is a clear view through the site to the harbour and the townscape beyond, creating an immediate visual connection and encouraging the public down this route. Separation and demarcation of pedestrian and vehicle movement is achieved with a small kerb and careful design of the landscape, to provide a safe route for pedestrians through this part of the site. This has been developed through vehicle tracking and a road safety audit by TPA.

Levels

The ground levels along this route have been raised and adapted to mitigate the risk of flooding on the site. These level changes have been realised through footpaths with gradients no greater than 1:21, ensuring that every part of the site is fully accessible, in accordance with Part M of the building regulations. This includes the level change at the harbour side, overcome through meandering pathways and landings, that gently cascade down to the the harbour tow path.

Residential Entrances

All residential entrances are accessed from the public route, with level access thresholds throughout. Each entrance is expressed with a stone surround and glazed frontage, with door entry panel. Each building is named as a species of tree, referencing the original purpose of the site as a timber yard. Beyond the secure entrance doors, the lobby contains post boxes for each apartment, including parcel drop boxes. Within the internal lobbies of Buildings D and E, an internal level change to the residential finished floor level is required, and step free access is provided via a walkthrough lift to overcome the initial step to ground floor level.

Residential Amenity

All external residential amenity spaces are designed with level access. This includes private balconies and terraces accessed directly from the apartments, and defensible front gardens on the ground floor. This also applies to communal amenity spaces and gardens, on the upper ground floor on the western portion of the site, and on the lower ground floor at the east of the site.

All these spaces are accessed directly from residential cores with flush thresholds, or from external routes with gates and footpaths with gradients of 1:21.

Ground Floor Access

The ground floor accommodation of the buildings facing the harbour is dedicated for commercial and cultural uses, and level access has been provided for the public to the entrances and external spaces associated with these uses, with access gradients no greater than 1:21. An external, wheelchair lifting platform has been included in the landscape next to Building A and the Cottage Inn, to supplement this level access strategy and provide convenient, direct, step-free access at this point of the site, for wheelchair users or to assist with deliveries.





ACCESS CYCLE STORAGE PLAN

CYCLE STORAGE

Bicycle storage is provided throughout the site, with resident cycle stores located in each block.

Refer to Lower Ground Floor Plan

84 - Sheffield Stands 72 - 2-Tier Stands

TOTAL - 312 bicycle spaces



Key



Bicycle Store



Bicycle Store Entrance



Route to store from Harbour

--→ Route to store from Cumberland Road

Lower Ground Floor Plan



Upper Ground Floor Plan

Key

- --→ Route to core from Harbour
- --→ Route to core from Cumberland Road

CYCLE STORAGE PLAN

CYCLE STORAGE

Resident Cycle Store Provision

Cycle stores are calculated with a ratio of 1 Sheffield stand storage per unit with any further storage contained within double stacked racks. The provision has been allocated as 1:1 bikes for 1 bedroom flats, and 2:1 bikes for 2 and 3 bedroom apartments. Each residential building and core have cycle storage conveniently placed to serve its residents.

Access to Resident Cycle Stores

All residential cycle storage is placed in the lower ground floor, approximately 3 m below residential finished floor levels. For convenience, a choice of access points and routes is provided, depending on the direction of approach.

To the west of the site, the cycle stores can be accessed directly from the cores, from a new entrance gateway in the southern wall, or directly from the podium garden. Access from the external environment is via stirs, with a minimum width of 1500mm, and a side gulley channel for rolling bikes down. To the east of the site, the lower ground floor cycle stores can be accessed via an existing gateway form the harbour side, a new gateway in the southern boundary wall, or directly from the residential cores. Although possible, it is not proposed that bicycles use the vehicle ramps to access the lower ground floor.

Visitor Cycle Store Provision

17 residential visitor stands will be in the landscape. Additional cycle stands are provided to serve visitors and users of the proposed commercial and cultural spaces.

Cycle stores have been sized in accordance with BCC policies.

ACCESS REFUSE AND SERVICING STRATEGY

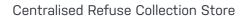


Upper Ground Floor Plan

Key



Localised Refuse





Refuse Truck Loading Bay

Bin Buggy Charging/Parking Point



Lower Ground Floor Plan

REFUSE AND SERVICING STRATEGY

REFUSE STRATEGY

As much of the public realm as possible has be designated as vehicle free. Because of the limited access for refuse vehicles, the strategy for refuse storage and collection is to have a managed arrangement, with individual refuse stores associated with each residential core, in the lower ground floor, sized in accordance with local policy, to house the correct number of bins for the units served by the core.

Refuse Collection

For refuse collection, the site management company would then transfer all bins to a centralised collection store at the upper ground floor of Building E, near the front of the site at the arrival space, from where the bins will be emptied by the refuse vehicle, and then the management company would return them to their individual stores around the site. The threshold access for the collection store will be flush with the external ground level.

Commercial Refuse

The same system applies to all commercial premises. Shared refuse stores are provided for commercial use on the lower ground floor, in accordance with local policies, and bins will be transferred to the central store on collection day.

Servicing + Refuse Vehicle Access

Servicing and refuse collection will take place on site within the vehicle access arrival space at the Cumberland Road entrance and vehicle turning has been tracked with swept path analysis to determine this arrangement. A parking bay has been designated within this vehicle area, next to the collection store, providing ease of access for the local refuse vehicles.

All bins stores have been sized to accord with BCC policies.



Example of small electric vehicle proposed to move bins to central bin store. Photo of refuse vehicle used at Here East, London

ACCESS CAR PARKING PLAN



Key



Concealed Parking



Route to Car Park

Visible Parking



Disabled Parking Space

ACCESS CAR PARKING PLAN

CAR PARKING STRATEGY

A Travel Plan and Transport Assessment have been prepared by Transport Planning Associates. The strategy for the provision and arrangement of car parking has been developed in collaboration with Highways officers. The proposals aim to minimise the impact and quantity of car parking on site and provide a destination and public realm that is largely car free. The overarching principle of the regeneration is to be low car ownership to help promote active modes of transport and public transport, within this well connected, city centre location.

Car Parking Location

All car parking is located on the lower ground floor of the site, on the eastern and western sides of the regeneration, to the rear or underneath buildings in undercrofts, or beneath the podium garden on the western half of the site. These car parking areas are accessed via vehicle ramps that lead from the arrival area at the south entrance, down to the lower ground floor levels on either side. A minimum headroom of 2.2m is provided above all proposed parking bays.

Parking Bays

Parking bay arrangement has been determined through structure columns positions and swept path analysis to ensure that all spaces are accessible.

78 car parking spaces have been proposed, at a ratio of 0.48. 6 Fully accessible spaces are provided for the M4(3) apartments.

Electric Charging Points

20% of car parking spaces will have active electric car charging points and 80% will be passive, for future commission.

Car Club Provision

A car club space is planned within the immediate vicinity of the site to further advance the strategy of low car ownership.

ACCESS SERVICING AND DELIVERIES

SERVICING AND DELIVERIES

Delivery vehicles for the residential homes will enter from Cumberland Road, and 2 delivery parking bays have been identified within this arrival space, determined through swept path analysis to ensure that these vehicles can enter and exit the site in forward gear. From this vehicle parking area, deliveries will be distributed to the various residential entrances.

Servicing and deliveries for the commercial units on the harbour frontage can be made from this location or alternatively from the loading bay next to the Cottage Inn, depending on the nature of the deliveries. There is a wheelchair lifting platform proposed at this location of the harbour frontage, which will assist in overcoming the level change for heavy deliveries from this location.

All mechanical and electrical services installations and plant rooms will be on the lower ground floor, except for the new substation serving the site. This will require 24-hour access for the highway and so this is located on the upper ground floor, next to an existing opening in the stone wall that will provide the main access to this space. All spaces and installations have been specified and agreed with Meinhardt UK engineers, who are providing the energy and sustainability statements to support this application.

Key

Loading Bay next to Cottage Inn



Delivery bays for temporary unloading



Wheelchair Lifting Platform



Routes to Commercial Units



ACCESS FIRE ACCESS STRATEGY



FIRE VEHICLE ACCESS PLAN

Affinity Fire Engineers have provided analysis and design solutions for the prevention of fire, in accordance with all relevant current and emerging regulations. This has included advice on the internal layout of residential accommodation and common parts, and the specification of materials on the façade to address issue relating to fire spread. The design has also been evaluated for access of a fire tender in the event of an emergency. A fire tender can gain appropriate access to the site, from the vehicle entrance on Cumberland Road. Each residential building has a dry riser for the assistance of fighting fires. In additioan a sprinkler system is encorporated into all buildings. The commercial spaces in buildings A and B, on the harbour frontage can be reached by a fire tender from the exiting tow path along the harbour. This route already provides emergency access to other buildings along the harbour, and this solution has been approved by the City Docks team of BCC.

Key

Fire Tender Access

Hose to Dry Riser

Dry Riser Inlets

ACCESS LOWER GROUND FLOOR FLOOD PLAN

DESIGN FOR ACCESS WITH FLOOD MITIGATION MEASURES

A Flood Risk Assessment and flood impact modelling have been undertaken by Hydroc. According to the Environment Agency Flood Maps, the site falls within Flood Zones 2 and 3, which means a Flood Risk Assessment is required and flood mitigation measures will need to be incorporated into the design.



Key

Lowest point

LOWER GROUND FLOOR FLOOD PLAN

The flood risk assessment recommendations, and proposed measures to address these include:

- A minimum floor level for residential accommodation to raise it above the projected maximum flood levels anticipated within the next 100 years.
- A minimum floor level for commercial accommodation to raise it above the projected maximum flood levels anticipated within the next 60 years.
- An allowance for flood water displaced by raising ground levels or building within the floodplain, to ensure that flooding is not increased on adjacent land.
- Pre-application has been sought from the Environment Agency to ensure appropriate flood mitigation measures are incorporated.
- Minimum residential FFL to be set at 10.76m AOD, based on providing a 0.3m 'freeboard' above 0.5% of the Annual Exceedance Probability + Climate Change 2110.
- No habitable, residential accommodation is located on the lower ground floor within the flood level. This level contains ancillary accommodation such as refuse stores, cycles storage, service and plant installations, and car parking.
- The main body of commercial accommodation would be at the level of 10.29m AOD.
- Some flexible, ancillary, commercial space has been proposed on

- the lower ground floor of building B, within the flood plain. This could be used for temporary exhibitions, or workshop activity.
- The proposed residential floor level is 10.97m AOD, which is in excess of the minimum level.
- Internal site ground level rises at 1:21 to allow for accessibility, from 9.18m AOD at the site entrance on Cumberland Road up to 10.97m AOD.
- Additional access arrangements are required for Buildings D and E, in the form of walk-through lifts to overcome the level change from the threshold at ground level to the residential finished floor level.
- All other cores are accessed from the raised level of 10.97m AOD.
- Undercroft car parking levels along the eastern and western boundaries are kept at 8m AOD to compensate for displaced flood water from the centre of the site.
- Landscape Design Options have been designed, including terracing and gradient paths, to step back down to 8.18m AOD on the harbour frontage.
- Plinths and structure planting in defensible amenity are employed in the landscape to soften any transition from ground level to finished floor level.
- The proposals incorporate an early warning system for the evacuation of residents from the site ahead of any flood event.
- An official EA pre-application process has been followed to ensure the appropriate flood mitigation measures are incorporated

ACCESS

WHEELCHAIR ACCESSIBILITY AND M4(3) LOCATION PLAN

APPROVED DOCUMENT PART M RESIDENTIAL REQUIREMENTS

The approved Part M (2015 incorporating 2016 amendments) provides guidance about how to comply with requirements M4(1), M4(2) and M4(3) of the Building Regulations, which correlate to visitable dwellings, accessible and adaptable dwellings and wheelchair user dwellings respectively (AD Part M 2015);

M4(2) and M4(3) are 'optional requirements' as defined in the Building Regulations. An optional requirement only applies where a condition that one or more dwellings should meet the relevant optional requirements is imposed on a new development as part of the process of granting planning permission. Where no condition is imposed, dwellings only need to meet the requirements of M4(1) (AD Part M, 2015 Para. 0.3)

M4(2) compliance will be met where a new dwelling makes reasonable provision for most people to access the dwelling and incorporates features that make it potentially suitable for a wide range of occupants, including older people, those with reduced mobility and some wheelchair users.

M4(3) compliance will ensure that a unit can demonstrate that the dwelling can meet the functional and spatial provisions for a wheelchair adaptable or wheelchair accessible dwelling (AD Part M, 2015).

Current BCC planning policy determines a minimum of 2% of new dwelling should be designed to M4(3).

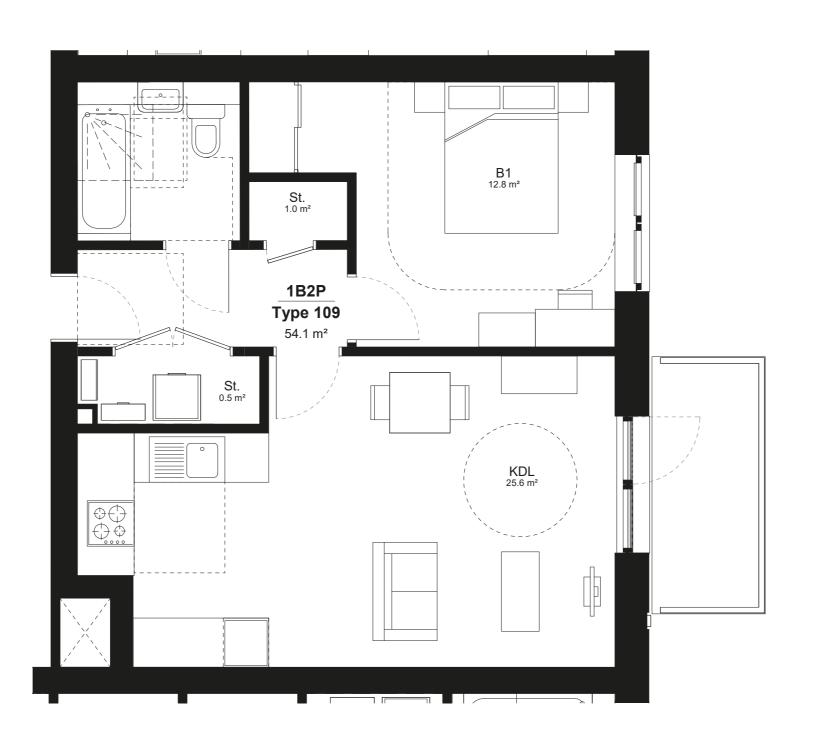
Within the proposals, 95% of all residential dwellings, 158 units, are designed to comply with M4(2) and 5% are be designed to comply with M4(3). This is an increase above the minimum requirements. The M4(3) apartments are all located on the upper ground floor, distributed across all tenures.

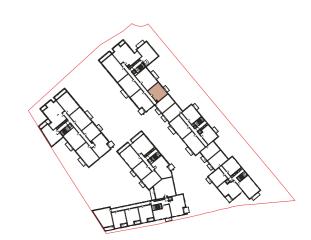


Upper Ground Floor Plan

ACCESS

TYPICAL M4 (2) APARTMENTS - 1BED

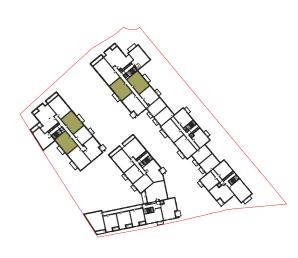




ACCESS

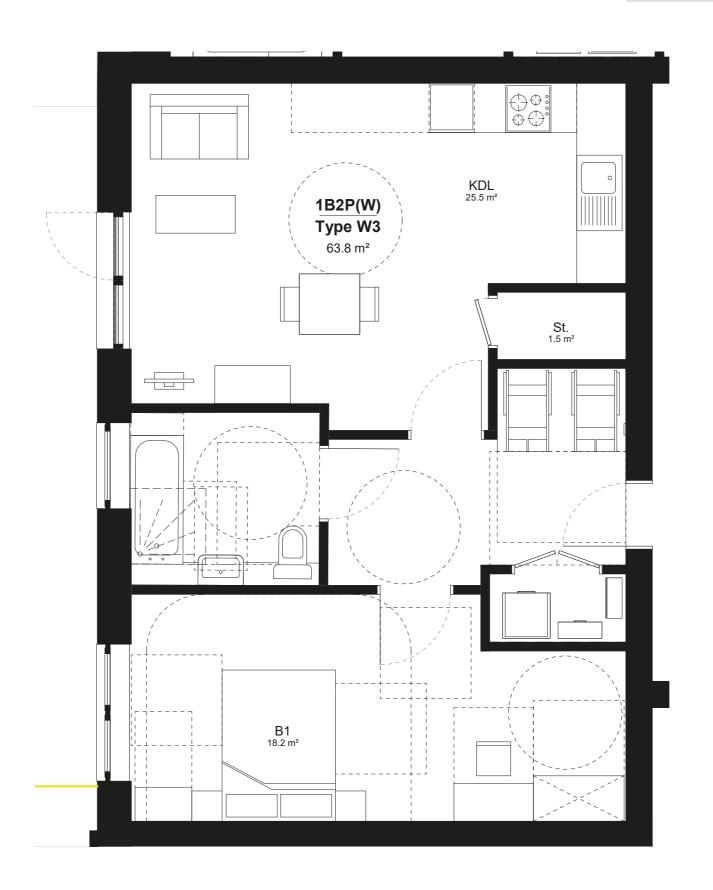
TYPICAL M4 (2) APARTMENT - 2BED

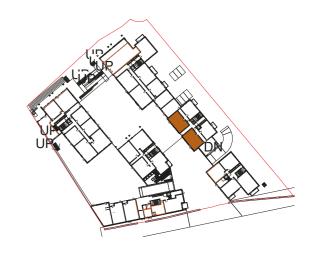




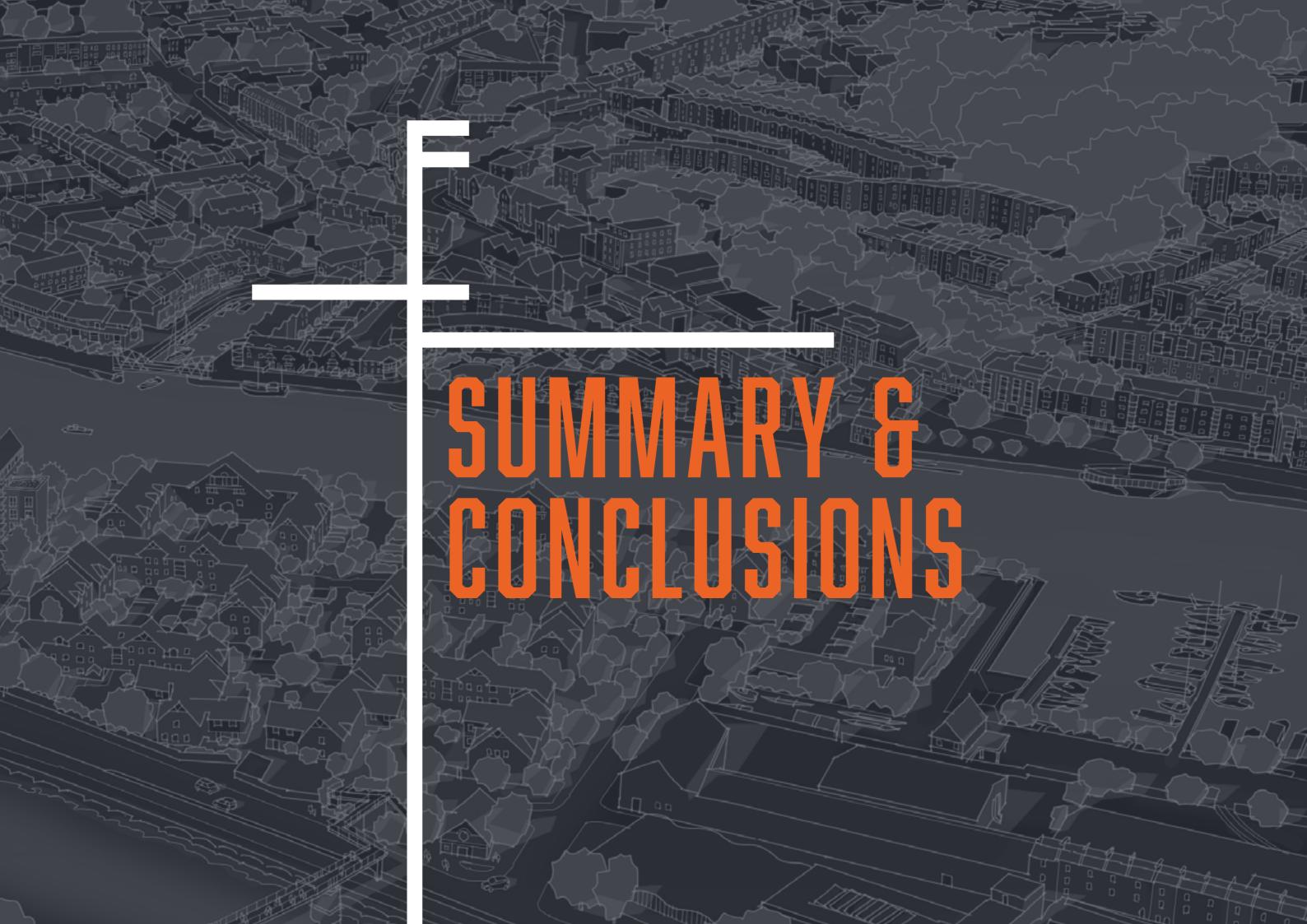
ACCESS 170

TYPICAL M4 (3) APARTMENTS - 1BED











SUMMARY & CONCLUSIONS CONCLUSION

The buildings and landscape are designed to maximise value and residential quality, taking full advantage of the historic harbour setting with 89% apartments provided with outlook toward the harbour or south across the river and beyond. The internal landscaping also provides beautiful, active space upon which apartments will enjoy outlook.

The proposals represent a flagship, mixed-use regeneration of a councilowned, brownfield site, within a city centre location, and will deliver high quality, mixed tenure new homes within a fantastic harbourside setting.

This will be a truly sustainable development that provides the appropriate level and mix of housing, including a guaranteed 40% affordable housing, and 3-bedroom family homes. The project has been designed as tenure blind, with no discernible difference in quality or expression between private market housing and social rent. All apartments exceed Nationally Designed Space Standards. The same apartment types are applied to all tenures, with only minor internal variations.

The new, mixed-use quarter would be designed to be of its time but also very much of its place, responding to and complementing the historical setting and heritage of the Bristol Harbour, with building forms, materials details and urban grain corresponding with the nearby Underfall Yard.

The forms and orientation of the buildings have evolved as a direct response to the key buildings of the local historic context, with the clusters of pitched roofs around Underfall Yard and the harbour edge, and the robust brick facades and flat roofs of the Bond Warehouses.

The materials and details have been carefully selected, to complement or emulate the materials of the local vernacular, with particular brick tones and details, accompanied by stone and metal detailing, ensuring the architecture is not only appropriate to Bristol, but specifically to this distinct part of the famous Bristol Harbour.

The layout of the buildings defines a new public route that connects the area of the New Cut to the Floating Harbour environment, providing public permeability at the western end of the Harbour. This leads to a beautifully landscaped public open space for all to enjoy. The new park cascades down to the harbour tow path, culminating in a new mixed-use destination, with potential retail and cultural uses on the ground floor along the frontage. This will be a new, vibrant hub of activity to complement the social activities around Spike Island, Wapping Wharf and the Underfall Yard as well as attract more footfall around the Cottage Inn.

The scale and density of the proposals are aligned with relevant policy and are sympathetic and respectful to the existing built environment and local heritage assets. They are also appropriate for such a sustainable and well served location.

The proposals maximise the regeneration potential of the site, with an aim to deliver high quality homes, while respecting the scale and amenity of the adjacent properties. The highest buildings are concentrated at the heart of the site, or on the northern boundary facing the harbour, from where the scale and height steps down to the eastern and western boundaries, reducing overshadowing and overlooking of any adjacent properties.

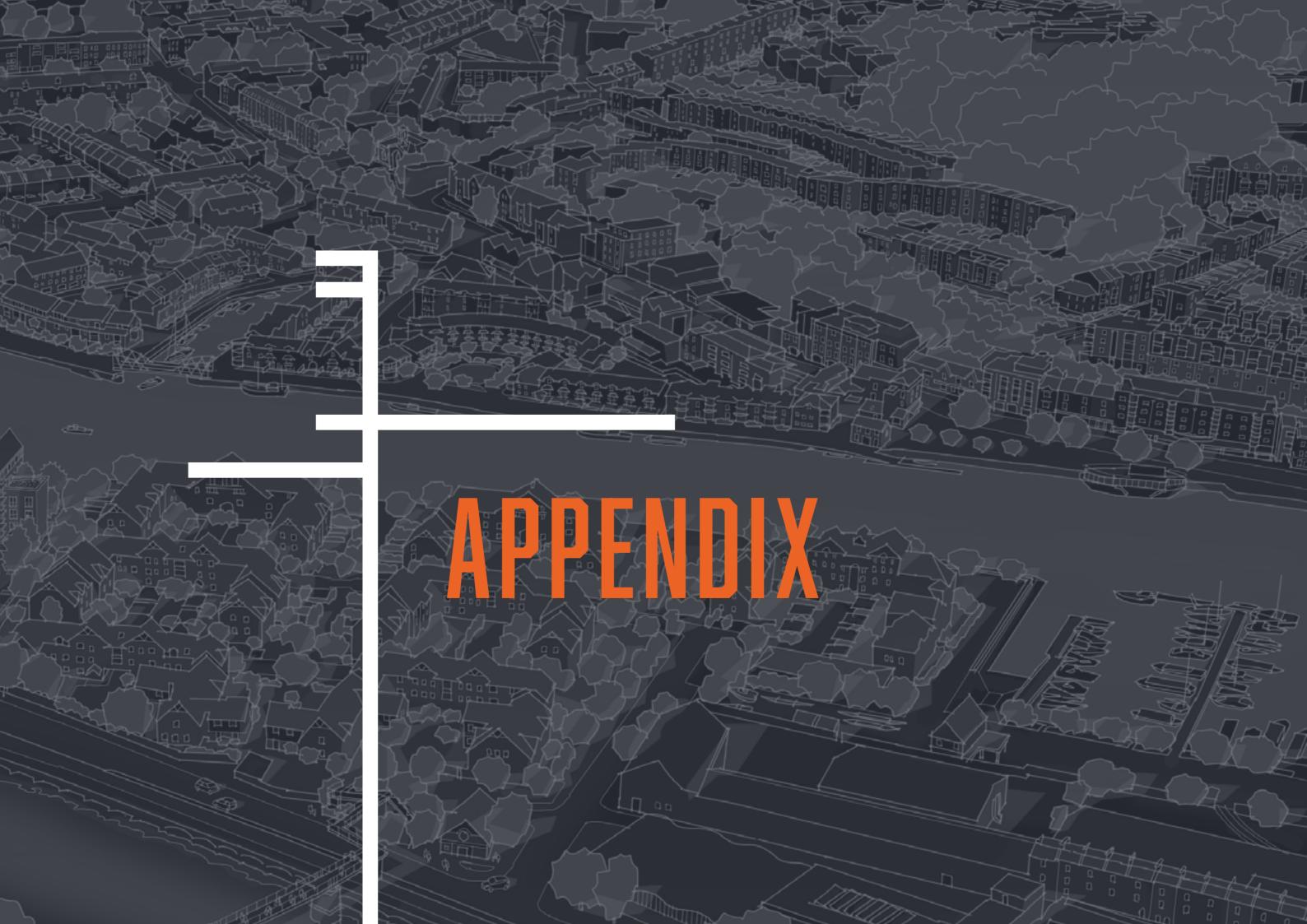
The proposals will embody sustainability throughout all aspects of design, to help address the Climate Crisis. There will be improved environmental performance delivered through a fabric first approach of enhanced thermal performance and airtightness, complemented with the use of renewable energy. The proposals are also future proofed to connect into any forthcoming district heating systems planned for the area. Design for internal comfort and avoiding overheating have been integrated from the outset, with projecting eaves, balconies and solar shading on south and west facing apartments.

The main flood risk resilience strategy is to raise all ground floor residential accommodation above the data line of the flood plain, while maintaining all gradients at 1:21 ensuring the development is accessible for all. Non-residential accommodation, such as car parking and refuse stores can be at grade, within the flood plain. SUDs and water attenuation have been incorporated into the landscape.

The proposals promote active modes of transport, such as walking and cycling, and the number of car parking spaces has been reduced below a ratio of 0.5, to encourage the use of a proposed car club or local public transport.

The panel members of Design West were very supportive of the emerging design, including the scale of development, and stated in their evaluation that the proposals will raise a "high bar" of quality that will inform all future regeneration to come, including the future regeneration of the Western Harbour. The proposals will make a very positive contribution to this cherished part of Bristol, while delivering much needed affordable housing and mixed uses that will benefit and elevate this location as a key destination, fulfilling a social and cultural need on this prominent yet underutilised location on the harbour.





APPENDIX URBAN LIVING ASSESSMENT

Urban Living SPD	Proposals Response/Criteria Compliance & Comments	Rating		
Section 1 – Major Developments				
CITY				
Q1.1 Has the scheme adopted an approach to urban intensification which is broadly consistent with its setting?	Document reference: Design and Access Statement - Design Evolution - Scale and Massing; Urban Living SPG, Townscape Visual Impact Assessment; Heritage Statement The Urban Living SPG identifies the site as within the city centre, with a stated density of development up to 200D/Ha. The proposed density is within this range. The land is an underutilised brownfield site on a prime location, highly suitable to intensification to provide mixed tenure housing and commercial uses. The grain and plot ratio of the proposals are consistent with the surrounding context. The scale of the proposals represents amplified height, slightly taller than the prevailing height of the low density, low rise housing, which would an inappropriate density for this sustainable location. The building forms and landscape design reference to local character, urban grain, and materiality of the heritage setting.			
NEIGHBOURHOOD				
Q1.2 Does the scheme contribute towards creating a vibrant and equitable neighbourhood?	Document reference: Design and Access Statement – The Proposals – A Mixed Use Destination One of the main public benefits provided by this regeneration is the creation of a new public route that connects The New Cut and Cumberland Road to the Harbour Frontage, via an attractive thoroughfare and beautifully landscaped public open space, The Strait and the Inlet Park, culminating in new ground floor commercial uses overlooking the harbour all along the frontage. These new uses will enhance footfall and activity in this part of the harbour, bringing tangible enhancements to the local character, vibrance and sense of place, for the benefit residents and visitors to the harbour.			
Q1.3 Does the scheme respond positively to either the existing context, or in areas undergoing significant change, an emerging context?	Document reference: Design and Access Statement -The Site and Context – Strategic Context; Planning Context; Historic Context; The 20 Minute City; Heathy Placemaking The proposals have been developed to positively address the prominent location and the distinct character of the floating harbour, within the proximity of important historic assets. The design is intended to deliver housing through appropriate density, amplified height, and in sympathy with the varied topography and townscape of the setting. The proposals consider both the existing context and the emerging context, with the future regeneration of the Western Harbour, with plans for significant intensification and density to deliver up to 2500 new homes.			
Q1.4 Does the scheme provide people-friendly streets and spaces?	Document reference: Design and Access Statement – Site and Context – Heathy Placemaking; The Proposals – Proposed masterplan; Landscape. There is a new public route, The Strait, and open space, the Inlet Park, within the heart of the site, improving public permeability for the Western Harbour. Almost all this route will be car free, designed with attractive materials and landscaping, culminating in public space with terraced seats and steps affording views across the harbour. All public spaces are well overlooked and will be well lit at night, ensuring a safe, attractive and people friendly environment for all.			

APPENDIX URBAN LIVING ASSESSMENT

Urban Living SPD	Proposals Response/Criteria Compliance & Comments	Rating
CITY		
Q1.5 Does the scheme deliver a comfortable microclimate for its occupants, neighbours and passers-by?	Document reference: Design and Access Statement – Site and Context – Heathy Placemaking; The Proposals – Proposed masterplan; Landscape; Sunlight and Daylight Report Larger primary buildings with double banks of flats are orientated on a north / south axis, avoiding any north facing single aspect homes. Apartments on the northernmost elevations have large expanses of glazing ensuring good daylighting and expansive views across the harbour. Apartment on the south and west facing elevations, have smaller glazed openings and recessed balconies to avoid the occurrence of overheating in the summer. All buildings will be extremely well insulted and airtight, providing excellent thermal performance and reducing the requirement for space heating. The daylight and sunlight assessments show that the proposals will deliver good levels of daylight and sunlight to future occupants and to the public realm and amenity spaces. The impacts of daylight and sunlight on existing neighbours have also been assessed and are in accordance with BRE guidance and the flexibility applied by the NPPF and Urban Living	
	SPD.	
Q1.6 Has access, car parking and servicing been efficiently and creatively integrated into the scheme?	Document reference: Design and Access Statement – Site and Context – Heathy Placemaking; The Proposals – Proposed masterplan; Landscape; A Travel Plan and Transport Assessment have been prepared by Transport Planning Associates. The proposals aim to minimise the impact and quantity of car parking on site and provide a destination and public realm that is largely car free. No car parking is proposed for the ground floor public realm. All car parking is located on the lower ground floor of the site, on the eastern and western sides of the regeneration, to the rear or underneath buildings in undercrofts, or beneath the podium garden on the western half of the site. These car parking areas are accessed via vehicle ramps that lead from the arrival area at the south entrance, down to the lower ground floor levels on either side.	
	Section 2 – Residential Development	
SHARED ACCESS AND INTERNAL SPACES		
Q2.1 Does the scheme make building entrances and shared internal spaces welcoming, attractive and easy to use?	Document reference: Design and Access Statement –The Proposals – Proposed masterplan; Proposed Upper Ground Floor; Landscape; Key Views There is a new public, pedestrian route provided through the site, overlooked by the new residential buildings. The new public thoroughfare and open space are designed to be accessible and welcoming to all, delivering improved public permeability at the western harbour. All residential entrances are accessed directly from the public route, are clearly visible and expressed in high quality materials of reconstituted stone surrounds with level access thresholds throughout. The route exhibits a mix of hard paving, soft landscaping, raised planters, rainwater gardens and new trees. The route leads to a new public open space for the enjoyment of residents and visitors, with hard, paviour setts, raised planters, timber seating of railway sleepers, species friendly soft landscape, new and existing hedgerows, new trees, public art and water features.	
Q2.2 Are the scheme's internal spaces convivial, comfortable and user-friendly?	All residential entrances are legible, have glazed frontages and generous space and width for post boxes. Wherever possible residential cores and corridors will have direct daylight and ventilation. There are a range of internal spaces and amenities provided for the residents, including additional storage units in the lower ground floor and the possibility of a residents' gym. The maximum number of homes on a floor access by one core is 8 on one building, but most floors have far fewer homes served by one core, particularly on the upper floors.	

APPENDIX URBAN LIVING ASSESSMENT

Urban Living SPD	Proposals Response/Criteria Compliance & Comments	Rating		
Section 2 – Residential Development				
PRIVATE OUTDOOR SPACE				
Q2.3 Does the scheme provide sufficient private outdoor space?	Document reference: Design and Access Statement –The Proposals – Proposed masterplan; Proposed Upper Ground Floor; Landscape; Key Views Each home has private external amenity in the form of a balcony, terrace or ground floor defensible garden. To avoid overlooking on one unit near the eastern boundary, this balcony has been replaced with a Juliet balcony, however there is convenient access provided for all residents to semi-private shared gardens, two on the lower ground floor on the eastern boundary, and one large podium garden on the west of the site, for the benefit of all residents.			
Q2.4 Does the scheme create attractive, well designed and well maintained private outdoor spaces?	Document reference: Design and Access Statement –The Proposals – Proposed masterplan; Proposed Upper Ground Floor; Landscape; There is a generous external private garden above a podium that occupies the western side of the site. This is accessible for all residents, including those from the buildings along the eastern side. There are two residents' private gardens on the eastern boundary, on the lower ground floor, with hard and soft landscaping and trees.			
Q2.5 Does the scheme creatively integrate children's play?	Document reference: Design and Access Statement -The Proposals - Proposed masterplan; Proposed Upper Ground Floor; Landscape -Open Space Strategy; The development will provide access to new, high-quality publicly accessible open space with opportunities for quite recreation, playable elements embedded in the landscape and a newly created N-S link between Cumberland Road and the Harbourside. Playable spaces will include natural features such as timber logs, boulders, steppingstones and more formal play equipment to diversify the play value. The playable space within residential gardens amounts to 277m2 which exceeds 0.3sqm/person benchmark outlined in Bristol's Parks and Green Space Strategy.			

APPENDIX URBAN LIVING ASSESSMENT

Urban Living SPD	Proposals Response/Criteria Compliance & Comments	Rating		
Section 2 – Residential Development				
INDIVIDUAL HOMES				
Q2.6 Are internal layouts ergonomic and adaptable	Document reference: Design and Access Statement – The Proposals; Access All new homes exceed the minimum standards set of in Nationally Described Space Standards and are well designed and laid out to maximise proportions of habitable rooms. Within the proposals, 95% of all residential dwellings, 158 units, are designed to comply with M4(2) and 5% are be designed to comply with M4(3). This is an increase above the minimum requirements. The M4(3) apartments are all located on the upper ground floor, distributed across all tenures. M4(2) ensures the new dwellings makes reasonable provision for most people to access the dwelling and incorporates features that make it potentially suitable for a wide range of occupants, including older people, those with reduced mobility and some wheelchair users. M4(3) compliance will ensure that a unit can demonstrate that the dwelling can meet the functional and spatial provisions for a wheelchair adaptable or wheelchair accessible dwelling			
Q2.7 Does the scheme safeguard privacy and minimise noise transfer between homes?	Document reference: Acoustic Report. An Acoustic Report has been prepared in support of this application, to ensure that all residential properties are protected from noise nuisance, including form traffic on Cumberland Road. The report identifies risks related to external noise, which is assessed as low to medium, and provides solutions for mitigation, including in the design of windows close to Cumberland Road. The decibel reduction required to provide internal comfort levels for the residents will be realised through the detailed design stage and specification of components, in accordance with Building Regulations.			
Q2.8 Does the scheme maximise opportunities for daylight and sunlight of internal spaces; avoiding single aspect homes?	Document reference: Design and Access Statement – The Proposals; Sunlight and Daylight Analysis 79 % of all homes are dual aspect. There are some single aspect homes, which face either south, west or east, often associated with this optimised level of density. Larger primary buildings with double banks of flats are orientated on a north / south axis, avoiding any north facing single aspect homes. Apartments on the northernmost elevations have large areas of glazing ensuring good daylighting and expansive views across the harbour. 89% of all homes have a direct or oblique view toward the harbour or the New Cut. Apartments on the south and west facing elevations, have smaller glazed openings and recessed balconies to avoid the occurrence of overheating in the summer. A Daylight and Sunlight Assessment has been prepared in support of this application, which shows that the proposals will deliver good levels of daylight and sunlight to future occupants and to the public realm and amenity spaces.			
Section 3 – Tall Buildings – Not Applicable. All proposed buildings are lower than 30m				

OUR SUCCESS AWARDS

Our unique approach to placemaking has received high praise .JTP is the only architectural practice in the UK to have won eight Building for Life Awards, the national standard for well-designed homes and neighbourhoods.

In the last twenty years, our work has achieved recognition at international, European and national levels and we have been the recipient of more than 200 awards. These include:

Bow River Village WhatHouse? Awards 2018 Best Starter Home Scheme (Bronze) • Wimbledon Hill Park Housebuilder Awards 2018 Best Refurbishment Project • Wawne View WhatHouse? Awards 2018 Best House (Silver) • 20/20 Visions Urban Design Awards Book Award - shortlisted • Southall Waterside Brownfield Briefing Awards Best Urban Regeneration Project - Winner • Southall Waterside Brownfield Briefing Awards Brownfield Project of the Year - Winner · Wimbledon Hill Park British Homes Awards Development Transformation of the Year - Shortlisted · Fitzroy Gate British Homes Awards Best Garden/Landscaping Design • Imber Riverside Surrey Property Awards Best New Homes Development - Shortlisted • Bow River Village National Housing Awards 2019 Best Large Development - Winner • St Clement's Civic Voice Design Awards Housing Awards - Winner • Southall Waterside Planning & Placemaking Awards 2018 Excellence in Placemaking at High Densities - Winner • Southall Waterside Planning & Placemaking Awards 2018 Best Use of Brownfield Land in Placemaking - Winner • Alconbury Weald Best Use of Brownfield Land in Placemaking - Highly commended • Fitzroy Gate Evening Standard New Homes Awards 2018 Best Family Home (over £1.5m) - Winner • Wimbledon Hill Park Evening Standard New Homes Awards 2018 Best Apartment (over 100) - Winner • JTP AJ100 Awards 2018 Employer of the Year - Shortlisted • JTP Sunday Times 100 Best Small Companies to Work For 2018 • JTP Best Companies Three Star Status Accreditation • JTP Building Awards Architectural Practice of the Year 2017 • Battersea Power Station: Phase 2 Winner Best Regeneration Planning Awards 2017 • Southall Waterside Highly Commended Best Use of Brownfield Land Placemaking Planning Awards 2017 • Kew Bridge Highly Commended Best Housing Scheme (fewer than 500 homes) Planning Awards 2017 • JTP The AJ100 (Architects' Journal) Practice of the Year Shortlisted 2017 • JTP Best Companies Two Star Status Accreditation • JTP BD Awards - Masterplanning & Public Realm Architect of the Year Award 2017- Shortlisted • A Home for All Seasons, Sunday Times British Homes Award for Resilient Home of the Future • Park Street & Lombard Close, Nottingham, Local Authority Building Control (Labc) East Midlands Region Winners 2016, Best Social Or Affordable New Housing Development • JTP The AJ100 (Architects' Journal) Practice of the Year Shortlisted • Bow River Village, First Time Buyer Readers' Awards 2016, Best Large Development • JTP BD Awards - Masterplanning & Public Realm Architect of the Year Award 2016 • Wimbledon Hill Park London Sunday Times British Homes Awards Development of the Year - Scheme of up to 25 homes • Changzhi Island, China Successful Design Awards - Award for Social Innovation • JTP Best Companies Two Star Status Accreditation • The Oaks, Prague AJ120 Awards - Architectural Collaboration of the Year - Shortlisted • St Clements Hospital, Bow Placemaking Awards - Community-led Placemaking - Highly Commended • Water Colour Placemaking Awards - Best Housing Scheme - Highly Commended • St Clements Hospital, Bow National Housing Awards - Overall Winner, Urban Design Group Award • The Hamptons Evening Standard New Homes Awards - Best New Large Development • JTP Best Companies One Star Status (Accreditation) • Graylingwell Park, Chichester Royal Town Planning Institute Planning Awards (South East) Community Engagement Award • Kip Village, Inverkip What House? Awards Best Development - Gold • Water Colour, Surrey Building for Life Silver Standard • The Hamptons What House? Awards Best Development - Bronze, What House? Awards Best Exterior Design - Silver • Graylingwell Park Sustainable Housing Awards - Sustainable Larger Social Housing Project of the Year, The Housebuilder Awards - Best Low or Carbon Zero Initiative • JTPs' London Studio City of London Sustainable City Awards Sustainable Building of the Year, The AJ100 (Architects' Journal) Sustainable Practice of the Year Shortlisted, Retrofit Awards - Commercial Building Category, Highly Commended, Green Business Awards, Giant Green Business Awards, Islington Council Sustainable Transport (Medium/Large Business), Sustainability and Innovation Award, CoreNet Global UK Chapter Awards • Water Colour What House? Awards Best Brownfield Development Silver Award • Royal Clarence Yard, Gosport RTPI Regional Award Heritage Category Commended • Scarborough Renaissance International Association for Public Participation's (IAP2) Core Values Awards Project of the Year • JTP Best Companies One Star Status (accreditation), The AJ100 (Architects' Journal) Practice of the Year Shortlisted • Scarborough Renaissance European Enterprise Awards Grand Jury Prize, Enterprising Britain Award Winner • Royal Clarence Yard The International Green Apple Awards for the Built Environment and Architectural Heritage Gold Award • Gunwharf Quays, Portsmouth Building for Life Silver Standard Award • Royal Clarence Yard RICS South East Awards Regeneration Category Runner up • Water Colour The Evening Standard New Homes Awards Best New Family Home (4 bed) Burchfield, Best New Family Home (3 bed) Sommer, Best New Starter Home (2 bed) Keller • Manse Road, Dirleton, East Lothian Homes for Scotland Quality Awards Rural Small Project Award • Briery Meadow (Rowanlea House Type) East Lothian Scottish Home Awards Business Stream House of the Year • Briery Meadow Homes for Scotland Quality Awards Rural Large Project Award • Water Colour The Daily Telegraph Your New Home Awards Waterside Category: Highly Commended, What House? Award (Property Week/Builder Magazine Group) Joint Gold Winner for Best Brownfield Development • Urridaholt, Gardabaer, Iceland BSA/Build Boston Citation for Urban Design, International LivCom Award for Built Projects Silver Award • Putney Wharf The Waterways Renaissance Awards Winner of the Design and Construction Category • The Manor, Lower Earley Building for Life Silver Standard Award • Hoebridge Works Evening Standard Home of the Year • Briery Meadow (Rowanlea House Type) What House? Award (Property Week/Builder Magazine Group) Silver winner for Best House • The Belvedere, Cambridge The Daily Mail 4 Star Award for Best Development (Regionally), The Daily Mail 5 Star Award for Best Apartment (Regionally), The Daily Mail 4 Star Award for Best UK Apartment • The Village at Caterham Building Awards Major Housing Project of the Year • The Hamptons What House? Award Silver Winner for Best Exterior Design • Nordica, London What House? Award Bronze Winner for Best Brownfield Development • Hoebridge Works What House? Award Gold Winner for Best Starter Home • Cassio Metro What House? Award Silver Winner for Best Brownfield Development • The Village at Caterham Building for Life Gold Standard Award • Putney Wharf Building for Life Silver Standard Award • French Quarter Housing Design Awards Exhibition of Excellence • Royal Clarence Yard Regeneration Awards (Property Week/Builder Magazine Group) Best Housing-led Regeneration Project • Queen Elizabeth Park, Guildford Building for Life Gold Standard Award, Your New Home Awards Best Development for Family Living • Putney Wharf Planning for London Awards (Mayor's Office) Best Planning Built Project Contributing to London's Future • Peter Scott Centre The Waterways Renaissance Awards BURA and The Waterways Trust Heritage and Conservation Award Winner • Makins Court The National HomeBuilder Design Awards Commendation for Best Retirement Development • Lawfords Wharf, London The National HomeBuilder Design Awards Commendation for Best Small Housing Development • JTP Architect of the Year Awards Runner up • Charter Quay, Kingston Upon Thames Building for Life Gold Standard Award • Gunwharf Quays The National HomeBuilder Design Awards Best Mixed-use Development Commendation for Best Use of a Brownfield Site • The Village at Caterham The Deputy Prime Minister's Award for Sustainable Communities Finalist • Queen Elizabeth Park The Evening Standard Awards 2003 Best Three Bedroom House & Best Home of the Year • Makins Court, Winchester Alresford Society Rosebowl Winner • Kew Riverside Bentley International Property Awards Best UK Development Best Architecture (5 star rating) • Kew Riverside What House? Award Gold Winner for Best Development • Charter Quay The Waterways Renaissance Awards Commendation for Riverside Regeneration Project, The National HomeBuilder Design Awards Best Mixed-Use Development • The Village at Caterham The European Urban and Regional Planning Awards 2002 Conversion (Joint Winner) • Charter Quay Association of Town Centre Management Annual Awards Best Town Centre Mixed-use Development • The Village at Caterham BURA Community Award Caterham Barracks Community Trust • The Village at Caterham The RTPI National Awards for Planning Achievement Award for Planning for the Whole Community • Peter Scott Centre RICS Award for Regeneration, Silver Unicorn Award from the British Guild of Travel Writers for UK Best New Tourist Attraction, Tourism for Tomorrow Global Winner for Sustainable Tourism • Freiman Frankfurter Allgemeine Zeitung Award for Planning Innovation • Berlinerplatz, Essen, Germany Robert Jung Prize • Barnes Waterside What House? Award Best Luxury Housing Development

OUR SUCCESS THE CREDENTIALS

JTP realises that it is important to practise what you preach. To this end we have taken steps to create a sustainable and enjoyable working environment; minimise our carbon footprint in our premises and how we work; embed quality and design excellence throughout our projects, and implement measures that stimulate and engage our members of staff.

Our Mission is to radically improve the sustainability of the built environment, by transforming the way it is planned, designed, constructed, maintained and operated.

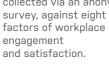
We continue to ensure that our accreditations, memberships, awards and affiliations reflect the importance we place on our people, our clients, and our collaborators in the delivery of great places.



JTP has achieved Best Companies Three Star "Extraordinary" Accreditation status for 2018, recognising the highest standard of workplace engagement and representing organisations that truly excel, focusing on employee engagement as an integral component of a business's success and growth.



JTP is an Associate of the National Community Land Trust Network, which helps to provide homes that are genuinely affordable to rent or buy and remain affordable for future generations.



Small Companies to Work

JTP London and Edinburgh Studios are accredited by the Contractors Health & Safety Assessment Scheme (CHAS) having demonstrated compliance as a Designer under the



JTP Royal Institute of British Architects Chartered Practice Registration Number 2249624P



JTP Royal Incorporation of Architects in Scotland Chartered Practice Services Number 2363



JTP won Building Awards' Architectural Practice of the Year in 2017.

The Building Awards recognise and celebrate the very best of UK building industry.



JTP was awarded Masterplanning and Public Realm Architect of the Year Awards 2016.

The awards reward the

practices responsible for the best overall body of work in

13 different categories.



JTP was awarded Employer of the Year at the 2012 AJ100 Awards.

The award recognises staff satisfaction, workplace culture, benefits and staff turnover



JTP is a member of the New London for Architecture. The organisation is a focus for the debate and discussion of issues facing architecture, planning, development and construction in the capital.



2018 JTP was named in the Sunday Times 100 Best

For 2018, placed at number in our inaugural entry to the prestigious list. The top 100 employers are determined by employee feedback collected via an anonymous survey, against eight factors of workplace engagement



JTP has achieved a Top Five place in the Building Good Employer Guide for 2017 and 2016. We are delighted to be recognised for the hard work we put into making our studios stimulating and enjoyable places to work, and for the innovative programs we put in place to reward our talented team.



JTP is a supporter in kind of JTP is a Practice member of the Urban Design Group (UDG), a charity open to all group of thinkers and practiwho care about the quality of life in our cities, towns and villages and believe that raising standards of urban design is central to its improvement



JTP is an Associate of Civic Voice, the national charity for the civic movement in England. They make places more attractive, enjoyable and distinctive, and promote civic pride.



JTP is a member of the Good Homes Alliance, a group of housing developers, building professionals and other industry supporters whose aim is to transform the UK housing sector to ensure it creates and maintains Good Homes for



JTP is a Carbon Smart Silver certified company. This is awarded for taking an intelligent and practical approach to reducing our carbon footprint and improving our environmental performance in various wavs.



JTP is associated with BREEAM, one of the world's leading and most respected building assessment schemes that can be applied across all stages of a building's life cycle.

CDM Regulations.



JTP is also accredited under the SMAS WorkSafe Assessment Scheme, Both schemes are members of the Safety Schemes in Procurement (SSIP) forum.



The Academy of Urbanism

which brings together a

tioners involved in the

opment of our villages,

towns and cities.

social, cultural, economic,

political and physical devel-

JTP (London Studio) is a member of the First Mile Mixed recycling scheme. We operate a full recycling programme in our practice.



JTP (Edinburgh Studio) use Changeworks Recycling for all our recycling and carbon monitoring needs in Edinburgh.



JTP is a member of the UK Green Building Council, whose mission is to radically improve the sustainability of the built environment, by transforming the way it is planned, designed. constructed, maintained and operated.



JTP is a member of the Green Register of Construction Professionals. Joining a of practitioners working towards addressing key issues relating to sustain-

the built environment.

ability in



JTP is committed to the continued investment in time and technology to improve quality, efficiency and accuracy of our work and in turn deliver exceptional solutions to our clients. We have in place a Quality Management System and hold ISO9001 certification.



JTP seeks to minimise the impact of our project and studio activities on the environment. We have in place an Environmental Management System and hold ISO14001 certification.



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