

WAPPING WHARF NORTH PLOT DESIGN & ACCESS STATEMENT

WWP3-AHR-XX-XX-RP-A-08000



AHR

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INTRODUCTION AND BRIEF

INTRODUCTION & BRIEF

EXISTING COMMUNITY

Umberslade Securities Ltd is a family company that has been involved at Wapping Wharf for over 20 years.

Umberslade's vision for Wapping Wharf was to create an attractive new community that reflects the unique independent spirit of Bristol, where people enjoy living, working and socialising.

Umberslade drew up a masterplan for Wapping Wharf and they have been gradually redeveloping the site since 2003. Nowadays, father and daughter team Stuart and Esme Hatton oversee the development and management of Wapping Wharf, underpinning Umberslade's long-term commitment to the site.

The first phases of the Wapping Wharf redevelopment are widely regarded as a successful exemplar for city living in Bristol.

The adjacent images show the Wapping Wharf developments for the South and West plots, including the temporary shipping container uses on the North Plot.

The new route of Gaol Ferry Steps has become a focus for activity within Harbourside, enhancing links to Southville.

The development has been identified within the Urban Living SPD (2018) as an exemplar of best practice on making successful places at higher densities.

A vibrant and active ground floor has created a leisure destination within the city, with the temporary shipping containers creating CARGO 1 and CARGO 2 allowing space for small independent businesses to flourish. This has been very much in keeping with the independent Bristol spirit.

SOCIAL AND LEISURE HUB

Wapping Wharf is a much-loved social and leisure hub for the community of people who live and work there, as well as visitors from the city and further afield.

Around 45 independent shops, bars and eateries give the area its unique character, fostering a strong sense of community and making a significant contribution to the city's eclectic food scene.

The first retailers opened along Gaol Ferry Steps, later joined by others in temporary converted shipping containers at CARGO making use of some empty space at the harbour end of the site.

A PLACE TO CALL HOME

Already home to around a thousand people, Wapping Wharf will provide 750 homes when complete, with 450 apartments already finished and 83 affordable homes underway.

The mix of tenures – privately owned, rent, shared ownership and affordable rent – and different apartment sizes, help ensure a balanced community. When complete, 20% of the new homes across the whole neighbourhood will be classed as 'affordable'.

MAKING NEW CONNECTIONS

Wapping Wharf's new pedestrian and cycle streets and a public square help connect south Bristol with the waterside and city centre.

Purpose-designed outdoor spaces encourage people to meet and relax and draw them into the neighbourhood. A range of facilities on the doorstep for people living at Wapping Wharf help nurture a strong sense of community.



INTRODUCTION & BRIEF

LOCATION

Wapping Wharf is in a prominent location in the heart of Bristol's historic quarter. The site is located on a bend of the Floating Harbour to the north and the River Avon New Cut to the south. It is close to the communities Southville and Bedminster, the harbourside leisure route and the city centre. Wapping Wharf North lies behind M Shed as indicated on the image below.

In 2006, Umberslade set out a masterplan for the phased redevelopment of the site. The West and South Plots have already been developed or are under construction.

The north of the site behind M Shed has been temporary home to the CARGO 1 & 2 shipping container development and a car park for the last five years. The North Plot is the last part of the site to be redeveloped.



HISTORIC LEGACY

1. Wapping Wharf is located in a part of Bristol with a fascinating history. Home to a thriving shipyard for over 200 years, Wapping Wharf was also the site of the New Gaol where the famous Bristol Riots started in 1831.



2. Later sold to Great Western Railway for rail yards and buildings, the site became dilapidated after dockyard trade plummeted in the 1960s.



3. After World War II, the new cargo berth and L and M sheds were built which became part of the Industrial Museum. In 2011, these were redeveloped into M Shed, the museum of Bristol.



4. Over twenty years ago, the site was bought by family-run property developers Umberslade, who operated the site as a temporary car park whilst redeveloping the site in several phases four of which have been completed to date.



INTRODUCTION & BRIEF

DEVELOPMENT ASPIRATIONS

PERMANENT & BETTER HOME FOR CARGO

Retain the successful independent spirit of the shops, restaurants and takeaways by providing an improved, permanent & better home for businesses at CARGO 1& 2 and space for them to flourish.



HIGH QUALITY PLACES TO LIVE

Create some of the best new homes in the city, where people want to settle for the long term. Introduce a greater range of sizes of apartments and a mix of open market and social housing to cater for a diverse range of people.



FLEXIBLE WORK SPACES

Introduce a range of flexible spaces that can be adapted to a variety of uses, as the needs of the community change. Of varying sizes, these should be able to cater for shops, offices and community uses such as workshops, a nursery or health/wellbeing.



QUALITY STREETS AND SPACES

Maximise room for landscaped streets and public spaces by condensing the buildings and grouping different uses together within the development, building on the success of Gaol Ferry Steps which has become a popular gathering point.



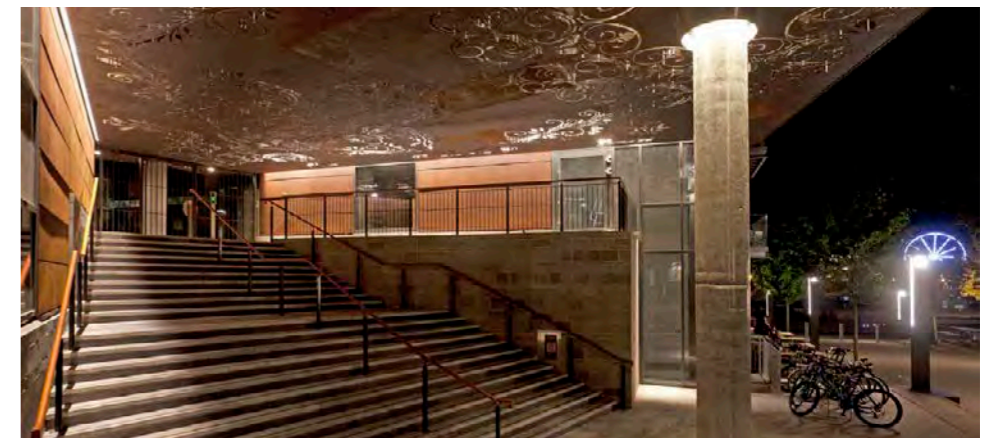
SUSTAINABILITY & BIODIVERSITY

Minimise carbon emissions to help tackle the climate emergency and improve biodiversity by providing more natural habitats for wildlife. This will benefit people through increased wellbeing, improved air quality and better control of micro-climate and temperature.



WIDER BENEFITS

The development should benefit residents at Wapping Wharf, the wider city and visitors to Bristol. There will be new public art commissions integrated with the buildings, new landscaping and greater public access to unrivalled views across the harbour and city.



INTRODUCTION & BRIEF

CLIENT BRIEF

Creating a vibrant mixed-use development is an essential part of Umberslade's continuing vision for Wapping Wharf, as are the following aspirations:

Overall Strategy

- Provide high density urban living with a wide mixture of uses
- Ground & first floor should be as active as possible with retail & commercial
- Be in keeping with the industrial character of the harbour.
- Make the most of views into the site from around the harbour and outwards from higher floors

Residential

- Locate residential on upper floors
- Provide range of sizes and mixture of open market and affordable homes
- Individual balconies & shared terraces should be provided to every apartment
- Provide a basement across the plot for parking & plant rooms so we can keep the ground floor active

Retail, Food & Beverage

- Extend retail offer to build on place-making role
- Independent CARGO retailers must be retained with space for expansion
- Create a flexible market space - 'CARGO Hall' that allows people to flow between inside and outside spaces where people can shop at independent retailers

Commercial / Office Space

- Locate at ground and first floor
- Offices should be flexible and offer spaces between 750sqft - 5000sqft
- Commercial space is flexible enough for non-office uses including a gym and yoga studio

DESIGN ASPIRATIONS

Additional design aspirations for the project include:

- Create a focal building fronting onto Museum Square that signals Wapping Wharf as a cultural, commercial and tourist destination
- Buildings should relate well to M Shed and views from around the harbour while protecting views of heritage features
- Be inspired by the industrial character of the dockside and modular aesthetic of CARGO
- Create as much shared public realm and amenity space as possible
- Make better use of Rope Walk which benefits from southern aspect
- Explore the potential for taller buildings and use increased height to the best advantage:
 - Provide an exciting backdrop to M Shed
 - Create high quality homes with harbour views
 - Improve public access to elevated harbour views by providing bars and restaurants at upper levels that allows public access to the views
- Promote sustainability - working towards Net Zero with all electric heating & cooling
- Address the Ecological Emergency by significantly increasing planting & biodiversity



PROJECT OVERVIEW

PROJECT OVERVIEW

This document outlines the emerging proposals for the remaining North Plot of the Wapping Wharf development site.

Over the last 10 years the west and south of the Wapping Wharf site has been developed into a hugely successful and vibrant mix of residential, retail and commercial spaces.

The site-wide planning consent was originally granted in 2007 (ref: 04/04126/P) and extended in 2014 (ref: 11/01842/R). This permission has now lapsed. The forthcoming planning submission is proposed to supersede the residential and commercial elements of the current North Plot outline approval.

This Design and Access Statement has been formatted following planning guidance covering Context, Analysis, Design and Access.

Planning and Context

Planning and Heritage Statements set out the planning context for the site and assesses effects on heritage assets. An Energy and Sustainability statement, Transport Scoping report and Flood Management report are also included as supporting documents.

The new North Plot masterplan describes how the development would progress in two phases. The western half would be built first and detailed proposals for this are now submitted. For the eastern part the masterplan provides an illustration of outline intent and final details would be submitted later during the construction of the first phase in accordance with the principles established by outline permission.

- Phase 1 close to Gaol Ferry Steps. At lower levels this would provide a permanent 'Market Hall' and related arcade for the CARGO businesses. Upper levels will accommodate residential apartments. Phase 1 will take the opportunity to present a focal point within the Floating Harbour. Whilst this phase is under construction the existing CARGO units would be moved closer to Wapping Road so trading can be maintained.
- Phase 2 completes the Wapping Wharf development with additional market accommodation and commercial office space at lower levels, and residential apartments above. Principles for the uses, scale and design of this phase will be set out by the North Plot Masterplan but later phase details would be resolved after Phase 1 has progressed.



PROJECT OVERVIEW

Design Team

The Design and Access Statement (DAS) has been prepared by AHR (architects) with consultant input from Hydrock (civil & structural engineers), Hoare Lea (mechanical, electrical, plumbing sustainability engineers, fire, acoustics and daylight advice) and Gillespies (landscape architects) who have designed all of the very successful public realm on the South and West plots of Wapping Wharf.

The Proposals

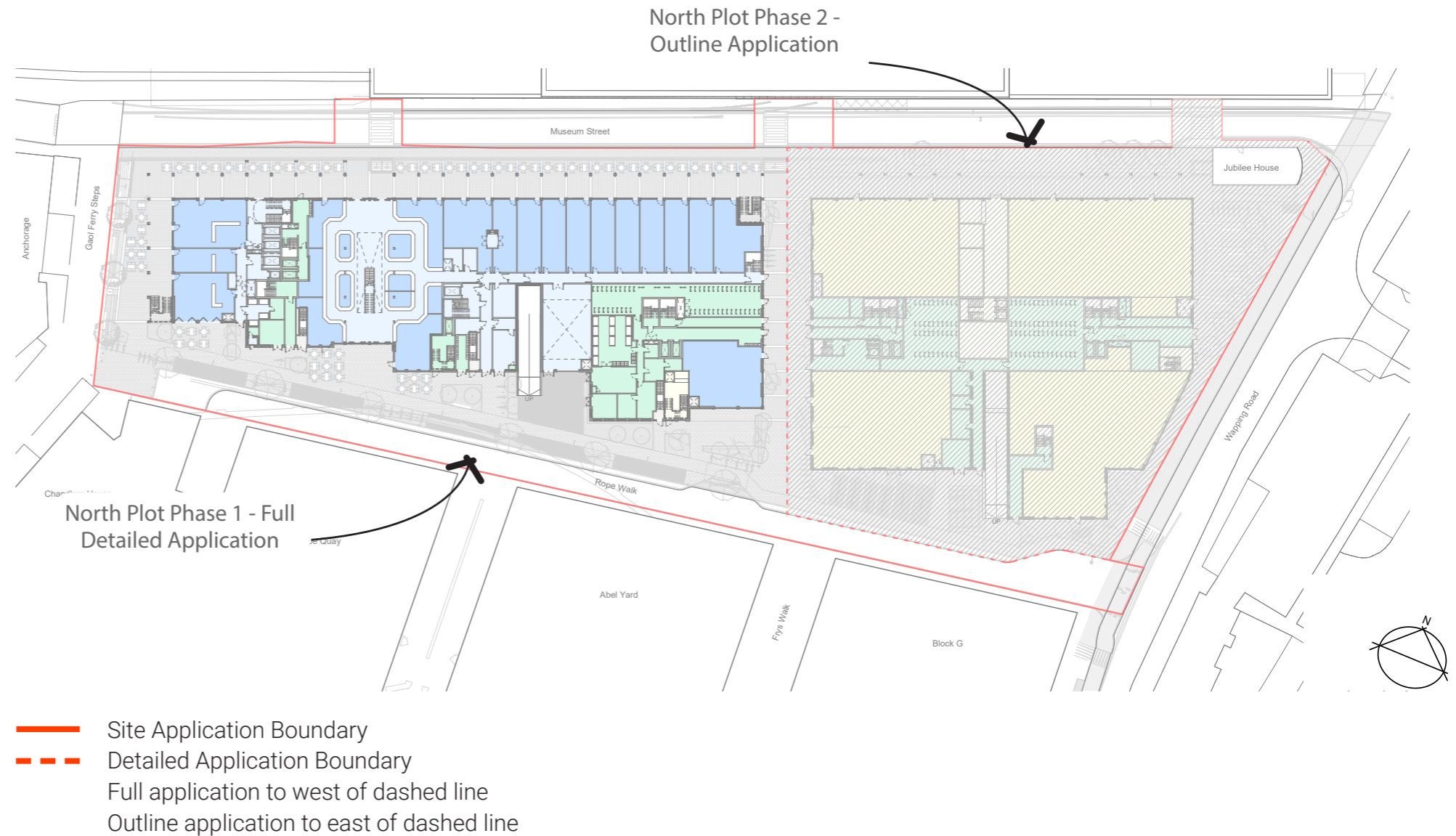
The designs presented within this DAS create a mixed-use development which builds on the success of Wapping Wharf in providing a variety of good quality new homes alongside the successful retail & restaurant destination provided by CARGO, and the recently completed employment space - CARGO Work on Wapping Road.

Green amenity space is an important part of the vision for the North Plot masterplan and Gillespies have developed strategies for creating extensively planted roof gardens, terraces and community growing spaces around the site. This will provide a high quality of biodiversity and ecological improvements on this inner city site. The concepts presented for planted balconies and terraces facing the harbour will be developed and refined including strategies for ensuring plants are kept watered and maintained.

The residential mix has been developed with property agent advice focusing on a target mix of 1, 2 and 3 bed apartments spread across the masterplan. We have taken great care to avoid any single aspect north facing apartments and maximise the number of dual aspect corner homes as much as possible.

The massing and materials strategy has evolved through an iterative process using accurate 3D models of the City Docks (VU City). The proposals aim to balance the provision of high density mixed-use development in this sustainable and popular location with due regard for the historic context and impact on key views.

The first phase of the North Plot would bring forward a landmark building which provides a permanent home for CARGO and its hugely popular restaurants in a location which benefits from unparalleled views. The proposals for the North Plot will complete Wapping Wharfs position as an essential part of the public amenity space around the City Docks that is enjoyed by Bristol residents and visitors.



SITE CONTEXT AND ANALYSIS

SITE USE & HISTORY

PRE-INDUSTRIAL SITE HISTORY

The following text has been sourced from the City Docks Conservation Area Character Appraisal:

Bristol has prospered because of the overall advantage of its westerly location, with earliest trade with the Viking settlements of Southern Ireland contributing to the town's increasing prosperity. By the 12th century, trade with France, in particular the South Western regions such as Bayonne and Bordeaux, had become increasingly important. Commerce with more distant parts of Europe such as Spain and Portugal all contributed to Bristol's status as a thriving and successful port.

By the 16th century Bristol's trading links were extensive extending as far as the Baltic and North Africa. In the 1630s Bristol was a major Atlantic port and by the end of the 17th century it was part of the transatlantic slave trade. By the 1730s Bristol was Britain's leading slave port, exporting goods to Africa, which were exchanged for people to enslave and transport to the Caribbean plantations.

During this period Bristol's harbour was managed by the Merchant Venturers, a society formed in 1552 to represent the interests of Bristol's merchants. In return for the income generated by the harbour for 'Wharfage', (a charge that was levied on imported goods), the Merchant Venturers undertook to build new quays and improve the facilities of the old.

One of the most significant interventions that shaped Bristol's history occurred with the creation of the Floating Harbour. Bristol's tides, which

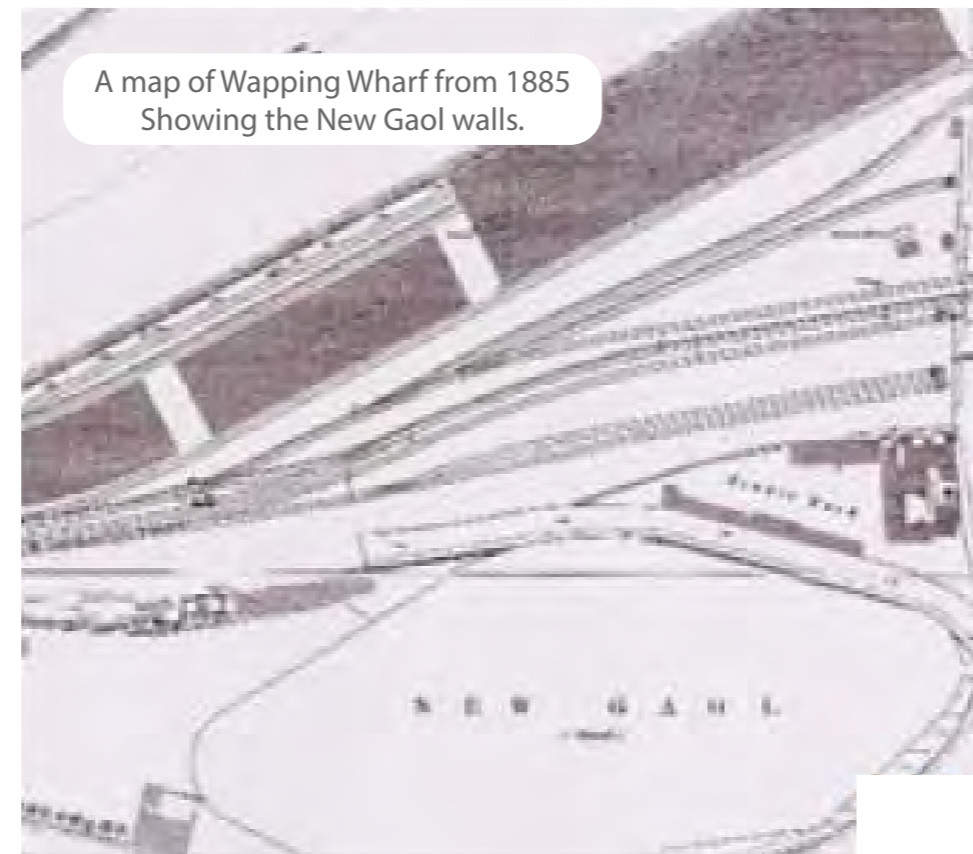
fluctuate about 9 metres (30 ft) between high and low water, meant that the river was easily navigable at high tide but reduced to a muddy channel at low tide in which ships would often run aground. Increasing competition from other dock cities (e.g. Liverpool) meant a solution had to be found to ensure the viability of Bristol as a trade city.

When Bristol's merchants developed Queen Square around 1700, its shipyards were displaced to Wapping Wharf, marking the start of the area's long association with ship building. By 1742 there was a dry dock on the site of today's M Shed Museum.

The New Gaol, was commissioned in 1816 and took its first inmates in 1820.



Jessop's plan for the floating harbour 1802



A map of Wapping Wharf from 1885 Showing the New Gaol walls.



Watercolour of the New Gaol, Cumberland Road, from Harford's [Bedminster] Bridge by Hugh O'Neill, 1821

SITE USE & HISTORY

POST-INDUSTRIAL SITE HISTORY

Maps of the site history show the Wapping Wharf and Princes Wharf as a working docks with the working railway in place.

The New Gaol site is at the southern end of the site with the distinct gaol wall surrounding.

A ten-storey store for the Bristol Corporation Granary was built in 1888, dominating the area for nearly 50 years until it was destroyed by a bombing raid in 1941.

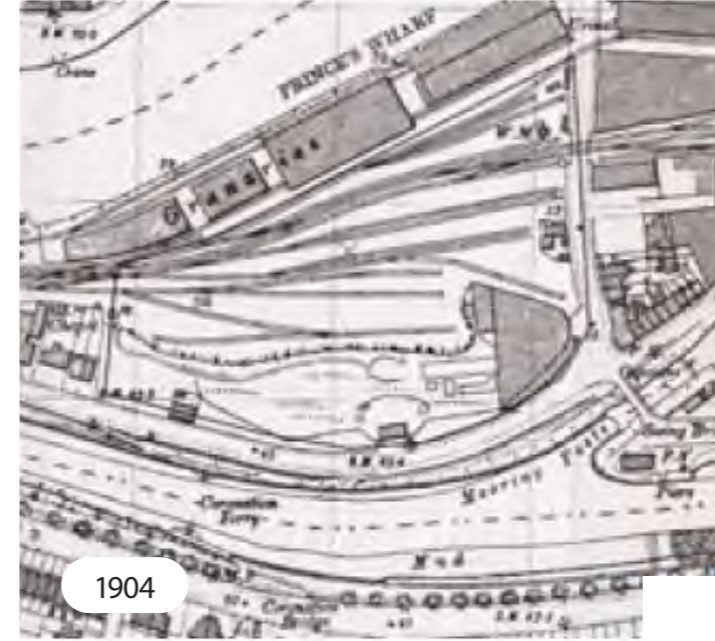
After World War II, two state-of-the-art general cargo sheds – 'L' and 'M', (which gave the modern museum its name)– were built here to cope with post-war trade. M Shed was primarily used by the Bristol Steam Navigation Company for its twice-weekly service to Dublin, with bacon, potatoes, beef, butter and Guinness stored there.

After a period of gradual decline, the docks closed to commercial shipping in 1975. But just a few years later, the L and M transit sheds were given a new lease of life as the base for Bristol Industrial Museum and a general museum collections store. Between 1979 and 1988, L Shed was also home to the National Lifeboat Museum.

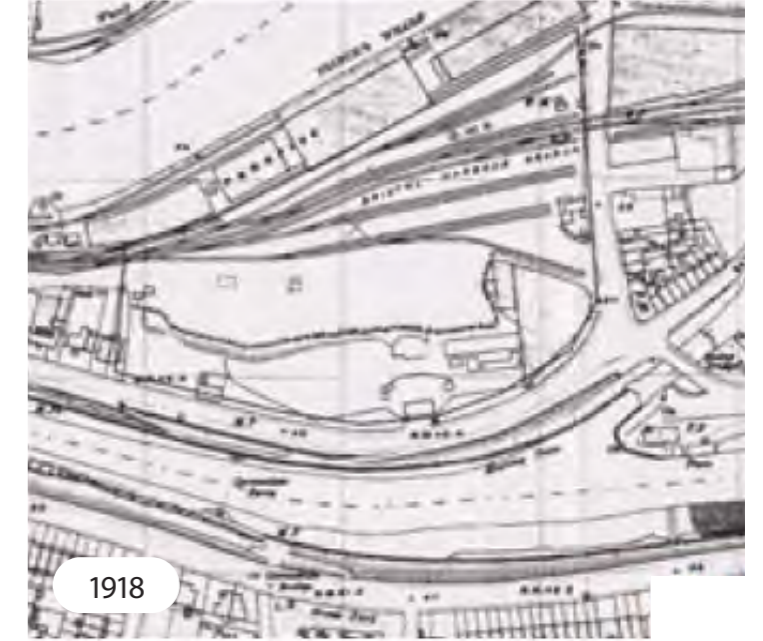
The modern M Shed Museum opened in 2011 housing a collection of thought-provoking exhibitions related to Bristol.



1885



1904



1918



1920



1960



1920



1960

SITE USE & HISTORY

POST-INDUSTRIAL SITE HISTORY

Colourised photograph showing the ten-storey store for the Bristol Corporation Granary which was built in 1888, dominating the area for nearly 50 years until it was destroyed by a bombing raid in 1941.



SITE USE & HISTORY

View from the fountains with Watershed and V Shed on the right hand side.

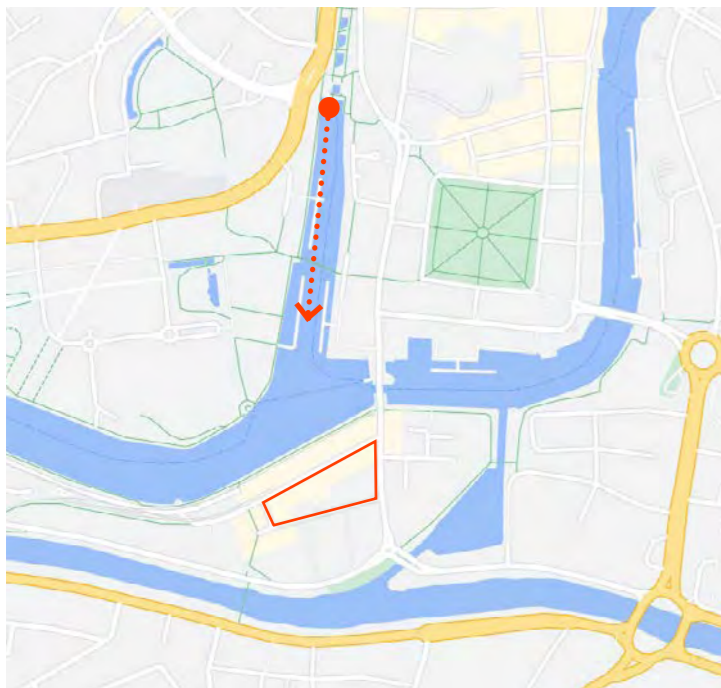
A key view of the site will be from the north looking down St Augustine's Reach



SITE USE & HISTORY

View from the fountains with Watershed and V Shed on the right hand side.

The visualisation shows the former industrial scale of the Wapping Wharf site prior to the granary demolition during World War II



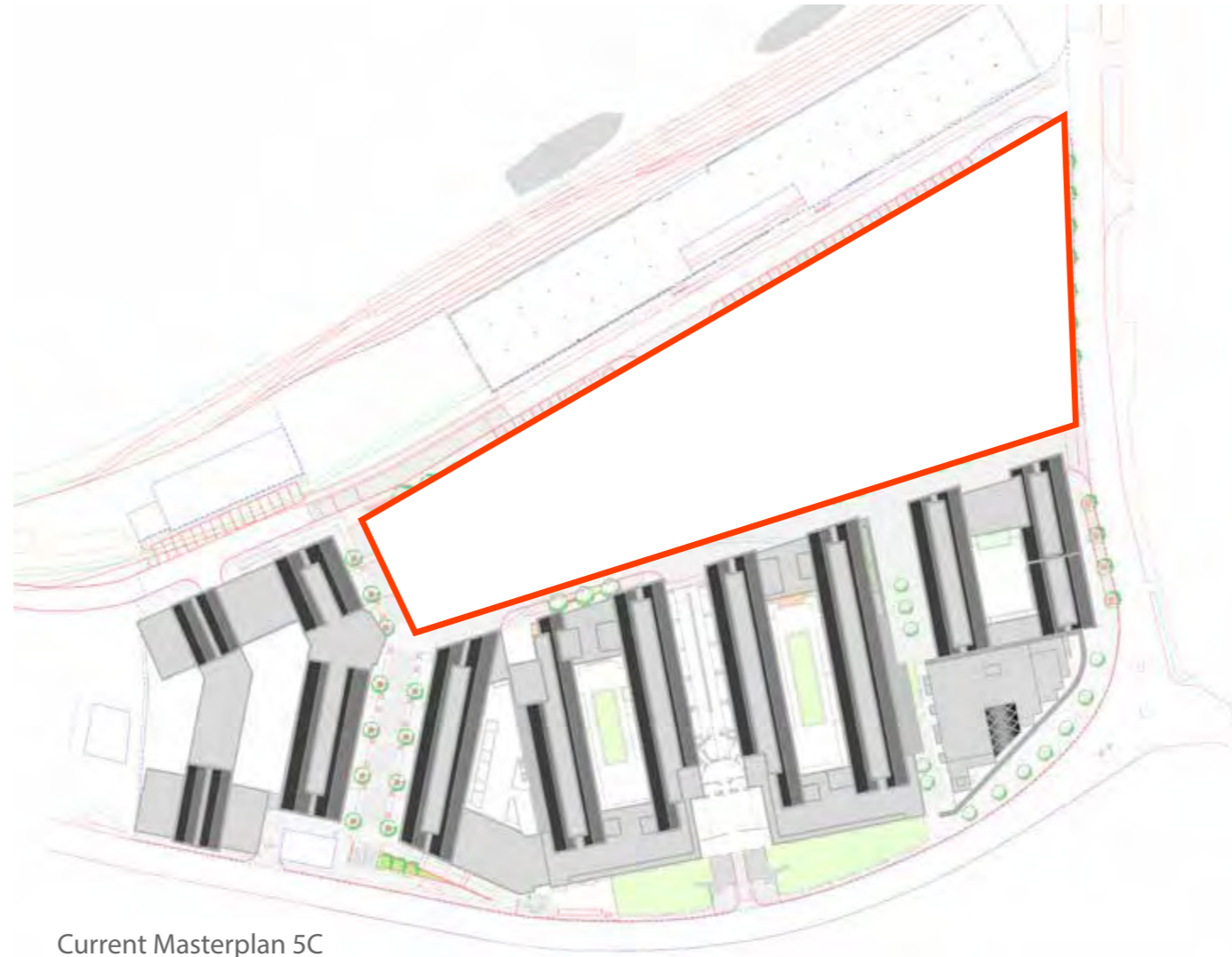
SITE USE & HISTORY

SITE HISTORY - MASTERPLAN

The site-wide planning consent was originally granted in 2007 (ref: 04/04126/P) and extended in 2014 (ref: 11/01842/R). This permission has now lapsed. The forthcoming planning application submission proposes to evolve the previous masterplan intent for the North Plot.

During the process of resolving the West Plot and South Plot development, previous masterplan revisions have been agreed. The current masterplan is now MP5(D), shown in the adjacent plan.

During the first phase of Wapping Wharf the new Museum Square to the west of M Shed was established with a financial contribution from the Wapping Wharf development. This large rectangular public square is used by M Shed cafe and informal activities but generally lacks definition on its northern boundary (due to the temporary nature of CARGO 1 and 2) and is currently not intensively used as a public space, other than a transition route from Gaol Ferry Steps to the harbour's edge.



Current Masterplan 5C



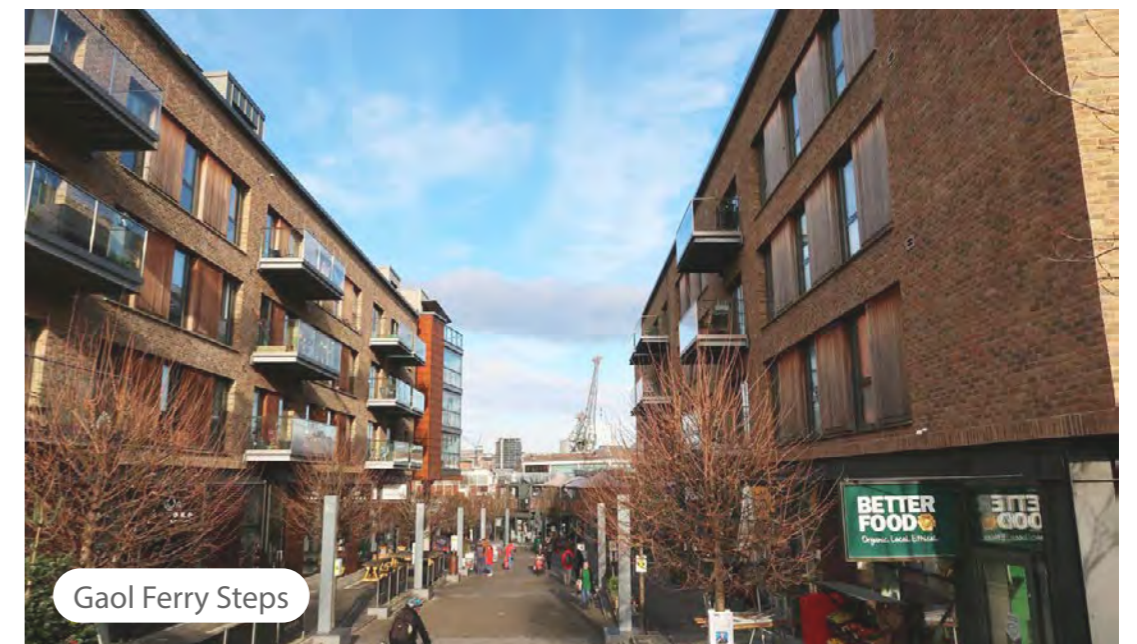
Site Axonometric



View towards Gaol Ferry Steps and CARGO 1



CARGO 2



Gaol Ferry Steps

SITE USE & HISTORY

SITE HISTORY - MASTERPLAN

Masterplan

The adjacent images show the quality of the spaces next to the North Plot. Gaol Ferry Steps and CARGO 1 & 2 provide a popular shopping and dining experience for the city.

Active Use




The emerging proposals seek to build on the active public spaces created in the West Plot and South Plot and take this opportunity to continue the atmosphere and activity along Gaol Ferry Steps, Rope Walk and Museum Street.

Materiality

The panoramic image shows the elevation treatment of the surrounding Anchorage and Chandlers House buildings. The elevations have a mix of timber, brick, and render.

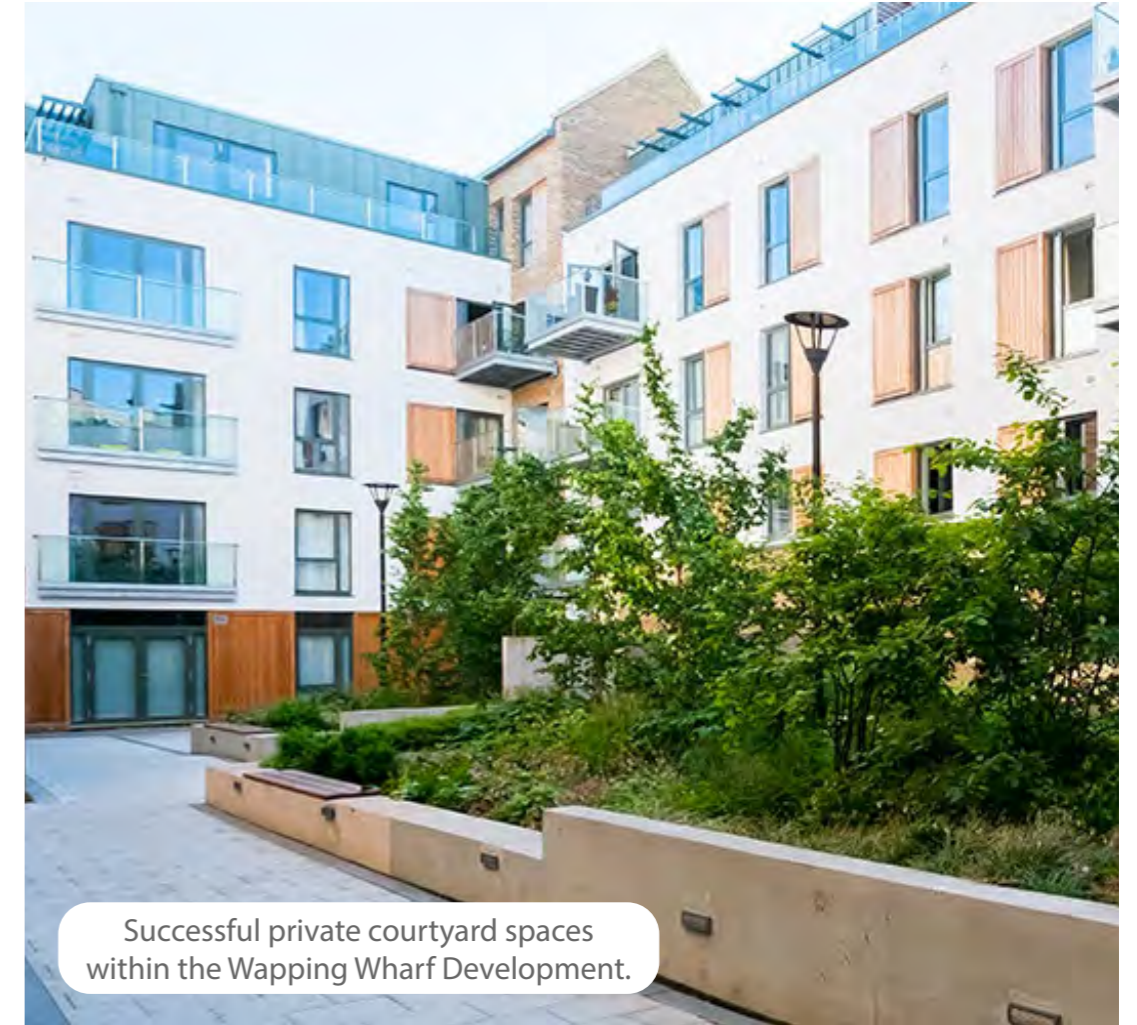
The residential gardens provided within the courtyard developments of Anchorage, Hope Quay and Able Yard have proven popular with residents and are well maintained by the community management company.

The emerging proposals will seek to continue these successful elements of the scheme.

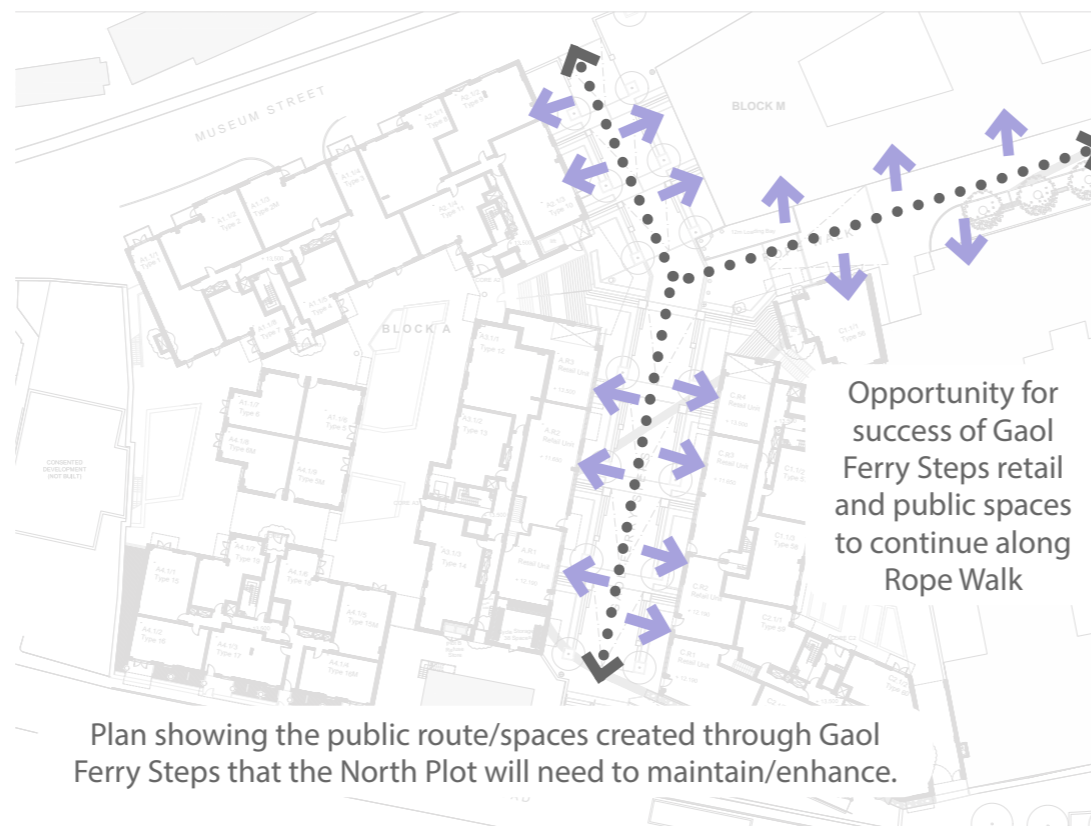
-  Main pedestrian route
-  Active Facade
-  Site Boundary



Evening shot of CARGO and Gaol Ferry Steps



Successful private courtyard spaces within the Wapping Wharf Development.



Opportunity for success of Gaol Ferry Steps retail and public spaces to continue along Rope Walk

Plan showing the public route/spaces created through Gaol Ferry Steps that the North Plot will need to maintain/enhance.



Panoramic showing the highly successful CARGO restaurants alongside the completed phase 1 and 2 buildings.

SITE HISTORY & USE

RECENTLY COMPLETED & NEARBY CONSENTED SCHEMES

Consented Schemes

Additional structures that have been granted planning permission in the surrounding area are shown opposite.

CARGO Work

Umberslade has recently completed construction of CARGO Work, a stand-out, unique Grade A workspace that will form part of Wapping Wharf's much-loved community.

With space for up to 230 people across 24,000 sq ft of space, the striking new CARGO Work building is set within the stone walls of the disused J S Fry warehouse, which was formerly part of the old Bristol Gaol.

Offering stylish, contemporary new offices, CARGO Work reflects its industrial dockside setting with its design in keeping with CARGO, the highly popular shipping container concept that houses many of the independent businesses at Wapping Wharf.

CARGO Work features a glazed courtyard canopy, balconies and terraces to all floors with views across southern Bristol.



SITE HISTORY & USE

NEARBY PLANNING APPROVALS

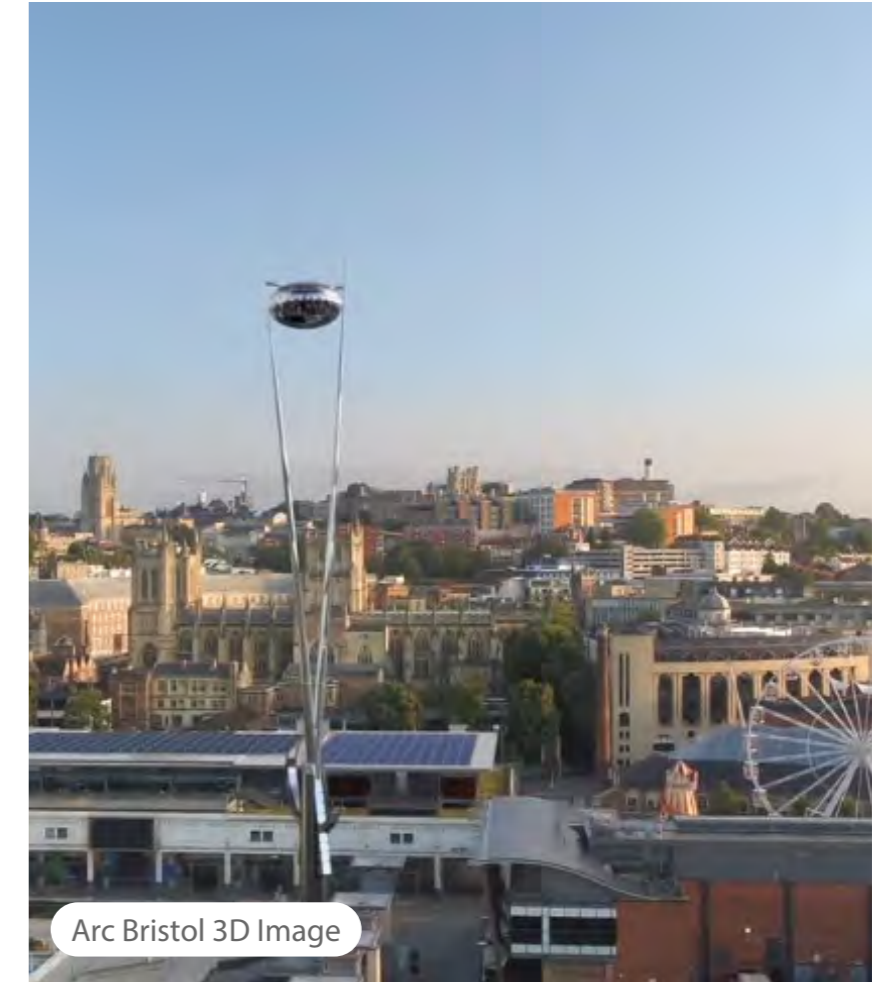
Arc Bristol

Planning permission has been granted for a new 69 metre high glass cabin that will take up to 42 passengers into the sky on a 20 minute scenic flight.

The flight will allow users to look down on Bristol's historic harbourside. The development is set to open in spring 2024 and is estimated to generate £8.3m towards Bristol's tourism market every year.

Redcliffe Quarter

Construction is currently underway on a circa 20-storey tower which would have a significant presence when seen from the City Docks around the Wapping Wharf site



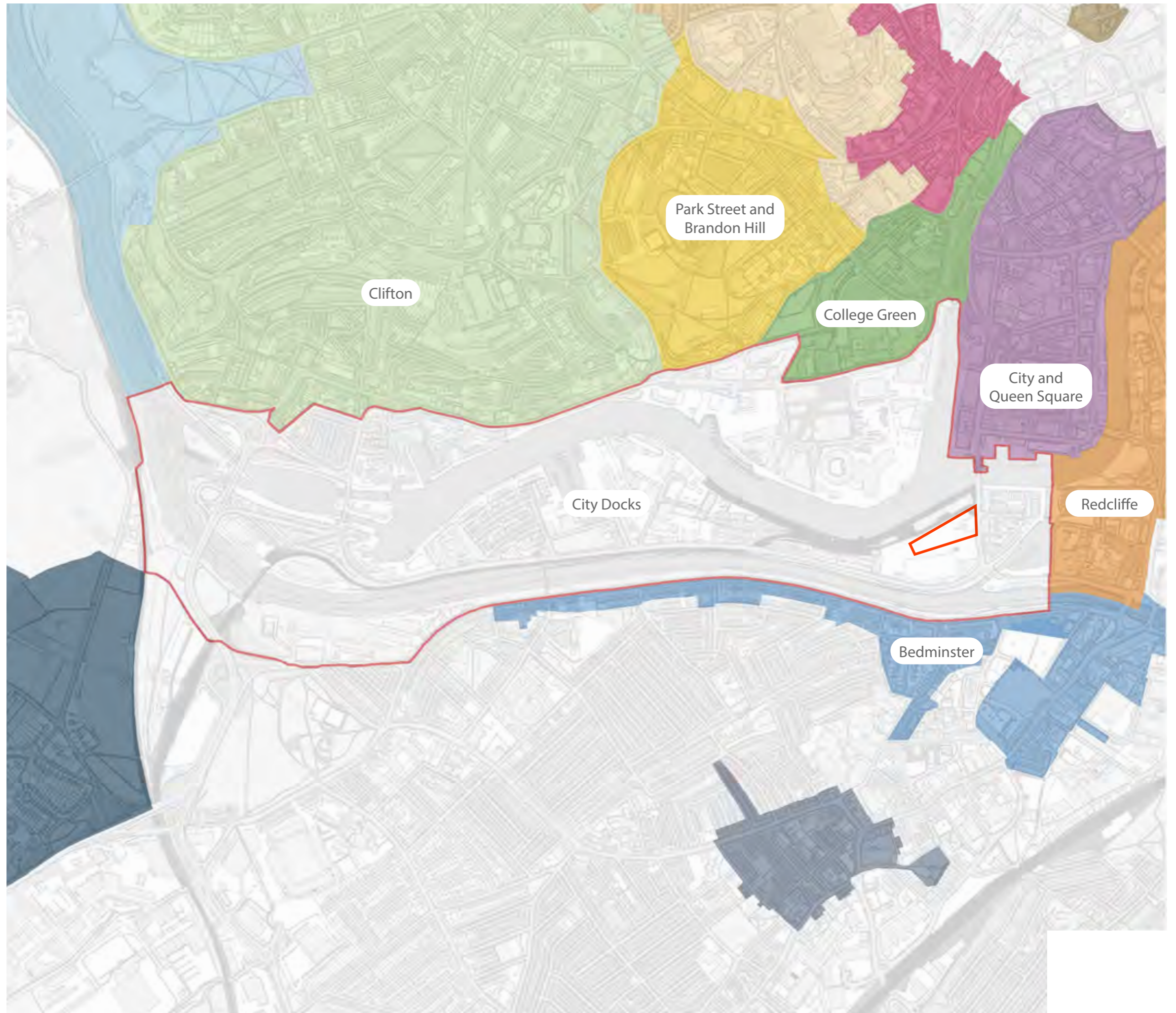
HERITAGE

CITY DOCKS CONSERVATION AREA

The site is situated to the east of the City Docks Conservation Area.

The City Docks Conservation Area covers the largest element of the waterways in the centre of Bristol. The topography of the area is formed by the confluence of two rivers - the Frome and Avon - that have produced a low lying level valley bottom with pronounced hillsides on both the northern and southern sides. The Floating Harbour and the tidal course of the new cut is a precious and significant asset to Bristol.

The City Docks is surrounded by other city centre conservation areas, with views across the neighbouring hillsides of Clifton and Brandon Hill. Important views also occur from the fountains in the College Green Conservation Area.



 Site Boundary

HERITAGE

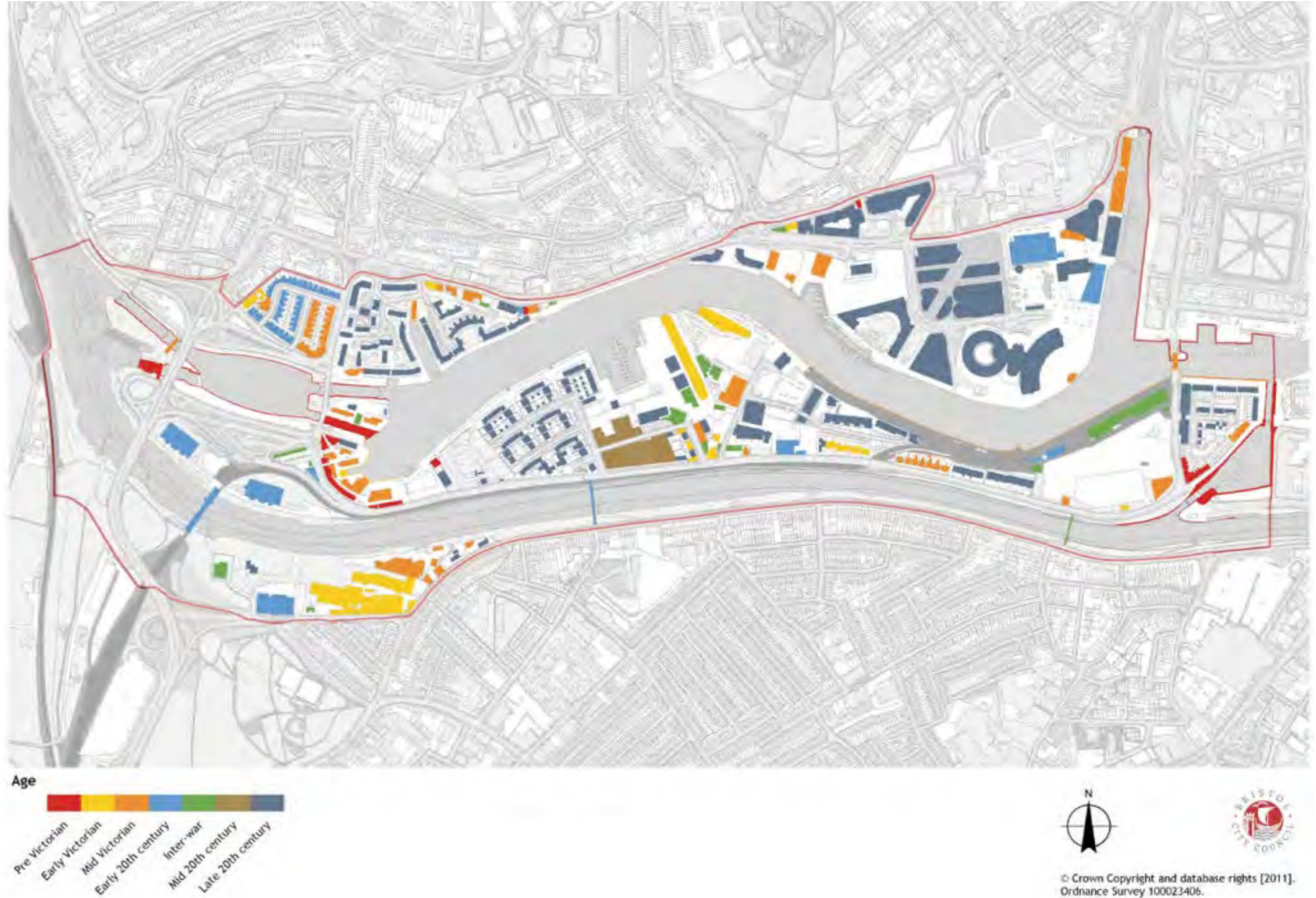
BUILDING AGES

The adjacent diagram shows the building ages within the City Docks Conservation Area.

Following significant destruction during the Second World War there is a wide range of building ages with a mix of architectural styles.

Surrounding the site there is a varied mix of pre-Victorian, mid Victorian, inter-war, and late 20th century architecture.

Since there is no clear architectural style that defines the conservation area, this has given rise to pockets of development each with an intrinsic architectural style. The Wapping Wharf North Plot will aim to provide a stylistic bridge between the already-completed development to the South and the gritty industrial character of the harbour edge as characterised by M Shed and the steel cranes.



 Site Boundary

HERITAGE

LISTED AND LOCALLY LISTED BUILDINGS




There are no statutory or locally listed buildings within the North Plot. The nationally and locally listed buildings which surround the site and influence the area of the character as follows:

Listed

1. Old Gaol, South East Perimeter Wall
2. Old Gaol Entrance and Gateway
3. Louisiana and surrounding buildings
4. Bathurst Basin
5. St Mary Redcliffe Church
6. Prince Street Bridge and Harbour Wall
7. Watershed
8. Floating Harbour Bollards and Quay Wall
9. Fairbairn Steam Crane
10. Harbour Walls
11. Stott Cranes
12. St Paul's Church Tower
13. Canons House (Lloyds)
14. Bush House (Arnolfini)

Locally Listed

15. M Shed
16. Former Gaol Stables/Workshop

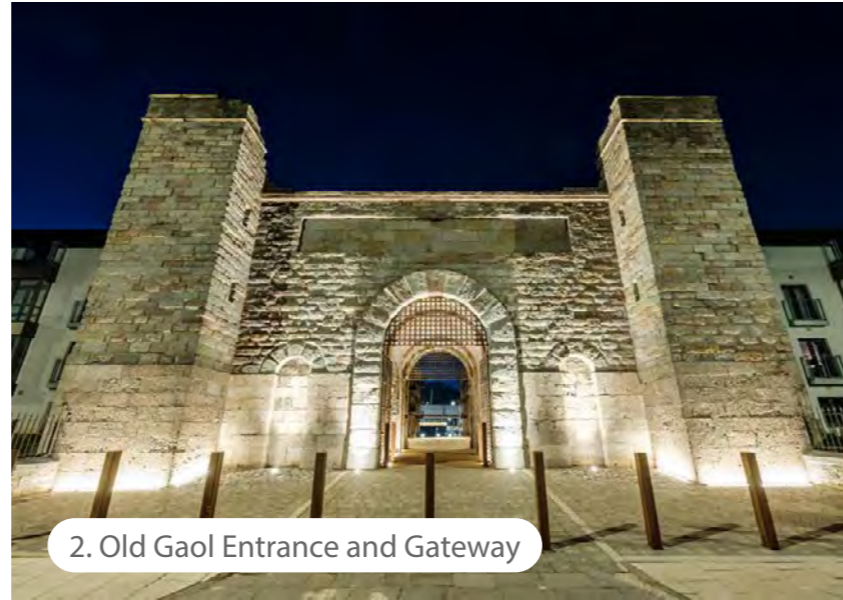
-  Site Boundary
-  Listed Building
-  Locally Listed in the Conservation Area



HERITAGE



1. Old Gaol South East Perimeter Wall



2. Old Gaol Entrance and Gateway



3. Louisiana and Surrounding Buildings



14. Bush House (Arnolfini)



4. Bathurst Basin



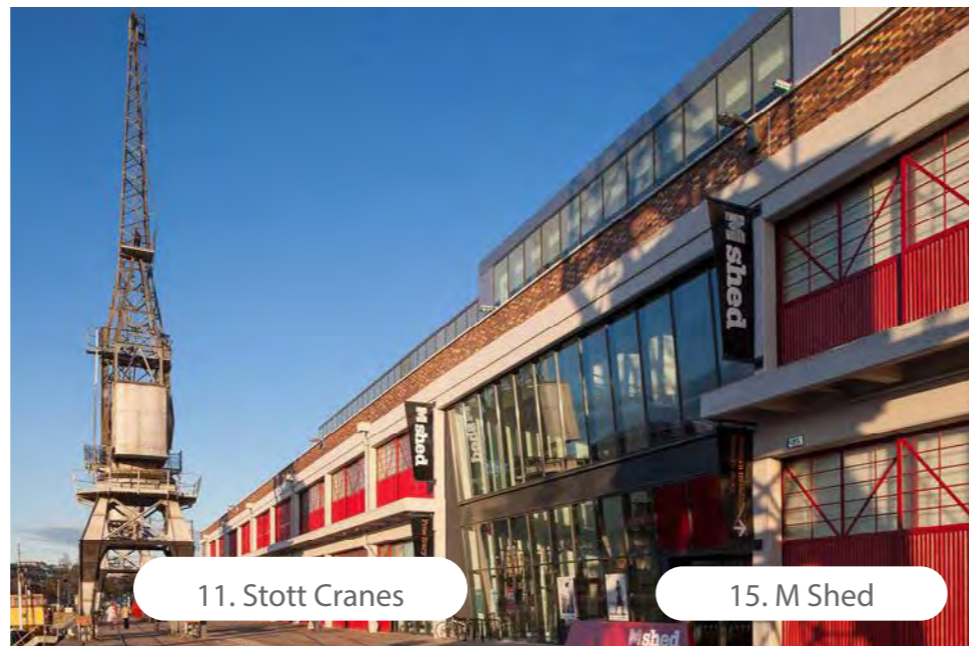
5. St Mary's Church and Spire as a local landmark



6. Prince Street Bridge



7 & 8. Watershed and Quay Walls

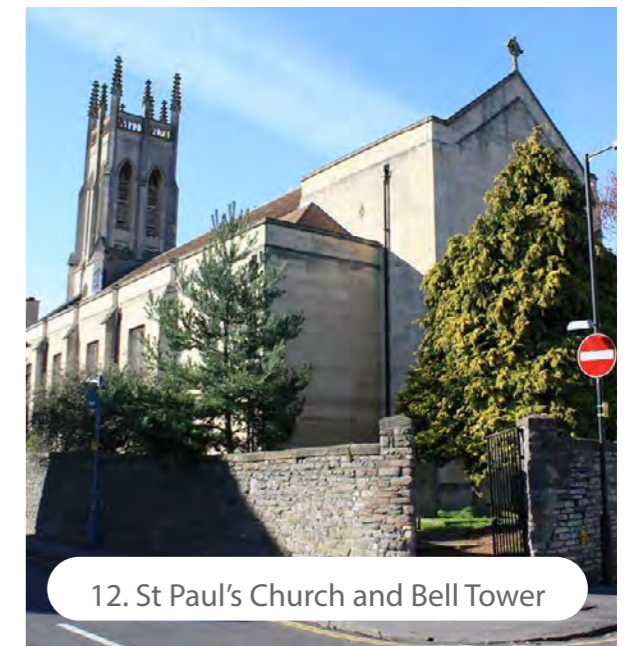


11. Stott Cranes



15. M Shed

16. Former Gaol Stables



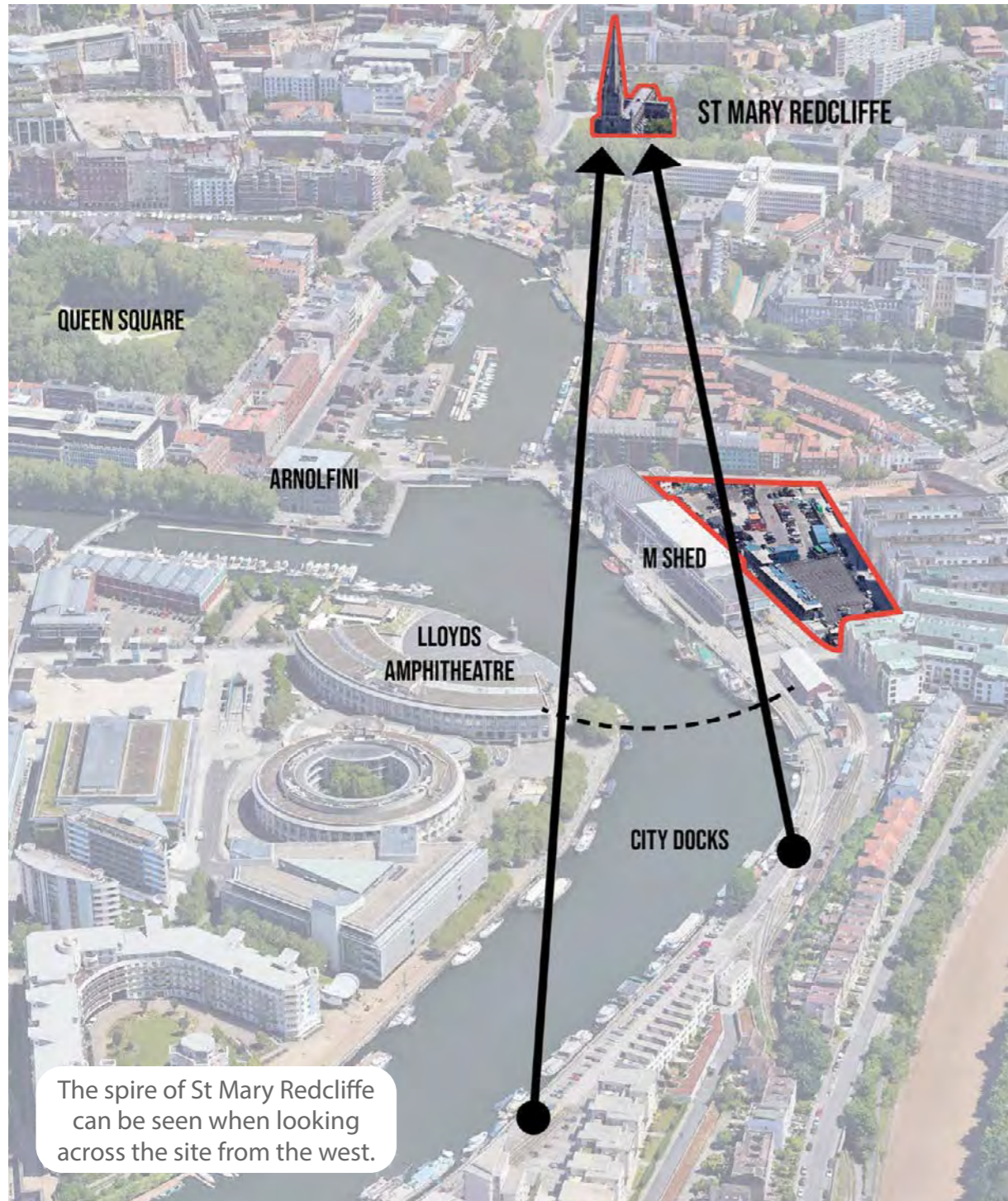
12. St Paul's Church and Bell Tower

HERITAGE

ST MARY REDCLIFFE

Along the harbourside

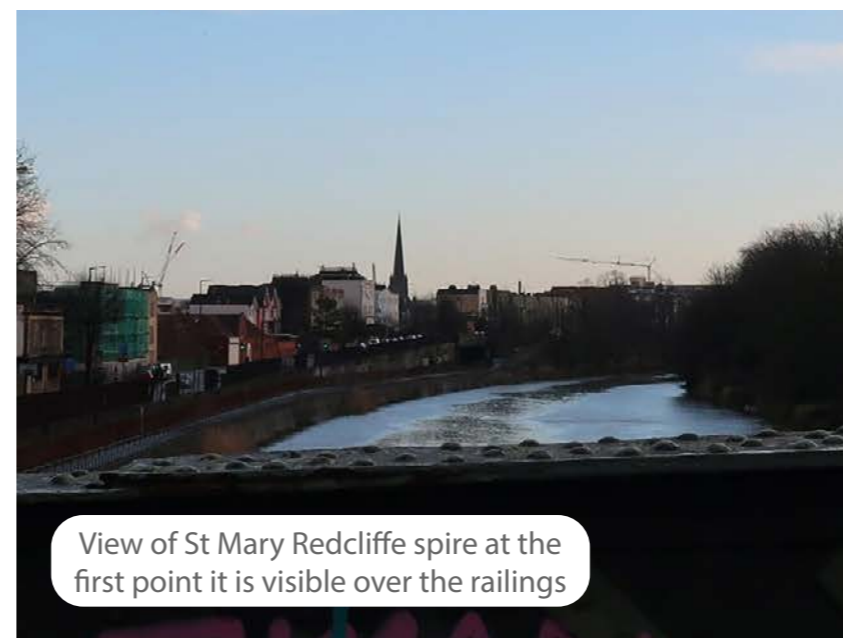
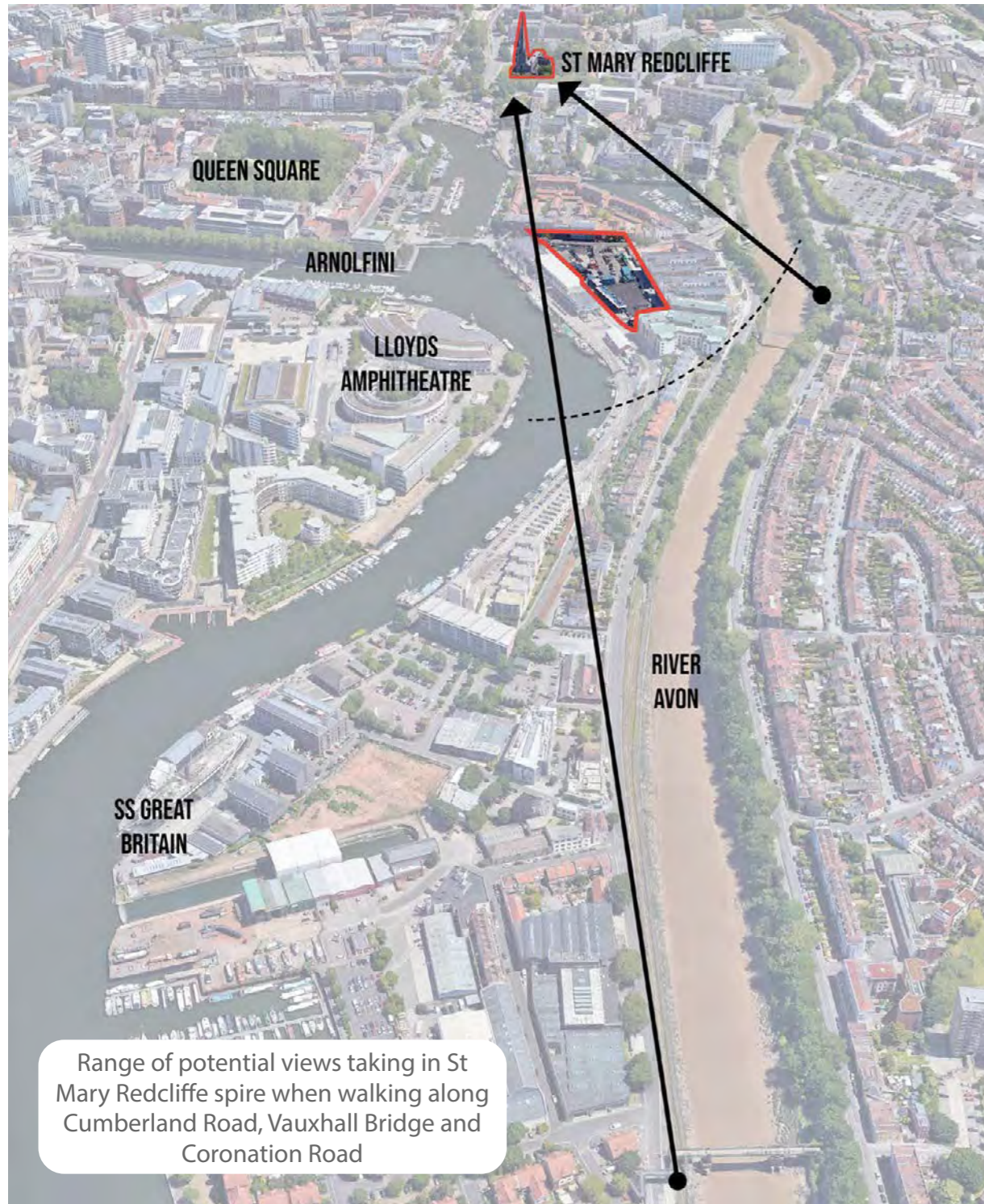
Walking from west to east along the floating harbour, the spire of St Mary Redcliffe begins as a fairly strong feature seen over the roof of M Shed, but moving closer to the site, it becomes increasingly lost within the boats and ships masts. Once arriving at M Shed the spire has dipped lower and lacks definition with the top of the tower that the spire sits upon no longer visible.



HERITAGE

VAUXHALL BRIDGE & CORONATION ROAD:

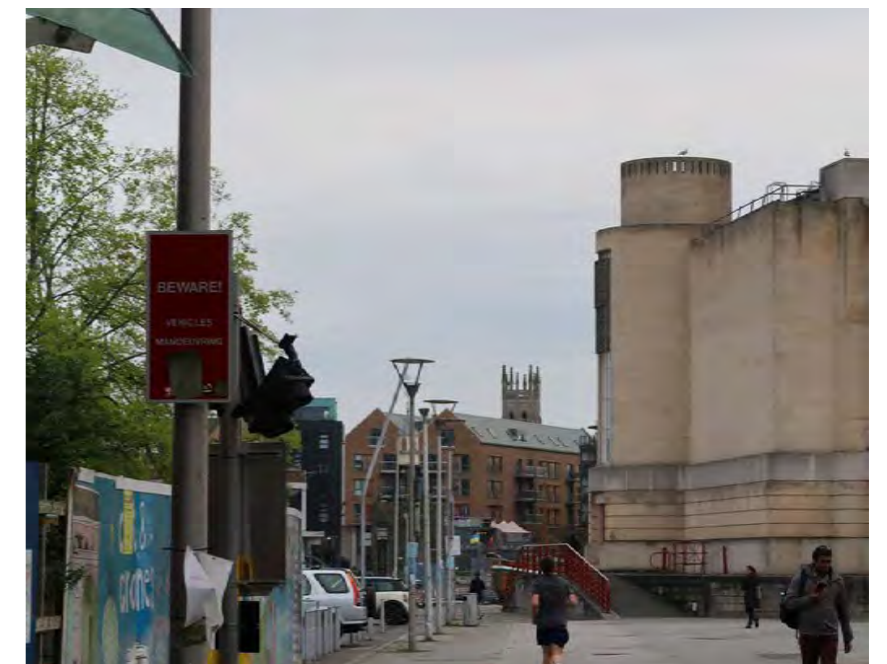
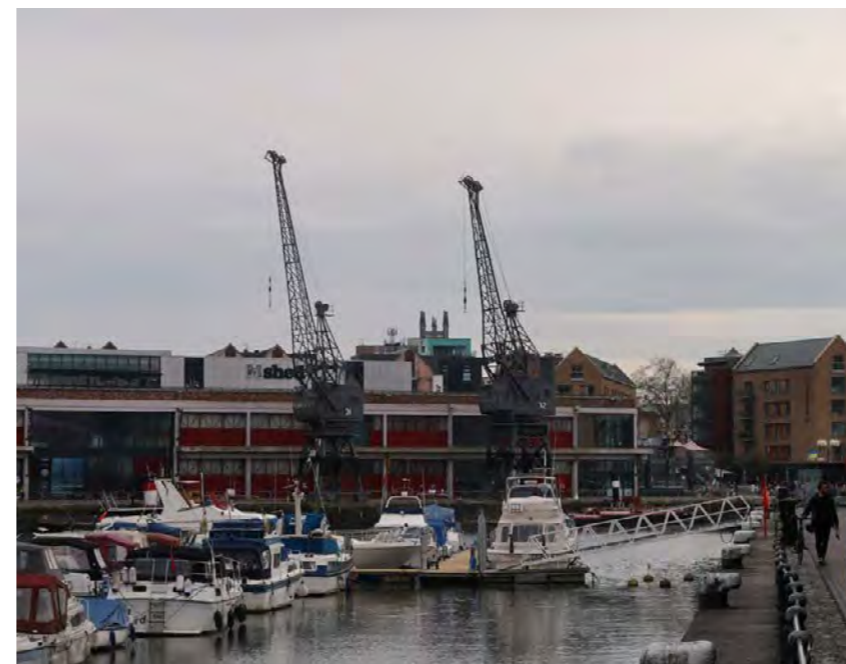
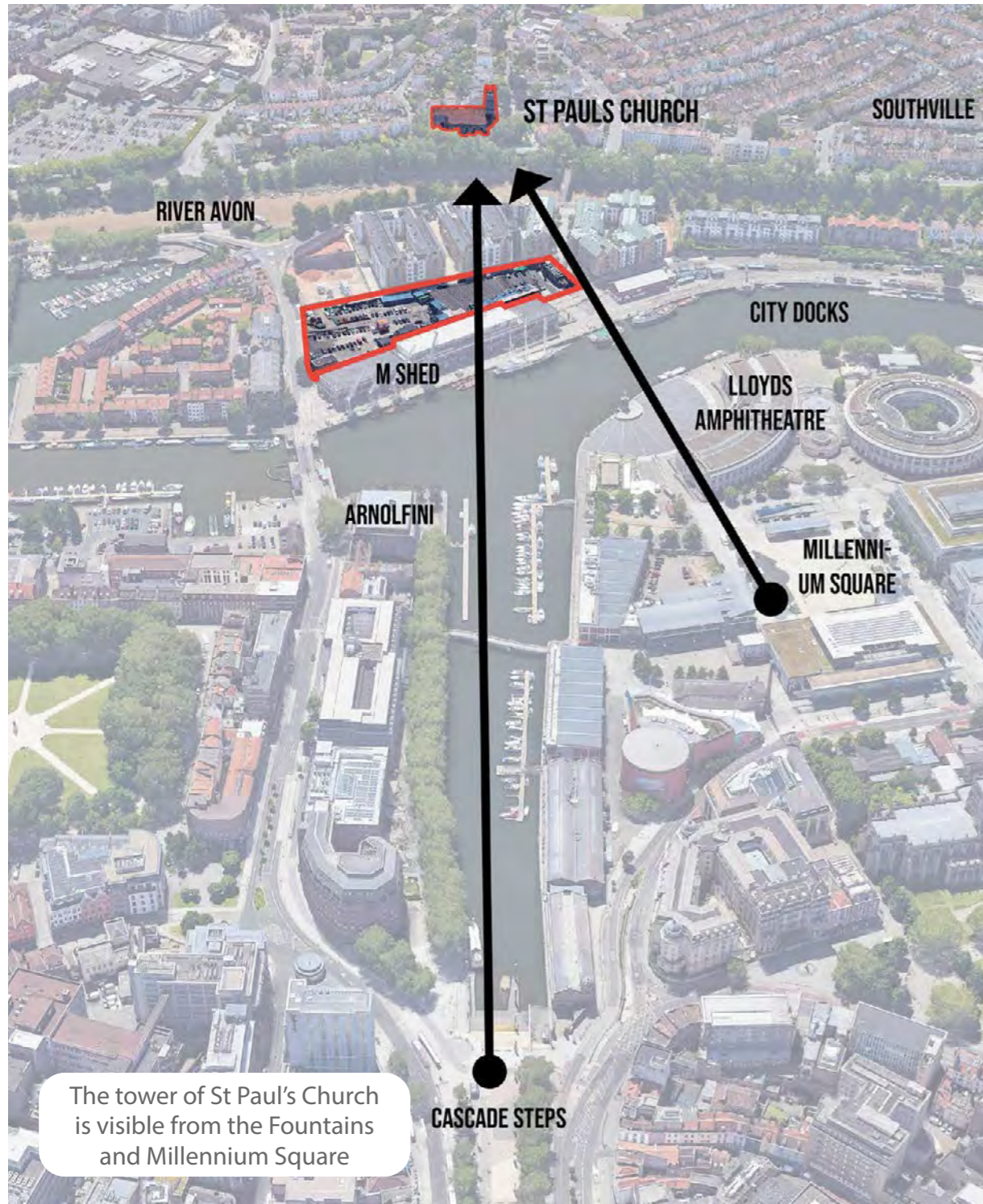
Coronation Road is heavily planted with trees and ivy making it impermeable even in winter months. Vauxhall Bridge is an asymmetrical swing bridge, meaning that the truss wall is well above head height for over half of the bridge length. Views east towards St Mary Redcliffe spire are therefore restricted until well over the mid point of the New Avon Cut. Photographs on the right give a sense of the scale of the side walls and how the view is restricted.



HERITAGE

ST PAUL'S CHURCH TOWER

St Paul's Church tower is a listed structure visible to the south of the site. While it and the Dundry Hills were originally a very visible feature, the development of M Shed and phases 1 & 2 of Wapping Wharf have preserved some views of the church tower but have obscured views of the Dundry Hills. The church tower is most prominent when viewed from furthest north along St Augustine's Reach and from Millennium Square.



HERITAGE

M SHED CRANES

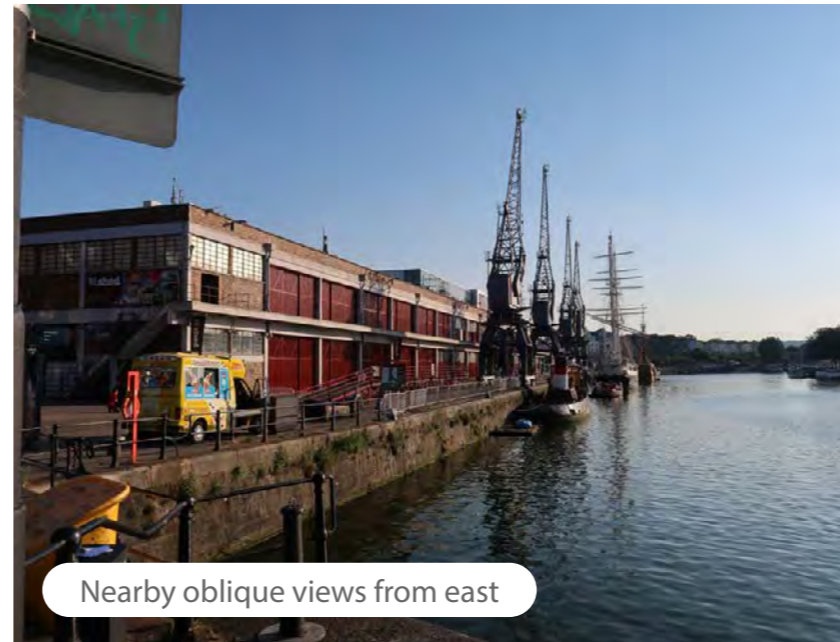
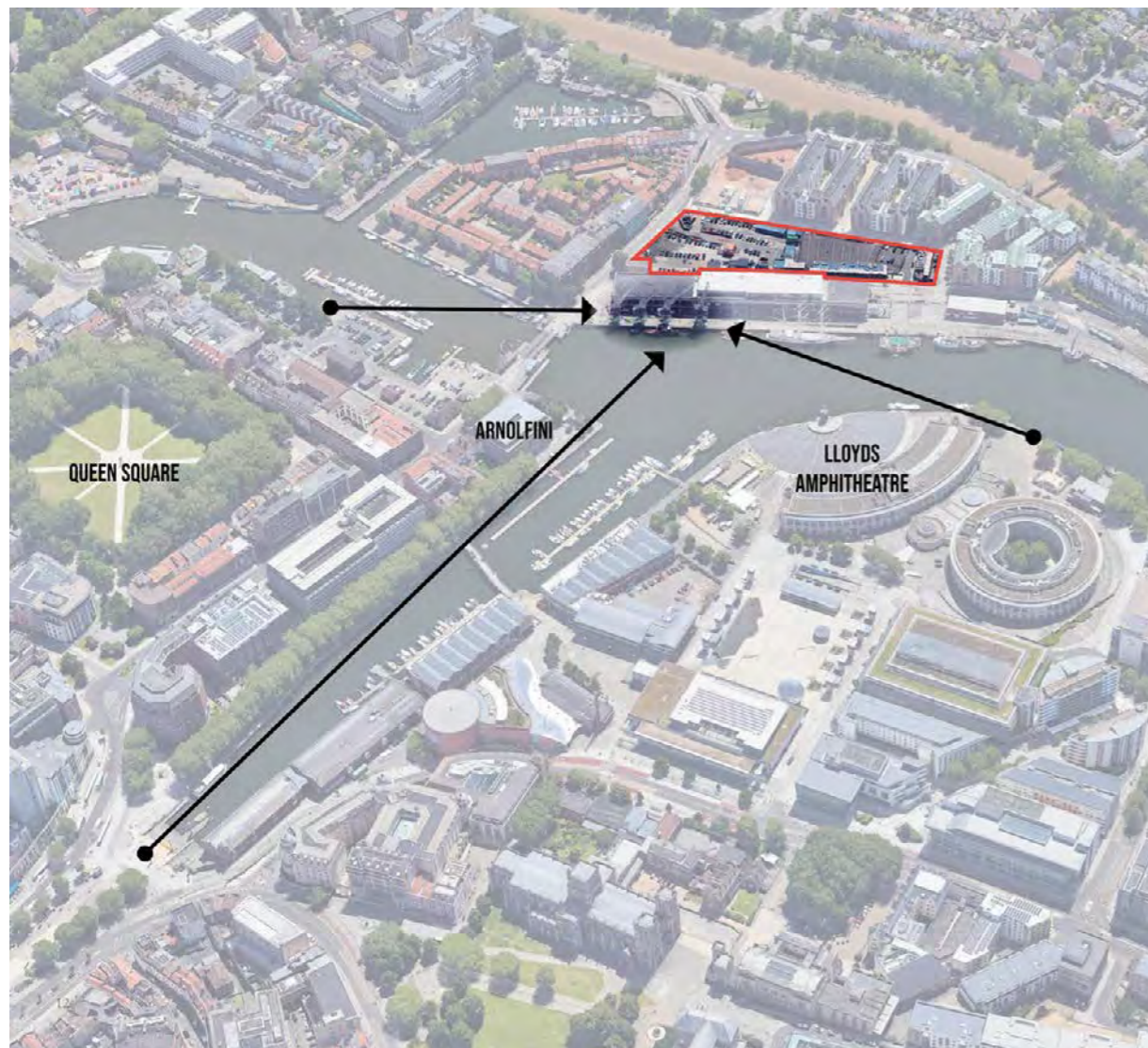
Views of the Grade II listed cranes vary as you move around the harbour.

Nearby oblique views

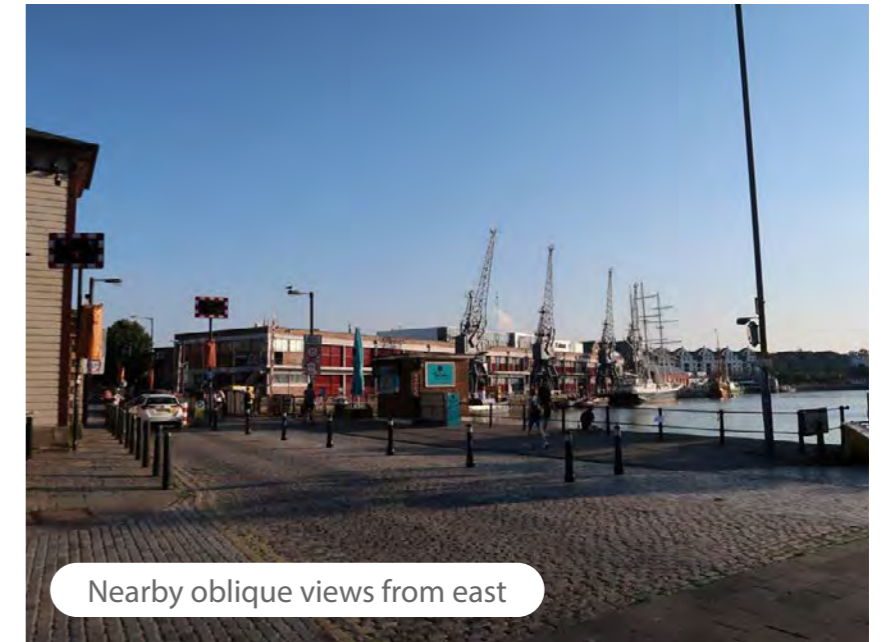
When viewed from the east or west the cranes are more pronounced against the sky with little interference from other objects. New development on Wapping Wharf will have less impact on these views due to being set back behind M Shed

Distant direct views

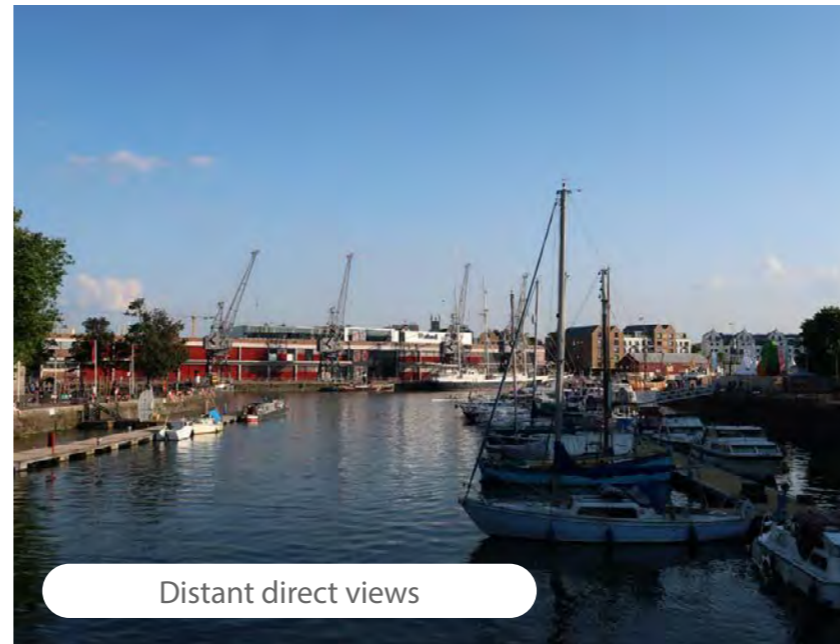
The cranes remain pronounced against the sky, but with only the jib and not the cab visible above M Shed base. New development on Wapping Wharf will have a greater impact on distant views of the cranes. However, in these views there are more boats, ship masts, trees and lighting columns that interfere with the view in the foreground, while St Paul's Church and Northfield House residential tower sit in the distance.



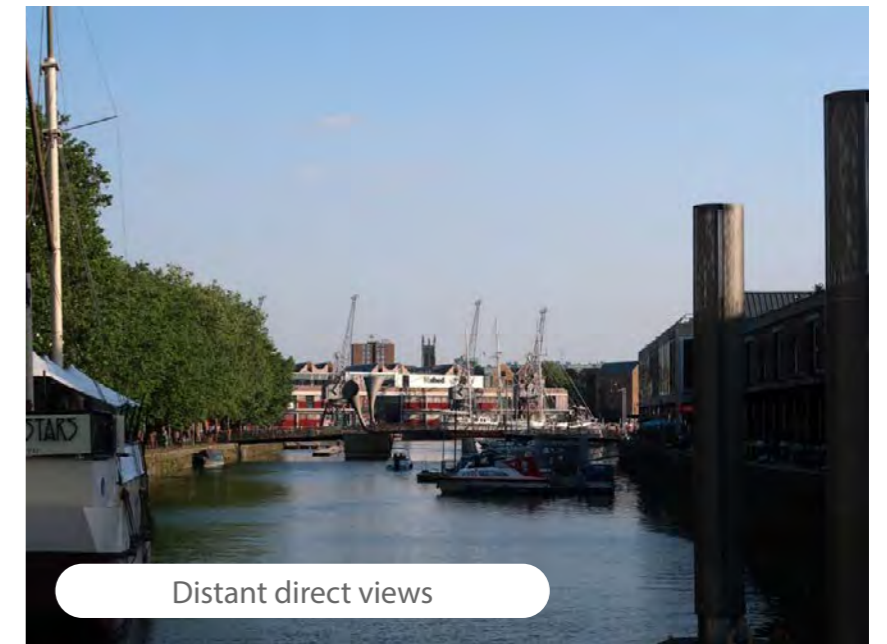
Nearby oblique views from east



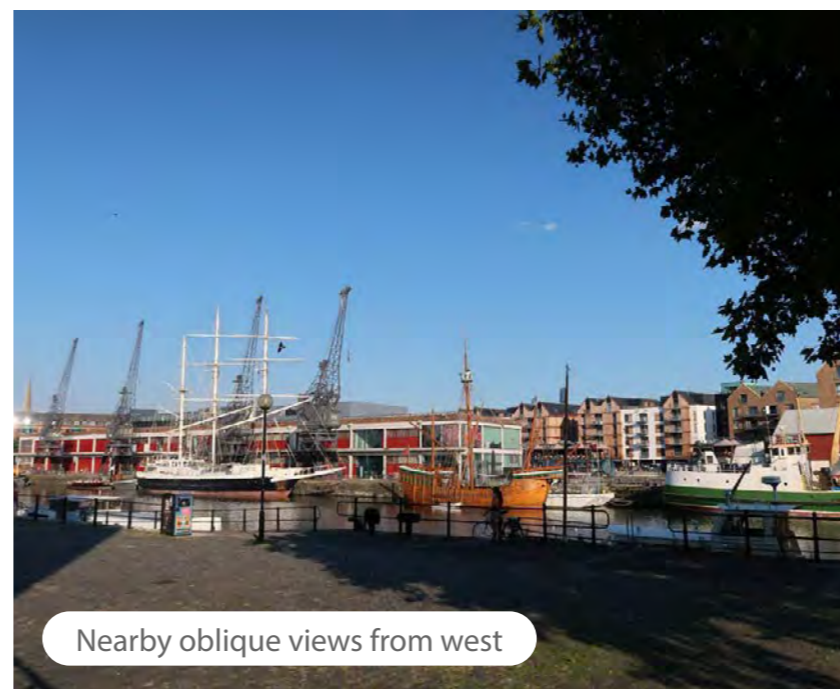
Nearby oblique views from east



Distant direct views



Distant direct views



Nearby oblique views from west



Nearby oblique views from west

HERITAGE

FRAMED LANDMARK BUILDINGS There are a number of framed views around the harbour, many of which have been created through pro-active masterplanning on the Canons Marsh and Wapping Wharf sites. Aside from heritage buildings, the 1960s Beacon Tower is also a significant landmark within the city.



Bristol Cathedral through Canons Marsh



Bristol Cathedral between Lloyds office buildings



St Mary Redcliffe along Rope Walk



Beacon Tower down St Augustine's Reach

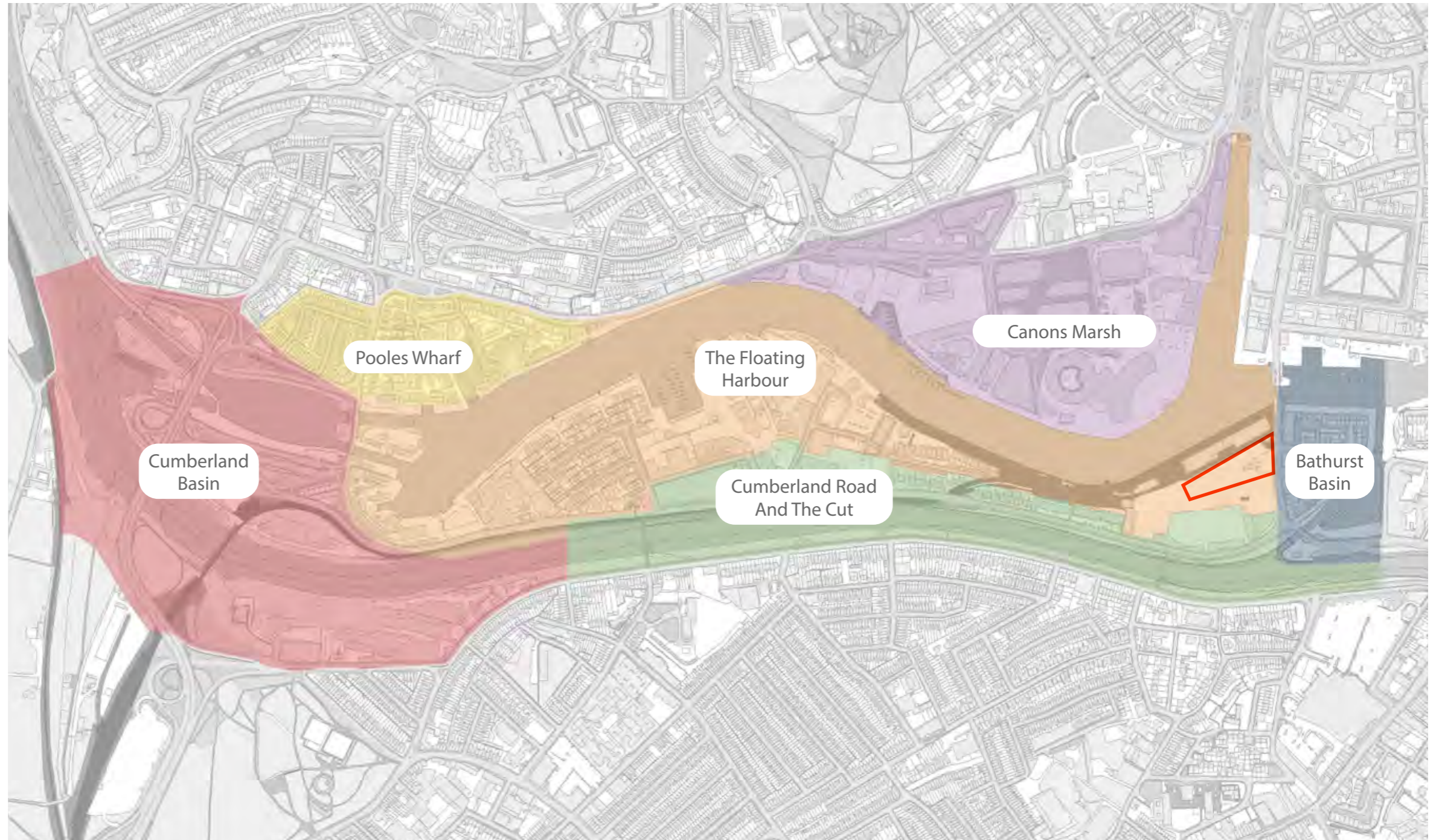
CHARACTER ANALYSIS

CITY DOCKS CONSERVATION AREA - CHARACTER AREAS

Within the City Docks Conservation Area Character Appraisal produced by Bristol City Council, the City Docks Conservation Area has been subdivided into smaller distinct character areas. The Wapping Wharf site is located within the 'Floating Harbour' character area.

For further information on the Floating Harbour character area's distinct features, refer to the Bristol City Council Character Appraisal.

An assessment of the significance of the North Plot within its conservation area context and of the effects of the proposals on the conservation area is to be found in the submitted Heritage Statement.



 Site Boundary

CHARACTER ANALYSIS

The following summary has been sourced from the City Docks Conservation Area Character Appraisal.

Some relevant extracts include:

- The area has retained a distinct dockland ambience
- The Conservation Area is a significant cluster of Bristol's most renowned tourist destinations
- The City Docks displays an amazing mix of land uses and building types.
- There is a variety of architectural styles across the Conservation Area
- The Conservation Area's leisure activity is vital to its character and to the wider context of Bristol.
- There is a variety of scale from single storey warehouses to eight-storey residential
- High quality, contemporary residential design with waterfront focus sits alongside utilitarian industrial and transit sheds
- Material palette includes Industrial steel, brick, render, limestone dressings, some timber cladding and iron balconies

The Floating Harbour provides the focus for Bristol's nationally important maritime heritage which includes the ss Great Britain.

City Docks was designated as a Conservation Area on 19 September 1979.

The floating harbour and Spike Island form a distinctive area, with a unique sense of place. The area has retained a distinct dockland ambience with working boatyards, warehouses, a working steam railway, together with a fully operational

dock infrastructure and many small-scale dockland features.

Concentrated in the Conservation Area is a significant cluster of Bristol's most renowned tourist destinations (including M Shed, the ss Great Britain and We the Curious), a Scheduled Ancient Monument (Underfall Yard), and some nationally significant dockside installations (e.g. Brunel's Swivel Bridge).

The Floating Harbour is remarkable for its intimate relationship to the city. The port was never enclosed or separate; as a result, city streets opened onto wharfs and the working of the docks was carried out next to public highways. The physical proximity of the docks to the public realm has been critical in shaping Bristol's sense of place as a great maritime city.

The City Docks displays an amazing mix of land uses and building types. It is the retention and balance of domestic, commercial or industrial accommodation adjoining the harbour that has given the Conservation Area its interesting character and placed it ahead in the process of late 20th century urban renewal.

There is a variety of architectural styles across the conservation area, which include:

- Industrial low-rise warehouses and sheds facing the waterfront
- Contemporary residential developments
- Vernacular cottages
- Classical terraces facing Avon Crescent
- Victorian robust industrial architecture of Underfall Yard
- Utilitarian industrial and transit sheds



M Shed and Stott Cranes



Albion Dock Yard

CHARACTER ANALYSIS



Underfall Yard



ss Great Britain

The character of the City Docks also lies in the quality and diversity of its local details - street furniture, dock fittings, surfaces, the remains of railway lines, and the buildings - once seen as dispensable - now finding lively and sustainable uses.

The Floating Harbour is now one of the most well-used stretches of urban water in Britain. Tourism has increased and it is now an exciting cultural and leisure destination, especially celebrated for its maritime heritage.

Trees and green spaces are vital to the quality and diversity of many parts of the city, particularly where they soften an otherwise built-up landscape. These, whether public or private, contribute significantly to a sense of place and character, adding value to visual and residential amenity.

The environmental amenity benefits of trees largely depend on the extent of tree canopy cover. A high proportion of trees and a verdant character contributes positively towards physical and mental health, and mitigates pollution and climate change effects including flooding and temperature increase. The tidal waterway of the Avon New Cut is a valuable wildlife corridor as it is very fertile. The land near the water also benefits from the nutrients produced in the mud which supports a variety of rare species of birds and plants.

The Conservation Area's leisure activity is vital to its character and to the wider context of Bristol. The City Docks boasts a diverse range of independent restaurants and bars, which contributes to Bristol's reputation as a city that supports and thrives on its local distinctiveness.

Scale & Proportions

- Variety of industrial scale warehouses, modern low rise and six and seven-storey apartments.
- One example of an eight-storey building at The Point

Architectural Treatment

- High quality, contemporary design in residential development with waterfront as primary focus
- Some 'pastiche' late 20th century development
- Vernacular cottages
- Classical terraces facing Avon Crescent
- Victorian robust industrial architecture of Underfall Yard
- Utilitarian industrial and transit sheds

Material Palette

- Industrial steel finishes, brick, render, limestone dressings, some timber cladding and iron balconies
- Boundaries: Rubble sandstone, iron or metal railings
- Clay tiles, natural slate

CHARACTER ANALYSIS

LOCAL TYPOLOGIES: TRANSIT SHEDS

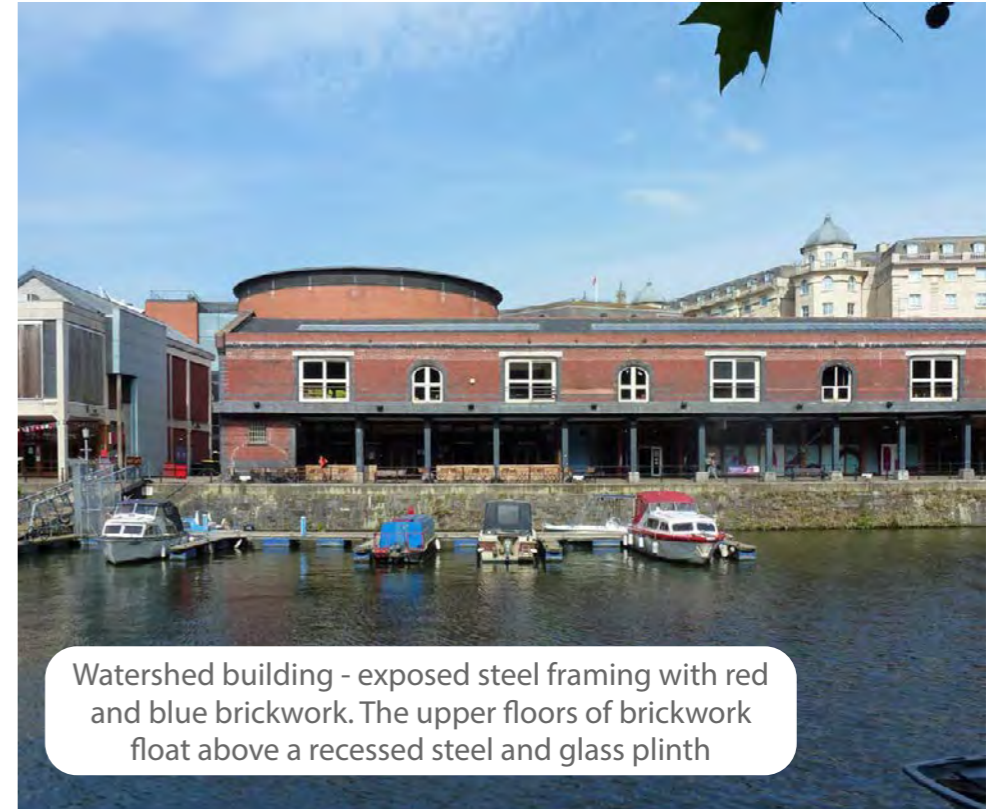
New buildings on Wapping Wharf North Plot will contribute to the diverse character and built context that forms the edge of the Floating Harbour. The following analysis looks at the styles and typologies of buildings that are seen along the north and southern sides of the docks.



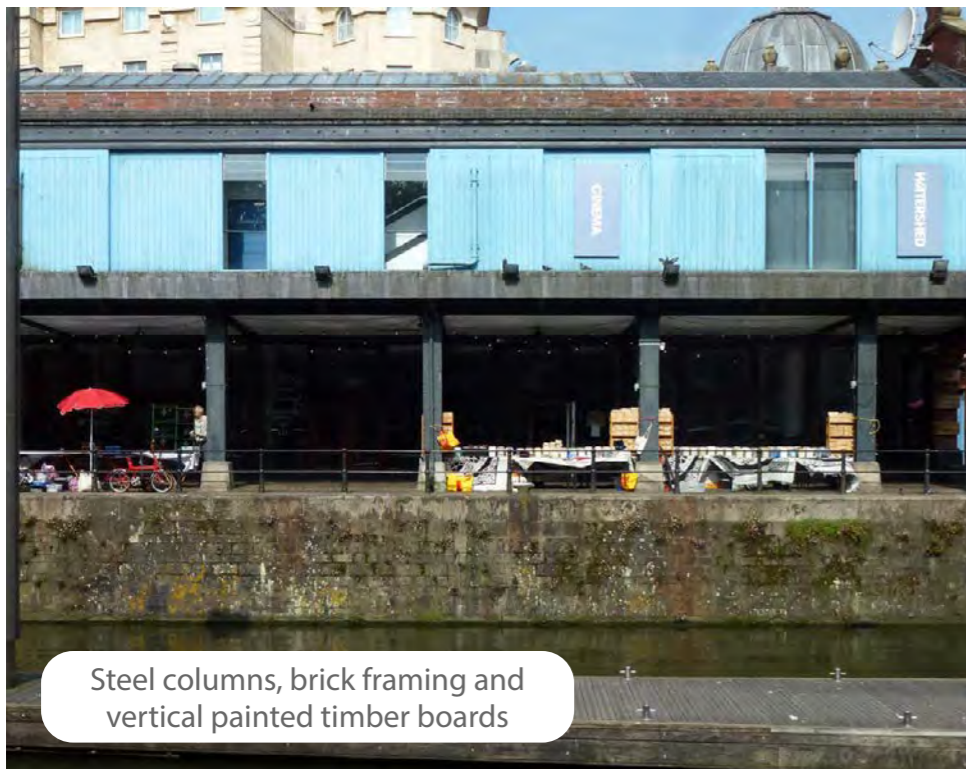
V Shed with regular structural grid and open ground floor colonnade



Replica shed that borrows strongly from V Shed and is often mistaken for an original dock shed



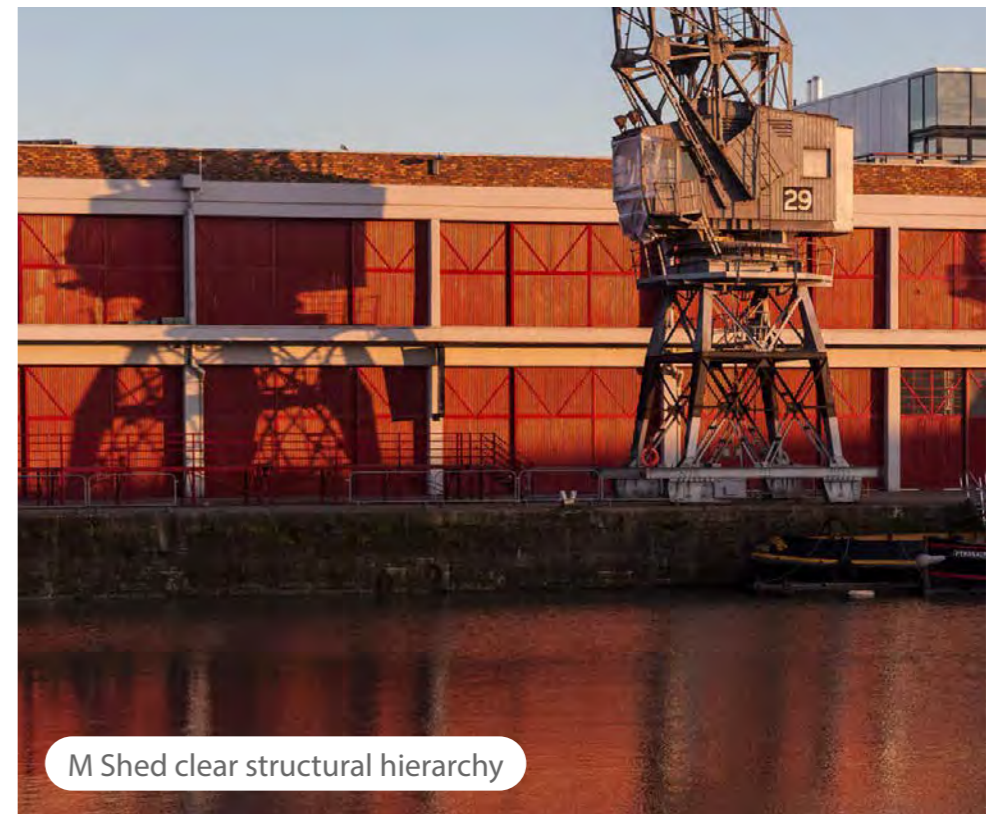
Watershed building - exposed steel framing with red and blue brickwork. The upper floors of brickwork float above a recessed steel and glass plinth



Steel columns, brick framing and vertical painted timber boards



M Shed clear structural hierarchy

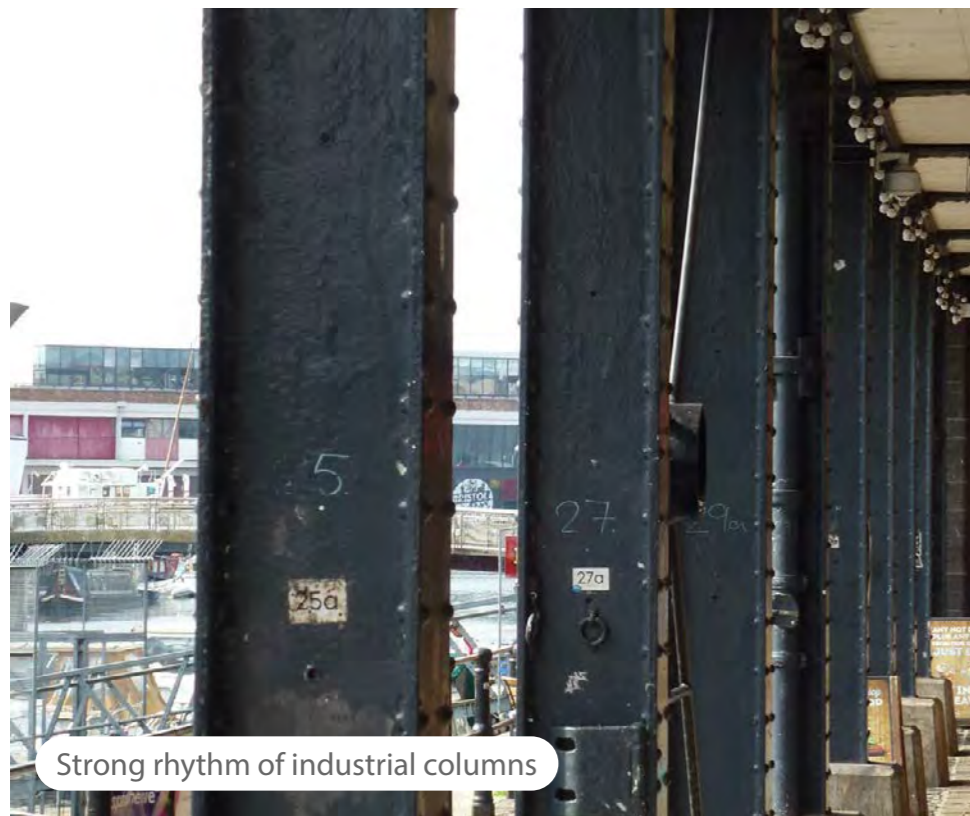


M Shed clear structural hierarchy

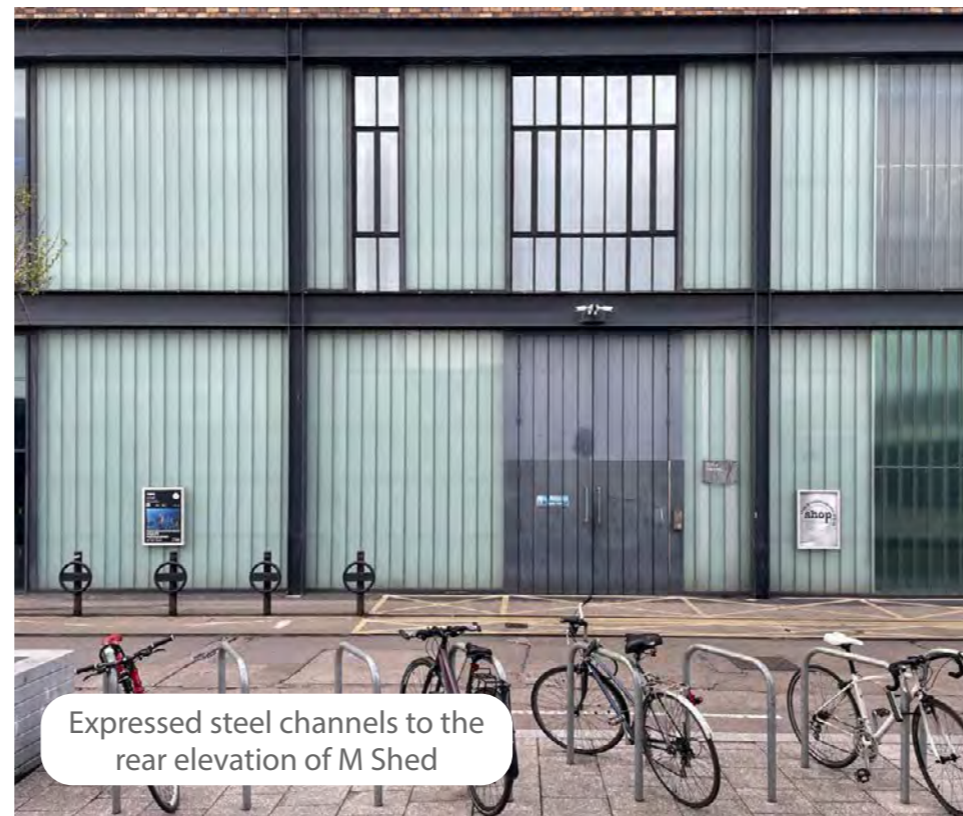
CHARACTER ANALYSIS

MATERIALS & CHARACTERISTICS

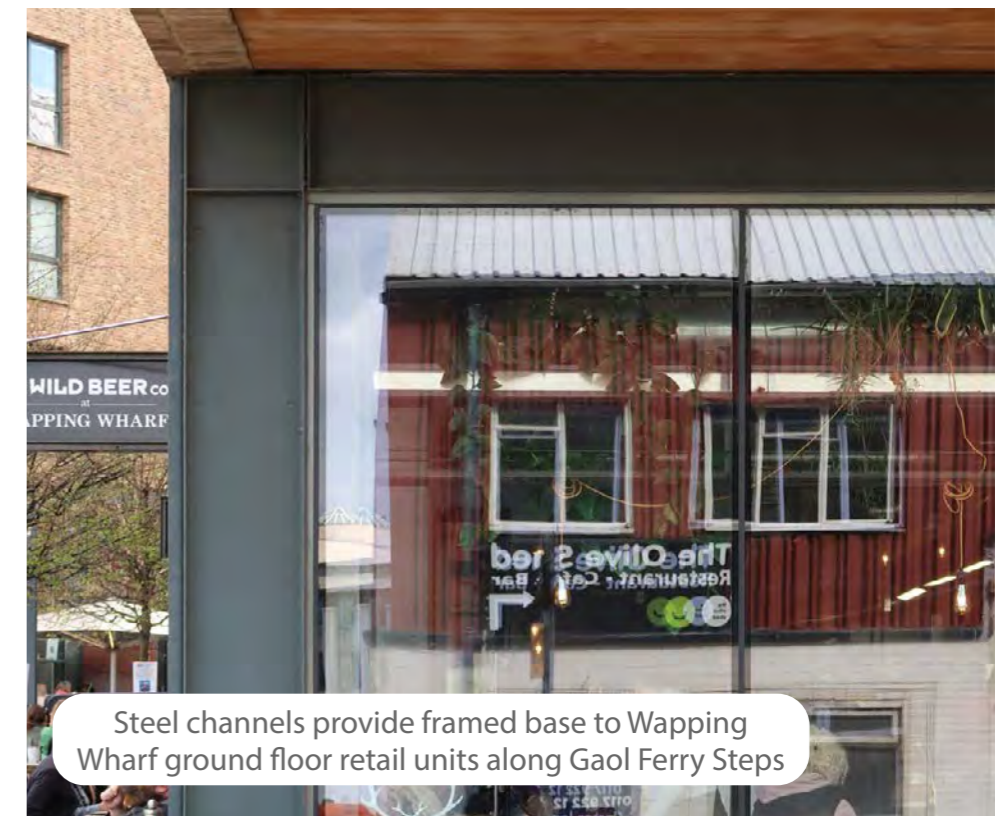
As identified within the City Docks Conservation Area Character Appraisal there is extensive use of brickwork, render and industrial metal within the character zone. The historic materials used on Watershed (below) have been replicated around M Shed and earlier phases of Wapping Wharf, as well as further west along the wharf in early 2000s apartment blocks. This mixture of brickwork and industrial metal is the predominant and most successful material used around the site.



Strong rhythm of industrial columns



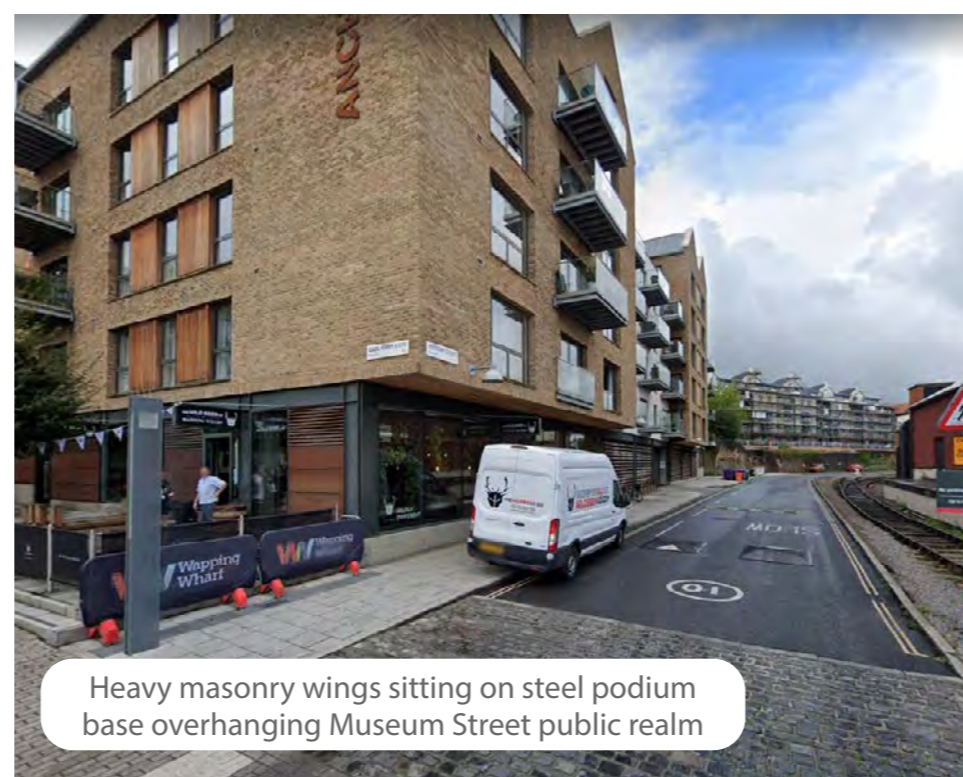
Expressed steel channels to the rear elevation of M Shed



Steel channels provide framed base to Wapping Wharf ground floor retail units along Gaol Ferry Steps



Other use of expressed steel channels around southern side of Floating Harbour



Heavy masonry wings sitting on steel podium base overhanging Museum Street public realm

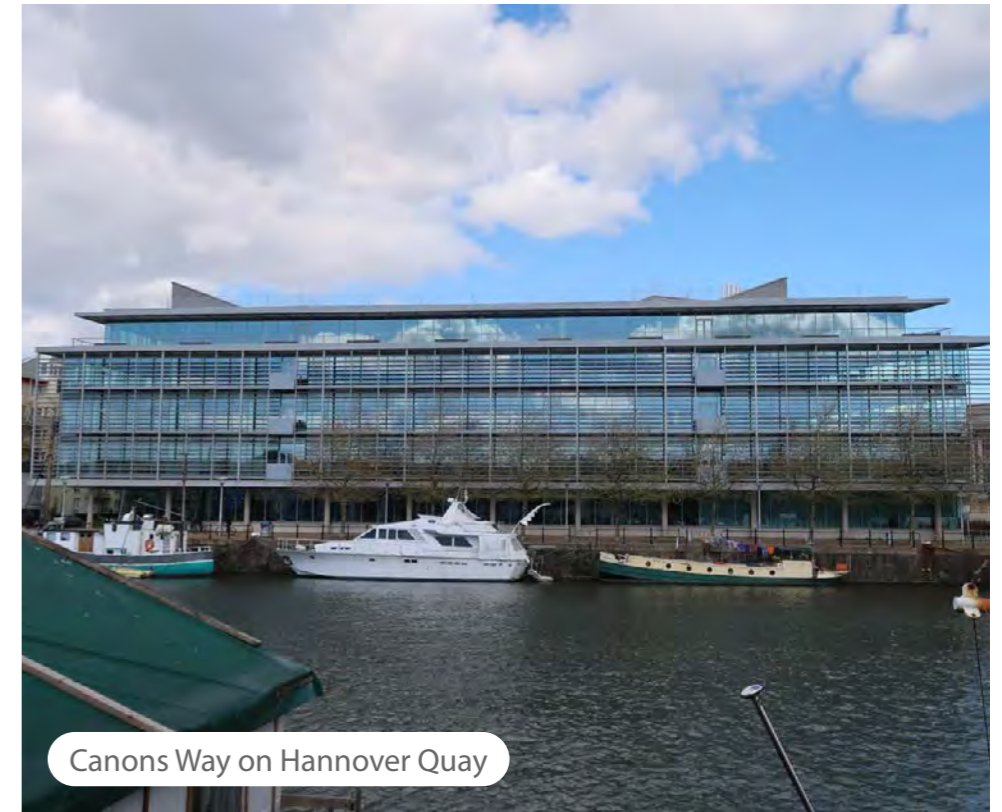


Distinct mixed colour brickwork panels to south elevation of M Shed

CHARACTER ANALYSIS

BUILT CONTEXT: NORTH

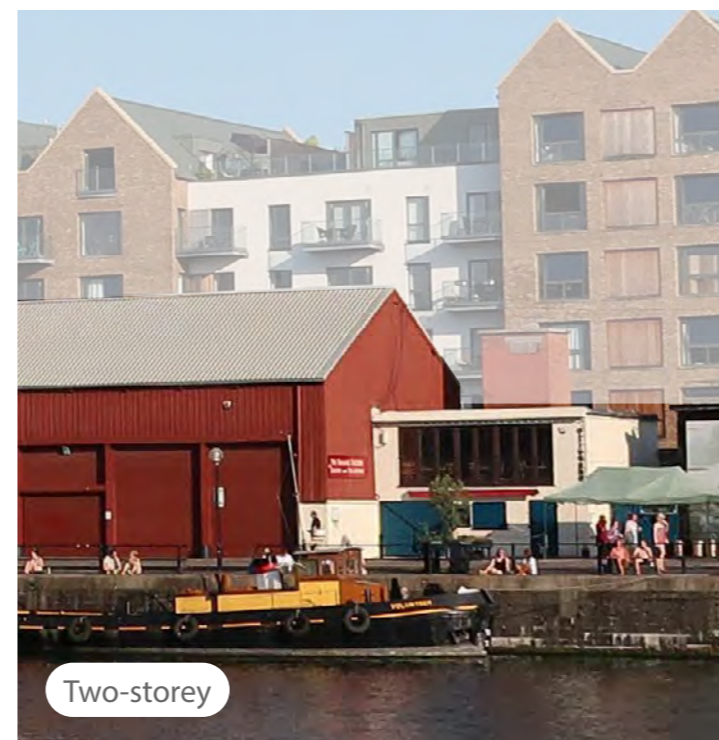
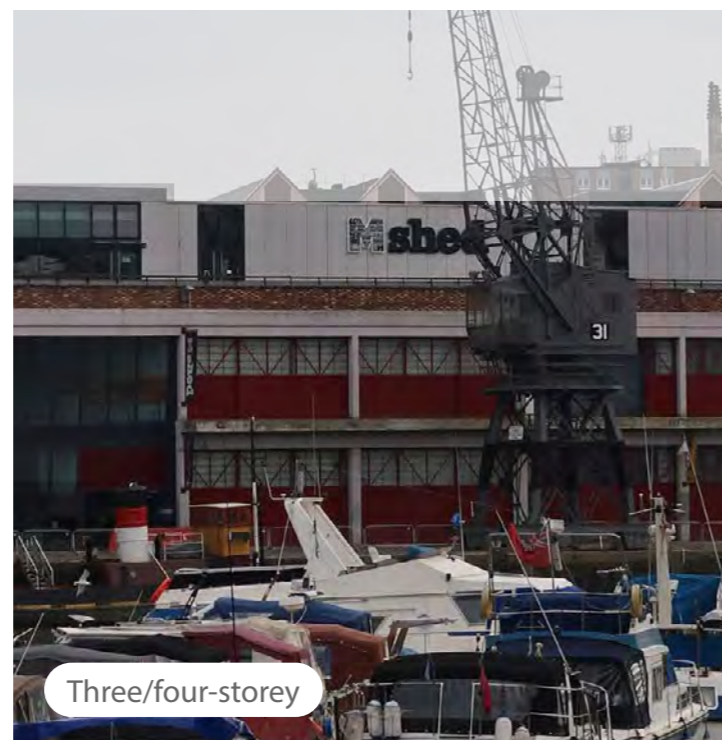
The northern edge of the harbour is a mixture of residential, leisure and office developments of mixed quality and a variety of materials and styles.



CHARACTER ANALYSIS

BUILT CONTEXT: SOUTH 'FOREGROUND' BUILDINGS

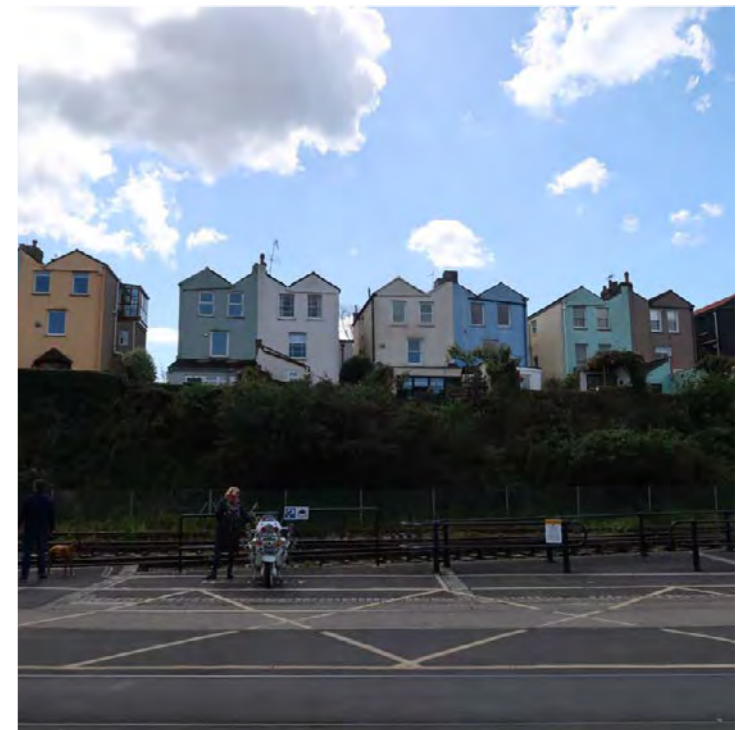
The southern edge of the floating harbour presents itself in two 'layers' with a foreground industrial edge and a backdrop of residential development. The foreground edge consists of open areas between a series of former industrial buildings. The materials and character vary significantly and the scale increases from west to east stepping up from one storey at Brunel's Buttery to six storeys at Merchants House



CHARACTER ANALYSIS

BUILT CONTEXT: SOUTH 'BACKDROP' BUILDINGS

Set back from the harbour edge by around 40m are a series of residential buildings that sit up above the railway lines. Starting as the rear façades of buildings that face Cumberland Road, the buildings also step up in scale from west to east, culminating at seven stories with the Anchorage apartment building (Wapping Wharf phase 1). Aside from Anchorage, the quality of the buildings is generally poor and dated. There is a common characteristic of small pitched roofs. Anchorage provides a successful transition from render to brickwork.



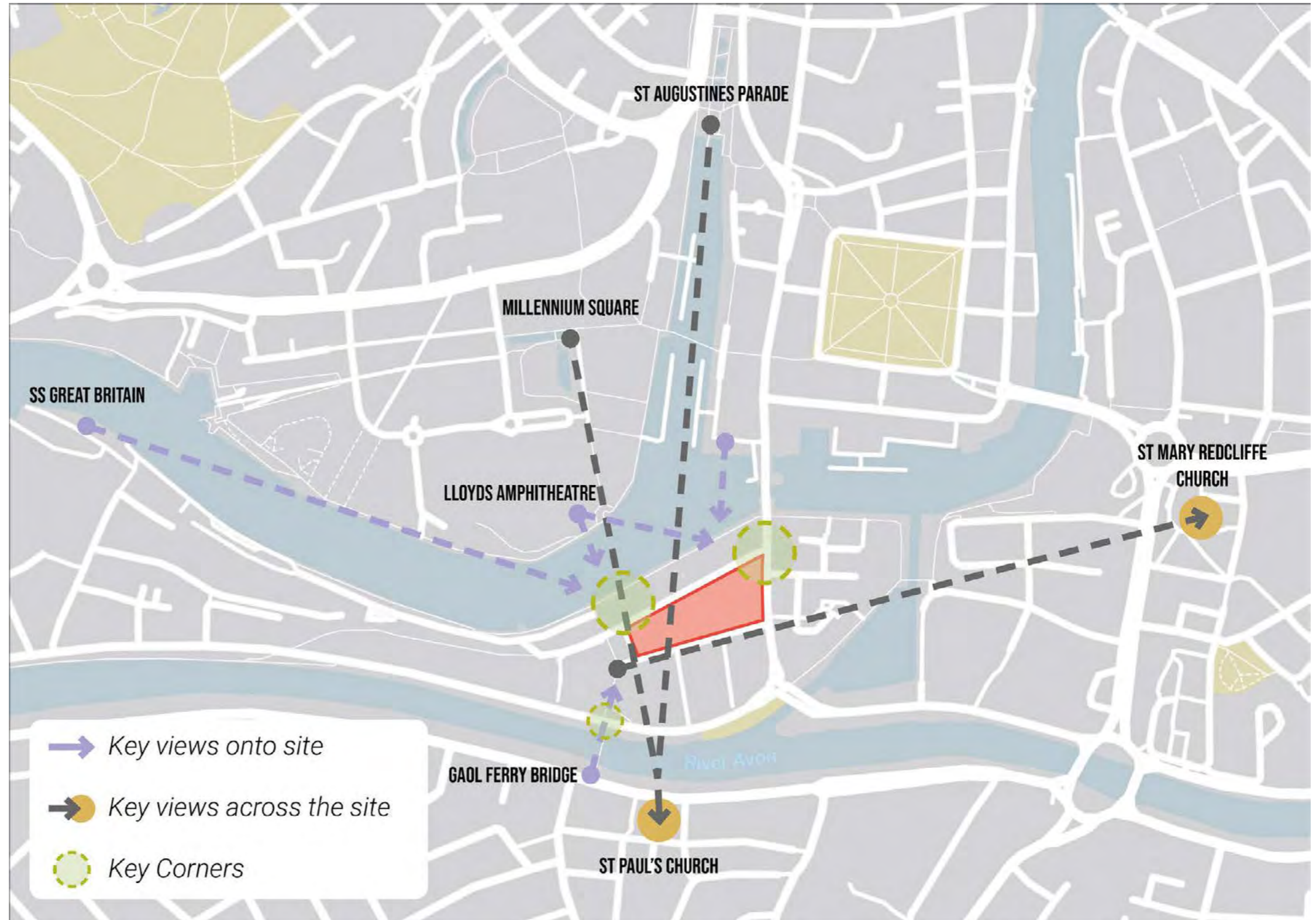
Adjacent buildings shown gradually stepping up from west to east and transitioning from render to brickwork

ANALYSIS

SITE HISTORY - MASTERPLAN


The site-wide planning consent was originally granted in 2007 (ref: 04/04126/P) and extended in 2014 (ref: 11/01842/R). This permission has now lapsed. The forthcoming planning application submission proposes to evolve the parameters of the original masterplan in terms of quantity of accommodation and height, though the designs retain the core principles of the original masterplan. These are:


- Framing two key views of St Paul's Church tower from St Augustine's Reach and Millennium Square
- Framing a view of St Mary Redcliffe down Rope Walk
- Creating 'important nodes' at Museum Square (north west corner) and Wapping Road/Prince St Bridge (north east corner) by creating high quality buildings and public realm
- Carefully considering the views looking towards the site from the ss Great Britain and from the northern edge of the Floating Harbour




ANALYSIS


SITE ANALYSIS

 The site is surrounded by pedestrian and vehicle routes on all sides: Wapping Road, Rope Walk, Gaol Ferry Steps and Museum street. Integrating with these access roads is a key consideration that affects parking and access into the site

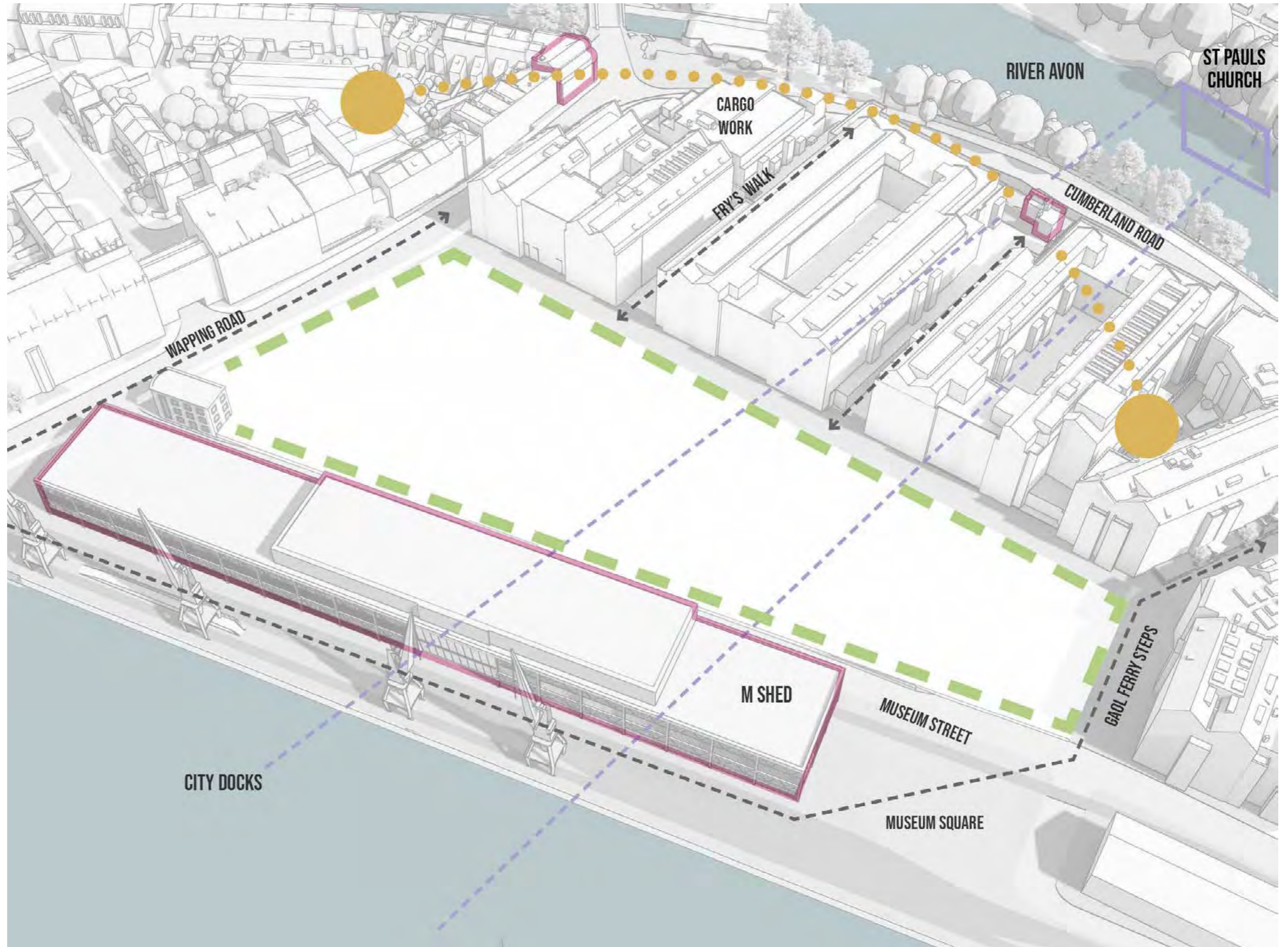
 Important listed local landmarks include the Floating Harbour, the Louisiana pub and New Gaol.

M Shed is adjacent to the site: a key landmark. The rear entrance to M Shed is opposite the site.

 The view from the Floating Harbour to St Paul's Church in Southville is considered important.

 Access routes from Wapping Wharf Phase 1 and Phase 2.

The site receives plenty of sun with little overshadowing.

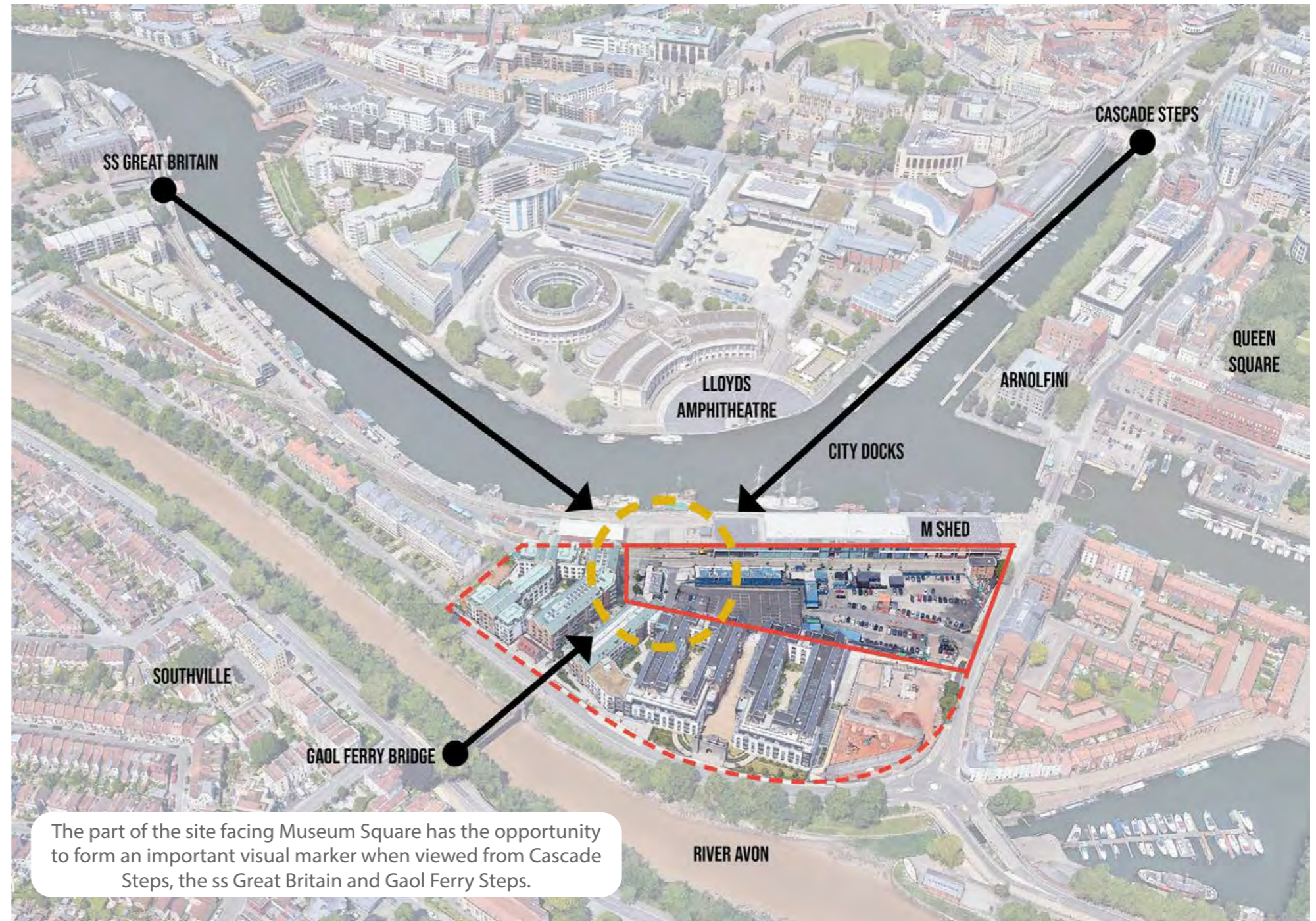


SITE OPPORTUNITIES & DESIGN CONCEPTS

SITE OPPORTUNITIES

UNDERSTANDING THE SITE PROMINENCE WITHIN THE CITY DOCKS

- The aerial view shows how the development site overlooking Museum Square sits on the bend of the River Avon / Floating Harbour. It forms an important node within the city with Beacon Tower to the north and the ss Great Britain to the west.
- The southern edge of the Floating Harbour consists of buildings of varied character and height (foreground and backdrop buildings) that gently rise from west to east towards the North Plot development site
- The part of the site overlooking Museum Square has the potential for a contextual taller building that is well located, to reinforce the spatial hierarchy of the city






SITE OPPORTUNITIES




THE POTENTIAL FOR CONTEXTUAL TALL BUILDINGS

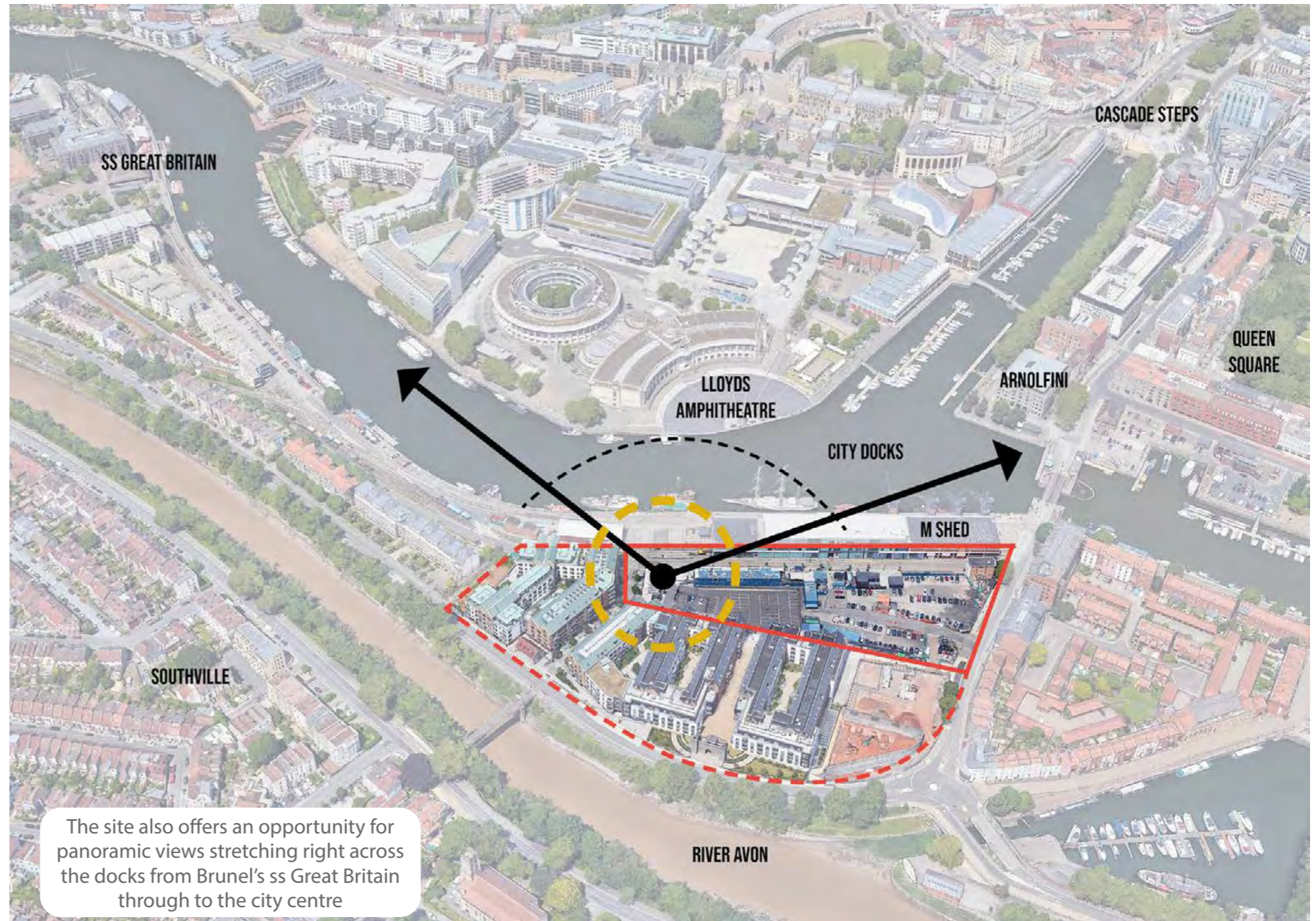
The Urban Living Supplementary Planning Document (SPD) provides the following guidance:

- Undertaking an assessment of whether there are any views into and from the site that merit a design response
- Areas of varied character offer opportunities for varying form and character including amplifying building heights, or in strategically located areas, creating a contextual tall 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.

Extract below from Urban Living SPD providing definition of prevailing building heights and an example of contextual taller building:

		
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

		
1 East Street, Bedminster (uniform prevailing building height)	3 King Street (varied prevailing building height)	2 Wills Memorial (uniform prevailing building height with landmark building)



SITE OPPORTUNITIES

KEY DESIGN PRINCIPLES

We have identified four important principles for the site within the wider city context:

- Framing the view of St Paul's Church tower
- Creating a backdrop to M Shed
- Providing a new focal building facing Museum Square that is contextually taller
- Taking advantage of the views across the city and harbour

1. VIEWS ACROSS HARBOUR

The site's location on the bend of the river provides an opportunity to let the public see the stunning views along the harbour and across the city.



2. LANDMARK OPPORTUNITY

Creating a striking building facing onto Museum Square which becomes a backdrop for this important civic space and helps people find their way around the harbour



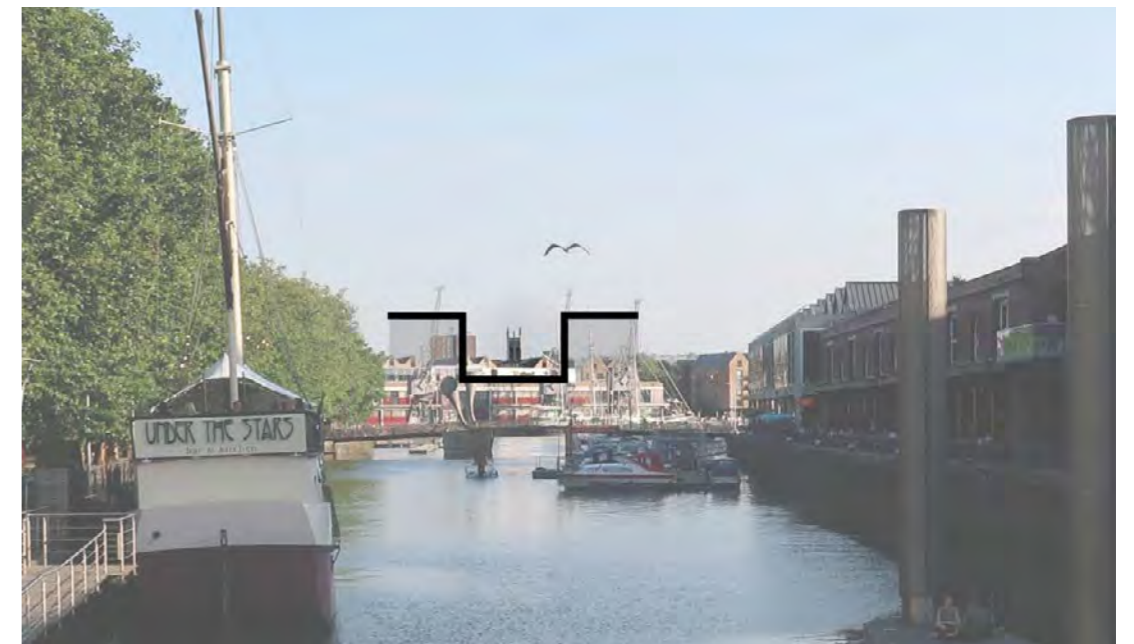
3. RELATIONSHIP WITH M SHED

Designing high quality buildings that create a backdrop to M Shed, whilst being sensitive to the need to protect important heritage assets



4. FRAMED VIEWS OF HERITAGE

New buildings should frame the view of the historic St Paul's Church in Southville

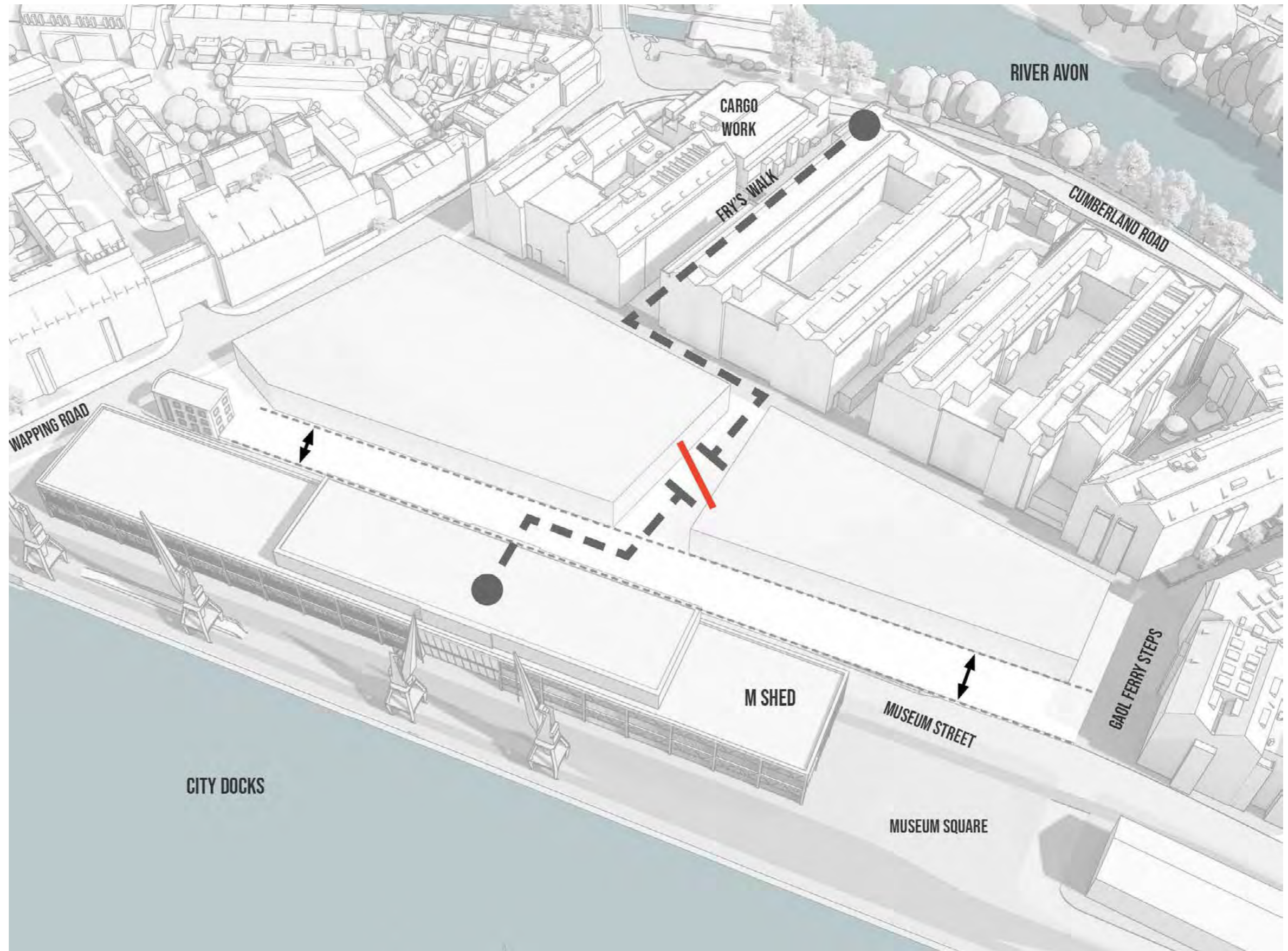


DESIGN CONCEPTS

CREATING A PODIUM LAYOUT

Analysis of the elapsed 2006 masterplan:

- The ground floor shown right follows the original masterplan massing
- Although originally design as a drop-off loop for M Shed, the road through the plot does not relate to the rear entrance of M Shed or the new streets from Wapping Wharf Phase 2
- The street widening line to allow for a rapid transit stop to be placed along Museum Street is no longer relevant

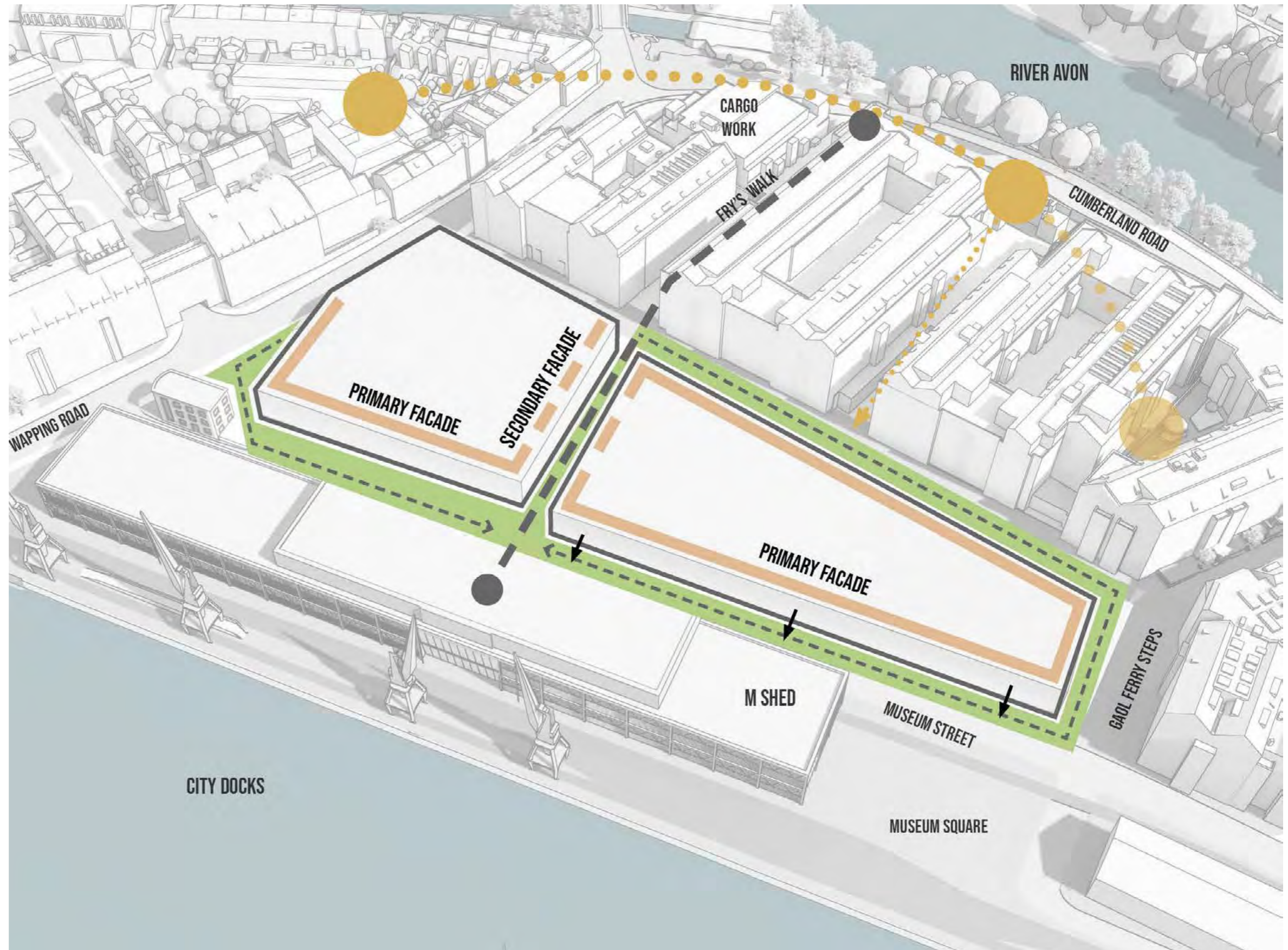


DESIGN CONCEPTS

DEVELOPED PODIUM LAYOUT

The division of the plots is taken back to first principles:

- The cut-through between the two blocks is amended to connect the rear entrance of M Shed through to one of the Wapping Wharf cut-throughs
- The west block moved closer to the harbour to allow for a south facing public realm
- This creates a higher quality public amenity but also creates a more dynamic site layout where visitors are encouraged to walk around the site

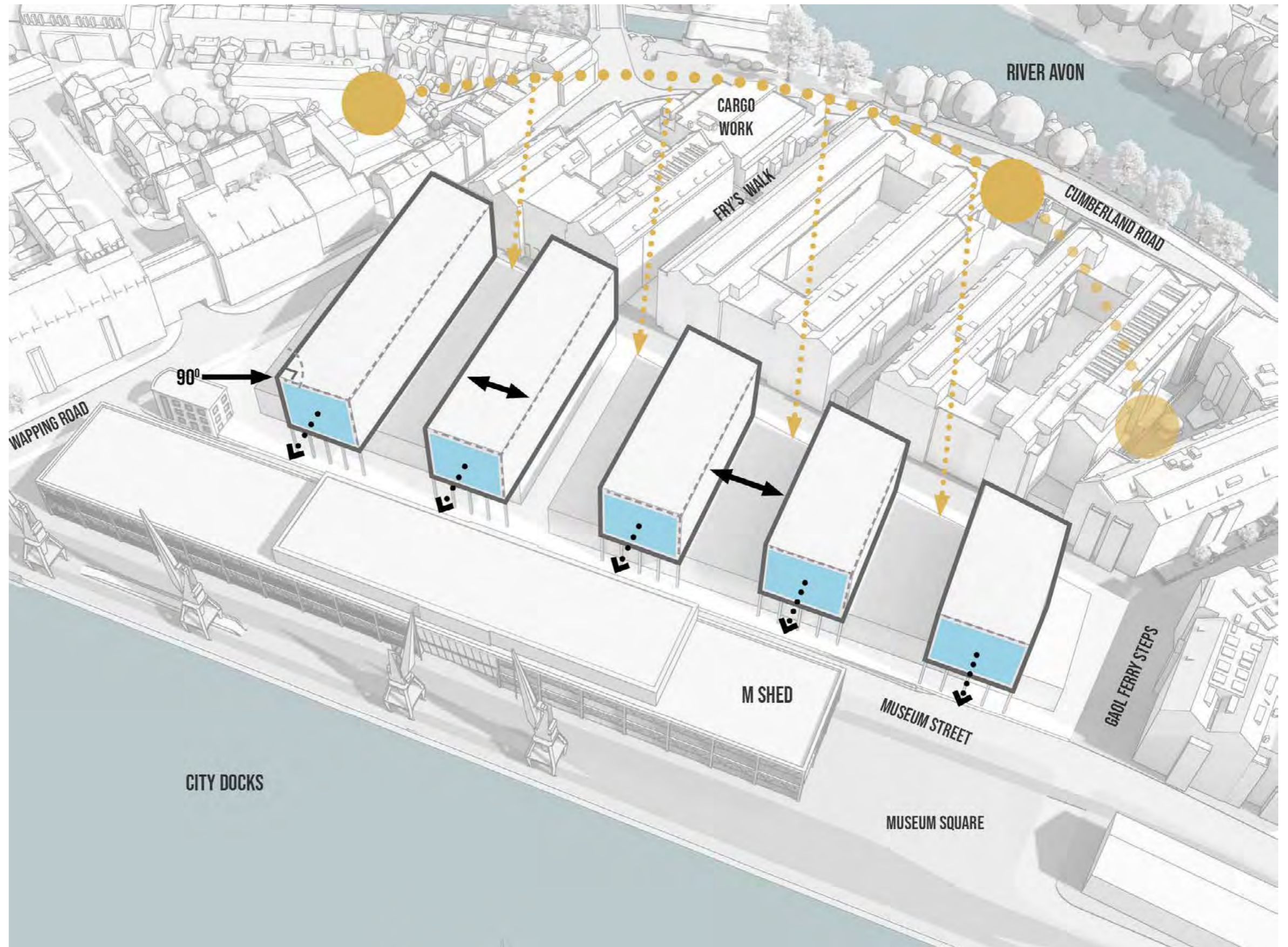


DESIGN CONCEPTS

WING ORIENTATION RELATING TO M SHED

By rotating the scheme to relate to M Shed:

- The blocks can be 'squared off' against M Shed - allowing for a lot more 90° corners
- The wings are reduced and widened to allow for a central corridor with single aspect apartments facing east and west creating more efficient circulation space and more homes
- Fewer wings also allow for wider courtyards that let in more sun and create a more private space
- By rotating the blocks so they are perpendicular to the harbour, there is a greater opportunity for harbour facing apartments and views
- Jubilee House is retained and the east block is set back to reduce the impact of the scheme on Wapping Road

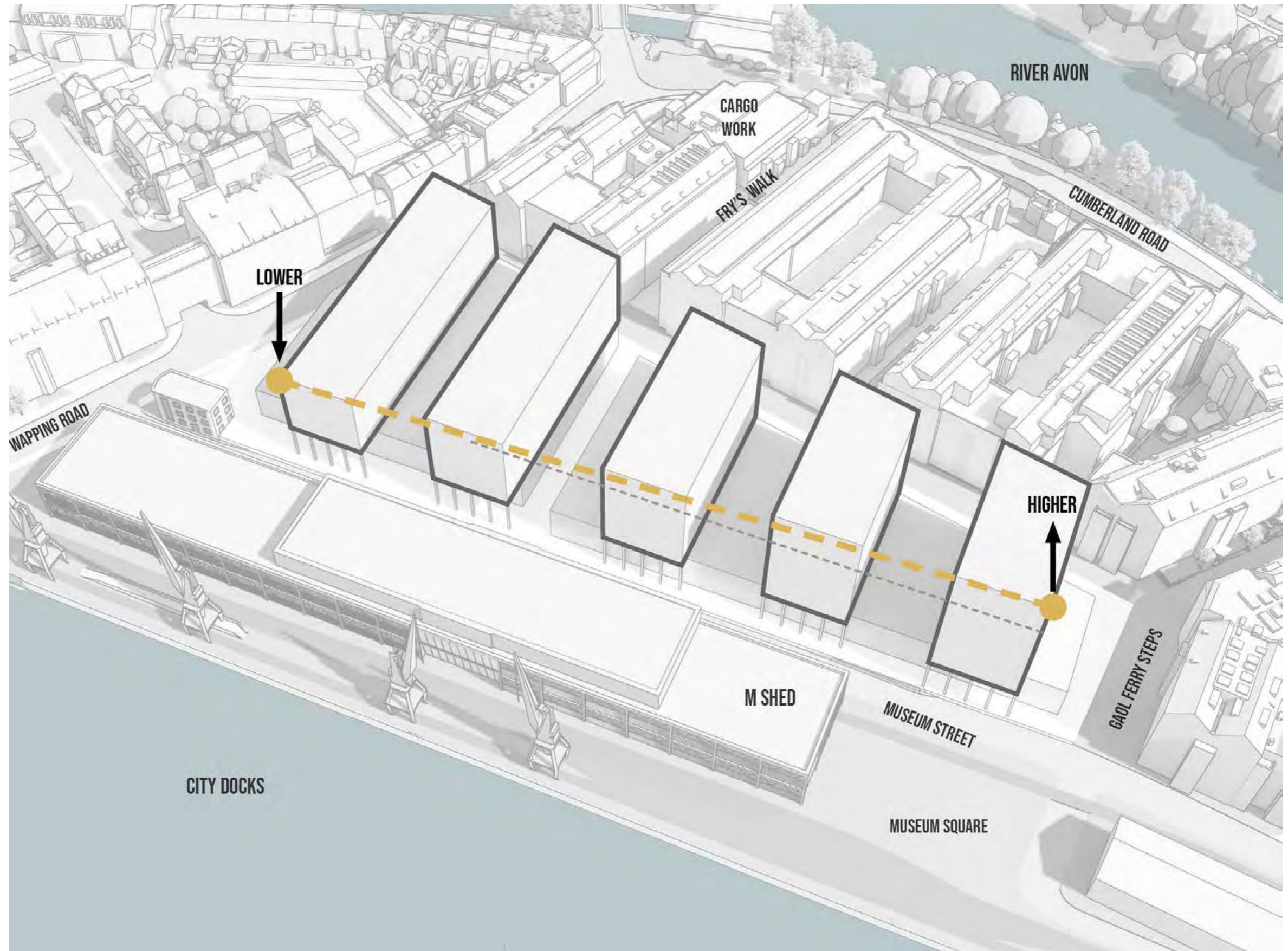


DESIGN CONCEPTS

VARYING THE HEIGHTS TO SUIT CONTEXT

The building heights are dictated by the following:

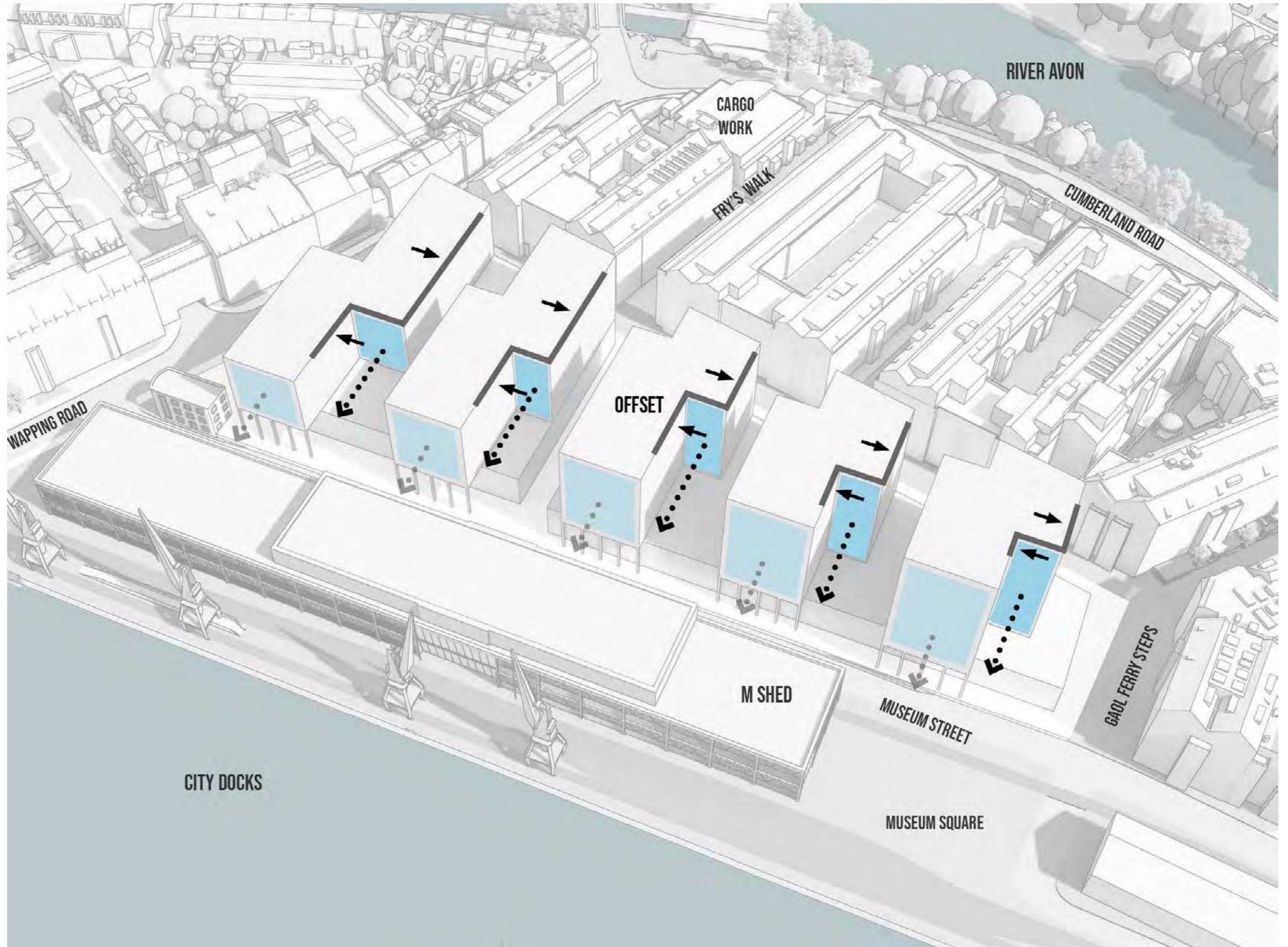
- The blocks step down progressively to relate to Wapping Road
- The west block is increased in height to 'bookend' the scheme and provide a landmark building in this key location
- This progressive approach allows the site's potential to be maximised
- Most flats will have views out across the city either towards Southville, over the Harbour or towards Redcliffe



DESIGN CONCEPTS

OFF-SETTING WINGS

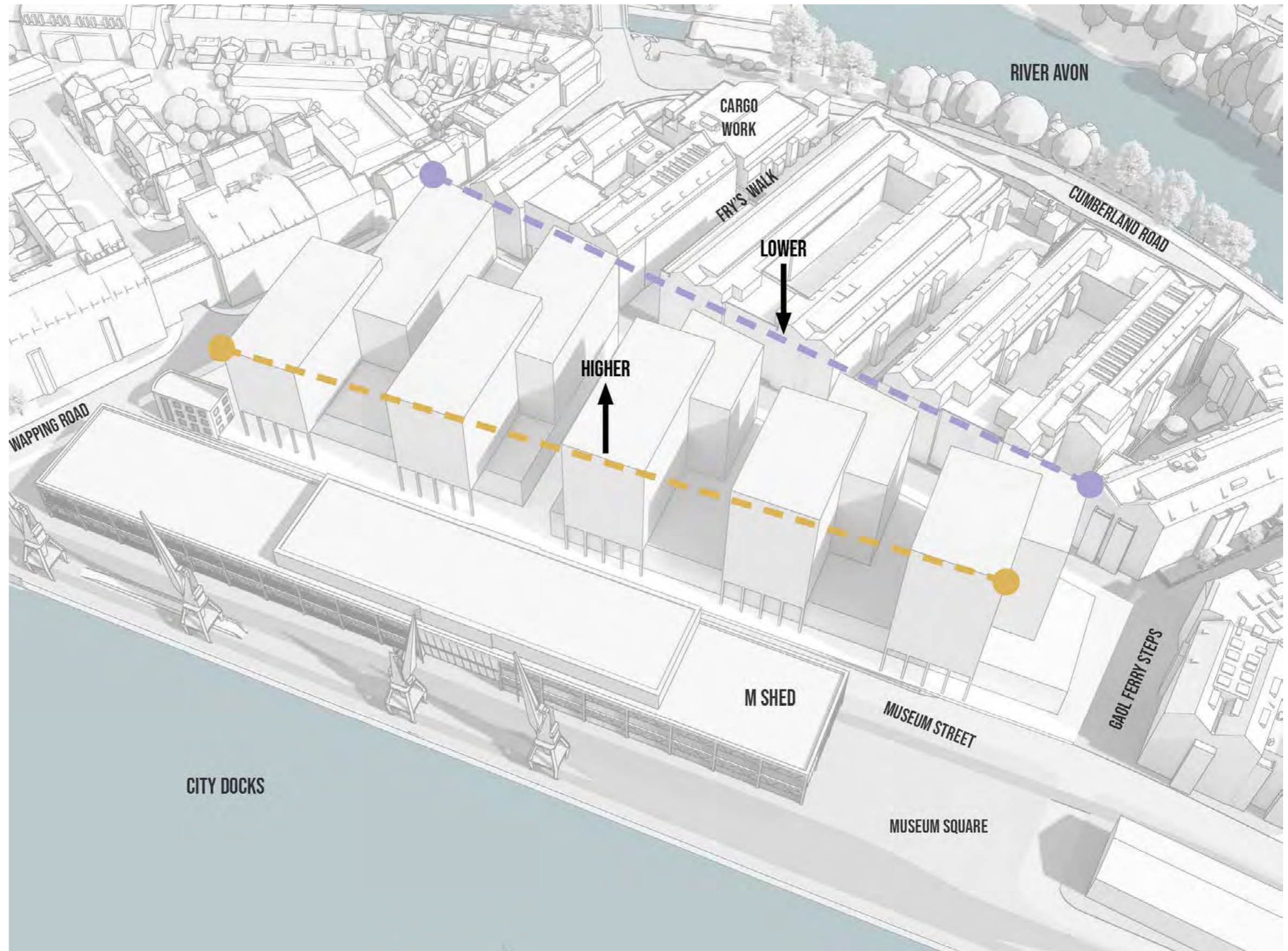
- Maximises the number of apartments with harbour views
- Breaks down the massing of the blocks to reduce the visual impact



DESIGN CONCEPTS

STEPPING THE WINGS TO BREAK DOWN FORM

- The shorter wings facing Rope Walk reduce the visual impact on Phase 2 residents
- The taller wings facing the harbour will provide the best views over M Shed and provide highly desirable apartments

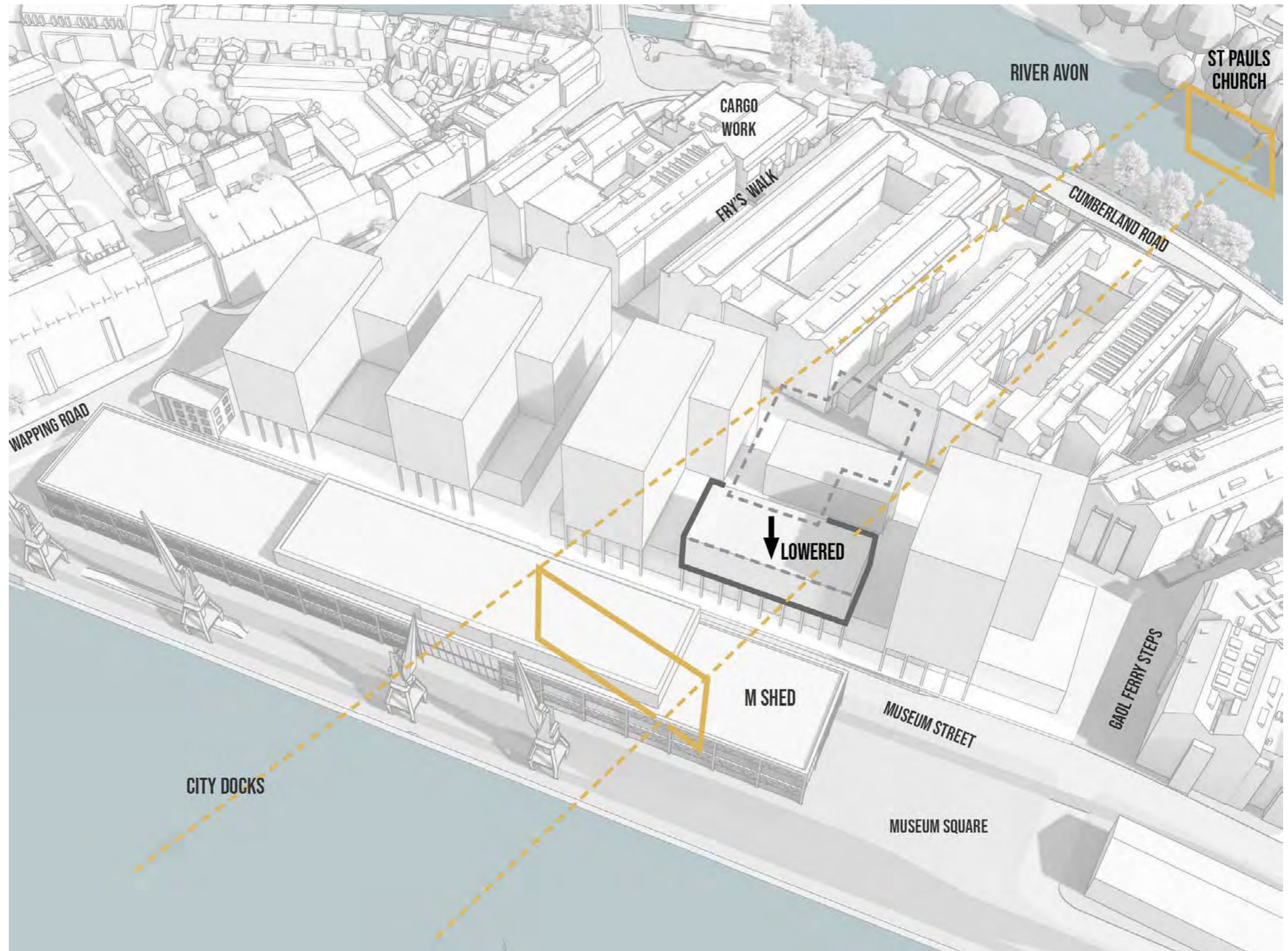


DESIGN CONCEPTS

VARYING THE HEIGHTS TO SUIT CONTEXT

The building heights are dictated by the following:

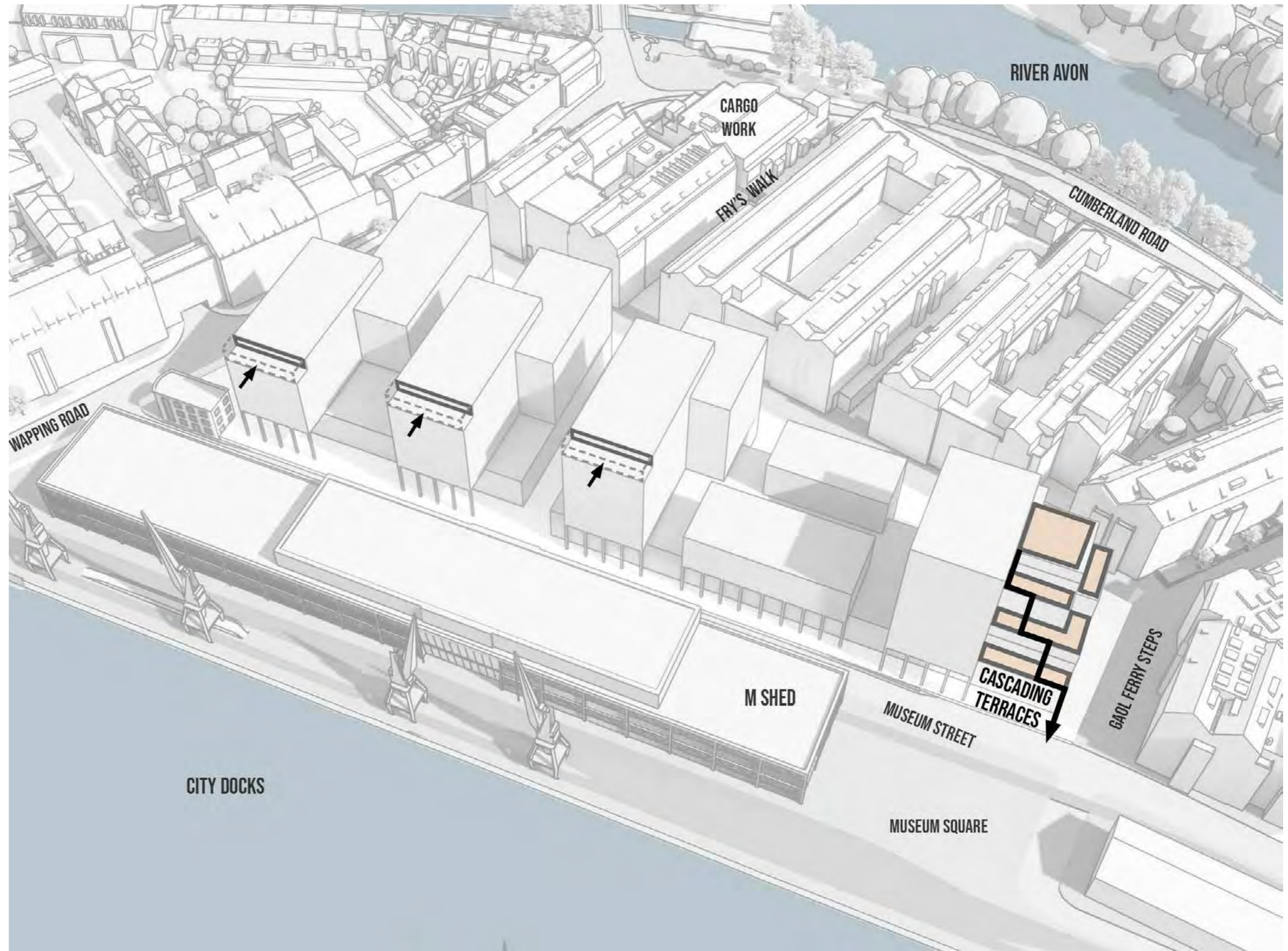
- The north side of the site is tallest as it steps up towards the city centre
- Block 2 is dropped to preserve the view of St Paul's Church tower



DESIGN CONCEPTS

CREATING RECESSES & TERRACES

- The top floor facing Wapping Road is set back to reduce impact on Museum Street and the cranes
- Terraces are added to Block 1 to create outdoor amenity spaces

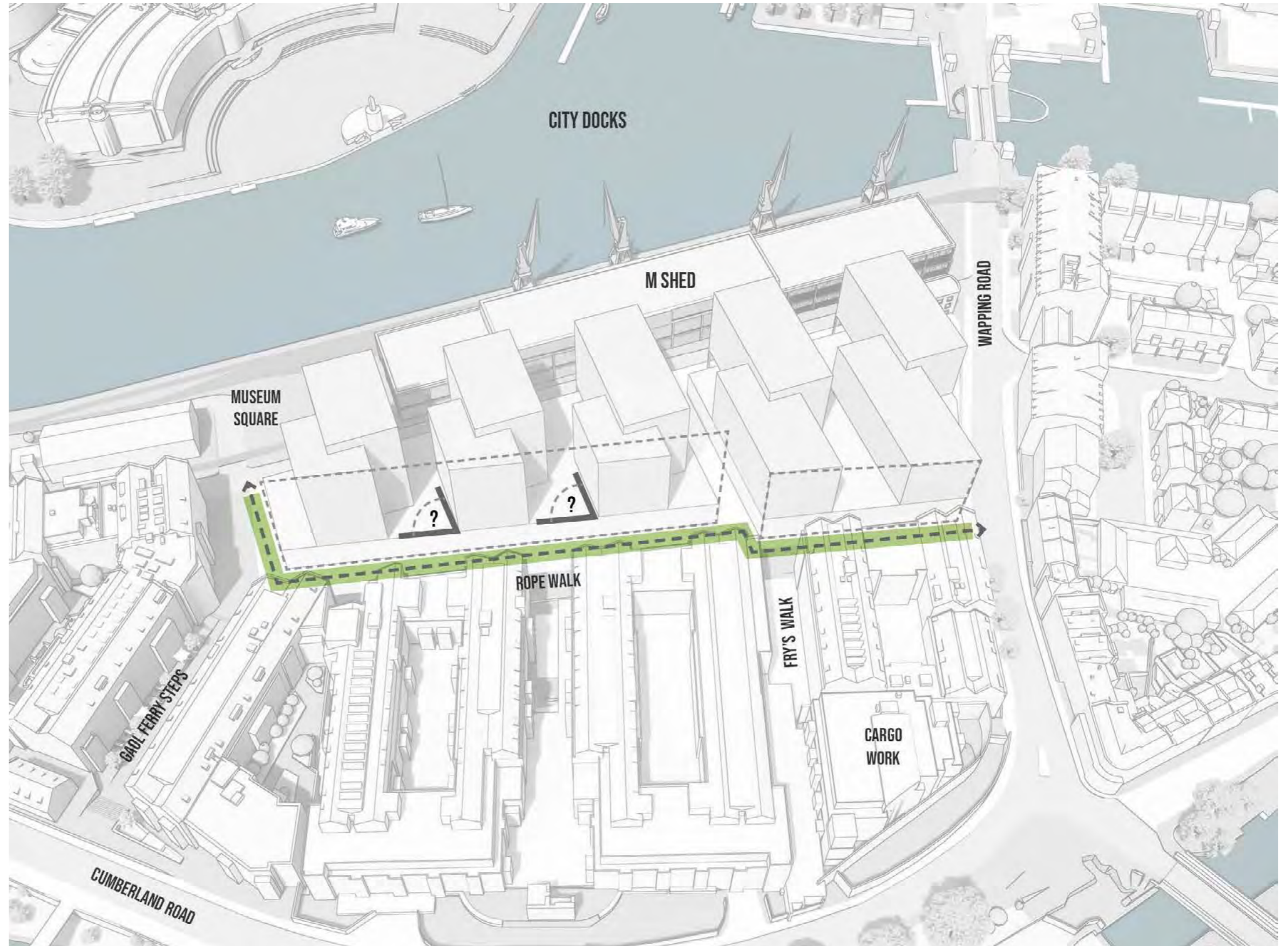


DESIGN CONCEPTS

ROPE WALK FRONTAGE

The rear of the scheme could be aligned to Rope Walk but this has the following negative implications:

- Introduces awkward angles that result in inefficient internal spaces
- Whilst the public realm is sunny, it is not very diverse and does not provide opportunities for visitors to explore

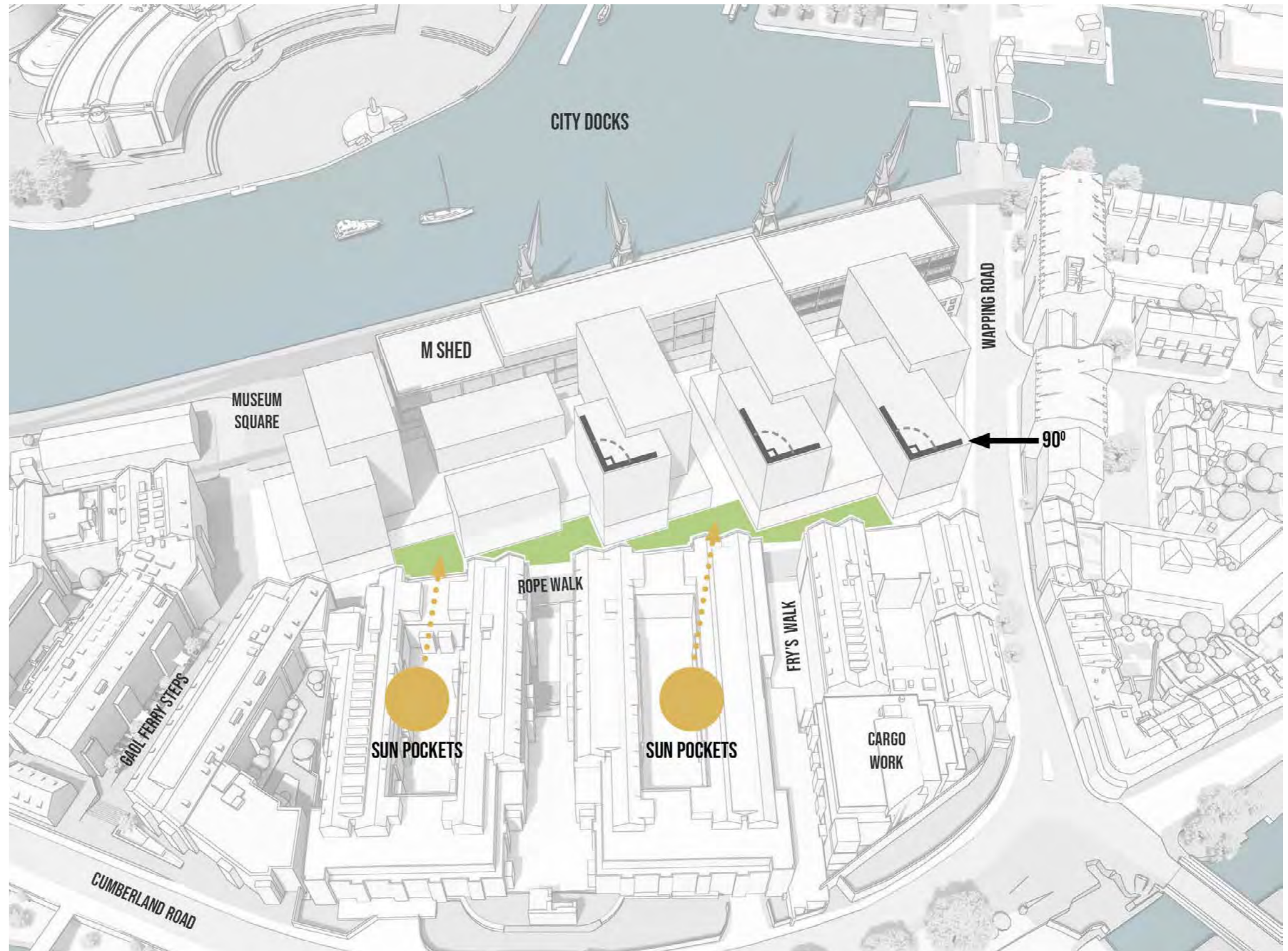


DESIGN CONCEPTS

MORE DIVERSE PUBLIC REALM


By rotating the rear courtyards:


- By 'squaring off' the courtyards this changes the streetscape from one long street to a series of courtyards. Each has the potential to take on its own identity and could potentially be spill-out suntraps for retail units
- More 90° angles and fewer bespoke corners results in fewer flat types and a simpler structure to build






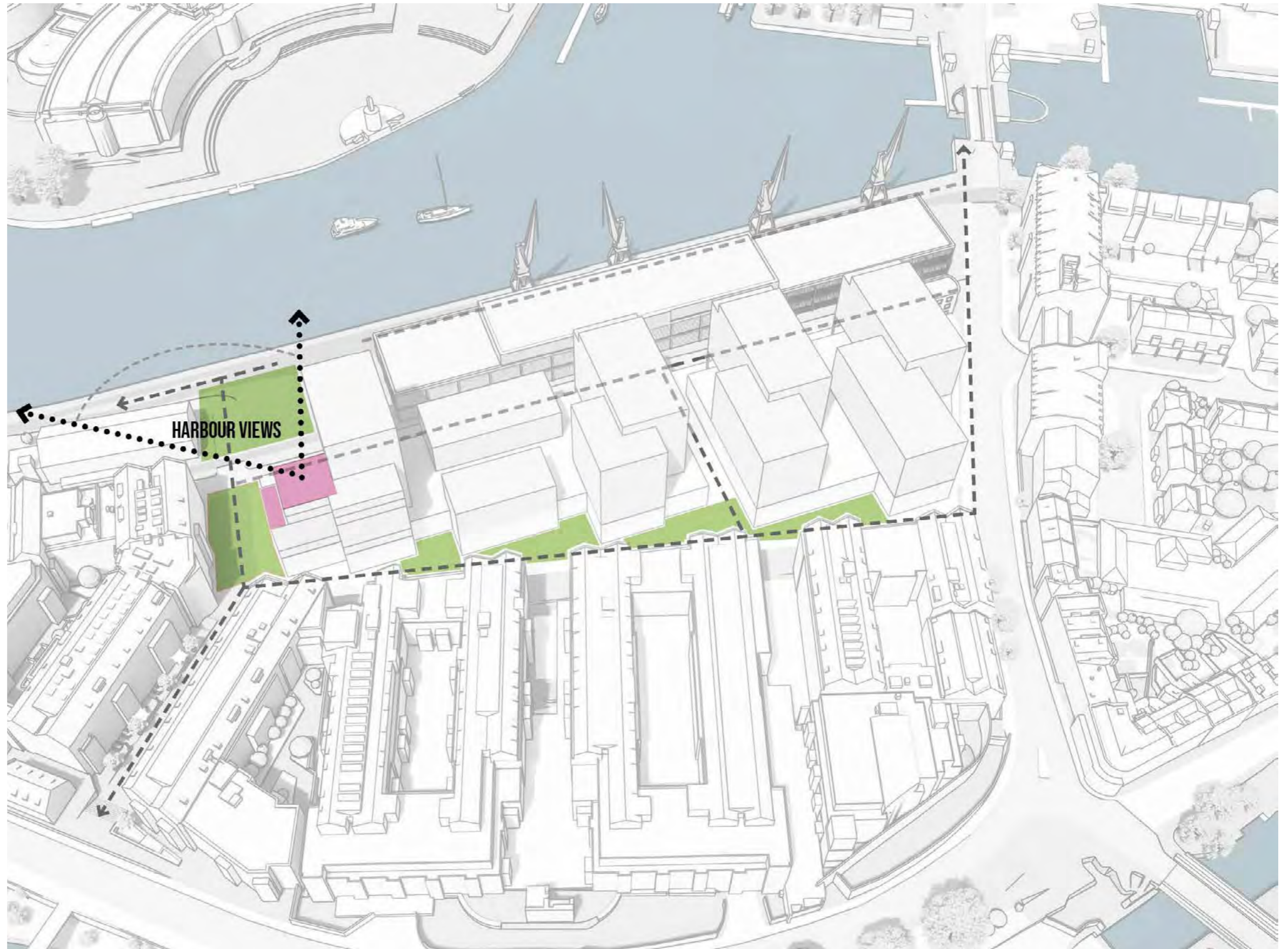
DESIGN CONCEPTS

AMENITY SPACE - PUBLIC

 Publicly accessible ground floor spaces. This includes the new sunny street square to the south elevation and the surrounding amenity spaces of Museum Square, Gaol Ferry Steps and the harbourside.

 Publicly accessible high-level spaces. This includes a series of stepping terraces up the west end block to take advantage of the spectacular views across the harbourside.

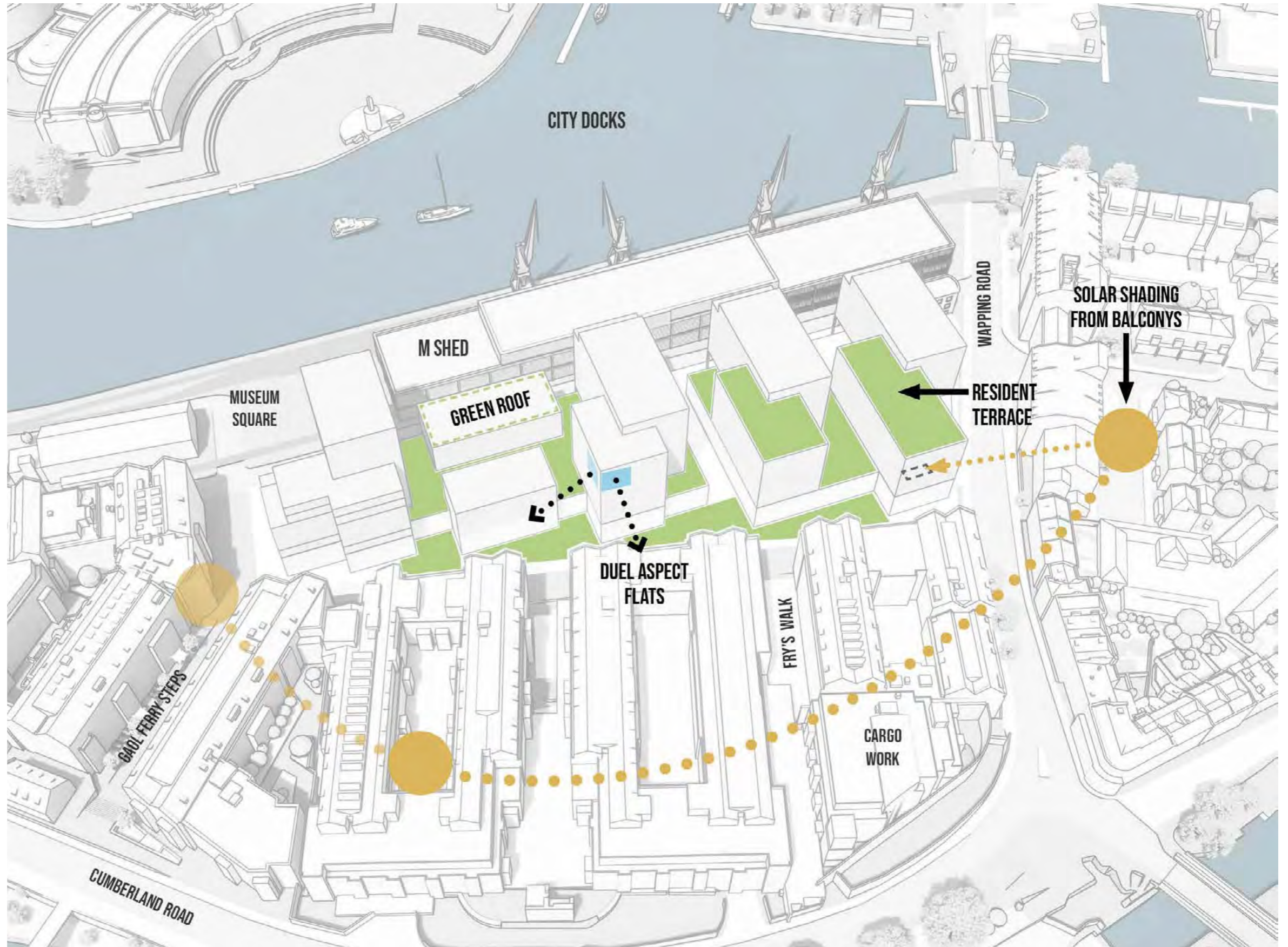
   Public amenity routes around the development showing how the proposals become an integral part of the City Docks Amenity through good quality publicly accessible streets and spaces.



DESIGN CONCEPTS

SUSTAINABILITY & BIODIVERSITY

- Low u-values to walls, roofs and windows will ensure low-energy requirements
- Biodiversity and greenery provided by planting integrated to balconies and rooftop gardens
- Sustainable energy technology including PV and air source heat pumps located on the roofs






Example planted balconies at Villa M, France by Triptyque Architecture

DESIGN CONCEPTS

MATERIALS STRATEGY

The different blocks within the scheme have been designed to accommodate the contrasting industrial styles and ideas that exist around harbourside

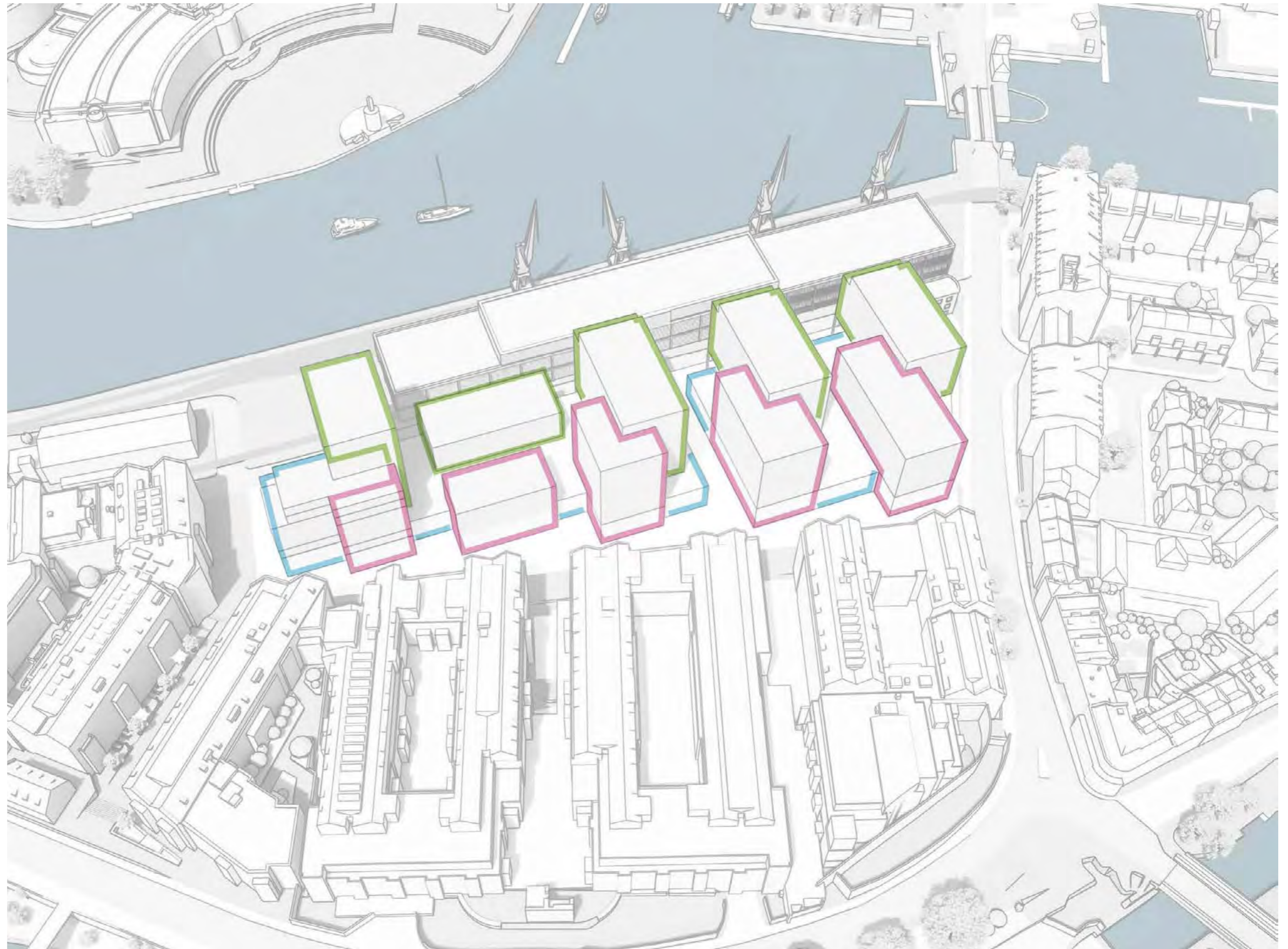
-  Industrial aesthetic influenced by CARGO and Watershed
-  Urban scale brickwork façades relating to existing Wapping Wharf buildings
-  City scale façades legible from across the harbour using an industrial palette of materials

Expressed steel frame & metal cladding in keeping with the industrial harbour aesthetic which has a gridded style that relates to M Shed, V Shed and Watershed.

Brightly painted industrial steel aesthetic which pays tribute to the CARGO development.

Lower wings step down to tie in with Phase 2 and are clad in brickwork - the materials used on these wings create an aesthetic bridge between Phase 2 design and the industrial style parts of the North Plot.

Subtly coloured infill panels to the harbourside towers will be used to create variety within the blocks. The use of strong colour schemes for internal decoration echos the coloured terraces found around Totterdown and Clifton.

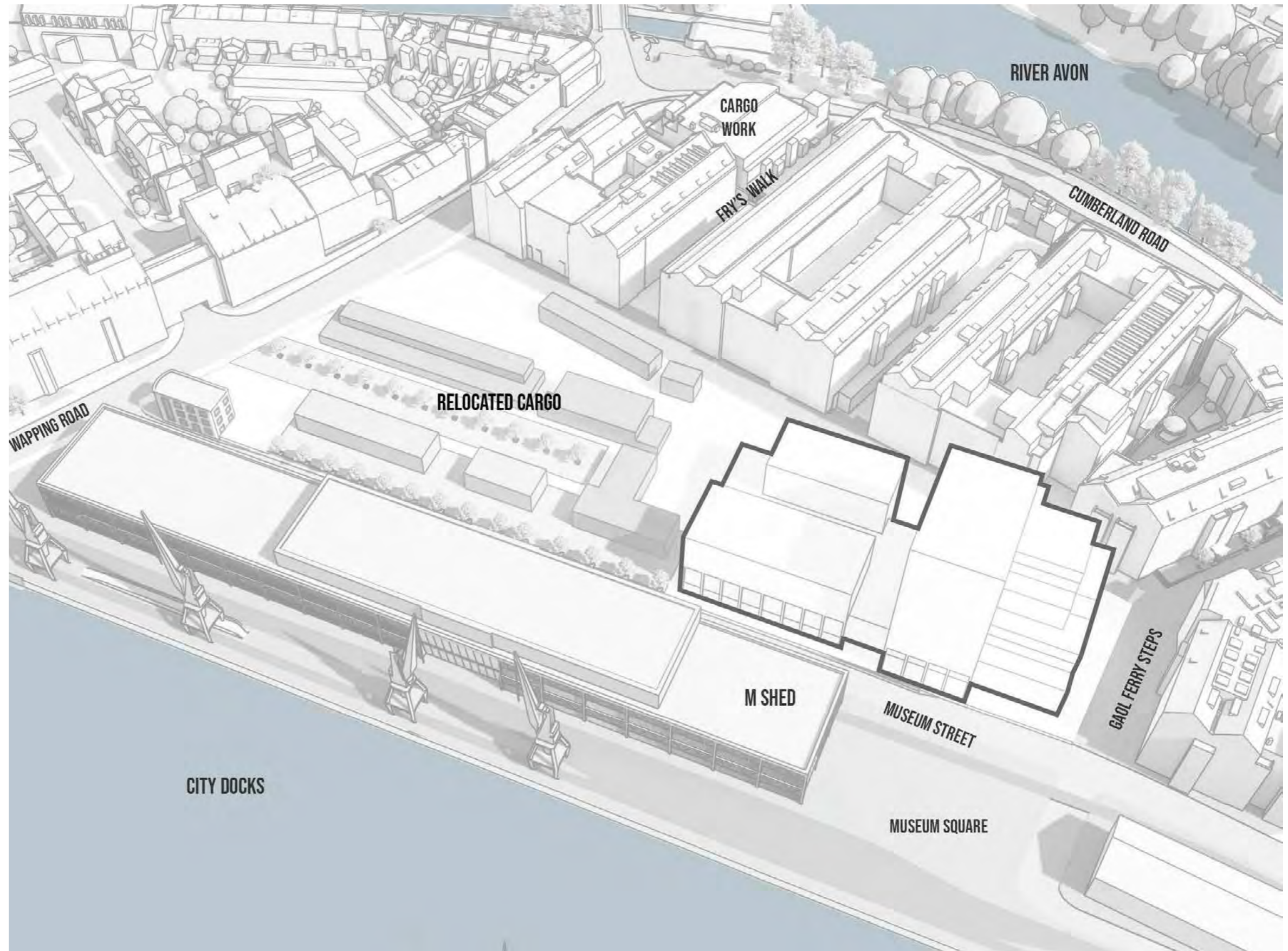


PHASING

PHASE 1A

CARGO shipping containers are relocated to the existing car park area to the east of the site so existing businesses can trade during Phase 1 construction.

Phase 1A will see construction of a new parking basement, CARGO Hall, stepped restaurants and residential units, including 20 affordable homes.

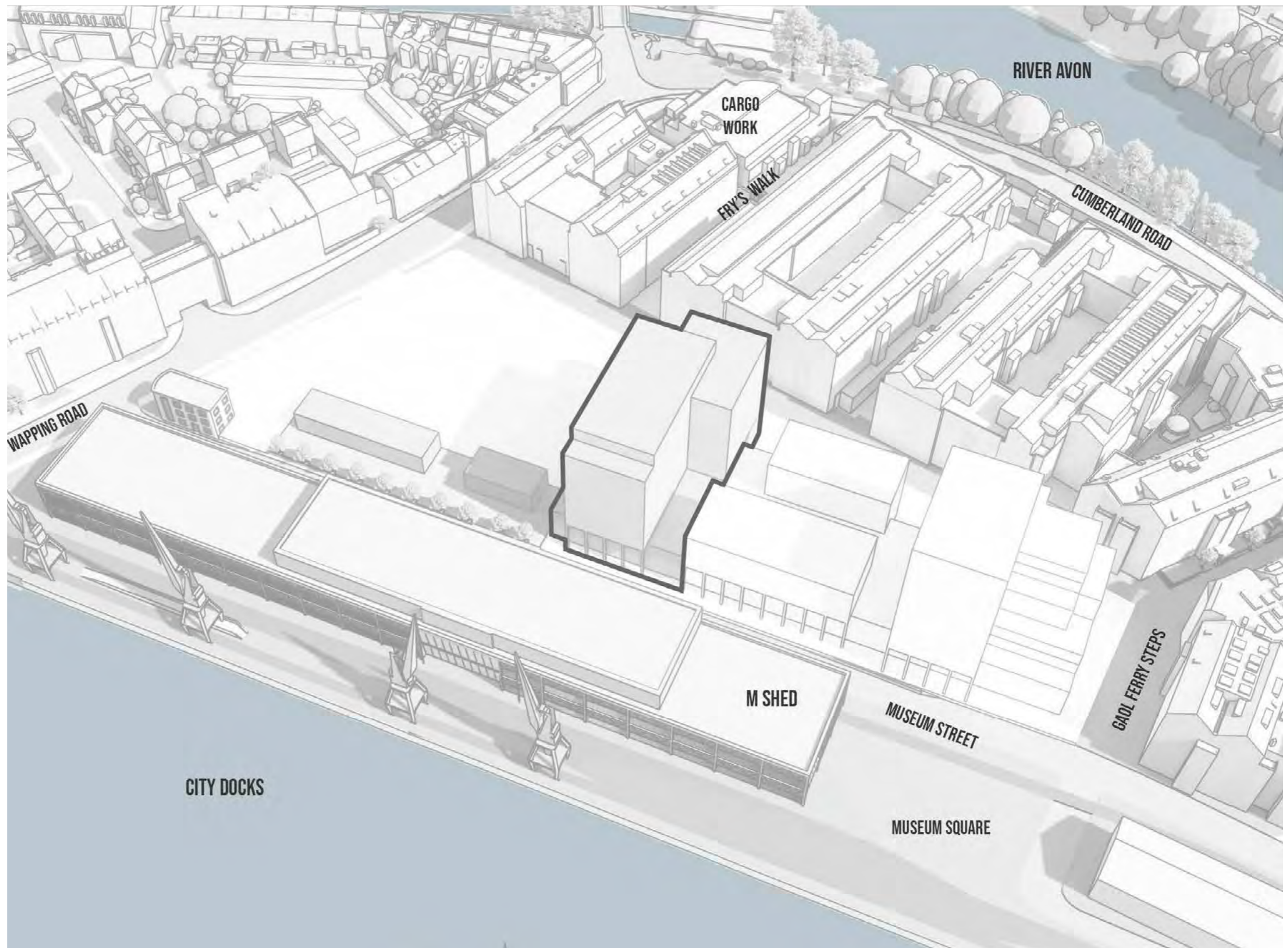


PHASING

PHASE 1B

Once the CARGO businesses move into their permanent home, the shipping containers will be removed and the remaining part of Phase 1 will be constructed.

This will include additional retail, apartments, gym, yoga studio and small offices.



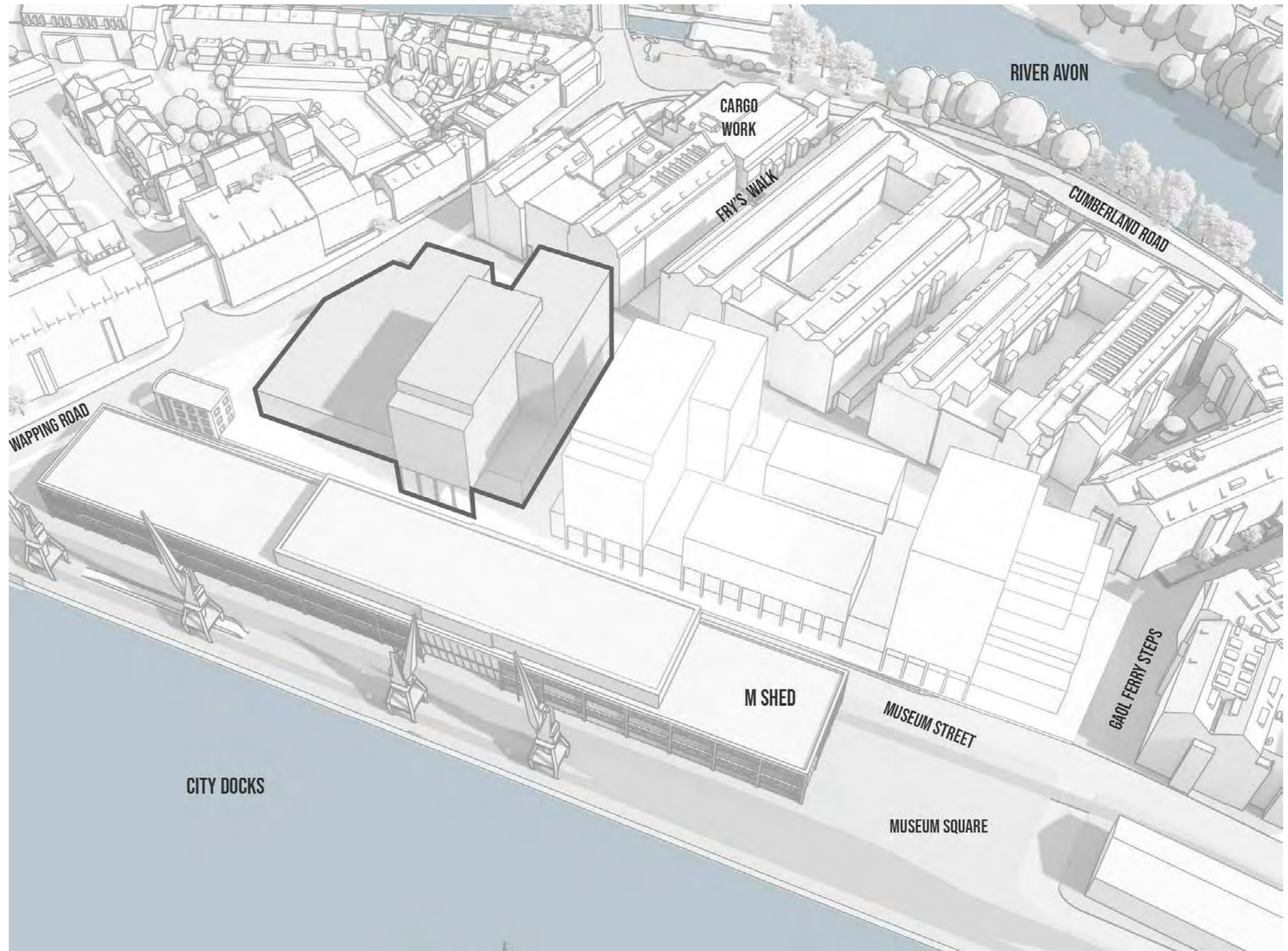
PHASING

PHASE 2A

A future reserved matters planning application will be made to obtain detailed planning permission for Phase 2.

This is likely to include ground floor offices / commercial space with apartments above.

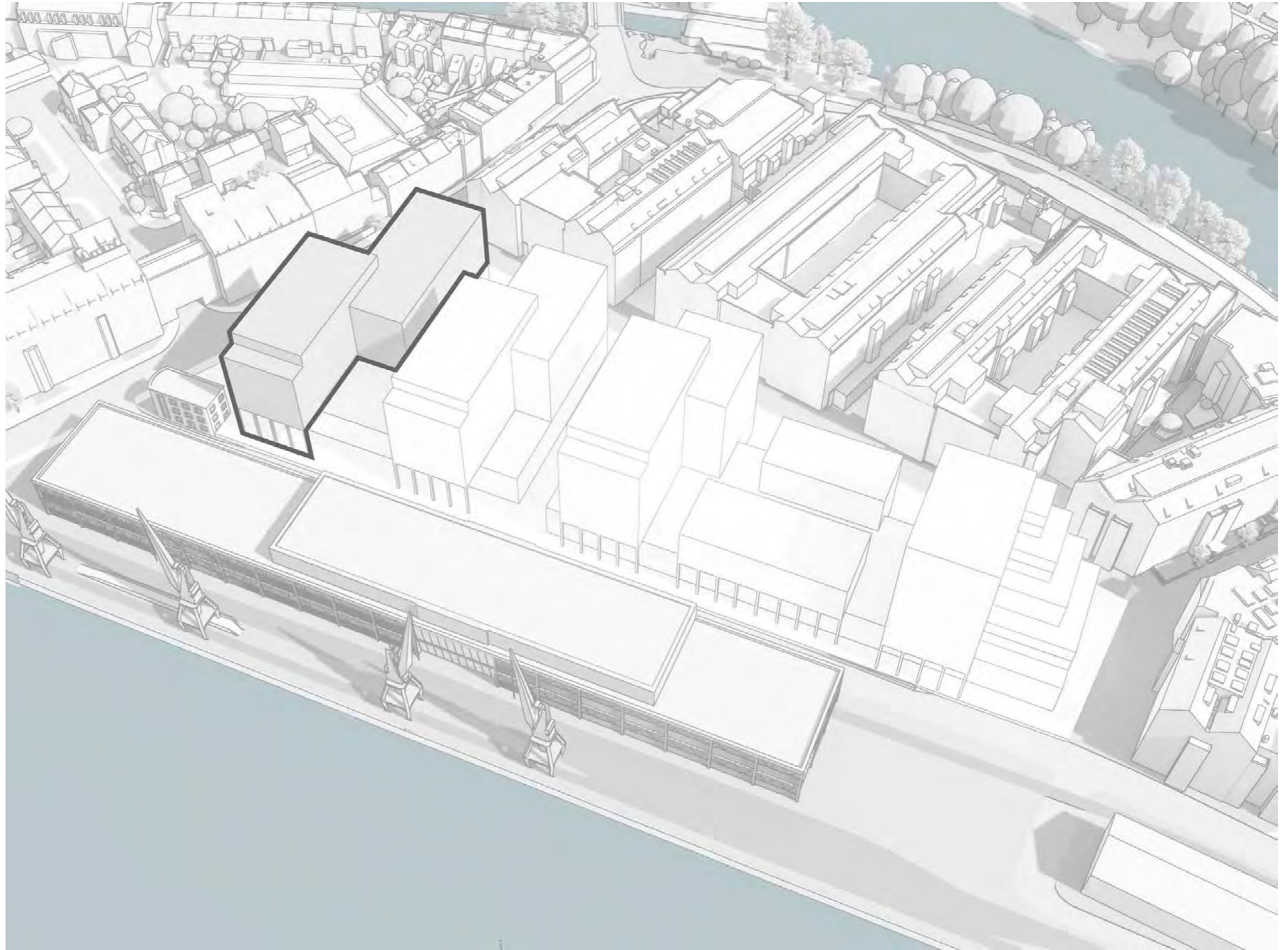
There will be additional basement car parking across the Phase 2 site.



PHASING

PHASE 2B

The construction of the two wings above podium level may be further phased to enable early delivery of part of the building.



DESIGN PROPOSALS

PROPOSALS OVERVIEW

Our Wapping Wharf North proposals enable the last piece of the jigsaw in the regeneration of this once-derelict, city centre site on Bristol's Floating Harbour. The development provides the following benefits:

1. PERMANENT HOME FOR CARGO



2. HIGH QUALITY PLACES TO LIVE



3. NEW STREETS & PUBLIC SPACES



4. FLEXIBLE WORKSPACES



5. A NEW HARBOURSIDE LANDMARK



DESIGN DEVELOPMENT

STAKEHOLDERS

Our Wapping Wharf North proposals have been developed over a long period to ensure that we have the best design possible.

We have held over twenty design workshops with a range of groups including:

- Existing CARGO tenants
- City Councillors
- City housing delivery team
- Historic England
- Design West (review panel)
- Bristol Civic Society
- M Shed

DESIGN WEST FEEDBACK

As part of the pre-application process the project was presented to Design West in January 2022. The independent review panel provided the following comments that refer to an earlier version of the design:

- Creating active frontages and attractive public realm around all four sides of the development is an admirable intent
- The design and materiality along Rope Walk appears particularly convincing
- The focal building (Block 1), when viewed from the north across the water could be a significant addition to architecture of the harbourside.
- Suppressing the height of block 2 could appear to offer a somewhat unfinished impression to the overall composition that might be resolved if Block 2 were of a different layout to the adjacent blocks.
- That the overall scheme when viewed from across the harbour was quite 'busy' due to the use of several different colours and lots of exposed metal framing.
- That an overuse of expressed steel framing and aluminium cladding might be over-engineered and carbon heavy
- That blocks 2-5 could be more 'background buildings' allowing block 1 to stand out

DESIGN DEVELOPMENT

OUR RESPONSE TO FEEDBACK

Initial designs (shown in the bottom two images on the right) aimed to distinguish between the north half of the buildings facing the harbour as steel and aluminium, with the south half facing the earlier phases of Wapping Wharf as brickwork. The front of the buildings above M Shed were all pushed forward to emphasise the skeletal steel frame. We have addressed the main comments from the review panel as follows (as shown in the top two images on the right):

- Block 2 has been redesigned so that it is a deck access scheme around a central courtyard, rather than a suppressed version of the larger blocks. This works well for Block 2 which is intended to include affordable housing including some family homes that can make use of the shared courtyard gardens.
- We have removed the multi-coloured cladding from each of the blocks to create a more muted palette and reduced the amount of visible steel framing by creating a brickwork 'frame' around the balconies that overlook M Shed.
- To address the suggestion that large amounts of steel framing and aluminium cladding was contributing to high embodied carbon we have introduced more brickwork cladding which has lower embodied carbon. We have retained the expressed steel framing on the focal building (Block 1) to differentiate it from the others and reinforce the industrial character within the harbourside.
- We have removed the tall parapets from blocks 3, 4 and 5 that overlook M Shed, and the top floor has been set back and made to appear more recessive by using a different material to the brickwork at lower levels. This has had a positive effect on the overall composition and the skyline characteristics when viewed from the west.



Updated Pre-App Design (April 2022)



Updated Pre-App Design (April 2022)



Original Pre-App Design (Nov 2021-January 2022)



Original Pre-App Design (Nov 2021-January 2022)

DESIGN DEVELOPMENT

OTHER RESPONSES TO PRE-APPLICATION COMMENTS

As suggested by Design West Blocks 3, 4 and 5 have been given a more 'background' character so that the 'landmark' building on Museum Square becomes a more distinctive focal point. This has been achieved by:

- Removing the coloured cladding and introducing more brickwork alongside a reduced amount of dark grey steel framing
- Reducing the height of Blocks 3, 4 and 5 behind M Shed by 3.8m (one storey plus reduction of the parapet)
- Setting the top floor of Blocks 3, 4 and 5 that faces M Shed back by 4m which further reduces their height when viewed from Arnolfini and Prince Street Bridge
- Aligning and spacing out Blocks 3, 4 and 5 so that they appear as a simpler, stepping series of buildings when seen above M Shed
- A more appropriate form for the lower Block 2: This has been redesigned as a deck access perimeter block with more linear street frontage, in contrast to the other taller 'finger' wings. The creation of more landscaped garden at podium level will provide a more attractive space for residents on upper floors to look down on as well as private garden terrace spaces for the affordable homes
- Reducing the 'sheer edge' to Museum Street: Blocks 2-5 have been aligned and set back from the Museum Street site boundary with a cantilever brick soffit above the footpath (in keeping with the Anchorage building on the West Plot). Block 1 remains pushed to the boundary with a colonnade footpath below. Lots more street trees are proposed for Museum Street

Improvements to landscape and public realm are as follows:

- Setting blocks 2 and 3 back from the Museum Street boundary has created a more open feel, new steps will lead down to Museum St and additional trees and planting are included
- Resurfacing proposals to create new crossings across Museum Street link the development up to M Shed have been provided (acknowledging this is outside of the projects ownership boundary)
- Significant numbers of new trees and planting added to Rope Walk and Wapping Road
- Provision of cycle parking areas, disabled parking, and identification of spaces for electric car club vehicles



Updated Pre-App Design (April 2022)



Original Pre-App Design (Nov 2021-January 2022)

DESIGN DEVELOPMENT

PUBLIC CONSULTATION

A public consultation was held in June/July 2022 using the proposals updated following stakeholder feedback. There were a few prevailing areas of comment:

1. The re-development of the North Plot would lose the quirky character of the existing CARGO units and shipping containers
2. The greenery shown on the buildings would not be delivered and would not be maintained
3. The height of the buildings would be overly large in relation to the harbourside and existing buildings to the south



Updated Final Design (2023)



Updated Final Design (2023)

Since the public consultation, Umberslade and the Design Team have spent considerable time:

- Reviewing the feedback from the public consultation
- Looking at the deliverability of the project including the restaurants within the landmark building
- Addressing the need to meet new fire regulations regarding flammable materials on building façades and including a minimum of two staircases in taller buildings



Public Consultation Design (June/July 2022)



Public Consultation Design (June/July 2022)

DESIGN DEVELOPMENT

UPDATED DESIGN FOLLOWING PUBLIC CONSULTATION

The following elements of redesign have been undertaken since the original public consultation, some of which can be seen on the following images:

- In response to concerns about the height of the tallest building (block 1) we have removed the double height restaurant from the top. This has allowed us to reduce the height of the building to 10 storeys
- In addition to addressing height concerns, it was deemed that the top-floor restaurant did not fit the business model of existing CARGO businesses
- The removal of the top floor restaurant has enabled provision of an open-air rooftop restaurant and publicly accessible viewing terrace on the sixth floor. The provision of additional external circulation will allow anyone to go up and enjoy the views
- Removing some of the upper floor restaurants has reduced the overall mass which has created a more slender appearance and also reduced some of the height relative to existing residents on Rope Walk.
- The character of the retail architecture and the internal design of the CARGO Hall has been revised to make it more recognisably CARGO. This includes the introduction of shipping container cladding and a bolder colour scheme that picks up on the blue and green of the existing CARGO 1 & 2 shipping containers and the recently-completed CARGO Work building on the corner of Wapping Road and Cumberland Road
- Additional external staircases and covered walkways have been introduced to make the public access more like the existing CARGO arrangement with external stairs and semi-covered terraces. This includes a significant feature external staircase at the corner of Gaol Ferry Steps and Rope Walk
- The affordable housing in Block 2 has been amended to move



Updated Final Design (2023)



Updated Final Design (2023)



Public Consultation Design (June/July 2022)



Public Consultation Design (June/July 2022)

OUR PROPOSALS

UPDATED DESIGN FOLLOWING PUBLIC CONSULTATION

the central staircase out of the landscaped podium garden to create a more pleasant space for residents

- Four three-bedroom family homes have been included in the Affordable Housing allowance, which will be delivered in Phase 1 of the construction
- Additional cycle parking and external seating areas have been included, particularly to the south on Rope Walk
- The new pedestrian crossing on Museum Street has been moved to better align with the CARGO Hall entrance
- New internal design concepts for the CARGO Hall have been developed to reinstate some of the shipping container design language and retain the style of the existing independent retailers
- The extent of the planting to the residential façade of the landmark building has been re-designed in line with new government fire regulations and advice from fire and landscape consultants. The landscape design is still an important element of the scheme. Please refer to Gillespies Landscape DAS for further information
- A new bold illuminated sign has been introduced at the top of the building to celebrate the CARGO retail and restaurant uses within the buildings

The supporting report by Avril Baker Consultancy includes a fuller account of the public consultation and the design team's responses to the comments made.



Updated Final Design (2023)



Updated Final Design (2023)



Public Consultation Design (June/July 2022)



Public Consultation Design (June/July 2022)

DESIGN DEVELOPMENT

The double height restaurant has been removed as it didn't fit the business model of existing CARGO businesses. This has allowed us to reduce the height to 10 storeys

The extent of the planting to the residential façade of the landmark building has been re-designed in line with new government fire regulations and advice from fire and landscape consultants

Green metal cladding has been introduced on the residential elements to brighten the facades and reference the existing green shipping containers of CARGO 1

Discussion with the existing CARGO restaurant tenants has allowed us to identify their future location within the new building

More external access decks and balconies have been added to make the building more like the existing CARGO experience



Elements of shipping container have been added including some actual containers on level six

Height reduced to make a better rooftop restaurant with easier public access to views

New staircase introduced to improve vertical navigation of the building

Blue steel has been introduced to provide a visual link to existing CARGO 1

OUR PROPOSALS

UPDATED DESIGN FOLLOWING APPLICATION DISCUSSIONS - MUSEUM STREET

Discussions with the planning officers have resulted in the following changes to the building and urban realm that faces Museum Street:

- Retaining wall has been pushed back to create a 2m pedestrian footpath at road level
- The columns supporting the main building above have also been pushed back, while the front face of the building above has remained in the same location
- The ground floor row of retail units along Museum Street has been pushed back by 4m to create more space on the upper floor walkway for pedestrians and people seated outside of food outlets
- Associated reduction in new street trees to facilitate the space for the new footway



Application Design (2023)



Updated Design (2025)

OUR PROPOSALS

UPDATED DESIGN FOLLOWING APPLICATION DISCUSSIONS - MUSEUM STREET

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- Associated reduction in new street trees to facilitate the space for the new footway



Application Design (2023)



Updated Design (2025)

OUR PROPOSALS

UPDATED DESIGN FOLLOWING APPLICATION DISCUSSIONS - ROPE WALK

Discussions with the planning officers have resulted in the following changes to the urban realm that faces Rope Walk:

- Original submitted plans had perpendicular delivery bays concentrated in the centre of the block with restricted vehicle access west of the Cargo Hall
- Following discussions with transport officers this has been amended to parallel delivery bays that extend the full length along Rope Walk with turning heads provided
- The revised strategy has created clearer separation of pedestrian and vehicle areas and more space for outdoor seating by the Cargo Hall



Application Design (2023)



Updated Design (2025)

OUR PROPOSALS

UPDATED DESIGN FOLLOWING APPLICATION DISCUSSIONS - GAOL FERRY STEPS

Discussions with the planning officers have resulted in the following changes to the building elevation that faces Gaol Ferry Steps:

- Removal of projecting balconies
- Amendment of railings so that they are angled away from neighbouring properties to reduce visual impact of people sitting on the building terraces
- Associated reduction in amount of planting on upper terraces due to the more solid railings



Application Design (2023)



Updated Design (2025)



Application Design (2023)



Updated Design (2025)

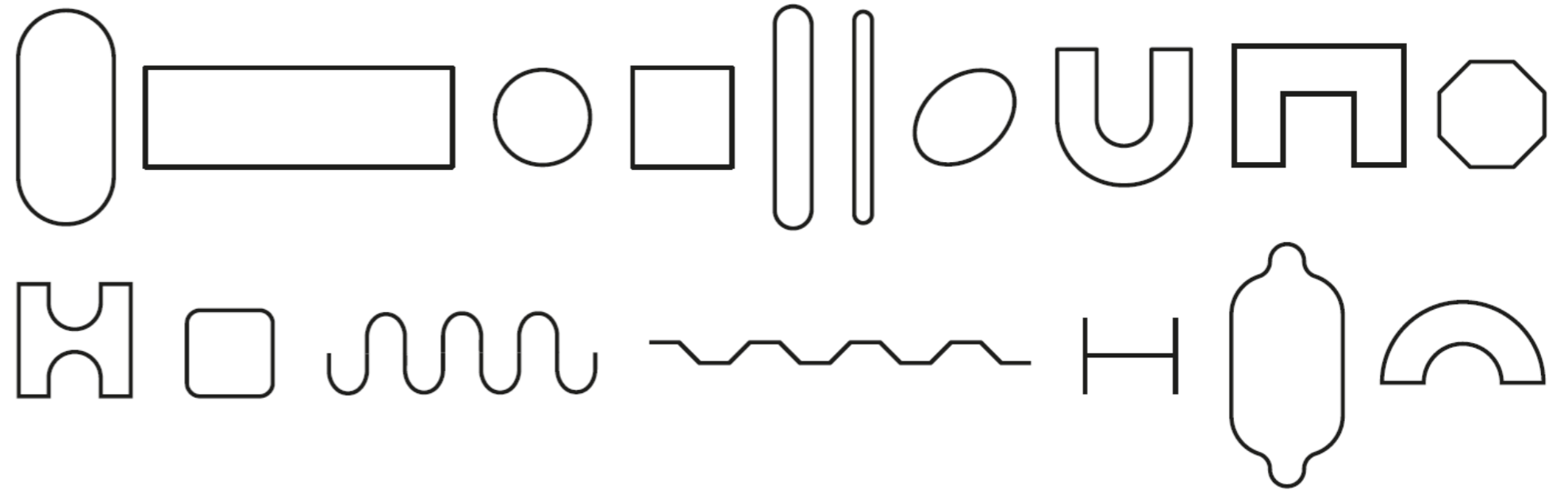
OUR PROPOSALS

UPDATED DESIGN FOLLOWING APPLICATION DISCUSSIONS - GAOL FERRY STEPS

The new railing offers an opportunity to further engage our public artist Sophie Smallhorn to create a site specific visual installation on the more solid railing.

Sophie's work on the project to date has identified a range of shapes and forms around the harbourside which she has incorporated into her art proposals. Working with Sophie we would look to incorporate some of these graphics onto the railings in a way that works with the angled vertical slats.

Some examples of this 'lenticular' approach are shown to the right, along with an extract of the forms from Sophie's artwork that we would ask her to incorporate into the final design.



Extract from Sophie Smallhorn public art proposals for Wapping Wharf - shapes and forms inspired by the harbourside



Example of lenticular patterns - visible from 1 direction



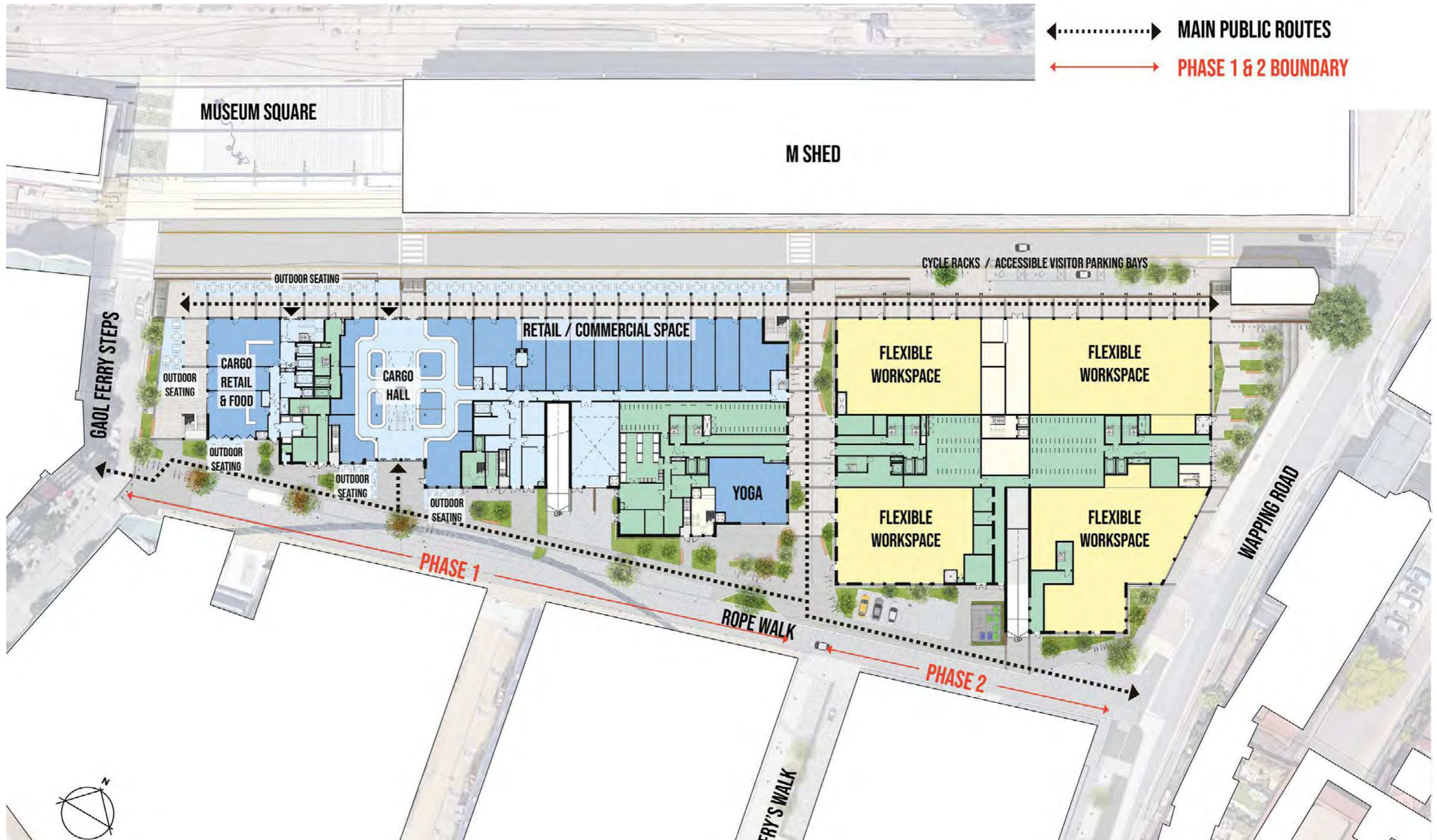
Example railing using lenticular design



Example image of string lights used on balustrades

SITE PLANS & LAYOUTS

The site will be developed in two phases: Phase 1 to the west will include a new home for CARGO and around half of the new homes; Phase 2 to the east will include 4000sqm of flexible workspace and the remaining new homes.



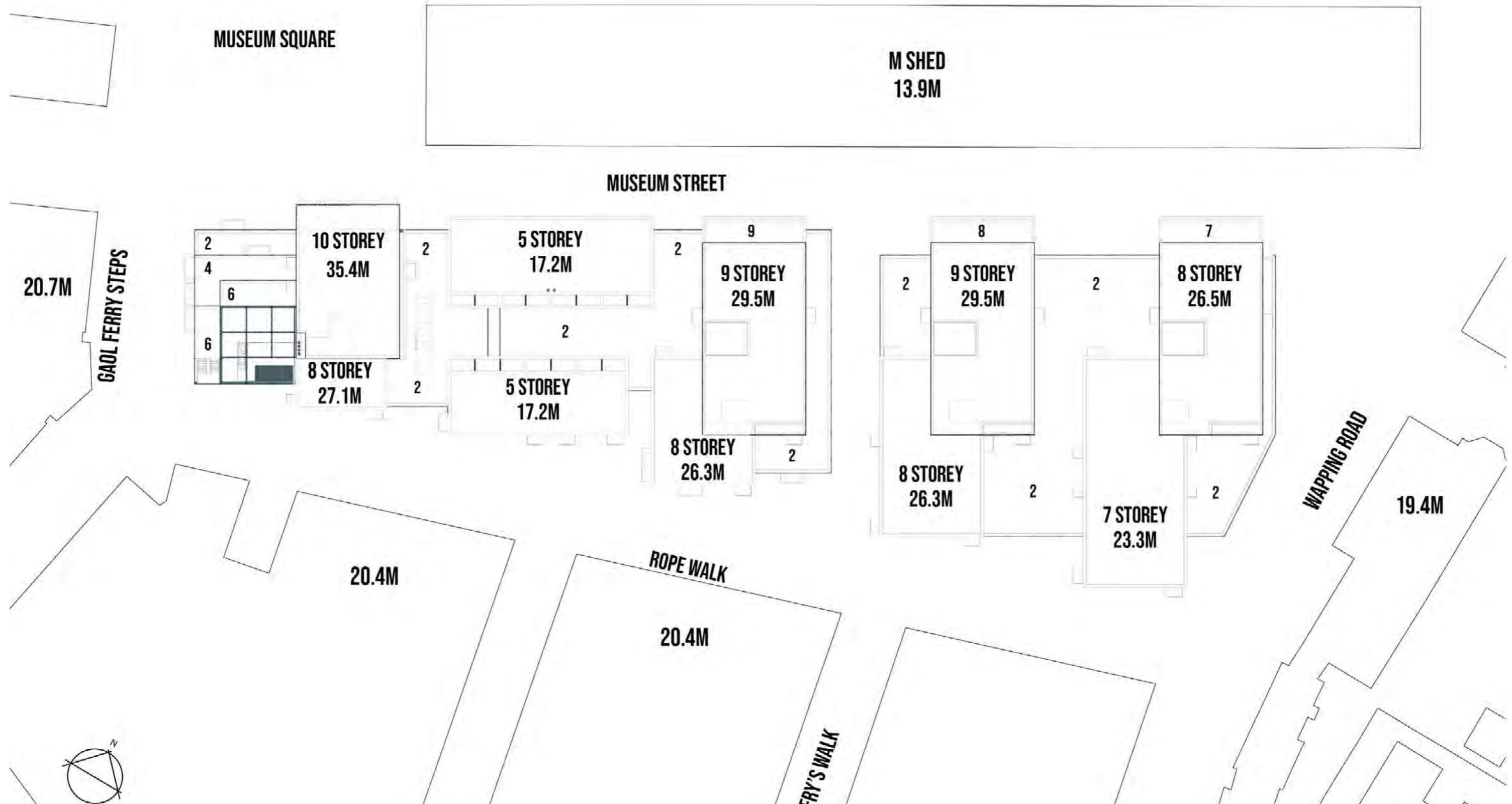
SITE PLANS & LAYOUTS

Above the two-storey podium will be a series of residential buildings arranged around landscaped residents' courtyard gardens.



SITE PLANS & LAYOUTS

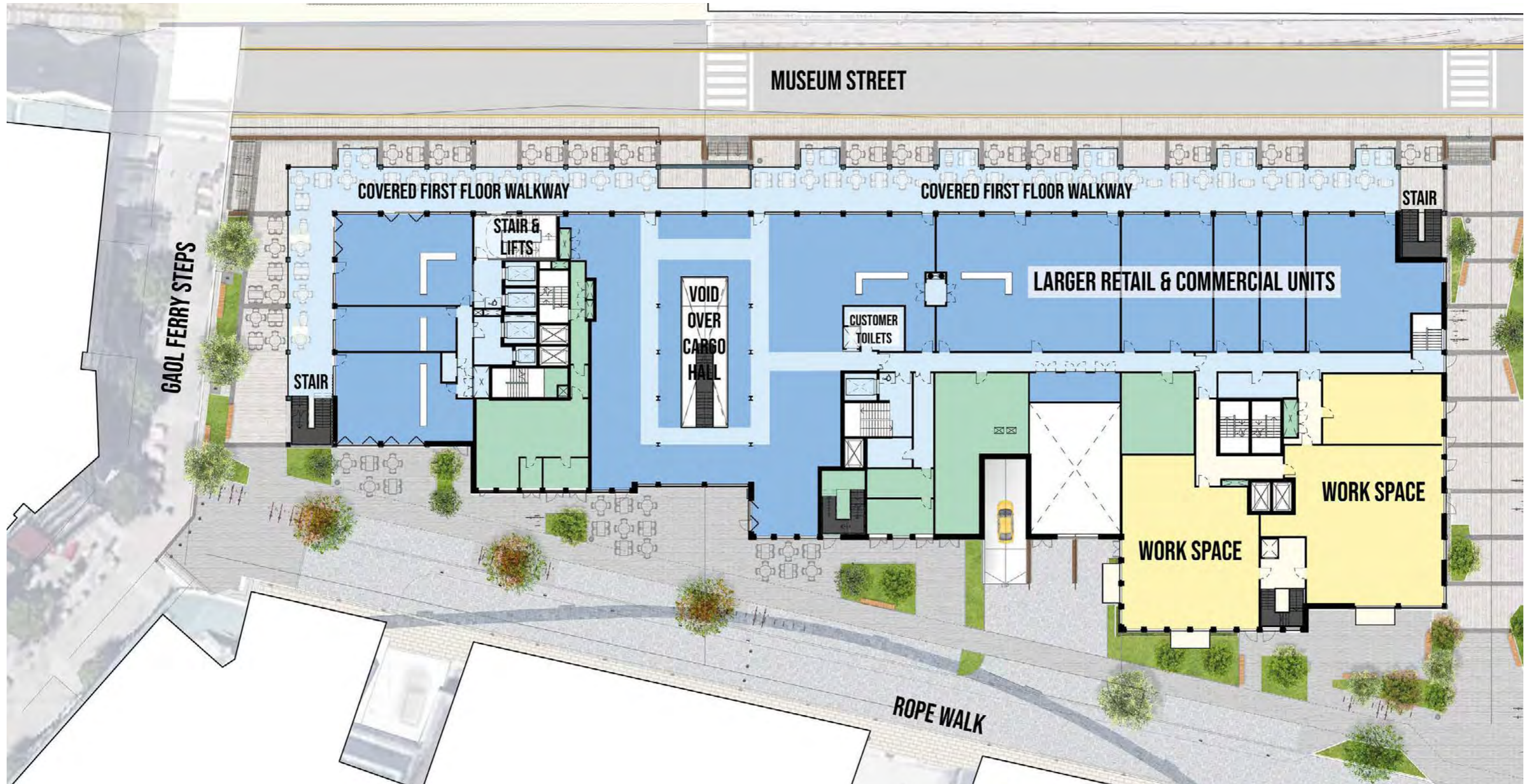
The buildings have been broken up and stepped in height to create a varied form. The plan below shows the overall building heights above ground level. Please note that the heights shown are relative to the proposed ground floor level which is at 9.7m (AOD).



SITE PLANS & LAYOUTS

GROUND FLOOR PLAN

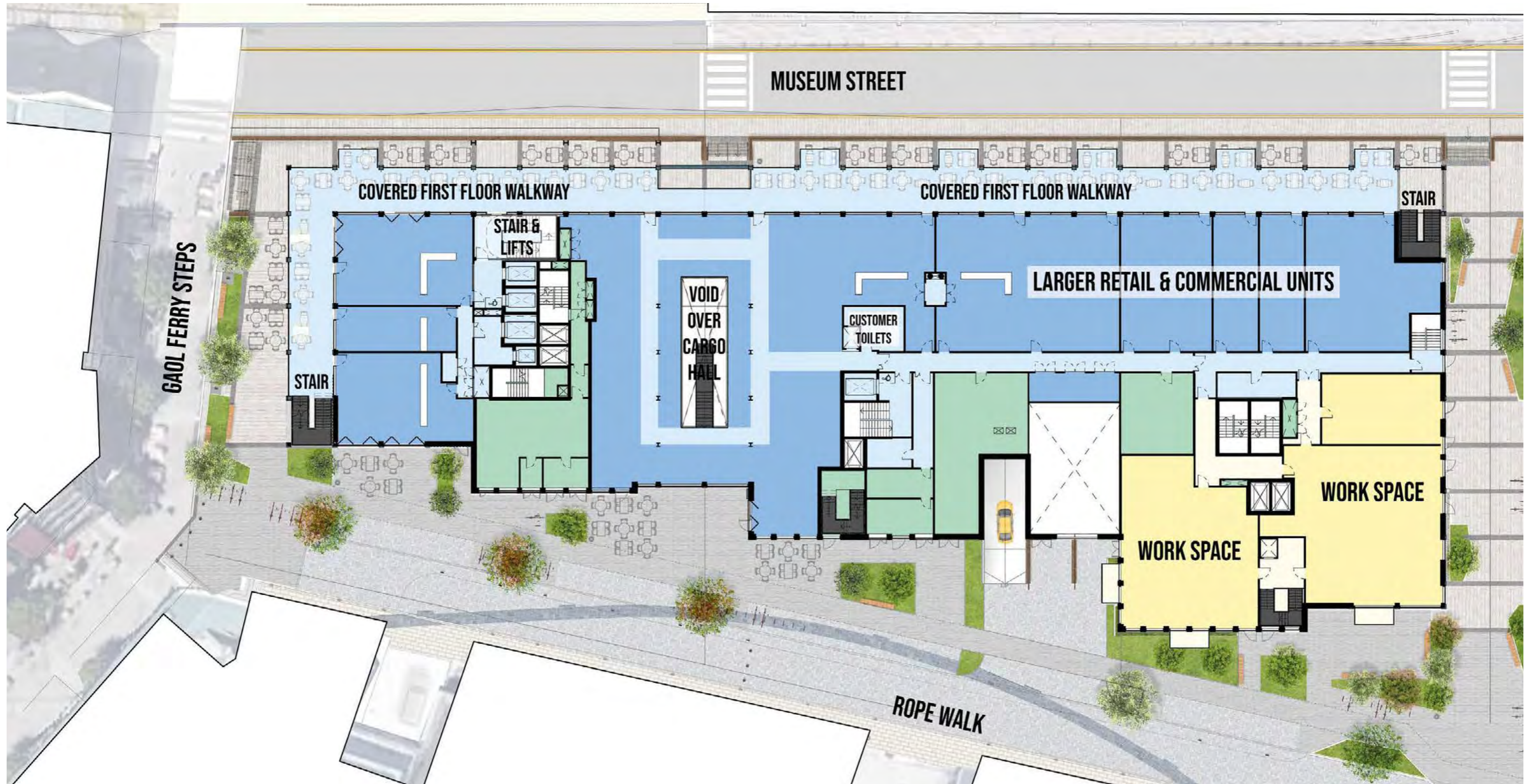
A two-storey retail podium will provide small commercial units facing Museum Street and Gaol Ferry Steps. An indoor food and produce hall – CARGO Hall - will create a new internal arcade linking Museum Street to Rope Walk.



SITE PLANS & LAYOUTS

FIRST FLOOR PLAN

At first floor level there will be an external covered 'gallery' walkway that will run along Museum Street and Gaol Ferry Steps providing access to first floor units. Potential uses might include restaurants and shops, alongside more community-based uses such as a children's nursery, pharmacy, optician, healthcare provider or education space.



SITE PLANS & LAYOUTS

SECOND FLOOR PLAN

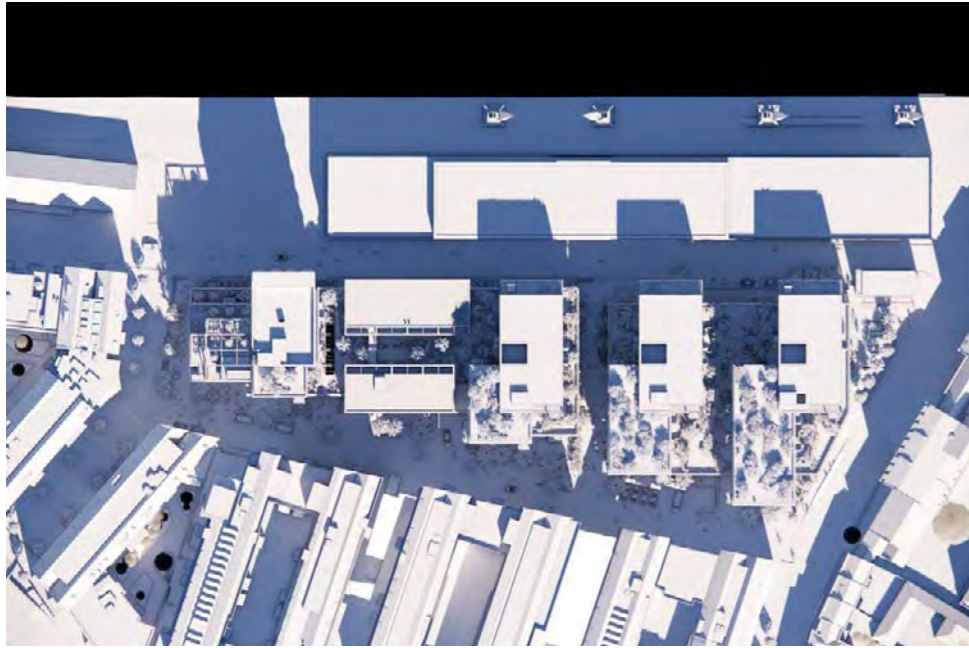
This typical upper floor plan of the Phase 1 building shows how apartments are arranged above a podium garden. Our proposals incorporate a wide range of apartment sizes including one-bed homes, 'standard' two-bed apartments as well as larger-than-normal two-bed homes and a small number of three-bed homes, with families in mind.



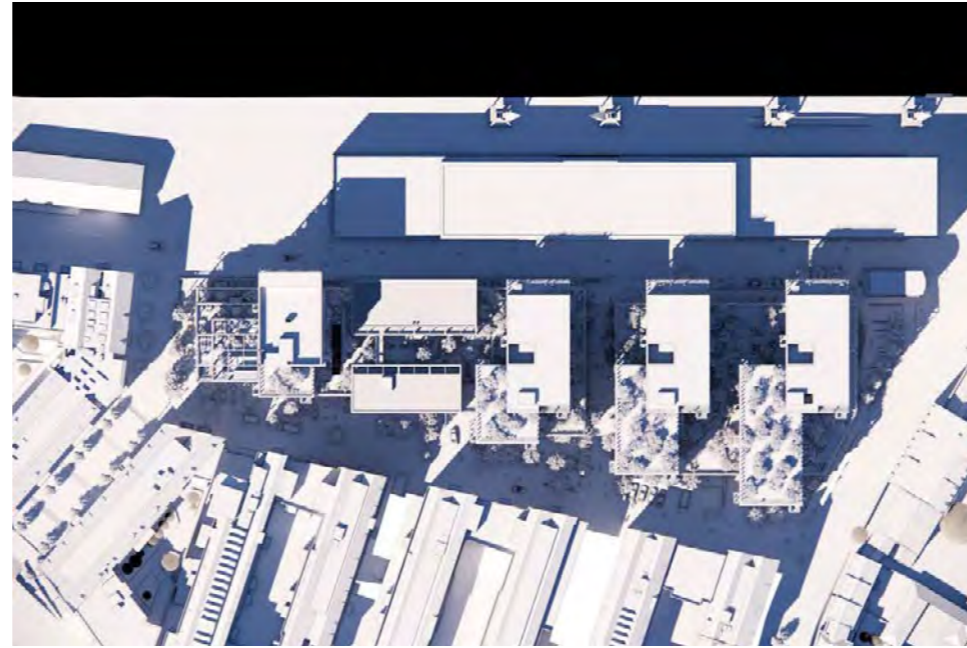
SITE PLANS & LAYOUTS

SHADOW STUDIES

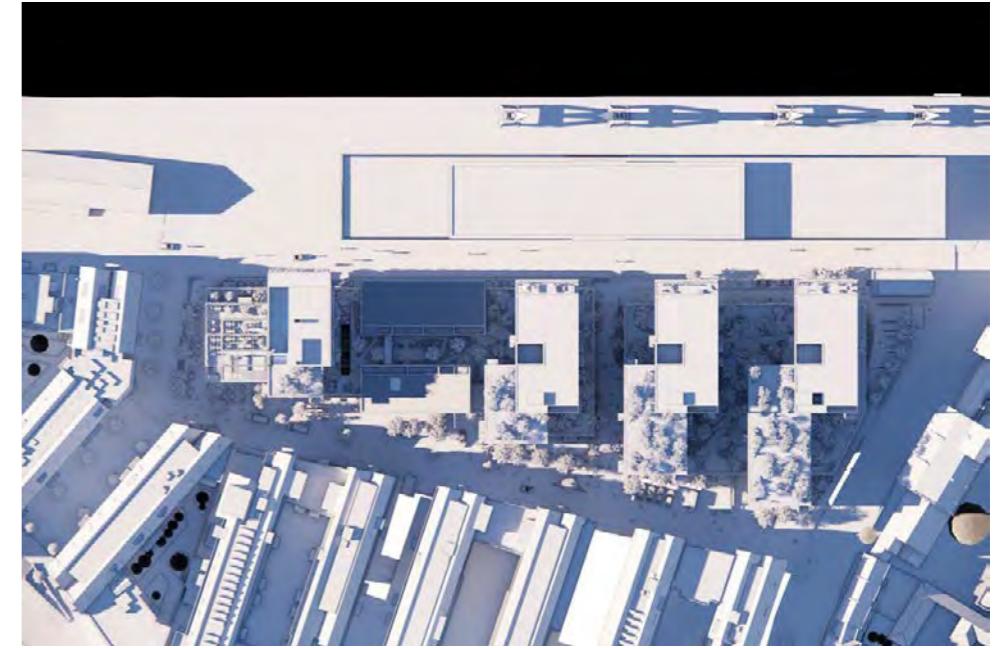
As requested by the LPA we have included some studies showing the movement of shadows across the development at different times of the year. As can be seen the impact of the proposed buildings on Museum Street is similar to the effect of the existing buildings on Rope Walk with the public realm over shadowed during morning and lunch. The benefit of Museum Street's orientation is that it gets good sunlight after 4pm across most of the year. During winter the low sun angles result in most built up urban areas, regardless of orientation, experiencing majority shade throughout the day.



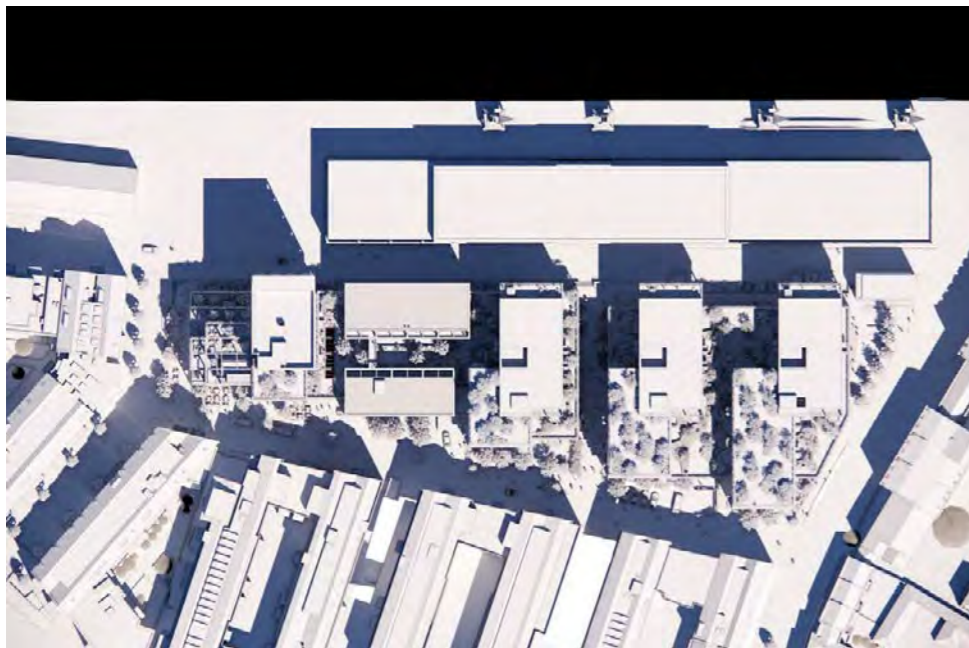
Spring Equinox (21st March)
10am



Spring Equinox (21st March)
1pm



Spring Equinox (21st March)
4pm



Summer Solstice (21st December)
10am



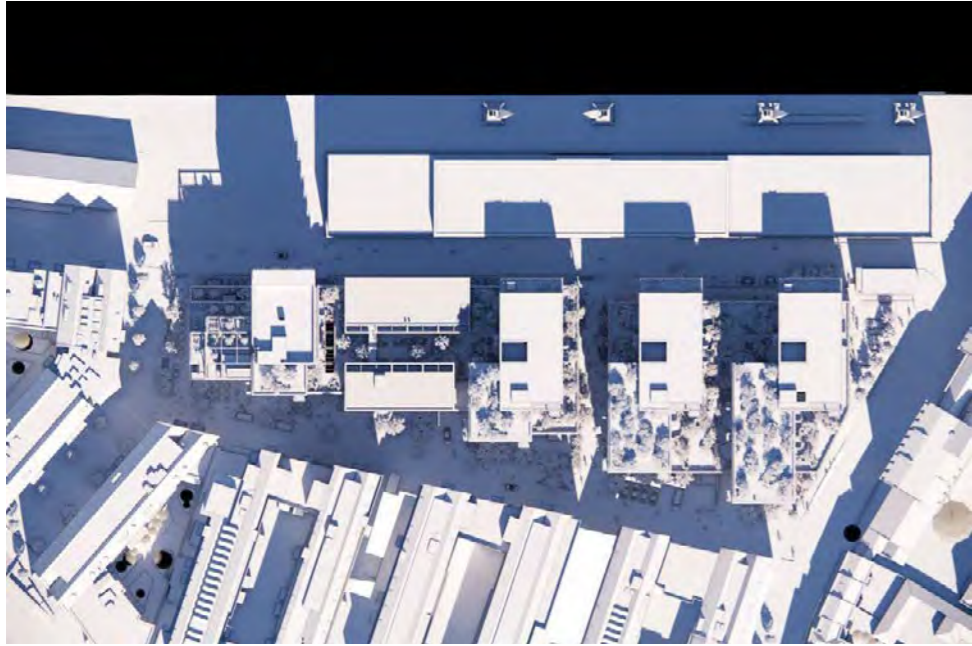
Summer Solstice (21st December)
1pm



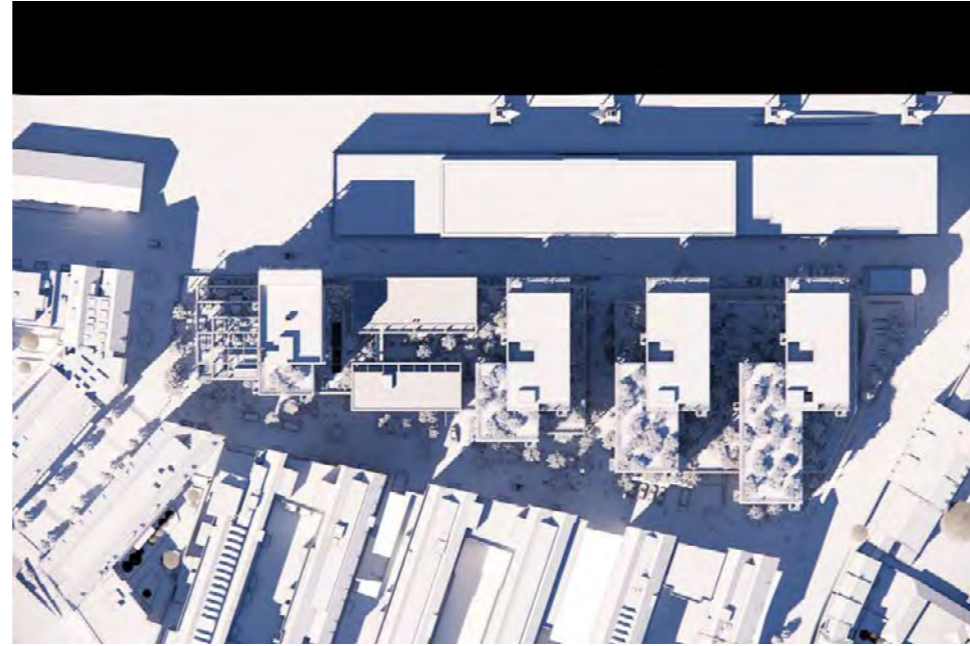
Summer Solstice (21st December)
4pm

SITE PLANS & LAYOUTS

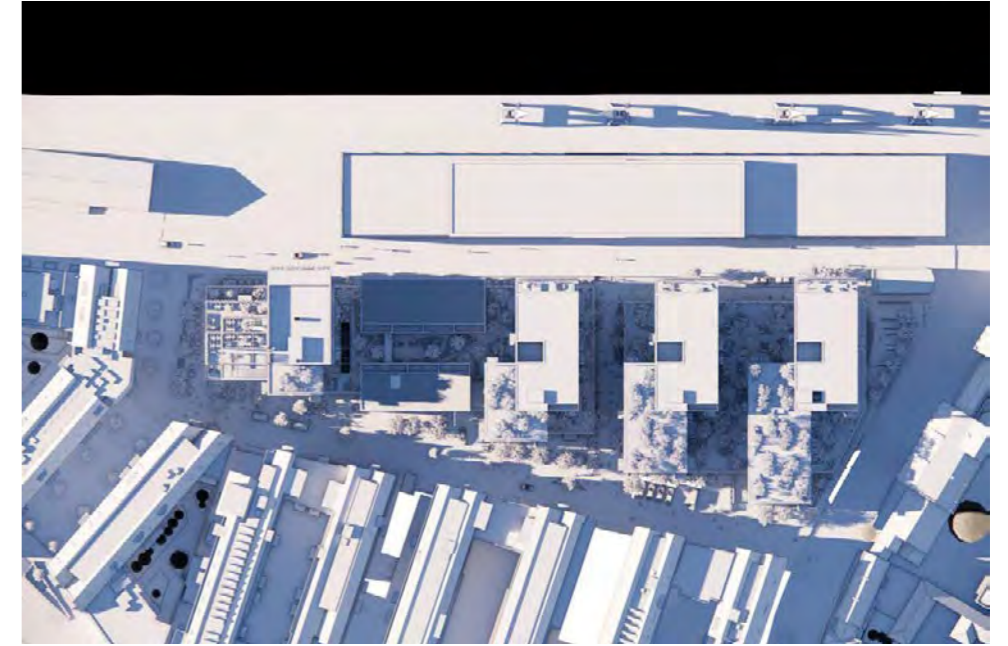
SHADOW STUDIES



Autumn Equinox (21st September)
10am



Autumn Equinox (21st September)
1pm



Autumn Equinox (21st September)
4pm



Winter Solstice (21st December)
10am



Winter Solstice (21st December)
1pm



Winter Solstice (21st December)
4pm - not applicable due to sunset

A PERMANENT & BETTER HOME FOR CARGO

CARGO is integral to the identity and special character of Wapping Wharf, but only has temporary planning consent. We want to build on its success and create an exciting new chapter in its story, whilst retaining its creative essence. Our proposals provide more flexible space for tenants, better servicing arrangements and more energy-efficient buildings than the converted shipping containers. Following their success at CARGO, many tenants are looking forward to expanding their floor area in the new building.

An open-sided steel-framed structure will face Gaol Ferry Steps where CARGO 1 currently sits. There will be casual food outlets at ground and first floor. On the upper floors the building steps back to create restaurant terraces that face west across the harbour towards the evening sunset.



Visualisation indicative of earlier west elevation design - refer to pages 70-73 and formal application drawings for final detailed drawings

A PERMANENT & BETTER HOME FOR CARGO

An open-sided steel-framed structure will face Gaol Ferry Steps where CARGO 1 currently sits. There will be casual food outlets at ground and first floor. On the upper floors the building steps back to create restaurant terraces that face west across the harbour towards the evening sunset.



Visualisation indicative of earlier west elevation design - refer to pages 70-73 and formal application drawings for final detailed drawings

A PERMANENT & BETTER HOME FOR CARGO

The form of the terraces was inspired by the existing multi-level nature of CARGO 1 & 2. Being able to sit outside on the terraces in the evening sunshine looking out over the harbour has helped make CARGO popular and the design team are keen to incorporate as many restaurant/bars with harbour views as possible which the stepping form allows.



Visualisation indicative of earlier west elevation design - refer to pages 70-73 and formal application drawings for final detailed drawings

A PERMANENT & BETTER HOME FOR CARGO

The cascading balconies and terraces provide outdoor space for restaurants with unmissable views across the harbour towards Bristol Cathedral, Brandon Hill and the ss Great Britain.

The terraces will provide unique viewing opportunities on this side of the harbour with all terraces up to level six publicly accessible, giving everyone a chance to enjoy the 'rooftop' experience.



A PERMANENT & BETTER HOME FOR CARGO



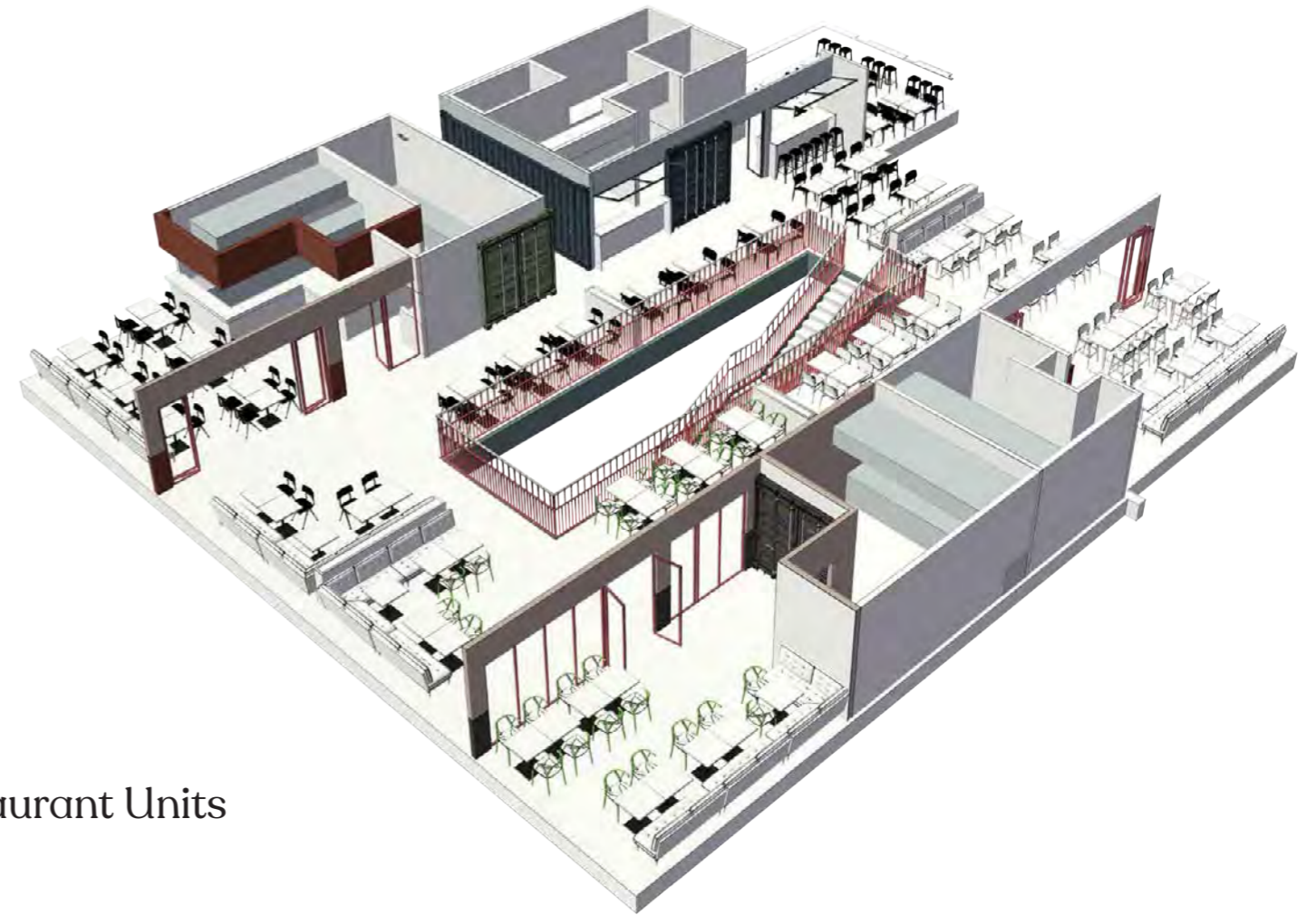
A PERMANENT & BETTER HOME FOR CARGO

Specialist restaurant and retail interior designers (Simple Simon Creative Spaces) have developed some new concepts for the CARGO Hall fit out.

On the ground floor of CARGO Hall the space is divided into zones allocating space for circulation and stalls/kiosks. Each business can create a set up unique to them and their needs whilst using small shipping container style pods. These pods can be open during business hours, forming part of the 'shop front' and can be secured at closing time providing secure storage for each business. This design enables tenants to make full use of their area in varied ways using a range of counters, stands, shelving or other free-standing elements as they desire.

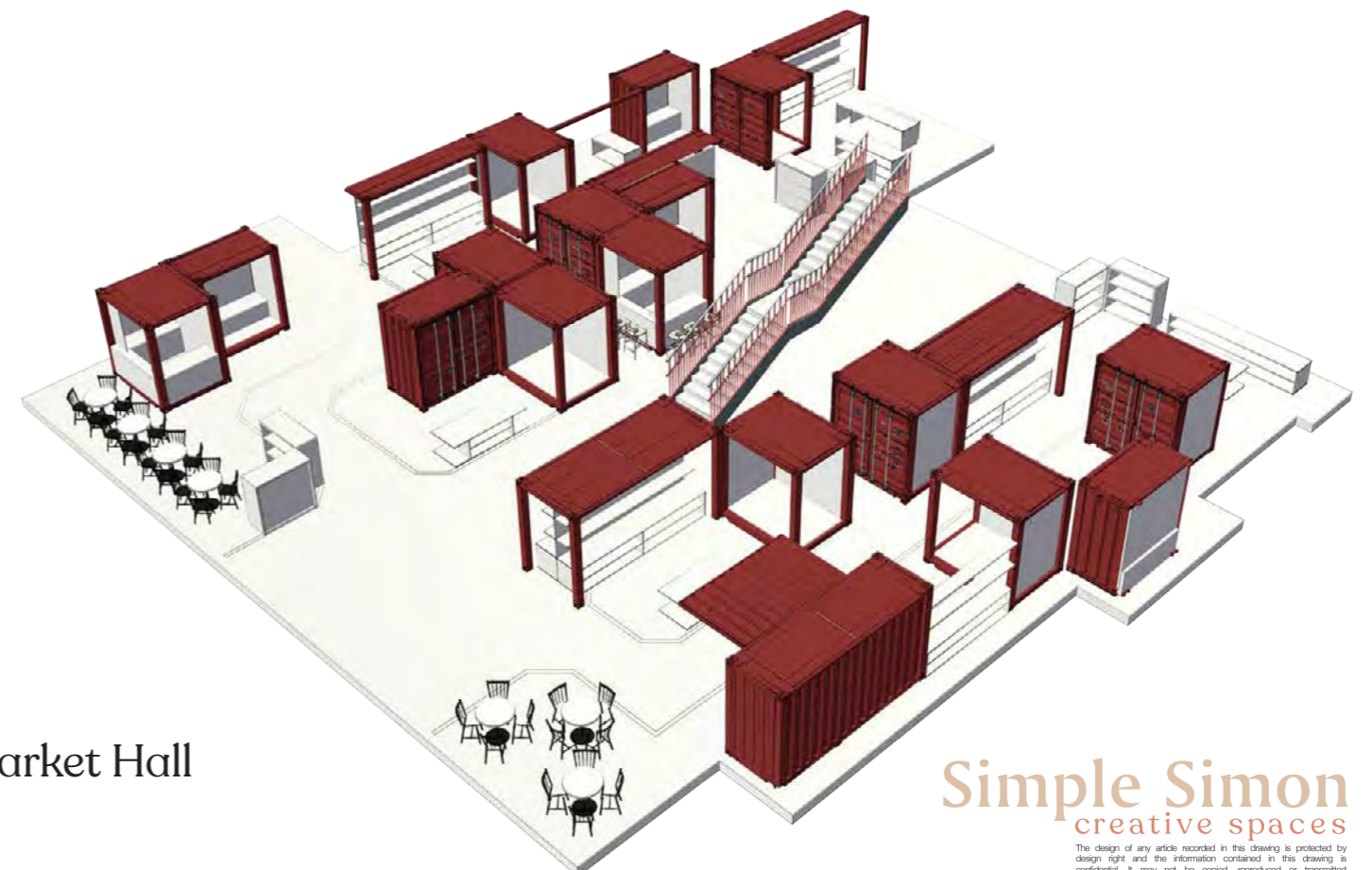
On the first floor, the cafés and restaurants have a more defined unit but bi-fold doors mean they can open fully and connect with the seating areas around the edge of the void.

The CARGO aesthetic is continued in CARGO Hall, with industrial elements, exposed steel structure and shipping containers all part of the visual language.



First Floor, Restaurant Units

Not To Scale



Ground Floor, Market Hall

Not To Scale

Simple Simon
creative spaces

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A PERMANENT & BETTER HOME FOR CARGO

The building will include the double-height food and produce CARGO Hall for small independent businesses with areas for seating and pop up community events.

CARGO Hall also creates a link through the building from north to south, increasing the site permeability and helping to make it an interesting place to wander and browse.

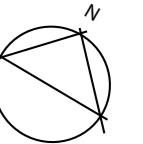
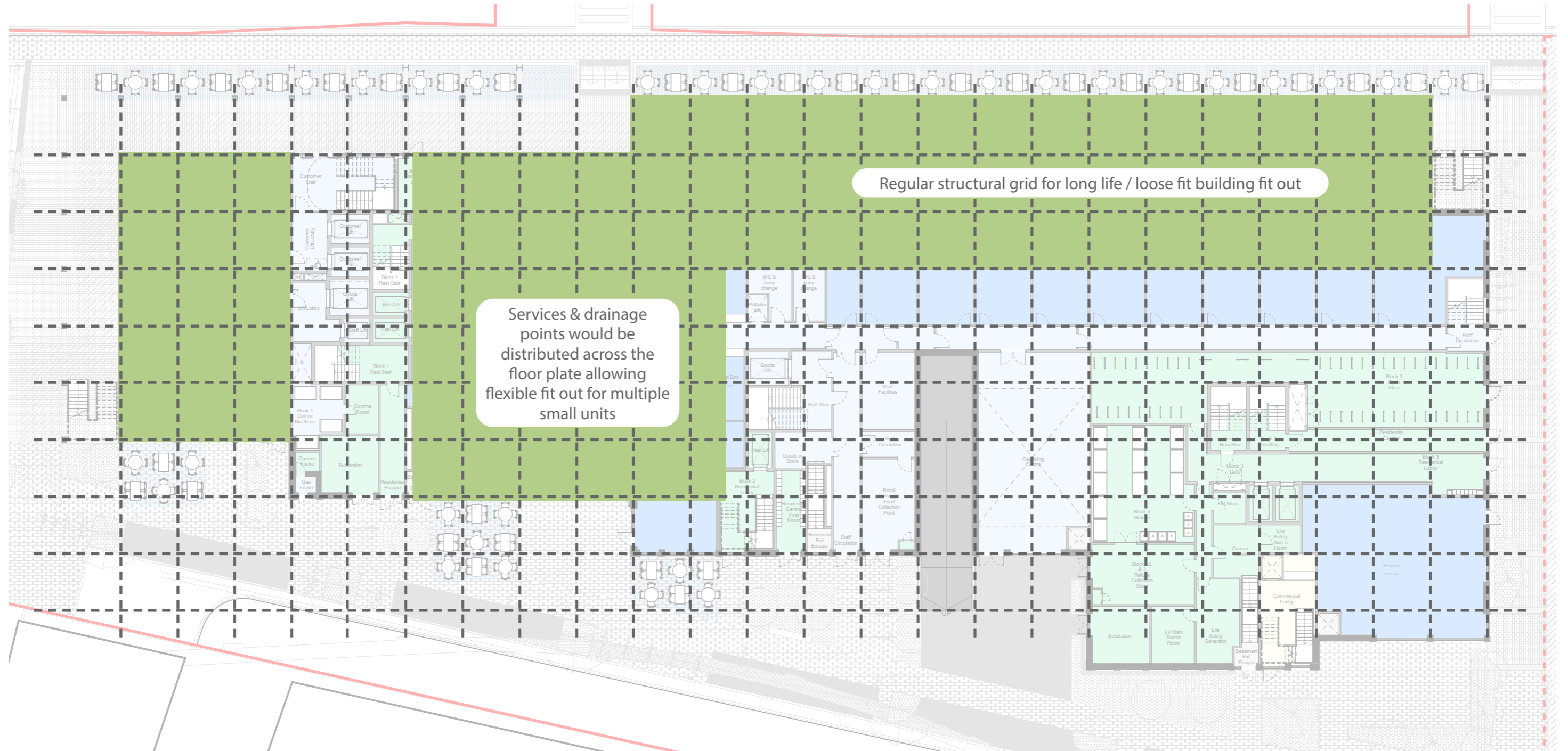


A PERMANENT & BETTER HOME FOR CARGO



A PERMANENT & BETTER HOME FOR CARGO

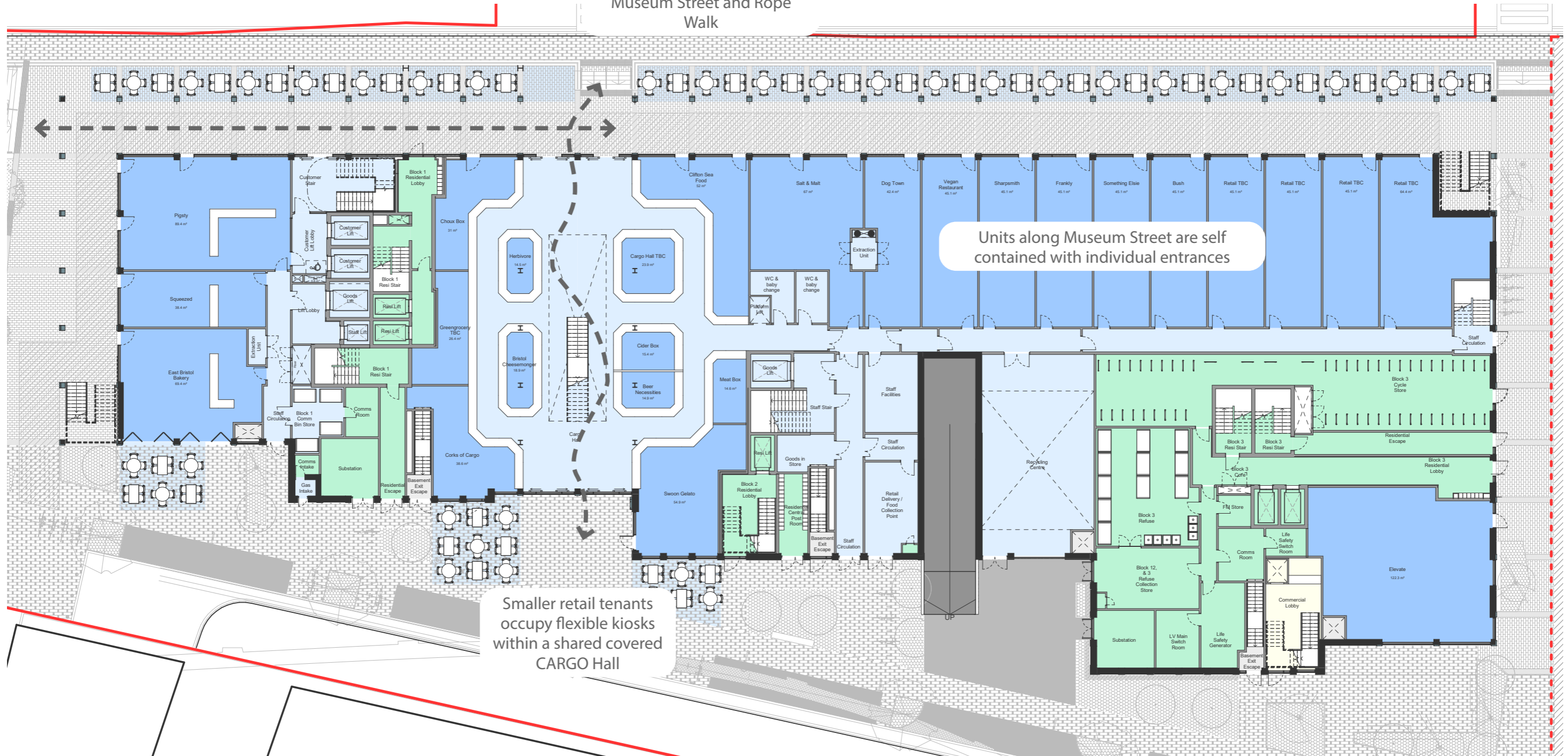
RETAIL BASE BUILD - GROUND FLOOR



A PERMANENT & BETTER HOME FOR CARGO

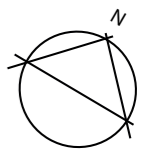
CARGO HALL FIT OUT - GROUND FLOOR

There is a pedestrian route through CARGO Hall that links Museum Street and Rope Walk



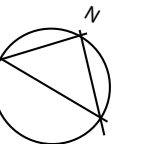
Units along Museum Street are self contained with individual entrances

Smaller retail tenants occupy flexible kiosks within a shared covered CARGO Hall



A PERMANENT & BETTER HOME FOR CARGO

CARGO HALL FIT OUT - FIRST FLOOR



A PERMANENT & BETTER HOME FOR CARGO

RESTAURANT & CARGO HALL SECTIONS



HIGH QUALITY PLACES TO LIVE

We want to create places people want to live in for the long term, building on the existing strong sense of community at Wapping Wharf.

Above the retail podium will be high quality new homes that are built around a series of landscaped courtyards and gardens.



HIGH QUALITY PLACES TO LIVE

Shared landscaped gardens will provide leisure space for residents, rainwater storage and new ecological habitat to help improve biodiversity. Every apartment will have an external balcony, the majority of which will have views over the harbour.



HIGH QUALITY PLACES TO LIVE

Having the residential blocks step down towards the existing Wapping Wharf Phase 2 creates generous south facing communal roof gardens. These are positioned so that they are directly accessed from the residential lift core with no flats looking directly onto them, meaning no privacy issues.

There will be four rooftop terrace gardens, and although south facing, their offset form also allows for views to the north towards Bristol Cathedral and Brandon Hill.

The arrangement of the blocks as separate wings allows views out from the roof gardens towards the harbour, cathedral and city beyond.



HIGH QUALITY PLACES TO LIVE

Our proposals incorporate a wide range of apartment sizes including one-bed homes, 'standard' two-bed apartments as well as larger-than-normal two-bed homes and a number of three-bed homes, with families in mind.

Apartments will be designed to reduce climate impacts with low-carbon electric heating systems (air source heat pumps), high levels of insulation and measures to limit overheating in summer.

In line with the rest of the Wapping Wharf neighbourhood, 20% of the homes will be designated as 'affordable', for social rent or shared ownership. The remainder of the homes will be for private sale.

Within a secure basement there will be over 500 cycle parking spaces for residents and a limited number of car parking spaces including larger accessible parking bays.



HIGH QUALITY PLACES TO LIVE

PODIUM LEVEL - SECOND FLOOR



HIGH QUALITY PLACES TO LIVE

RESIDENTIAL - DETAILED LAYOUT - THIRD FLOOR (TYPICAL LOWER)



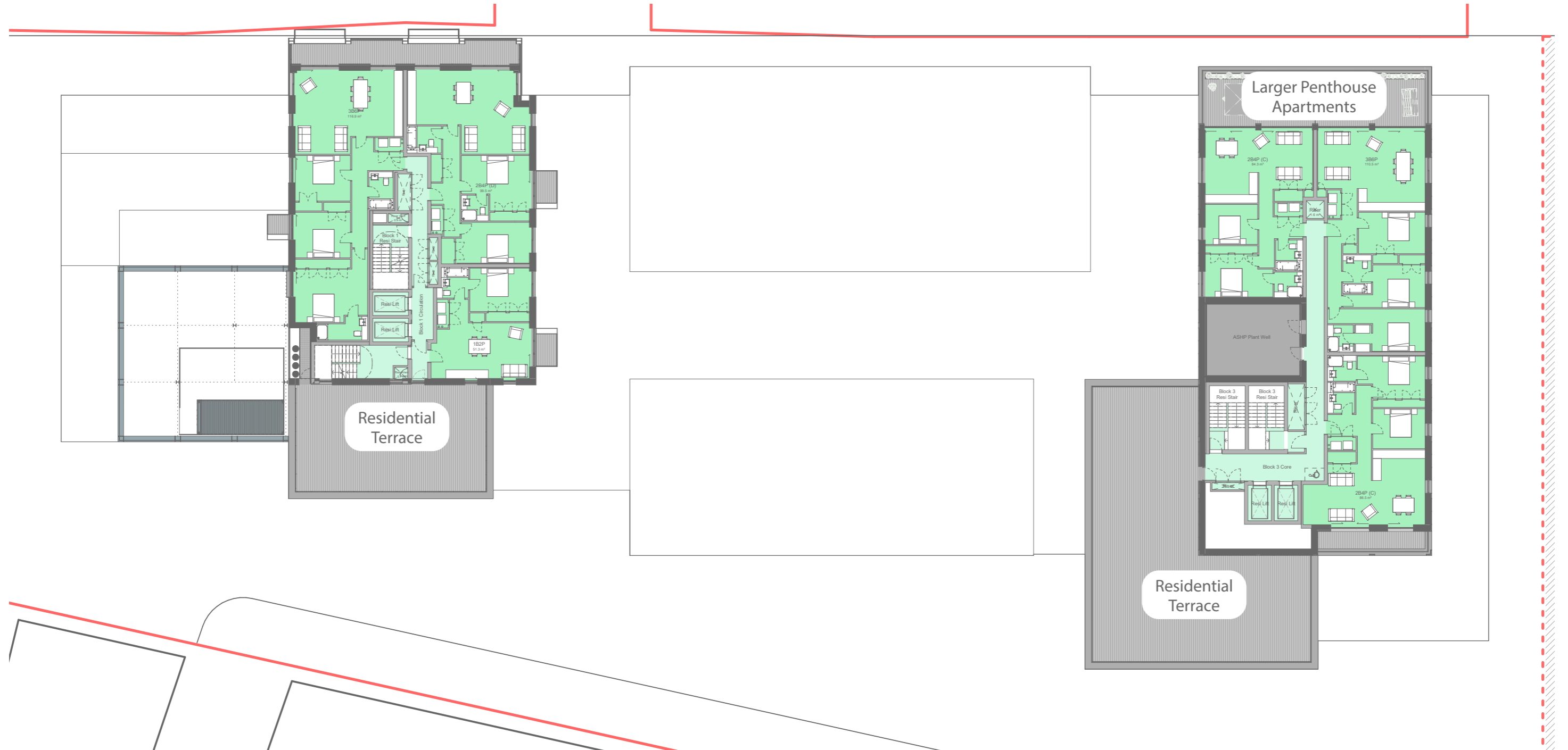
HIGH QUALITY PLACES TO LIVE

RESIDENTIAL - DETAILED LAYOUT - FIFTH FLOOR (TYPICAL MIDDLE)



HIGH QUALITY PLACES TO LIVE

RESIDENTIAL - DETAILED LAYOUT - EIGHTH FLOOR (TYPICAL UPPER)



FLEXIBLE WORKSPACES

We are proposing an additional 5,000 sq m of flexible workspace, in addition to the 2,070 sq m of space at CARGO Work, bringing more employment to the neighbourhood. Locating workspaces on the ground and first floors of the new buildings, with apartments above, makes best use of this brownfield site.

Within the flexible two-storey podium there could be a range of commercial uses including small and medium-sized workspaces and client-facing offices. Flexible layouts will ensure that units can be subdivided and able to adapt to the needs of the neighbourhood.



FLEXIBLE WORKSPACES

Floor-to-ceiling windows provide active frontages with views around the site and along the rear of M Shed.

Bringing additional employment uses to Wapping Wharf will make this an even more sustainable neighbourhood by creating a place where people can live, work and enjoy their leisure time.



NEW STREETS AND PUBLIC SPACES

A significant portion of the North Plot development site – over 30% – will be dedicated to striking, landscaped public streets and spaces for everyone to enjoy.

Generous, landscaped and accessible public spaces will provide a welcoming place for people to relax.

Stepping planted terraces and the entrance to the new CARGO retail units are framed by Anchorage and Chandlers House either side of Gaol Ferry Steps.



Visualisation indicative of earlier west elevation design - refer to pages 70-73 and formal application drawings for final detailed drawings

NEW STREETS AND PUBLIC SPACES

Trees, seating areas and gardens will line Rope Walk, bordering the site from the south, with public areas between the new buildings featuring planted boxes and places for people to sit and relax.

By angling the ends of the wings back from the road we have been able to create a series of small public spaces which relate to CARGO Hall and south facing units. This strategy allows us to make much better use of the very pleasant and sunny street with its framed view of St Mary Redcliffe. The new residential wings adopt the materials palette of the existing buildings - Anchorage, Chandlers House, Hope Quay and Able Yard (brickwork and steel framed balconies) and the staggered form allows the wings to step out and downward along the road where it reduces in height towards Wapping Road.



NEW STREETS AND PUBLIC SPACES

A new pedestrian route – a continuation of Fry’s Lane - will provide a link between Rope Walk and Museum Street with entrances to the apartments, glazed office and retail frontages, including a yoga studio and gym, facing onto the new streets.

We have realigned this connection so that it lines up with the rear entrance to M Shed. This would primarily be a pedestrian space, but at 8m wide there is also space to drive along it for servicing and emergency vehicles if needed.

New on-street cycle racks will provide 60 cycle spaces for visitors, and approximately 10 electric scooter spaces encouraging sustainable travel. These are in addition to 500+ new cycle storage spaces provided within the buildings for the new residents and tenants.

The site will be fully accessible with four car parking bays for disabled visitors and ramps provided where needed. An electric hire company will be provided on site with connection points for the local community to use.

We will also be commissioning new public art, building on previous successful installations at Wapping Wharf and looking for opportunities to deliver more exciting artist-led work. Refer to the Public Art Statement prepared by Ginkgo for more information on public art proposals.



NEW STREETS AND PUBLIC SPACES

Building overhangs will step in and out, with new trees planted to create a lively route with new workplaces, shops and CARGO Hall accessed along the street. Exposed steel columns will support buildings above and echo the colonnade beside the Watershed building.

The new residential wings sit above commercial / office space with a steel-framed colonnade. New street trees will be planted along the road and pay and display visitor parking spaces are provided.

The upper floors of the residential wings step back to break up the vertical form and provide these top floor apartments with large terraces overlooking the harbour.



A NEW HARBOURSIDE LANDMARK

A landmark building fronting onto Museum Square towards the Harbourside will signal Wapping Wharf as a cultural, commercial and leisure destination.

This striking building will be home to CARGO restaurants and homes at upper levels, with planted terraces where everyone can enjoy unique views across the harbour.

The form gradually steps up from the east end of the North Plot towards the focal building at the west of the North Plot.



A NEW HARBOURSIDE LANDMARK

There will be two new sustainable buildings, arranged on a two-storey podium with five wings above, that make up Wapping Wharf North. These will step down in height from ten to five storeys to preserve important views of St Mary Redcliffe and St Paul's Churches.

This new landmark building will provide the following key elements;

- High quality residential apartments
- Residents' rooftop gardens and balconies
- CARGO Hall indoor hall offering food and produce at ground and first floor
- The ground and first floor comprise the retail podium which contains a range of unit sizes to continue the ambience of the current CARGO
- Stepped terraces and restaurants providing a new home for the CARGO restaurants looking for larger units
- An external publicly accessible rooftop terrace to enjoy sweeping views across the harbour



A NEW HARBOURSIDE LANDMARK

The retail podium will form the base for a landmark, centrepiece building with planted terraces and panoramic views that will become a permanent home for some of CARGO's much-loved restaurants. All the independent businesses housed within the current temporary shipping container structure will be offered the chance to move into the striking new building. Many have already provisionally chosen their new unit in the building.

The generous terraces step back as the storeys increase creating sunset views of the harbour. The metal cladding is designed to resemble the shipping containers that have become so iconic on the site. The steel framing elements echo other industrial architecture around the harbour.



A NEW HARBOURSIDE LANDMARK



A NEW HARBOURSIDE LANDMARK



CARGO restaurants with sunset terraces

A NEW HARBOURSIDE LANDMARK



External viewing terrace
with shipping container
restaurant

A NEW HARBOURSIDE LANDMARK

View of the mixed-use building facing onto Museum Square with colourful residential apartments overlooking the harbourside.

Planting will be integrated into the residential and restaurant balconies to create a locally distinctive building with improvements in biodiversity and ecology.



Apartments with planted balconies set into industrial steel framing



Example planted balconies at Villa M, France by Triptyque Architecture

A NEW HARBOURSIDE LANDMARK

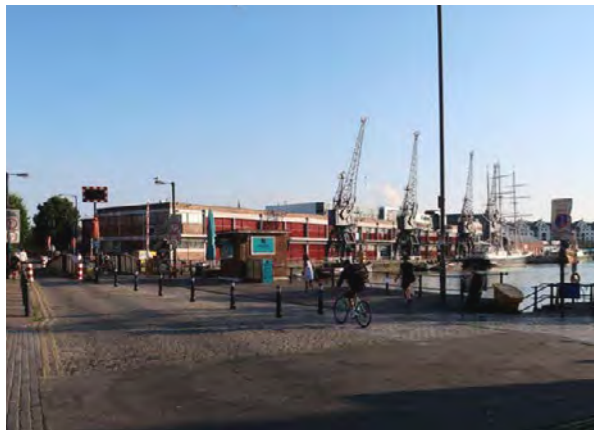
Alongside the new focal building that overlooks Museum Square the other residential wings will step down in height towards Wapping Road at the east end of the North Plot.



A NEW HARBOURSIDE LANDMARK

When viewed from Prince Street Bridge, the buildings provide a backdrop to M Shed and the cranes with active balconies and a set back top floor.

Straightening up the building along Wapping Road so that it sits behind Jubilee House has created a generous new public realm and afforded the opportunity to increase building height as it steps away from Wapping Road, with M Shed acting as a strong base element with new wings seen above. The wings have subtly coloured metal infill cladding which reflect the industrial colours found around the harbour.



A NEW HARBOURSIDE LANDMARK

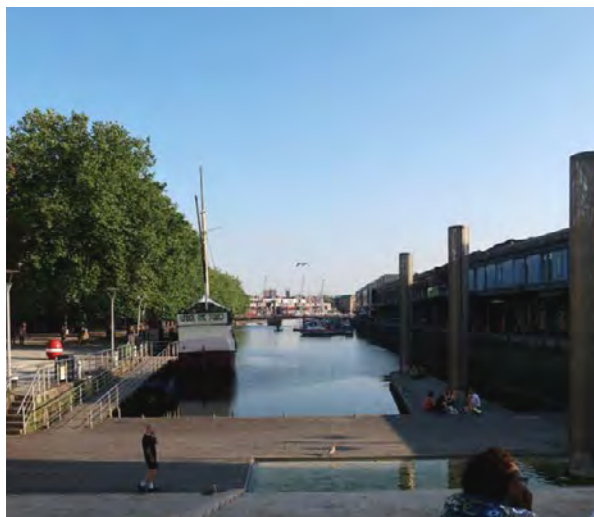
The buildings sit behind M Shed and, when viewed from the west, step down in height as they get closer to the cranes and St Mary Redcliffe church spire



A NEW HARBOURSIDE LANDMARK

The new buildings are used to frame the view of St Paul's Church in Southville

The two taller buildings enhance the view by framing the church tower, similar to the way that St Mary Redcliffe is framed by the buildings along Rope Walk.



A NEW HARBOURSIDE LANDMARK

Lighting will be an important part of the nighttime identity of the Wapping Wharf development. Carefully lit steel structure and an illuminated sign at the top of the building signalling this important leisure and commercial destination within the harbour area.



SUSTAINABILITY, BIODIVERSITY AND WELLBEING

The team want to ensure that Wapping Wharf North is sustainable, boosts local biodiversity and positively impacts on the wellbeing of the people who spend time in the neighbourhood.

Sustainability

Redevelopment of this brownfield, well-connected site in the heart of the city centre will make optimum use of land to help meet the needs of the city, as well reducing the need for people to travel by providing places to live, work and spend leisure time in one location.

Buildings will be very well insulated and instead of using gas for heating or cooling, there will be an on-site network of Air Source Heat Pumps. There will be rooftop solar photovoltaic panels and electricity to power the pumps which can be sourced from renewable energy supplies.

Robust finishes and materials such as brickwork, with a long life-cycle and lower embodied carbon, will be used.

The office and retail spaces will achieve a high environmental rating and the apartment buildings will follow principals set out in the health and well-being WELL Building Standard.

Biodiversity & Wellbeing

There will be significant new planting and street trees in the public spaces, including on the restaurant terraces, as well as within residents' shared rooftop and podium gardens. This approach will boost local biodiversity, create shade at street level, regulate the micro-climate and contribute to making the neighbourhood an attractive environment.

BE LEAN USE LESS ENERGY

- *Buildings will be well insulated and designed to accommodate future climate change scenarios.*
- *Balconies and overhangs are used to shade glazing below, reducing the need for air conditioning.*
- *Efficient mechanical ventilation with heat recovery will minimise the amount of heat lost during the winter.*

BE CLEAN SUPPLY ENERGY EFFICIENTLY

- *No gas will be used for heating or cooling the buildings, instead there will be an on-site network of Air Source Heat Pumps (ASHPs) that supply an 'ambient loop' heat network around the new buildings.*

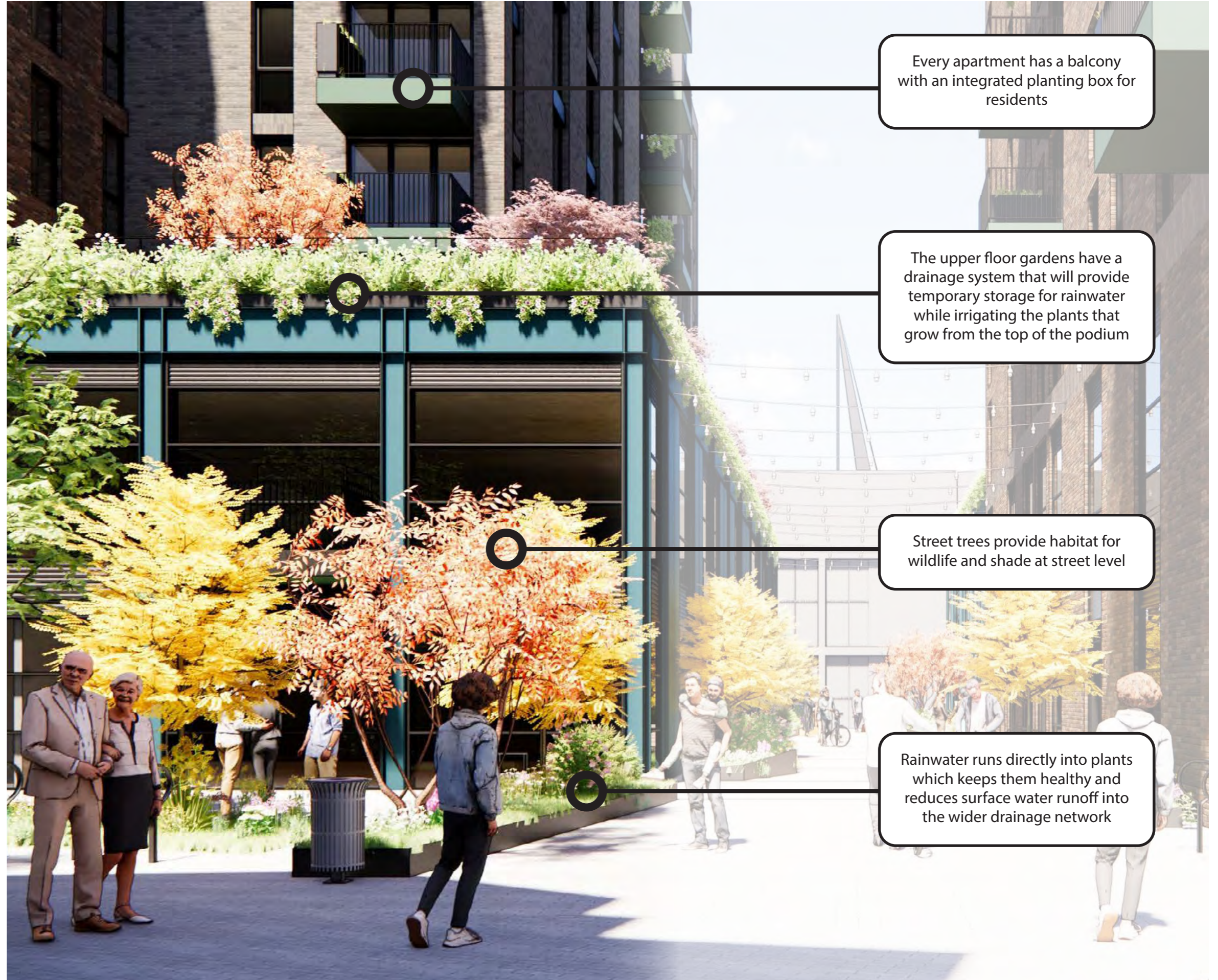
BE GREEN USE RENEWABLE ENERGY

- *On site renewables including photovoltaic panels will be provided and electricity to power the air source heat pumps can be sourced from renewable energy supplies.*

SUSTAINABILITY, BIODIVERSITY AND WELLBEING

The homes will offer healthy places for people to live, with good access to daylight and fresh air. Everyone will be able to enjoy their own private outside space, in addition to communal gardens.

The ground-level public realm makes up over 30% of the North Plot site area and extensive new trees and planting will make this one of the greenest new developments in the city centre.



Every apartment has a balcony with an integrated planting box for residents

The upper floor gardens have a drainage system that will provide temporary storage for rainwater while irrigating the plants that grow from the top of the podium

Street trees provide habitat for wildlife and shade at street level

Rainwater runs directly into plants which keeps them healthy and reduces surface water runoff into the wider drainage network

SUPPORTING DRAWINGS

ELEVATION DESIGN - MATERIALITY

Since the Wapping Wharf Architectural Framework Strategy was produced in 2012 there have been some significant regulatory changes following the Grenfell Tower fire. Timber cladding and laminated glass balustrades are no longer permitted on buildings over 18m tall which precludes their use on any of the North Plot proposals. In addition, the design team are keen to avoid render in favour of more robust and low maintenance materials.

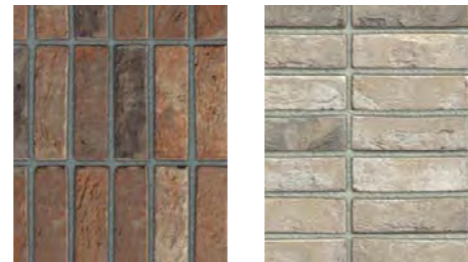
Even though a new stand-alone planning application is being made for Wapping Wharf North Plot, the Architectural Framework Strategy remains very relevant to the proposals as does the need for new buildings to blend in with previously completed phases to create a cohesive city neighbourhood.

The new proposals do, however, diverge from the previous outline permission in regards to scale and use. This includes the increase in mixed-use retail and commercial that is proposed for the podium, the desire for the residential wings to step up towards the harbour to take advantage of the views and the provision of a focal building overlooking Museum Square.

With this in mind, a modified materials palette is being proposed which will transition from the brickwork 'wharf style' of the earlier building in the South and West Plots towards a steel and glass industrial design language facing M Shed and the harbour.

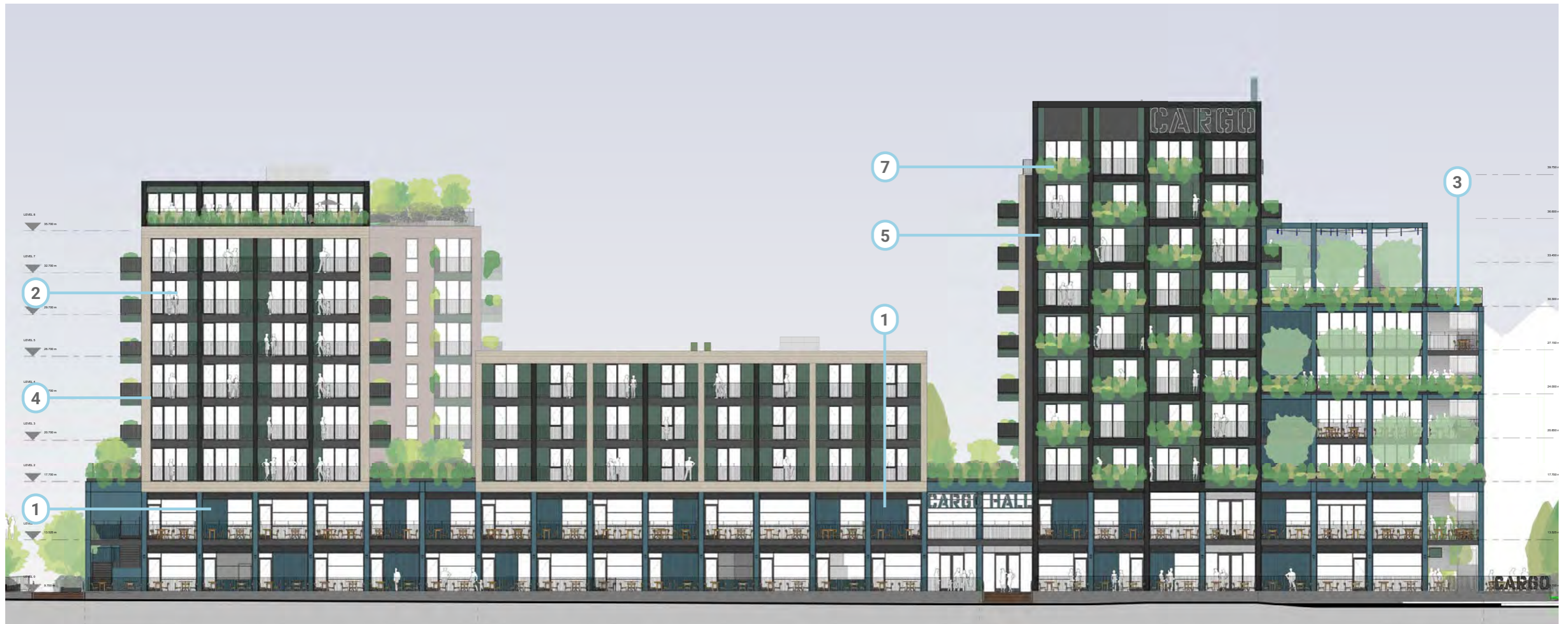
The proposed steel podium element which is designed to echo the low, repetitive structural-framed transit sheds (in particular Watershed with its expressed steel colonnade) will provide an industrial scale element which underpins and unifies the North Plot design language.

The palette of materials proposed can be seen in the thumbnail images to the right. A variety of warm brickwork colours (including red engineering brick to echo the famous Bristol Bond warehouses) will sit alongside exposed structural steel framing. Large-scale metal cladding panels will evoke the muted industrial colours of the steel doors on M Shed, taking reference from the colours of the CARGO shipping containers. This deliberate reference to the CARGO 1 and 2 colour scheme is in recognition of the huge popularity of the temporary retail shipping containers.

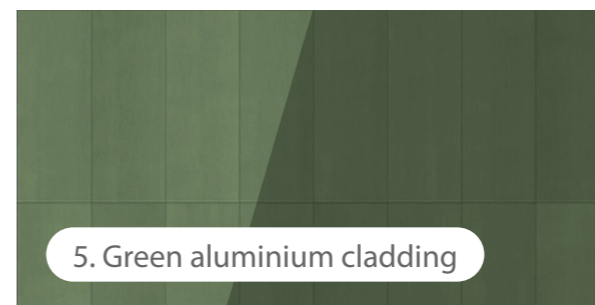
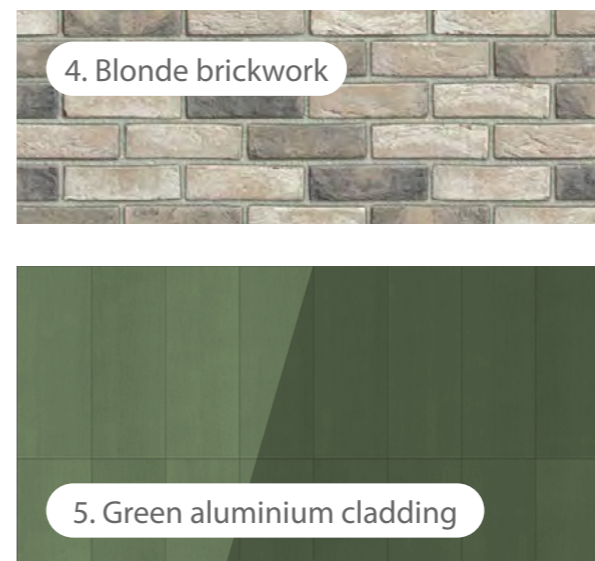
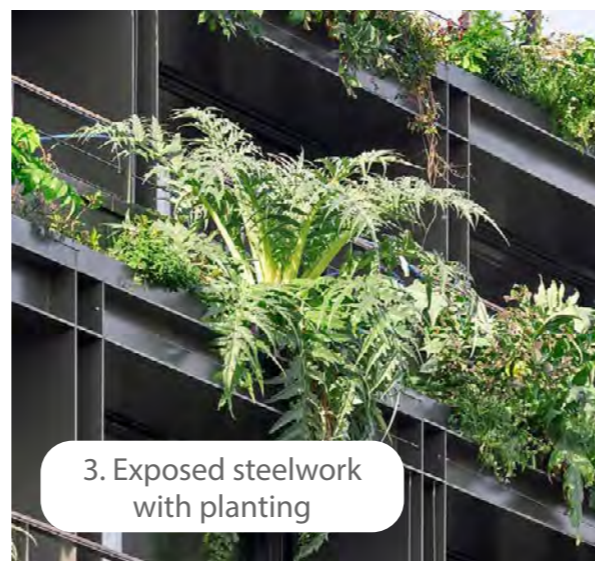
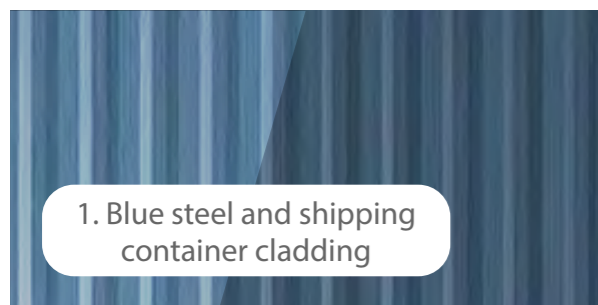


SUPPORTING DRAWINGS

MUSEUM STREET ELEVATION MATERIALS



Materials were chosen to tie the scheme in with the existing palette facing the harbour, whilst still providing distinct design elements for the main focal building.

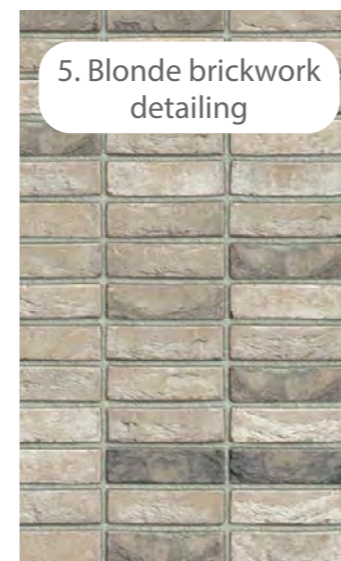
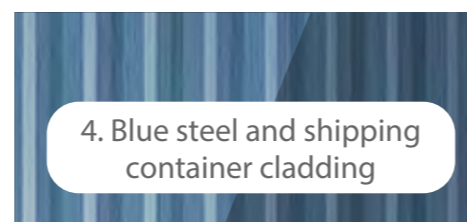
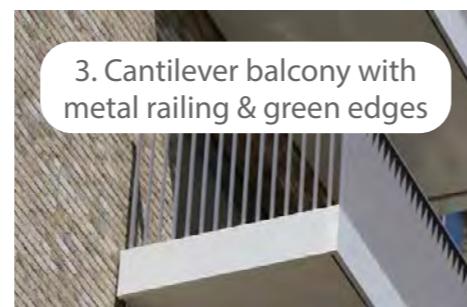
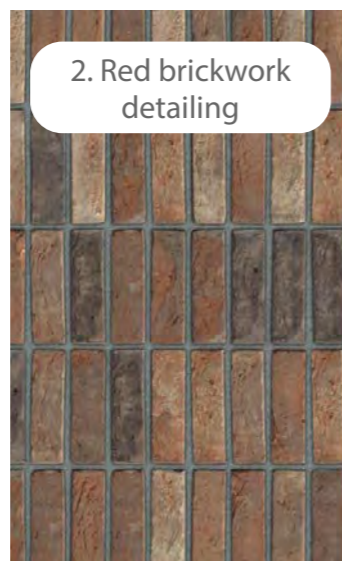
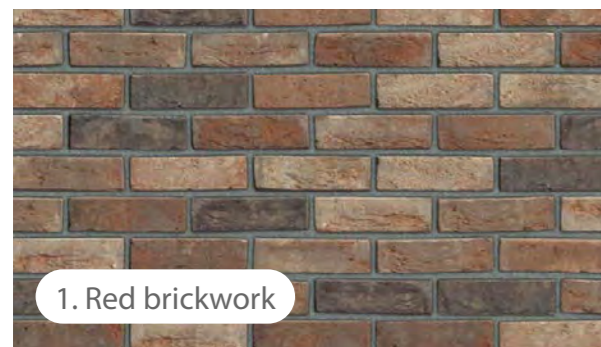


SUPPORTING DRAWINGS

ROPE WALK ELEVATION MATERIALS

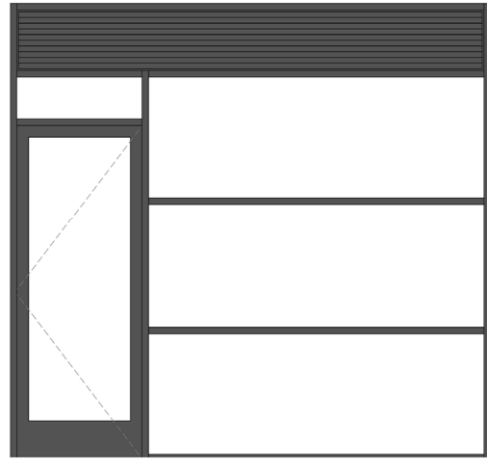


The palette along Rope Walk is more residential in scale, using materials which tie the development in with the existing phases of Wapping Wharf development.

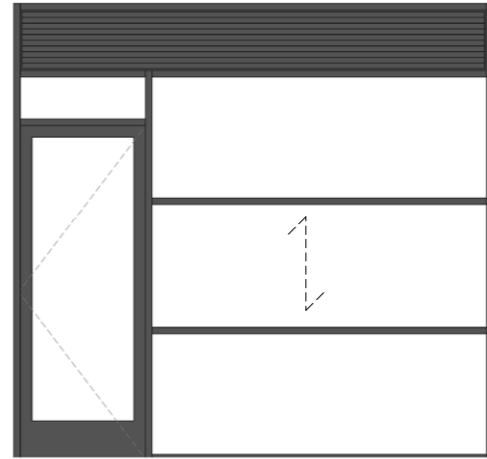


SUPPORTING DRAWINGS

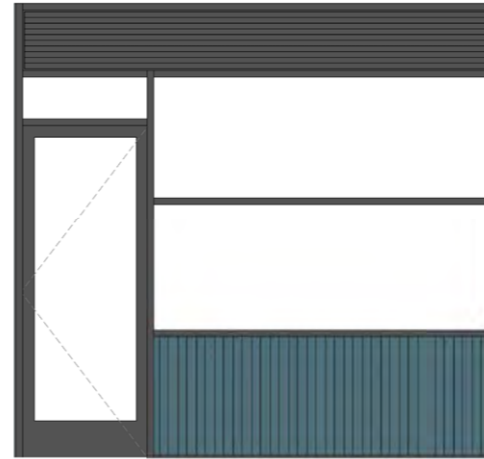
RETAIL FAÇADE ELEVATIONS



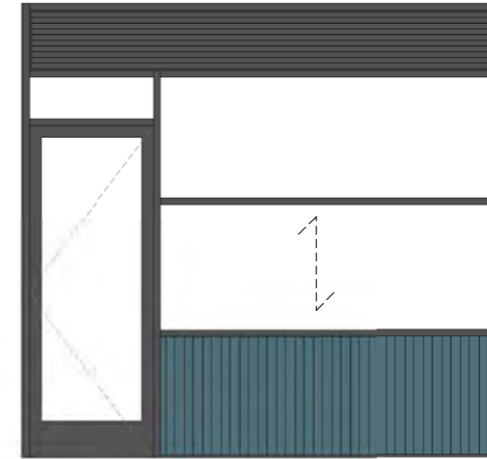
**Glazed Door
Fixed Glazed Facade**
Facade consisting of glazed door with 3 panels of fixed glazing.



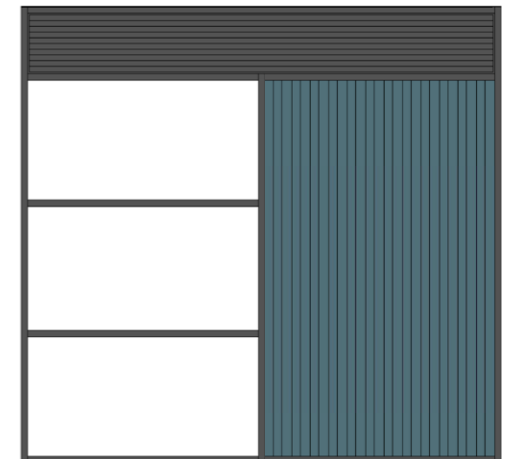
**Glazed Door
Openable Glazed Facade**
Facade consisting of glazed door with 2 panels of fixed glazing and a central vertically sliding glazing panel.



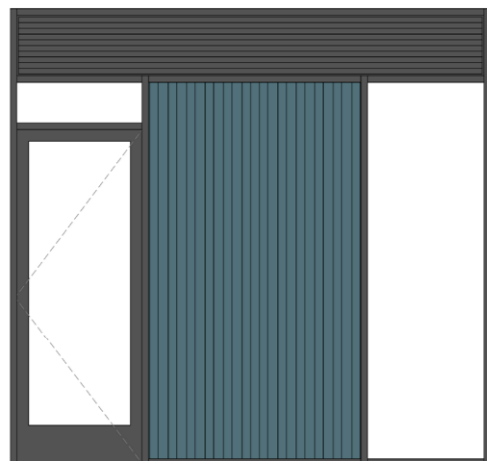
**Glazed Door
Fixed Glazed Facade w/ Container Panel**
Facade consisting of glazed door with 2 panels of fixed glazing and a single panel of fixed shipping container style cladding.



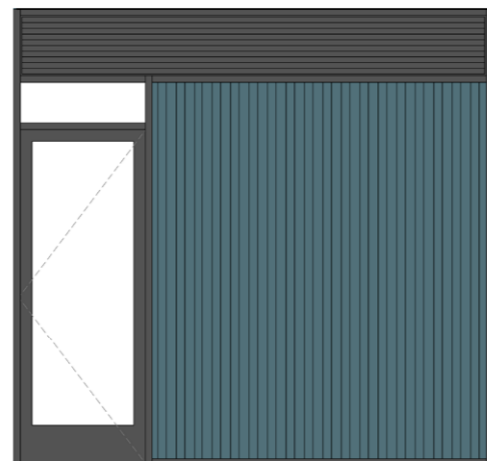
**Glazed Door
Openable Glazed Facade w/ Container Panel**
Facade consisting of glazed door with a single panel of fixed glazing and a central vertically sliding glazing panel.



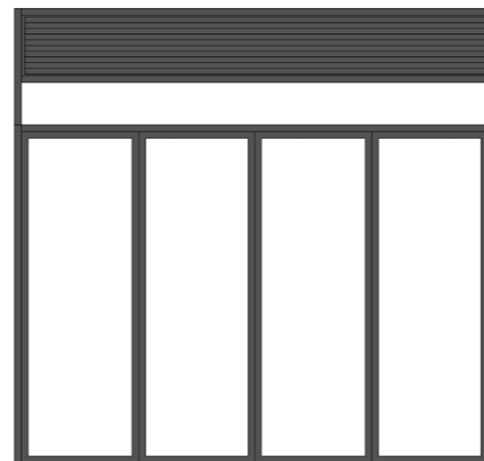
**Fixed Glazed Facade
Shipping Container Style Cladding**
Facade consisting of 3 panels of fixed glazing and a single panel of fixed shipping container style cladding.



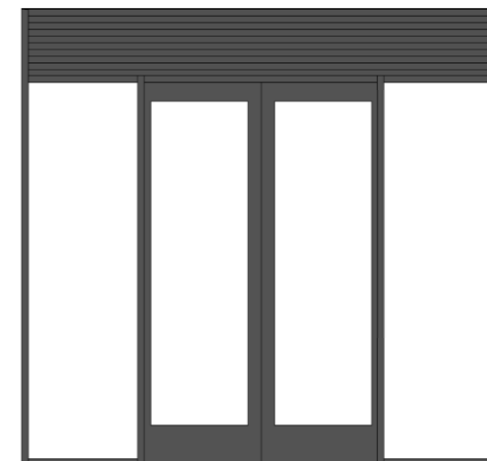
**Glazed Door
Shipping Container Style Cladding
Fixed Glazed Facade**
Facade consisting of glazed door, a single panel of fixed shipping container style cladding and fixed vertical glazing panel.



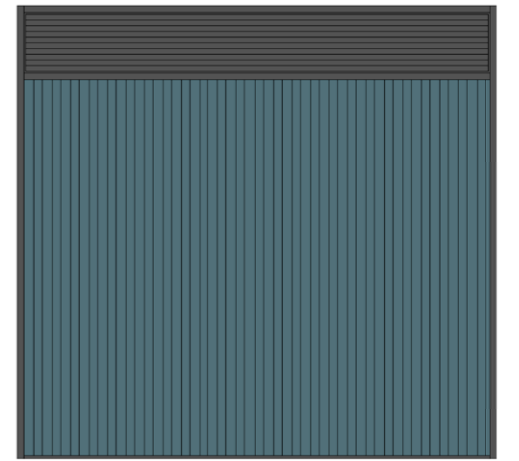
**Glazed Door
Shipping Container Style Cladding**
Facade consisting of glazed door and a single panel of fixed shipping container style cladding.



Glazed Bifold Door
Facade consisting of glazed bifold door.



Glazed Double Door
Facade consisting of a glazed double door with fixed vertical glazing panels either side.



Shipping Container Style Cladding
Facade consisting of a single panel of fixed shipping container style cladding.

As shown on the previous elevations, the front façades of the retail units at ground and first floor fit within the repeated structural frame.

As the precise needs of each tenant is not yet known, we have developed a number of façade options that are interchangeable depending on the requirements of the retail tenants and number of structural bays which are combined into a single retail unit.

SUPPORTING DRAWINGS

SITE ELEVATIONS



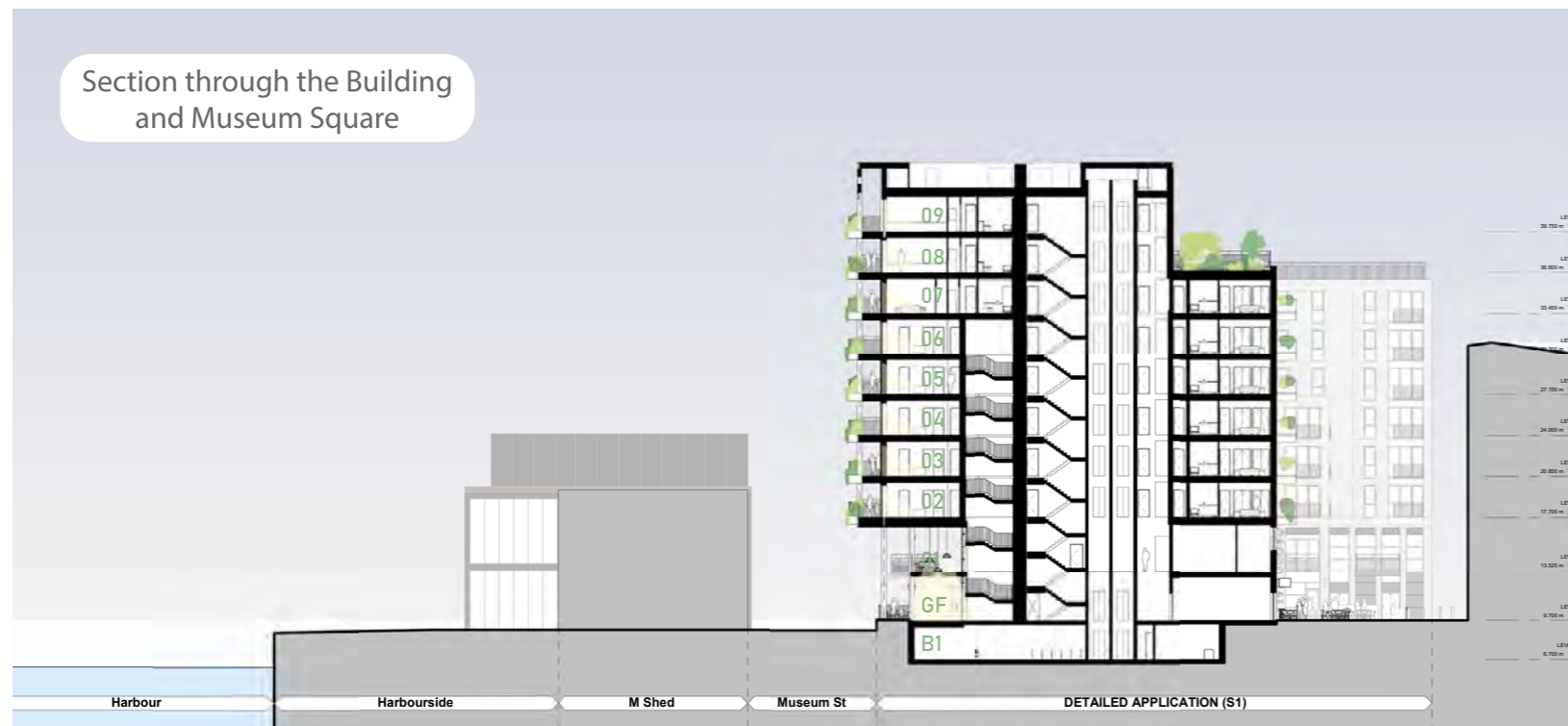
SUPPORTING DRAWINGS

SITE ELEVATIONS



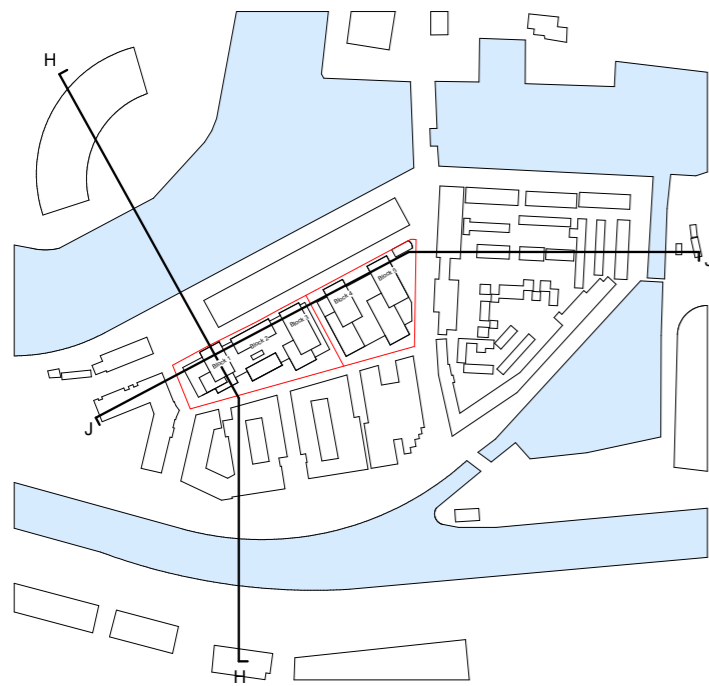
SUPPORTING DRAWINGS

SITE SECTIONS



SUPPORTING DRAWINGS

SITE SECTIONS



AREAS AND SCHEDULES

SCHEDULES

AREA BY USE PHASE 1 PHASE 2*

	PHASE 1		PHASE 2*	
	Net m ²	Gross m ²	Net m ²	Gross m ²
Residential	7451	10094	8614	11927
Basement	2691	2691	2458	2707
Retail	3242	5418		
Commercial	396	501	3911	4546
Total	13780	18704	14983	19180

TRANSPORT PHASE 1 PHASE 2*

	PHASE 1		PHASE 2*	
	Residents & Tenants	Public	Residents & Tenants	Public
Parking	72		67	
Disabled Spaces	9		8	4
Parking Car Club				4
Total Parking	81		75	8
Cycle Spaces	228	78	268	60
Electric Scooter Spaces				10
Total Cycle/Scooter	228	78	268	70

APARTMENTS PHASE 1 PHASE 2*

	PHASE 1		PHASE 2*	
	Open Market	Affordable	Open Market	Affordable
1 Bed	49	4	44	12
2 Bed	41	12	56	18
3 Bed	3	4	2	
Totals	93	20	102	30
% Affordable	18%	of 113	23%	of 132

Whole Site: Phase 1 & 2

Total Open Market	195
Total Affordable	50
Grand total	245
% Affordable	20%
% Dual Aspect	69%

DENSITY (PHASE 1 & 2 COMBINED)

Net Site Area:	1.09ha (10,900m ²)
Dwellings:	245
Bed Spaces:	767
Total GIA (excluding basement which contains no habitable rooms):	32,486m ²
Residential GIA:	22,021m ² (68%)
Non Residential GIA:	10,465m ² (32%)
Density Calculation Based On:	0.752ha
Dwellings / Hectare:	310 dwelling / hectare
Bedspaces / Hectare:	1020 bed spaces / hectare
Plot Ratio (GIA/Site Area):	3.25/1.09 = 2.98

AREAS AND SCHEDULES

EXTERNAL AREAS

In addition to the areas that have been scheduled on the previous page, the scheme also provides a generous amount of external space, which can be used and enjoyed by the public.

At ground level the building is surrounded by wide pedestrian routes and external seating areas. These will be a mix of spaces allocated to the retail units and areas for shared general public use.

Level 1 includes a 'gallery' walkway that wraps around the west and north façades providing access to and seating for all the units at level 1. This arrangement seeks to recreate and enhance the walkway at the existing CARGO 1 and 2.

Levels 2 to 5 provide external terraces for the restaurants with varying amounts of open air or under-cover space to give customers a range of protection appropriate for the British climate.

Level six is a rooftop terrace, publicly accessible via internal and external stairs and the central lift core. It will provide stunning views across the Harbour and towards Southville.

All of the retail units and external spaces that link them have been designed to allow easy movement and browsing behaviour, which is intended to continue the atmosphere currently enjoyed at CARGO 1 and 2.



Visualisation indicative of earlier west elevation design - refer to pages 70-73 and formal application drawings for final detailed drawings

ACCESSIBLE DESIGN








ACCESS, MANAGEMENT & OPERATION

PEDESTRIAN ACCESS STRATEGY

The retail and commercial uses at ground floor provide a vibrant and permeable facade.

The CARGO Hall retail element provides multiple entrance and exit locations.

Ramped access and lifts to upper floors are provided to ensure step-free pedestrian access to all areas. Double lifts are provided in all areas to provide resilience in case of a fault.

-  Public Entrance
-  Retail Staff Private Entrance
-  Residential Core Access
-  Commercial
-  Retail Public Core
-  Residential Core
-  Commercial Core



ACCESS, MANAGEMENT & OPERATION

INCLUSIVE ACCESS STRATEGY

The design has been developed with inclusivity in mind and includes the following features:

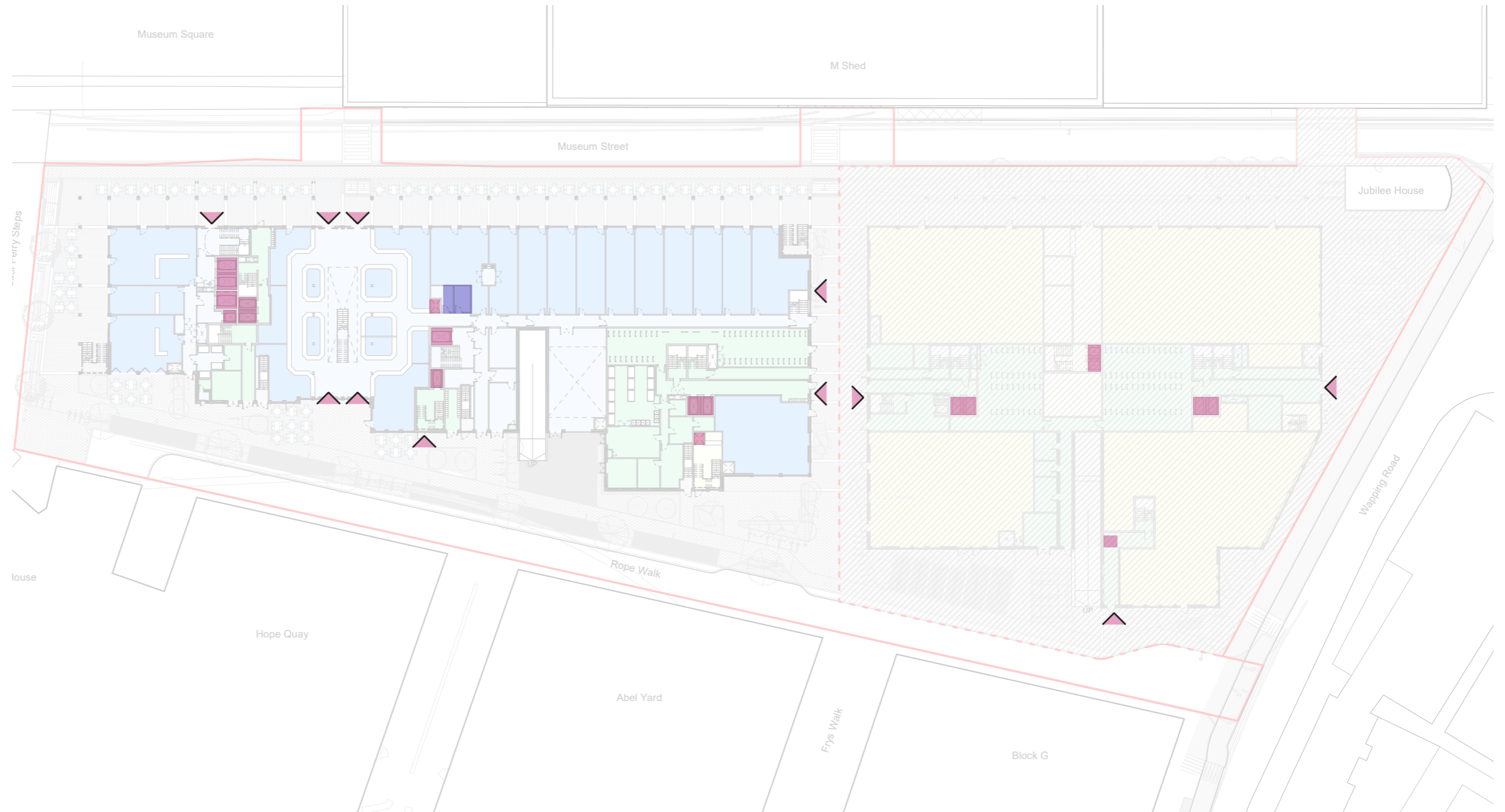
The site provides multiple step-free entrance and exit locations.

Ramped access and lifts to upper floors are provided to ensure step-free pedestrian access to all areas. Double lifts are provided in all areas to provide resilience in case of a fault.

Accessible parking is provided at basement level with lifts to the upper floor.

Publicly accessible toilets will be provided at ground and first floor accessed from CARGO Hall. It will be the responsibility of individual tenants to ensure adequate accessibility and WC provision during their fit out.

In line with building control legislation, flats will provide a mixture of visitable, adaptable and accessible flats. Flat types designed so far have scope to ensure adequate levels of compliance and the detailed layouts will be developed at a later stage.



▶ Level Access Entrance Point

■ Accessible Lifts to Upper Levels

■ Publicly accessible WCs

ACCESS, MANAGEMENT & OPERATION










VEHICULAR ACCESS STRATEGY

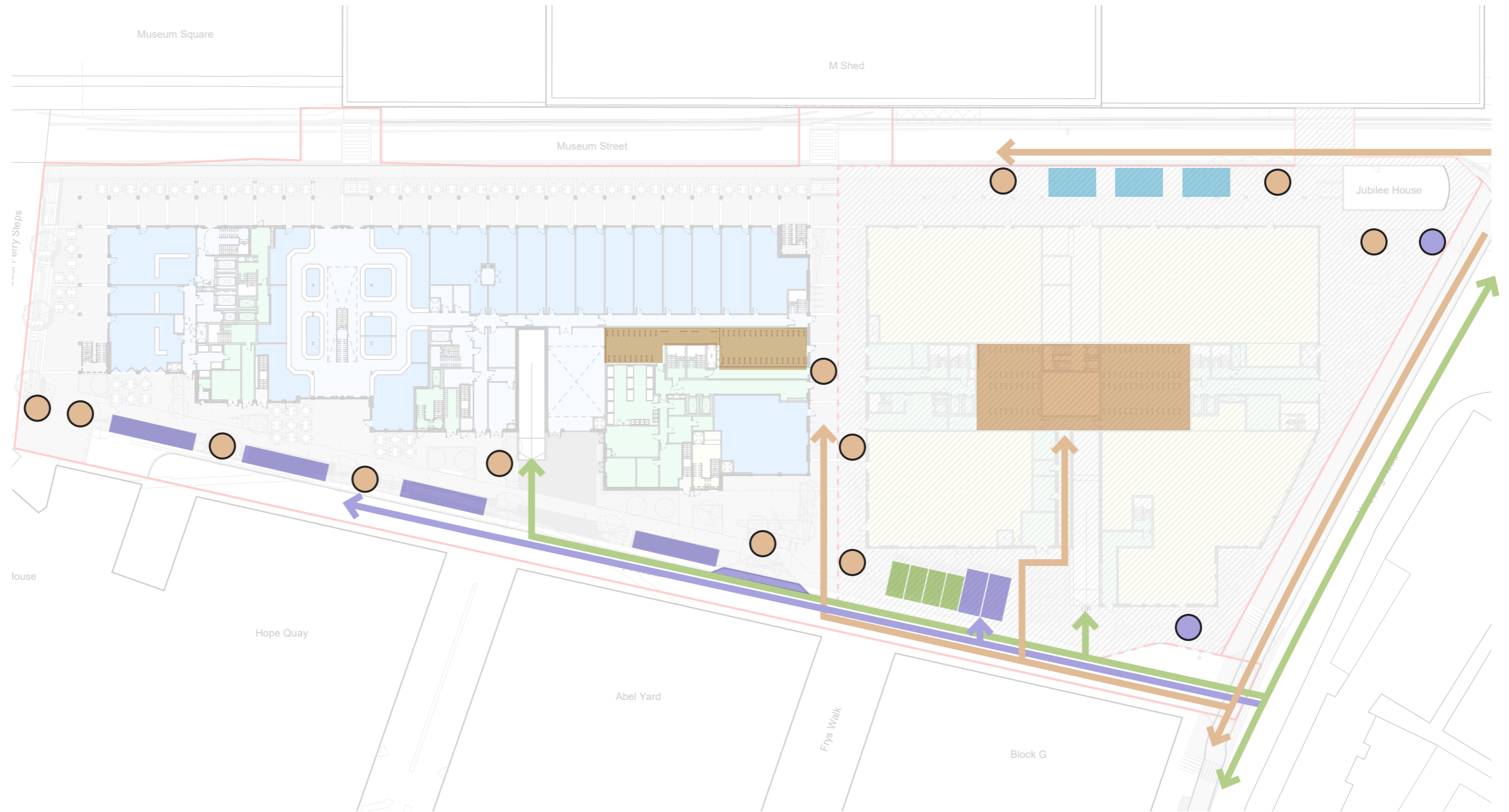
All key vehicular access to the site will be via Rope Walk.

Loading bays will be provided to the northern side of Rope Walk to allow deliveries to the retail units.

Access to the basement and car park will be via vehicle only ramps from Rope Walk.

Disabled parking spaces will be provided along Museum street to support access to the retail offering.

-  Residential Parking Access Route
-  Delivery Access Route
-  Cycle Access
-  Secure Residential Cycle Store
-  Loading Bay
-  Disabled Parking Bay
-  Car Club Parking Bay
-  Visitor Cycle Parking - Sheffield stands provided in the landscape
-  Electric Scooter Parking Bays



ACCESS, MANAGEMENT & OPERATION

VEHICULAR ACCESS STRATEGY




Approximately 160 parking spaces will be provided in the basement.

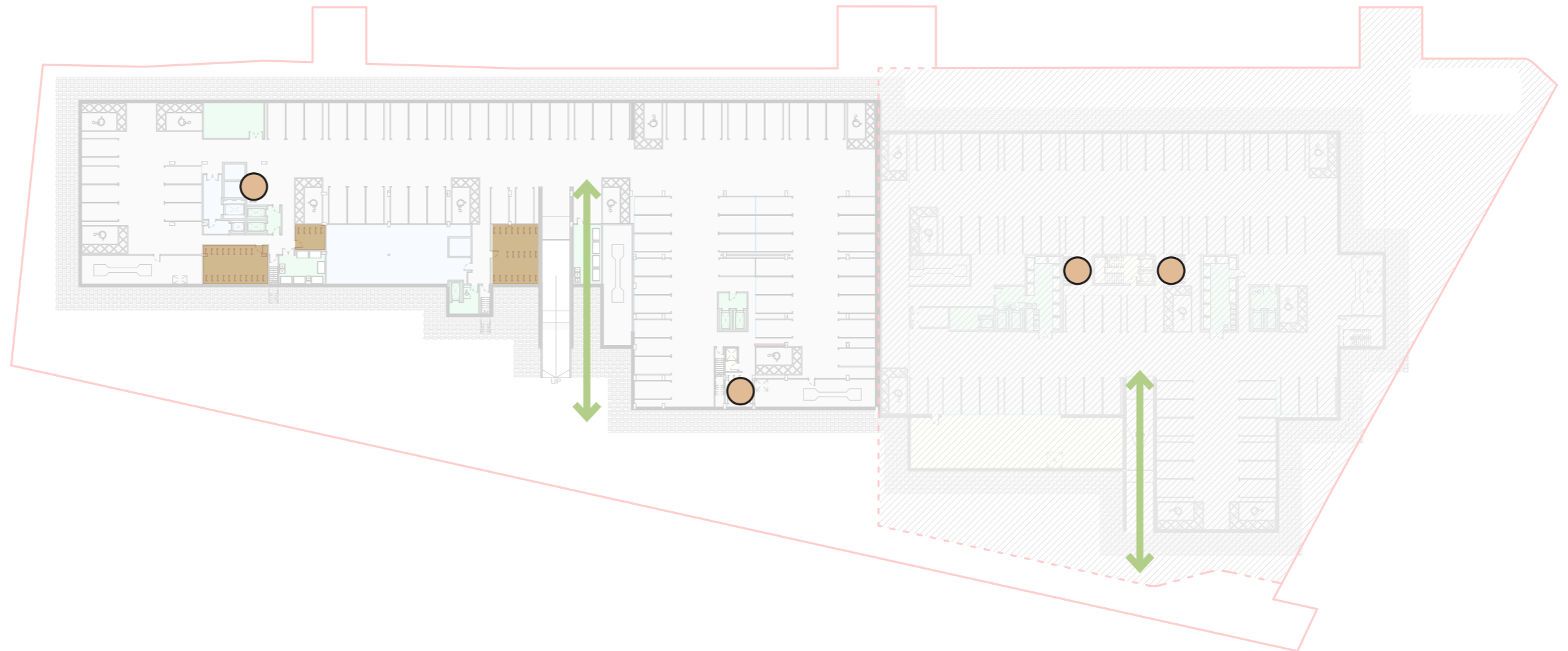
Most will be allocated to residents. A small number will also be allocated to retail tenants and commercial office tenants. The allocation will be determined during the sale

A proportion of spaces for each use type will be wheelchair accessible.

Cycle store allocation will be in line with Bristol city council guidelines.

Secure internal cycle parking will be provided for residential and staff use.

-  Residential Parking Access Route
-  Secure Residential Cycle Store
-  Cycle Parking - Sheffield stands provided in the car park



ACCESS, MANAGEMENT & OPERATION

REFUSE STRATEGY






Separate refuse storage will be provided for the residential and retail / commercial areas.

The residential stores will be sized in line with Bristol City Council refuse guidelines, calculated for weekly collection .

The current refuse collection strategy of Bristol Waste provides significant challenges due to irregular collection days and the limitation of using wheelie bins for many waste streams. We would welcome further discussion with the Local Planning Authority and Bristol Waste about how to better facilitate refuse collection.

Refuse shall be separated into general waste, food waste and recycling.

For retail and commercial refuse, across the whole site, a specialist Refuse & Recycling Management Centre will be provided. This will build upon the successful operation currently provided by Umberslade for the CARGO tenants which achieves impressive levels of recycling (in excess of 80%). An on-site compactor will compress and bale recyclable waste before collection to reduce frequency of collections.

-  Refuse Access Route
-  Refuse Movement Route
-  Refuse Collection Point
-  Residential Refuse Store
-  Retail and Commercial Refuse Centre



ACCESS, MANAGEMENT & OPERATION

SAFETY & DESIGNING OUT CRIME

During the pre-application process, the design team met with Avon and Somerset Police to discuss the proposals. The aim of the police liaison meeting was to identify opportunities to design out crime, protect the site and ensure it is a safe place for all to inhabit. The following physical and management themes have been considered and incorporated in the proposed scheme.

- Secure residents' cycle stores located inside the building access via fob
- Access control strategy to be developed to ensure residents only have access to parts of the building relevant to them. Use of key fobs, creates a traceable log of access
- Inclusion of a secure central post room so that parcels and deliveries are not left in lobbies and delivery workers do not gain access to the main circulation of the building
- Consideration given to public realm, landscaping and street furniture locations to deter antisocial behaviour
- Counter-terrorism measures to be developed in discussion with the police. Elements for discussion include glazing specification of public facades, structural resilience and hostile vehicle mitigation
- Maximise passive surveillance by considering active frontages on pedestrian routes. Natural surveillance is especially important during the evening when late opening businesses such as restaurants and the gym, will be active.
- Maximise CCTV surveillance by considering positioning of trees, cctv and lighting
- Night-time security to be in place and well managed on site
- Procedures in place for incident management
- Ensuring security of external areas
- Maintaining lighting and other security features in external and communal area
- Restricting vehicle access into the pedestrianised parts of the site, PAS 68 compliant bollards are proposed where access is required by residents or emergency services



ACCESS, MANAGEMENT & OPERATION

ACTIVE STREET FRONTAGE

Active street frontage and passive surveillance in public realm spaces can have several benefits.

- Passive surveillance can help create a sense of accountability and responsibility in public spaces, discouraging criminal behaviour.
- When people feel safe in public spaces, they are more likely to use them. Passive surveillance can help to deter criminal activity, making public spaces safer for all users.
- Early detection of problems allowing for timely intervention and preventing escalation of issues. This can include detecting accidents, medical emergencies, or other situations that may require immediate attention.
- Increased sense of community, ownership and responsibility for public spaces. When people feel that they are part of a shared space that is monitored and cared for, they are more likely to take pride in and care for that space themselves.

— Active Frontage - Daytime hours

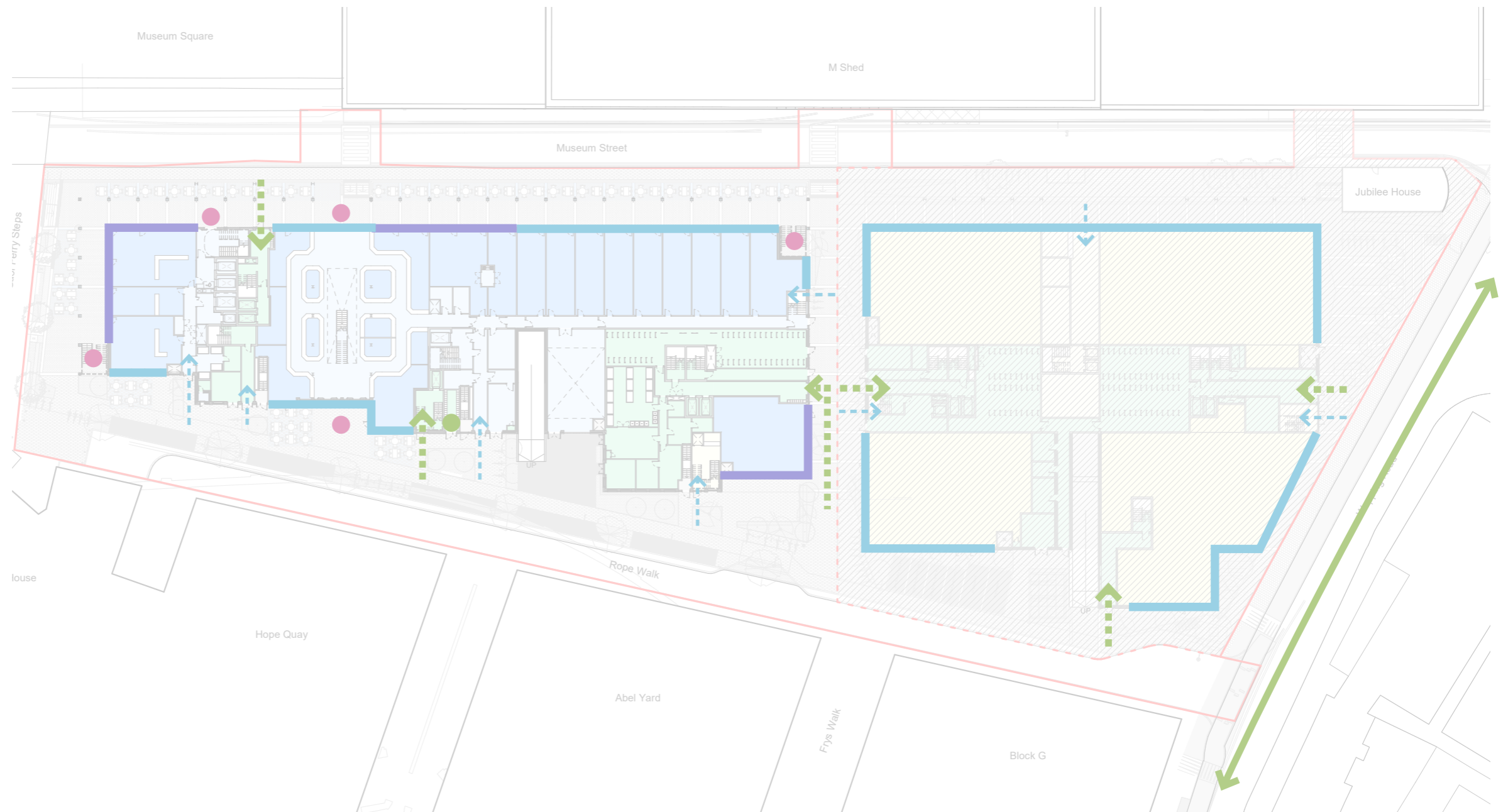
— Active Frontage - Evening hours

➡ Residents' Entrances

➡ Staff Entrances

● Secure Post Room

● Public Nodes and Circulation



LOCAL POLICY RESPONSES

LOCAL POLICY & ANALYSIS

SPD Objectives

The Urban Living SPD has been produced by Bristol City Council to provide further guidance to the policies contained within the Bristol Local Plan

An optimal density in new development is considered to be one that balances the efficient and effective use of land, with aspirations for a positive response to context, successful placemaking and liveability.

The criteria set out in the SPD ('Balancing the Objectives' p8 & p9) has been shown on the adjacent page. A review of this criteria against the designs for the Wapping Wharf North Plot masterplan is provided in Section 3 (Analysis).

Density:

The Urban Living SPD defines Optimal Density as: the most favourable density at which a development has a positive impact on the local community and the environment. A successful development would create a vibrant neighbourhood which supports the retail and social needs of the residents. The architecture should allow sun to penetrate to street level and let people walk and cycle in comfort. It should be dense enough to build a sense of community, but not so dense that it fails to produce a liveable place.

Many factors determine what an appropriate density for a development site may be, including:

- The characteristics of the site, and any development constraints;
- The local context, and its prevailing character;
- The scope for departing from the area's prevailing character (more easily achieved on larger development sites where a transition of scale is possible);

- The sites proximity to a range of employment, services and facilities;
- The availability of good walking, cycling and public transport infrastructure which in turn can reduce the need to own a car, and hence the need to provide car parking;
- The proposed development mix.

Optimising density will often mean developing at densities above those of the surrounding area on most sites.

Within the Wapping Wharf North Plot proposals the intention to provide a higher quantity of non-residential mixed-uses (retail, restaurant, commercial and offices) while still providing as many new homes as possible on this popular site has created a desire to increase site utilisation which follows the SPD guidance.

A design-led approach to optimising density is advocated which should be based on an evaluation of the site's attributes, its surrounding context and capacity for growth and the most appropriate development form.

The SPD recommends that a Masterplan be produced for any significant scheme looking to increase densities, in particular if the proposals contain two or more construction phases, and are proposing a building over 30m tall.

Designs for the North Plot of Wapping Wharf are therefore provided as a Masterplan with extensive analysis of site context and development aims, with detailed proposals for an initial phase of construction.

Extracts below from the preface of the Urban Living SPD 2018 p8 & p9: 'Balancing the Objectives'

Land

We need to make the best use of the city's limited land supply in order to meet the need for new homes, jobs and Infrastructure required by the City's growing population

The highest densities should be located at the most accessible and sustainable locations

All developments should look to optimise their development footprint; accommodating access, servicing and parking in the most efficient ways possible.

Where possible, different land uses should be mixed together; residential above businesses and community uses should become common place.

Context

New development should contribute positively to an area's character and identity, creating or reinforcing local distinctiveness.

Bristol has a rich and unique context, shaped by its topography, open spaces and water courses. It is a city of distinct and diverse communities, each with its own character of place, each presenting different opportunities for optimising densities. Understanding the existing or evolving character and context of individual areas is essential in determining how different places may develop in the future.

Place

We need to harness the investment in new homes and jobs, to repair and reinvigorate existing neighbourhoods, strengthening physical connections between areas, creating vibrant, resilient and healthy communities.

Intensification can help support thriving high streets and local centres, ensuring that for local trips, walking and cycling become the most convenient option, and for trips further afield, public transport becomes a viable option.

People-friendly, human-scaled streets should be a joy to walk along. Public and private spaces should be clearly defined, accessible, well managed and safe.

Liveability

We need to create quality buildings, which support the health and well-being of their occupants, and are responsive to the changing way we live, work and spend our leisure time.

There is a particular need to build a good quality housing stock which supports the creation of mixed and balanced communities.

Private communal space should be safe, accessible, inviting and well used, without the fear of crime.

Individual dwellings should provide sufficient comfort, natural light, privacy and quiet so that they become a place of escape from the hubbub of urban life.

LOCAL POLICY & ANALYSIS

SPD Evaluation Criteria

In addition to the general aspirations identified above. Specific questions have been posed to ensure any emerging proposals consider the wider city context. These questions are shown in the table opposite.

The North Plot proposals have been analysed against this criteria to provide an assessment of the designs against the SPD criteria.



Major Developments

- Q1.1 Has the scheme adopted an approach to urban intensification which is broadly consistent with its setting?
- Q1.2 Does the scheme contribute towards creating a vibrant and equitable neighbourhood?
- Q1.3 Does the scheme respond positively to either the existing context, or in areas undergoing significant change, an emerging context?
- Q1.4 Does the scheme provide people-friendly streets and spaces?
- Q1.5 Does the scheme deliver a comfortable micro-climate for its occupants, neighbours and passers by?
- Q1.6 Has access, car parking and servicing been efficiently and creatively integrated into the scheme?

Residential Development

- Q2.1 Does the scheme make building entrances welcoming, attractive and easy to use?
- Q2.2 Are the scheme's internal spaces convivial, comfortable and user-friendly?
- Q2.3 Does the scheme provide sufficient private outdoor space?
- Q2.4 Does the scheme create attractive, well designed and well maintained private outdoor spaces?
- Q2.5 Does the scheme creatively integrate children's play?
- Q2.6 Are internal layouts ergonomic and adaptable?
- Q2.7 Does the scheme safeguard privacy and minimise noise transfer between homes?
- Q2.8 Does the scheme maximise opportunities for daylight and sunlight of internal spaces; avoiding single aspect homes?

Tall Building

- Q3.1 Is the tall building well located?
- Q3.2 Does the scheme make a positive contribution to the long range, mid range and immediate views to it?
- Q3.3 Does the scheme demonstrate design excellence?
- Q3.4 Does the scheme ensure the safety of occupants and passers by?
- Q3.5 Does the scheme interfere with aviation, navigation or telecommunication, and does it have a detrimental effect on solar energy generation on adjoining buildings?
- Q3.6 Has the scheme's future servicing, maintenance and management been well considered?
- Q3.7 Does the scheme create a pleasant, healthy environment for future occupants?
- Q3.8 Is the scheme sustainably designed?
- Q3.9 Will the scheme be neighbourly, both at the construction phase and following occupation?

LOCAL POLICY & ANALYSIS

Urban Living SPD Evaluation Criteria

The North Plot proposals have been evaluated against the SPD criteria identified in the context section of this report. These are shown in the table opposite.

Major Developments	Application Response
Q1.1 Has the scheme adopted an approach to urban intensification which is broadly consistent with its setting?	The site is situated within the city centre area identified in the SPD. The SPD has identified that higher densities are appropriate in this location and the proposals align with this requirement. This maximises the site development potential and land efficiency.
Q1.2 Does the scheme contribute towards creating a vibrant and equitable neighbourhood?	<p>The emerging proposals provide a mix of retail, commercial and residential spaces. The retail and commercial elements will build on the success of the existing Wapping Wharf development and the vibrant public spaces created by the temporary CARGO development.</p> <p>A variety of accommodation is provided to meet the needs of families, elderly as well as young professionals, and the modular and efficient structure allows the spaces to be adaptable over time.</p>
Q1.3 Does the scheme respond positively to either the existing context, or in areas undergoing significant change, an emerging context?	<p>A thorough context appraisal has been undertaken to test the emerging proposals within the neighbourhood and city surroundings. The proposals build upon the successful development of earlier phases of Wapping Wharf.</p> <p>The site provides an opportunity for a more varied character in keeping with the City Docks Conservation Area Appraisal Document. The contextually tall building, in particular Block 1 overlooking Museum Square, provide a dramatic backdrop to MShed and have been strategically located to minimise impact on key views. (Views into and out of the site that merit a design response have been considered at the outset of the design process.)</p> <p>The designated and non designated heritage assets surrounding the site have been identified.</p>
Q1.4 Does the scheme provide people-friendly streets and spaces?	<p>Careful consideration has been given to the spaces created around the building, acknowledging that as densities increase, the need to invest in high quality public realm grows. The active retail and commercial uses at ground floor level, provide vibrant spaces that will spill onto the surrounding public spaces. The development ties in with the already successful Gaol Ferry Steps and Museum Square areas. The series of stepping buildings that are proposed along Rope Walk will create a diverse streetscape with pocket parks and landscaping that will continue the successful Gaol Ferry Steps along this sunny street.</p> <p>Additional connections across the site have been provided including to the MShed north entrance.</p> <p>Integrating green infrastructure within the surrounding streets and roof spaces will help improve the pedestrian environment, support rainwater management, reduce exposure to air pollution, manage heat and increase biodiversity.</p>
Q1.5 Does the scheme deliver a comfortable micro-climate for its occupants, neighbours and passers by?	<p>The orientation of buildings has maximised the views and sunlight penetration. Lowering the building heights along the South side of the site will allow sunlight to penetrate further, and large windows to lower levels will improve lighting levels of the lower units.</p> <p>South facing outdoor space has been created at ground level with private residential gardens created on rooftops and podiums.</p> <p>The CARGO Hall will be an accessible inside/outside space that will spill out onto the generous public spaces. Access to restaurants at upper floors is via covered external walkways that provide shelter and shade for year round use.</p>
Q1.6 Has access, car parking and servicing been efficiently and creatively integrated into the scheme?	<p>The SPD identifies underground parking as appropriate for the central location. The flood risk mitigation and management of this has been well considered.</p> <p>The basement provides appropriate car parking for residents and commercial/retail tenants. Disabled parking spaces for visitors have been provided on Museum Street.</p> <p>The building servicing has been considered via the Rope Walk access road with all deliveries and servicing occurring along this route.</p> <p>The city centre location means many visitors will arrive via sustainable transport bus/cycles/on foot and pedestrian routes to/through the site have been considered with visitor cycle parking provided in the surrounding landscape. Secure internal cycle parking spaces will be provided for residents and commercial tenants use.</p>

LOCAL POLICY & ANALYSIS

Urban Living SPD Evaluation Criteria

Continued.

Residential Development	
Q2.1 Does the scheme make building entrances welcoming, attractive and easy to use?	Separate and clearly defined access for residential users have been identified within the scheme. These will all be welcoming, attractive and clearly signposted with step free access provided to all apartments, accessed at ground floor from the public realm.
Q2.2 Are the scheme's internal spaces convivial, comfortable and user-friendly?	<p>We have ensured all internal circulation spaces are wide enough to enable comfortable movement of building users especially at peak hours, and allow the easy removal of large items of furniture (The lifts have been sized appropriately to facilitate furniture moving).</p> <p>Careful consideration has been given to provide functional apartment space with a high proportion of dual aspect apartments. These will provide maximum natural daylight and opportunities for cross ventilation. The rational layouts will maximise the usable internal space within apartments.</p>
Q2.3 Does the scheme provide sufficient private outdoor space?	Every apartment will have access to private outdoor space through balconies directly accessible from flats. Communal roof top gardens accessible to residents provide additional space for residents. Public communal spaces have also been created at ground floor level for everyone's enjoyment.
Q2.4 Does the scheme create attractive, well designed and well maintained private outdoor spaces?	<p>The proposals will build on the success of the earlier development phases. These have shown how the private outdoor spaces have thrived with well used and maintained landscaped areas.</p> <p>The roof top gardens are situated on the south facing roofs to take advantage of direct sunlight.</p>
Q2.5 Does the scheme creatively integrate children's play?	Communal rooftop gardens will provide a range of landscaped spaces that can be used for relaxing, socialising and play. The podium courtyard garden in Phase 1 provides a pleasant outdoor area for the 4no. 3 bedroom family homes provided within the Affordable homes allowance.
Q2.6 Are internal layouts ergonomic and adaptable?	Apartment layouts are very efficient and maximise the usable floor space. A wide range of apartment sizes have been provided to cater to different residents needs - two bedroom units are provided that range from 68sqm right up to 100sqm with a high number of 80-85sqm units. This exceeds the minimum sizes and allows for long term adaptability and better than average storage space.
Q2.7 Does the scheme safeguard privacy and minimise noise transfer between homes?	The homes will be built to the highest standards and meet all statutory requirements to ensure comfortable, quiet apartments. Layouts have been considered to ensure privacy in relation to neighbouring properties with windows and balcony spaces staggered to reduce overlooking. Where possible living rooms and kitchens will be located next to living rooms and kitchens. Where apartments are located overlooking restaurant terraces these are dual aspect and will have mechanical as well as natural ventilation to enable windows to be closed.
Q2.8 Does the scheme maximise opportunities for daylight and sunlight of internal spaces; avoiding single aspect homes?	<p>The scheme has maximised opportunities for daylight through the provision of dual aspect flats. These provide improved access to natural light, choice of views and cross ventilation through units providing greater capacity to address overheating. The scheme has no single aspect North facing apartments.</p> <p>Floor to ceiling glazing at lower level apartments will allow maximum levels of daylight into habitable rooms.</p>

LOCAL POLICY & ANALYSIS

Urban Living SPD Evaluation Criteria

Continued.

Tall Buildings	
Q3.1 Is the tall building well located?	<p>The city and surrounding context has been considered through extensive 3D modelling analysis via the use of the of VU City software. The scale of the proposals have been reviewed from key views to enhance the city surroundings, such as the framing of the view of St Paul's Church tower from Pero's Bridge and the city centre. The building massing studies taken which are based on key views identified within the City Docks Conservation Area Appraisal document show that the proposals sit well within the context. The proposals step down to more intimate streets (Rope Walk, Wapping Road) and step up to positively contribute to distant views from around the City Docks.</p> <p>The proposals integrate well into the wider development block, with the podium level assisting the transition in scale from the higher building down to the surrounding context.</p> <p>Adequate separation distances are provided between wings, this both limits the likely cumulative impact of the wings on the micro-climate at ground level, and avoids the negative visual impact of a perceived wall of development behind the MShed.</p>
Q3.2 Does the scheme make a positive contribution to the long range, mid range and immediate views to it?	Careful development through 3D modelling has allowed the application to be considered from long-range, medium-range and local views. The scheme makes a positive and exciting addition to the city centre skyline while preserving the key views identified in the context and analysis sections of this document. The landmark building behind Museum square improves the legibility of the city.
Q3.3 Does the scheme demonstrate design excellence?	<p>The proposals show the use of high-quality materials, innovative and sustainable building design, high quality public realm, and a sensitive and thoughtful response to the impacts that tall buildings place upon the urban landscape.</p> <p>The landmark that overlooks Museum Square has generous restaurant terraces and a publicly accessible rooftop viewing area. The stepping form and industrial style will provide a positive and characterful addition to the architecture of the harbourside. The proposals successfully combine the primary uses of Bristol's 21st Century harbour - urban living, leisure, retail and tourism.</p>
Q3.4 Does the scheme ensure the safety of occupants and passers by?	<p>Key safety measures have been integrated into the scheme from the outset. Careful consideration of public realm around the base of the development will provide easy access for emergency vehicles and evacuation and muster points. Lift and stair cores will facilitate both fire fighting and evacuation.</p> <p>Hoare Lea have undertaken CFD wind modelling to ensure the safety of ground level pedestrian areas.</p>
Q3.5 Does the scheme interfere with aviation, navigation or telecommunication, and does it have a detrimental effect on solar energy generation on adjoining buildings?	The proposals are not of sufficient height to interfere with aviation. The solar panels that are located on M Shed roof are to the east end of the building where the Wapping Wharf North buildings step down to their lowest point and so it is not anticipated there will be a detrimental effect on solar energy generation.
Q3.6 Has the scheme's future servicing, maintenance and management been well considered?	The proposals build on the established principals of the Wapping Wharf masterplan. Service roads, car park access and refuse collection have all be accommodated. Umberslade are able to bring years of experience from operating CARGO 1 & 2 to the emerging proposals. Space for deliveries has been provided as well as a dedicated internal recycling centre for the commercial uses. All servicing will take place off Rope Walk which will significantly reduce the amount of traffic on Museum Street.
Q3.7 Does the scheme create a pleasant, healthy environment for future occupants?	A pleasant, healthy environment will be created across the development through maximising natural light, careful overheating analysis, use of passive shading and ventilation techniques, high levels of insulation, and sustainable heating/cooling technology. Accreditation schemes such as WELL and FITWell have been reviewed during the design process.
Q3.8 Is the scheme sustainably designed?	Sustainability has been considered throughout the design, in particular the potential to address the Biodiversity Emergency alongside climate change and carbon use. The accompanying Sustainability and Energy Statement sets out the strategy for the scheme.
Q3.9 Will the scheme be neighbourly, both at the construction phase and following occupation?	The scheme will build on the success of Phases 1 and 2 on Wapping Wharf providing vibrant, well considered spaces in the city centre. Umberslade are able to bring years of experience of phased construction to ensure the minimum disruption to existing users.

LOCAL POLICY & ANALYSIS

City Docks Conservation Area -

SWOT Analysis

The contents of the adjacent table have been taken from the City Docks Conservation area Appraisal. It provides a Strengths, Weaknesses, Opportunities and Threats analysis of the conservation area.

The application response to these have been included to show how the North Plot proposals have considered this criteria.

	City Docks Conservation Area Appraisal	Application Response
Strengths	Diversity of cultural, leisure and heritage activity such as Underfall Yard sitting alongside residential developments	The proposals will continue the diversity of leisure, residential and commercial uses, while respecting the existing industrial use.
	Surviving dockside features along the waters edge and surviving railway	The development will respect existing dockside features and the adjacent surviving railway. New railings and metalwork will echo the industrial features including the listed harbourside railings.
	Successful conversion or reuse of former industrial buildings or well-integrated new developments that complement the historic character	Trough detailed analysis of the surrounding context, and the proposed materiality the new development will (which are proposed as brick, coloured steel and glass) complement the historic character of the area.
	Limited vehicular access along waterfront allowing leisurely pedestrian and cycle flow	The proposals will create additional routes and connections to the existing waterfront routes
	Quality and Range of views from the waterfront to specific features and the wider city context	Key Views both in and out of the site have been considered in the emerging proposals
Weaknesses	Vacant, Undeveloped sites (Wapping Railway Wharf) Contributing to a sense of decline	The new development will complete the development of an unused site
	Poor pedestrian permeability, particularly at the west end of the area and limits to access and circulation of the floating harbour as a whole.	Routes through the site via Gaol Ferry steps have provided new connection to Southville and the city centre. The emerging proposals will allow even greater permeability through the site.
Opportunities	Improving public access and directional signage around the floating harbour and spike island	The designers will work with Bristol City Council to ensure that the site is integrated into the Bristol wayfinding network.
	Improvements to the cycle path network to allow greater penetration from Ashton Gate and Southville and increased use of harbour ferry services to increase North/South circulation	The current cycle connection runs down Gaol Ferry Steps and along Museum Street. This will be retained and the completion of Rope Walk will add another potential cycling route that avoids the narrow poor urban realm of Museum Street.
	Increased small-scale mixed-use development utilising existing building stock	Small independent retail and commercial units are proposed to continue the vibrant character created in Wapping Wharf through the CARGO and Gaol Ferry Steps development.
	Partnership linking the City Council, leisure, cultural, heritage providers and community interest to provide the best managed development and change in the area	Developers are in close contact with Bristol City Council, M Shed, independent retailers and community groups to ensure the most appropriate development in the area.
	Coherent plan for Underfall Yard to build sustainable business	Not applicable - Underfall Yard has now completed its restoration as a successful harbour Museum.
Threats	Overlaying of traditional surfaces (railway lines) or removal of dockyard features	Heritage items are generally outside of the site (Museum Street and Museum Square) however any construction near them will be carefully considered.
	Unsympathetic developments that result in loss of key views and panoramas or fail to respect the industrial character, scale and material palette of the area	The Wapping Wharf masterplan has been developed over many years and the form of the masterplan inherently protects key views including St Paul's Church in Southville and St Mary Redcliffe. The North Plot proposals create opportunities to further enhance the view of St Paul's by using new taller buildings to strongly frame the view (similar to how St Mary Redcliffe is framed along Rope Walk). The impact of new building scale and massing on panoramic views has been carefully considered using detailed 3D models. This has ensured that building forms respond to the context by stepping down towards more sensitive neighbours and stepping up to create landmark architecture where open space, views and public realm can accommodate it. The proposals will respect the material palette of the area by creating a transition from the earlier phases of Wapping Wharf to the more industrial character facing the harbours edge.
	Increase in high-rise residential developments that unbalance the sensitive mix of commercial/ industrial/leisure/cultural/residential uses	Providing diverse mixed-use development on the site is central to Umberslade's vision for the remainder of the Wapping Wharf site. Although taller buildings are proposed, these are set above a mixed-use podium that provides commercial, leisure and cultural uses. This will ensure a balanced mix is provided continuing to make Wapping Wharf a desirable place to live, work and visit.
	Gradual loss of employment use resulting in physical decline of historic character	The development of Wapping Wharf has brought substantial employment to the area. The new development will provide a permanent home for the independent businesses that occupy CARGO and provide additional space for expansion to nurture the independent food and retail market.
	Reduced permeability and legibility resulting from new developments	The Wapping Wharf Masterplan has already created excellent connection and legibility. The new proposals would further improve this by realigning the gap between buildings with the M Shed rear entrance and by providing a wider Rope Walk with more interesting public realm.



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MASTERPLANNING
/ ADVANCED DESIGN /
LANDSCAPE / INTERIORS
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