



## 20112 Brook Road

Redevelopment of the former Lombard Service Station to provide 10 self-contained residential flats

Revision  
B

Date  
14.01.2021



OXFORD ARCHITECTS

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## 1. INTRODUCTION

This application on behalf of our Client sets out the proposed redevelopment of the existing Lombard Service Station site to provide 10 new build residential flats.

The site currently has extant permission to be redeveloped to provide 3 new build flats and 3 family houses.

This report will explore the existing site and its context, the extant permission and our response to the site and proposed scheme.

## 2. CONTEXT

### 2.1. Existing Site

The site covers an area of 467 m<sup>2</sup> (0.0467ha) and is currently occupied by a auto repair garage and associated forecourts that is currently vacant.

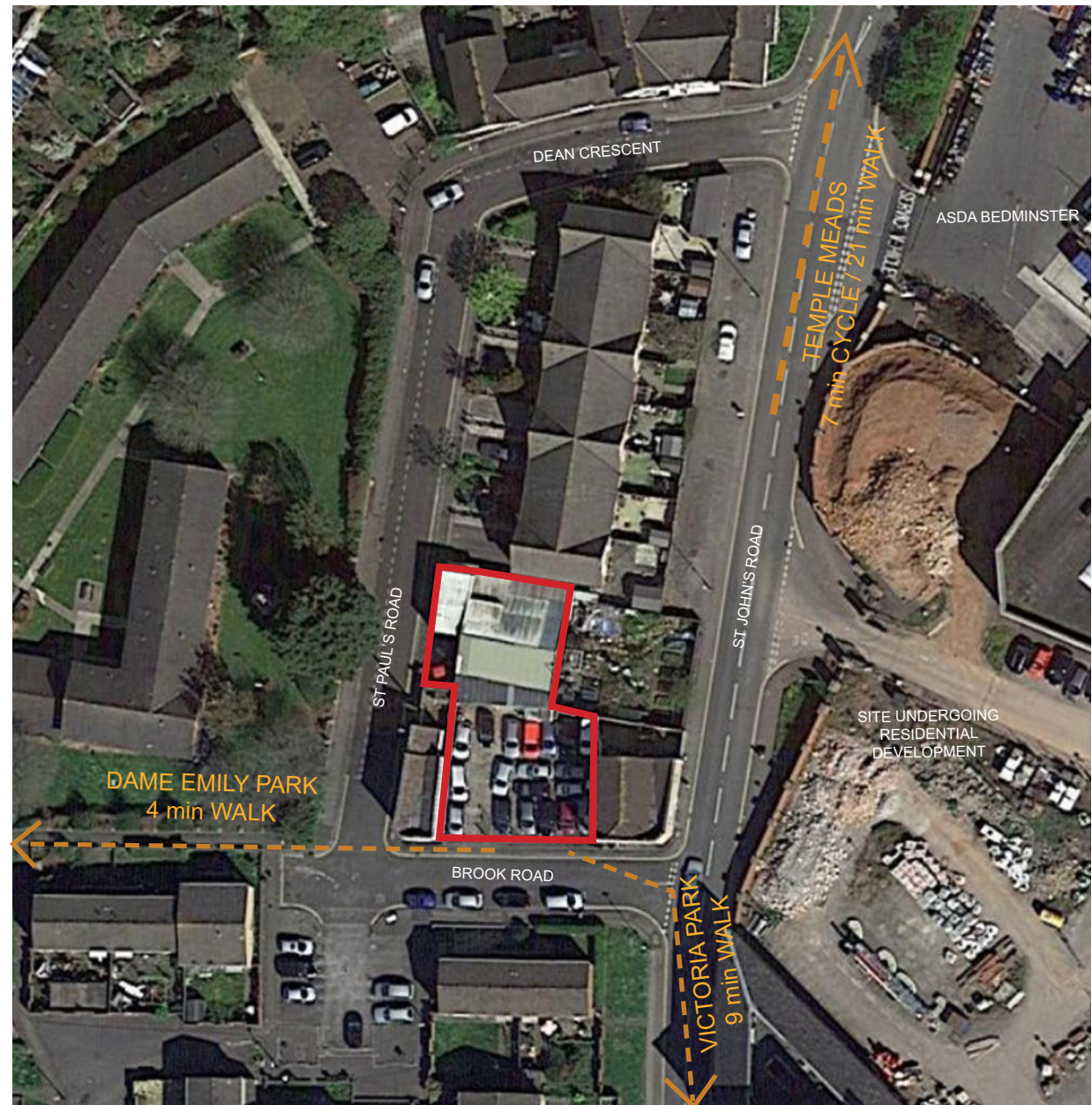
The principal of development has previously been established through the previous extant planning permission **19/05633/F**.

### 2.2. Transport

The site is well placed for residential development, sitting within 2 mins. walking distance of the amenities of East Street, which include the large Asda supermarket. The site is also served by numerous bus stops into town and within 9 mins. walking distance to Bedminster train station.

Cycle distances into the centre of town are great and Temple Meads is a short journey away.

Both Victoria Park and Dame Emily Park offer great outdoor public amenity for the site and can be reached within a 10 min or 5 min walk respectively.



Right; image courtesy of google maps



### 2.3. Site History

Some of the first notable recorded development around this part of Southville were the Bedminster Tannery and Timber yard.

In 1884-1886, the tannery site became the first tobacco factory of W.D & H.O Wills. The tannery was demolished and a new factory and offices were constructed using red brick, limestone and slate.

The most impressive frontages of this building survive and are listed. Regent House and Consort House were given grade II listed status in 1983 and 1994 and the whole site is currently undergoing redevelopment as a mixed use residential scheme known as Factory No.1.

The proposed site sits within an historic Victorian terrace housing block. As the historic mapping shows, the area was densely populated by Victorian terraces that popped up around the Industrial Revolution and were almost certainly built to house workers at the Tannery, Timber Yard or other surrounding manufacturing businesses.

The footprint of the proposed site originally contained 7 terraced houses. Most likely two up, two down, with scullery. Over time, these houses were lost, the cause of this is unclear but could have been through bomb damage or slum clearance.

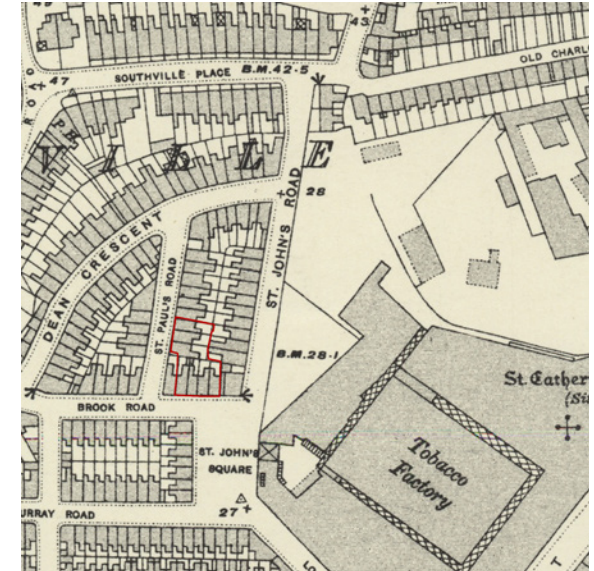
Today, only two houses remain of the original Victorian layout, these houses bookend the site on Brook Road with the northern part of the block re-developed to provide housing association homes sometime between 1965 and 2019 (likely in the 1980s).

*Right; historic mapping courtesy of Know Your Place West with the site outlined in red*

1848 -1888



1898 -1939



1947 -1965



2019



## 2.4. Urban Context

The surrounding architecture of the site is varied, with only really the road layout remaining of the previous Victorian urban grain.

The replacement housing surrounding the site, likely built around the 1980s, unfortunately does not contribute positively to the street scene. This is best illustrated by the semi detached houses that face the site on Brook Road. Here, the principal elevation of the house faces its own garden. The street facing facade is blank with only high level windows serving bathrooms. This provides no passive surveillance of the street which, coupled with the empty forecourt of the proposed site, means this section of road feels unsafe and appears as a 'backstreet'.

Elsewhere, this relationship with the street is echoed, with buildings set back within communal landscape resulting in them 'turning their backs' to the street.

The 'new' housing that completes the block between St Paul's Road and St Johns Road is set back from both street frontages to provide parking to the front and gardens to the rear. This leaves the entire stretch along St Johns Road empty of a street frontage with only high timber garden fences. The houses themselves have small windows that feel closed off from the street, further highlighting the separation of the street and the homes.

The two Victorian buildings that remain offer a better relationship with the street, with what were handsome elevations outwardly facing with plenty of windows. Their placement hard against the pavement feels a little too severe now, but otherwise they contribute positively to the character of the street scene.



### 3. PLANNING

#### 3.1. Planning History

The site has been subject to a number of previous planning applications. These mostly relate to the sites previous history as a service station and auto repair garage. The site currently has extant permission to be redeveloped for residential accommodation.

*Erect Traffic Bridge and Conveyor Bridge.*  
Ref. No: 49/03758/U\_U | Status: GRANTED

*Outline application for the use of the site edged blue on plan for the erection of a petrol, filling, and service station together with new vehicular access to St. John's Square.*  
Ref. No: 60/02745/P\_U | Status: GRANTED subject to condition(s)

*Alterations to existing workshop & lay-out of petrol filling station.*  
Ref. No: 61/03458/U\_U | Status: GRANTED subject to condition(s)

*Removal of four brick panels and insertion of new metal windows on second floor.*  
Ref. No: 70/04051/U\_U | Status: GRANTED

*Temporary office accommodation.*  
Ref. No: 72/03842/U\_U | Status: GRANTED subject to condition(s)

*Extend existing temporary office accommodation; demolish derelict houses and form addition to car park.*  
Ref. No: 73/00434/U\_U | Status: GRANTED subject to condition(s)

*Alter and enlarge an existing access onto St. Johns Road.*

Ref. No: 73/00437/U\_U | Status: GRANTED

*Extension to existing car park.*  
Ref. No: 77/00938/P\_S | Status: GRANTED subject to condition(s)

*Extension to existing car park.*  
Ref. No: 79/04512/T\_S | Status: GRANTED subject to condition(s)

*Car Park.*  
Ref. No: 81/02960/T\_S | Status: GRANTED subject to condition(s)

*Floodlighting to previously approved development.*  
Ref. No: 86/01380/L | Status: GRANTED subject to condition(s)

*Proposed Asda Superstore and car park for 675 cars; perimeter road improvements. \**  
Ref. No: 86/01752/M | Status: GRANTED

*New aluminium shop front.*  
Ref. No: 87/01759/L | Status: GRANTED

*Demolition of vehicle repair/MOT garage building and erection of 3 x 3-bed two storey houses and two storey apartment building (containing 2 x 2-bed units)*  
Ref. No: 17/01216/F | Status: Application Withdrawn

*Demolition of existing garage and erection of a block of 6 flats and a live work unit.*  
Ref. No: 19/03015/F | Status: Application Withdrawn

*Erection of 2no. buildings comprising 3 houses and 3 flats.*  
Ref. No: 19/05633/F | Status: GRANTED subject to condition(s)

### 3.2. Extant Permission

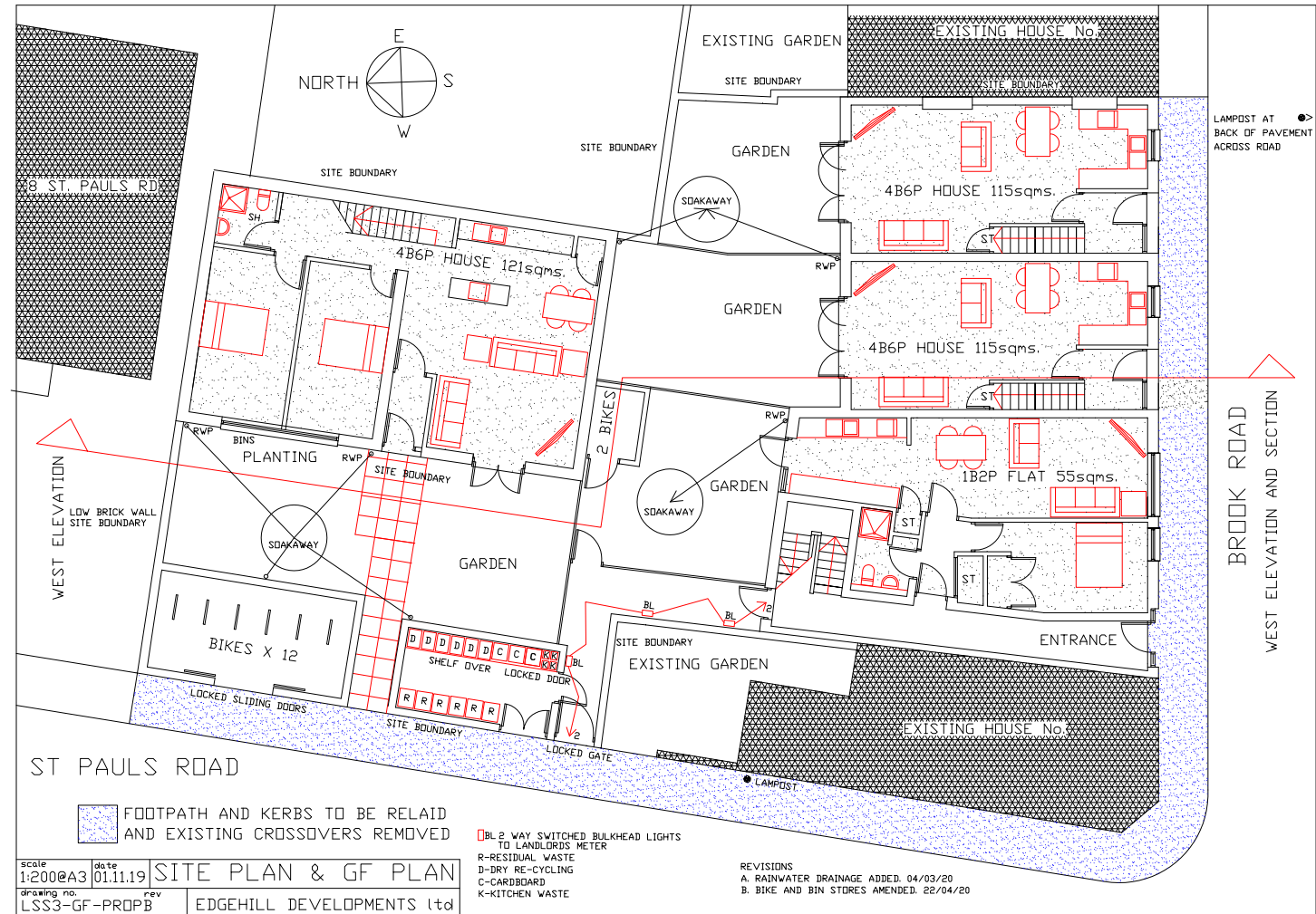
The site currently has planning permission to be redeveloped through the erection of 2no. buildings comprising 3 houses and 3 flats. **19/05633/F**.

There are positives to this scheme to take forward but also areas that can be improved so that the full potential of the site can be realised.

The site has been planned to provide 3 house typologies. Two of which are along Brook Road and reflect the footprint and location similar to the original Victorian houses that once stood here.

Due to the orientation of the site and its depth, the gardens to these houses are small and north facing. It would seem more appropriate to offer flats in this location rather than houses. It is rather telling that the two remaining Victorian houses bookending the site have both been converted to flats. Evidence that family houses aren't really suitable on this site and in this orientation.

The last proposed house is single aspect and hidden from the street by bike and bin stores. Although successful in itself as a dwelling, it does not contribute positively to the street or massing of the block, but further perpetuates the 'back street' character of this section of St Paul's Road.



Right; Current approved site layout as agreed through extant permission

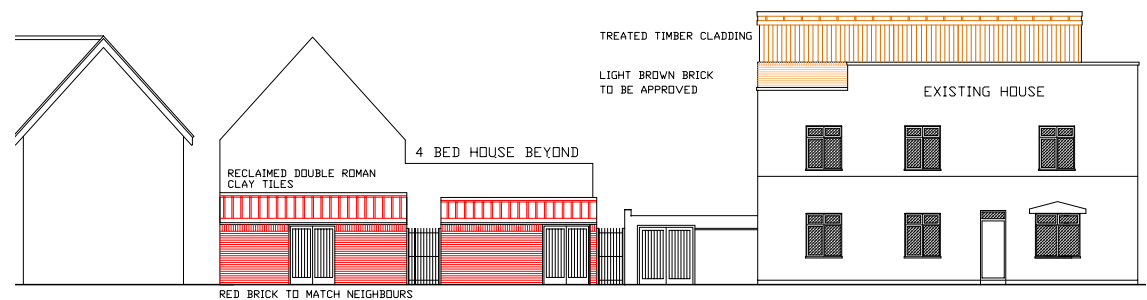
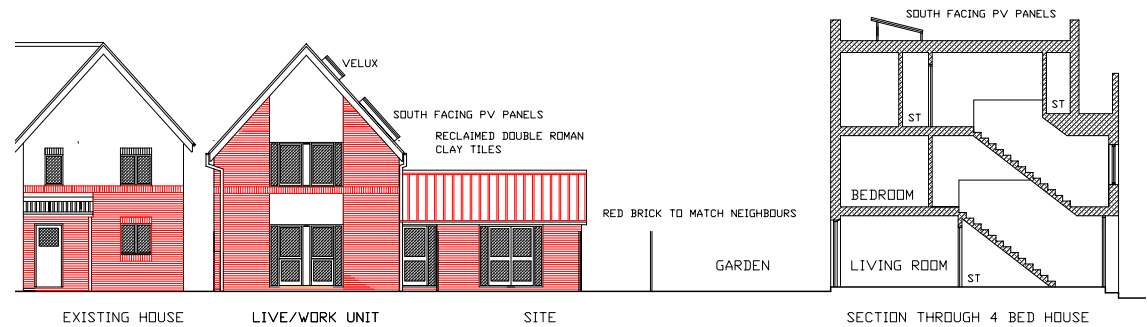
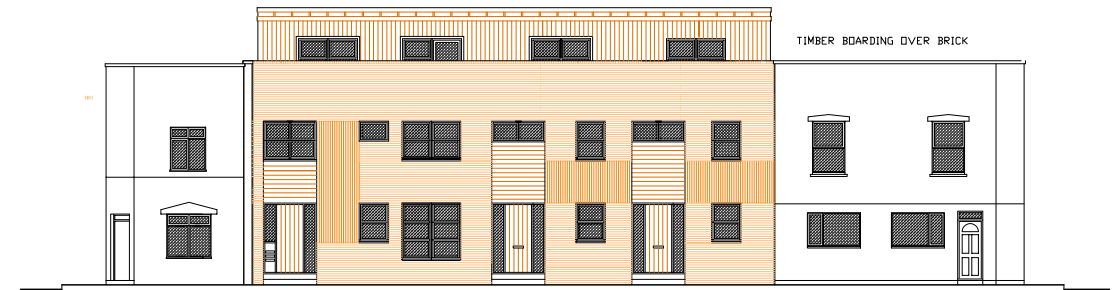


The principal elevations onto Brook Street and St Paul's Road are closed off and defensive.

On St Paul's Road, the house is hidden from view behind a large bikes and bins store, further perpetuating the 'back street' character of the road here.

On Brook Road, the elevation is flat and punctured by small windows and an abundance of large doors. These windows mostly serve kitchens and offer little passive surveillance of the street. Again, the use of materials and composition replicates a 'back street' mews/ industrial aesthetic which, although appropriate to the area, does little to enhance or elevate the character of the area through redevelopment.

There is therefore a great opportunity to create a scheme that provides a positive relationship to the street and improves the character of the area. Creating a great place to live within new accommodation, whilst also enhancing the area for those already living there.



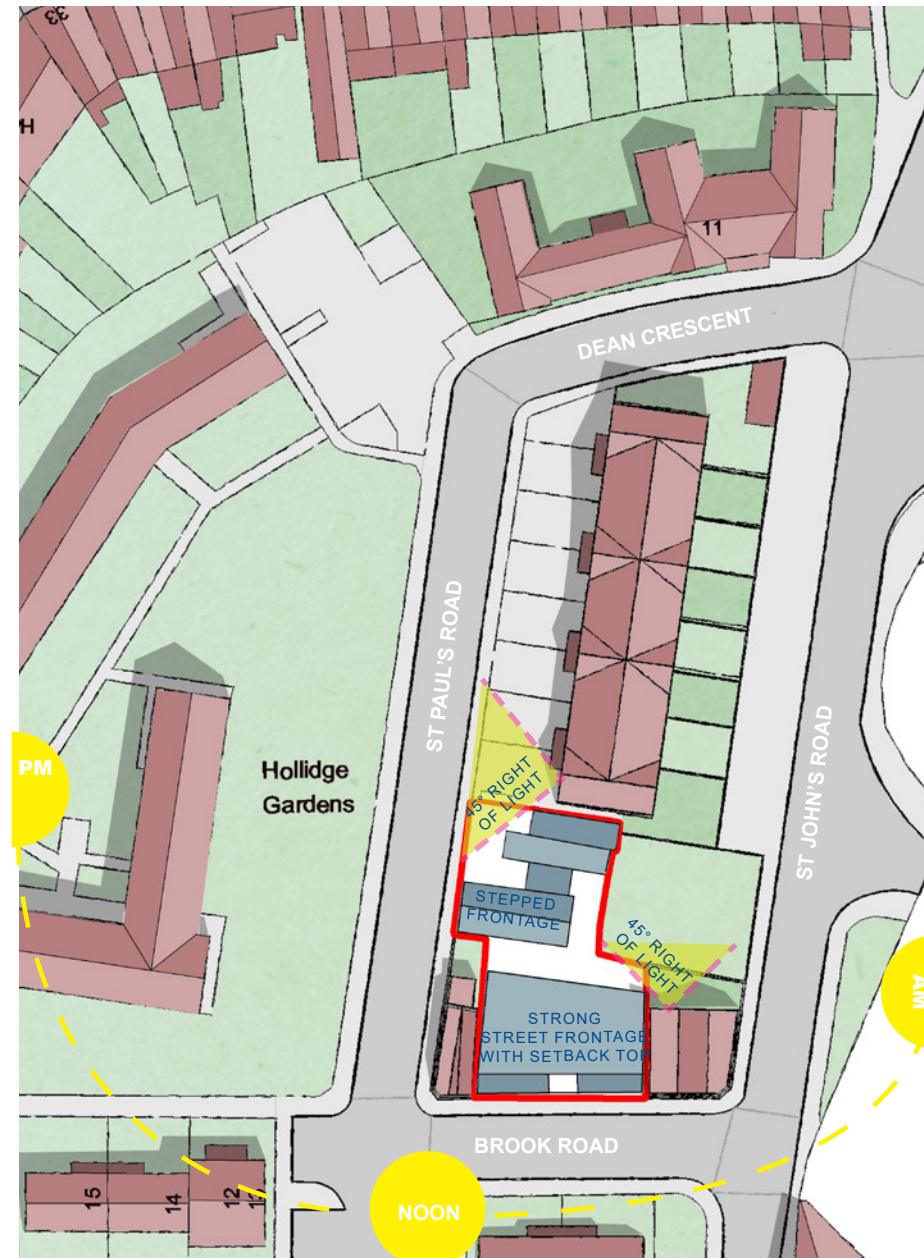
*Right; Current approved street elevations as agreed through extant permission*

## 4. PROPOSED WORKS

### 4.1. Massing

Our initial response to the site was to reinstate and rationalise the urban massing of the block, attempting to bring back the strength of the Victorian layout. The frontage along Brook Road will be reinstated with a new built form. This will connect the two existing Victorian bookends with a set back top floor to retain the strong two-storey parapet line to this frontage.

The frontage to St Paul's Road has been resolved through mediating the change in building frontage line between the historic Victorian line and the set-back modern houses to the north. Our proposal breaks down the scale of block fronting this road and utilises this to step the facade back into the site. This also works to avoid impinging on the existing right to light of the first floor window of the neighbour to the north.



Right; Proposed site massing study

## 4.2. Scale

These massing studies explore how the proposed scale sits on the site and respects the existing height and character of the area.

On Brook Road, the strong parapet height should be respected and continued across the block. This completes this frontage and allows the block to be read as one coherent whole. A set back top floor finished in a differing material will help to retain this visual 2 storey massing.

On St Paul's Road the scheme must knit together two disparate building styles, here the scheme is two storey with pitched roofs. These will be set with their gables facing the road to mimic the massing of the houses to the north.

This then breaks down the massing of this block to be able to step back into the site comfortably and link the two differing street frontage lines at either end of the site.





### 4.3. Amount

The proposed site layout provides 10 self-contained flats. Each flat is dual aspect with high ceilings and the majority have balconies or terraces. All flats meet national space standards.

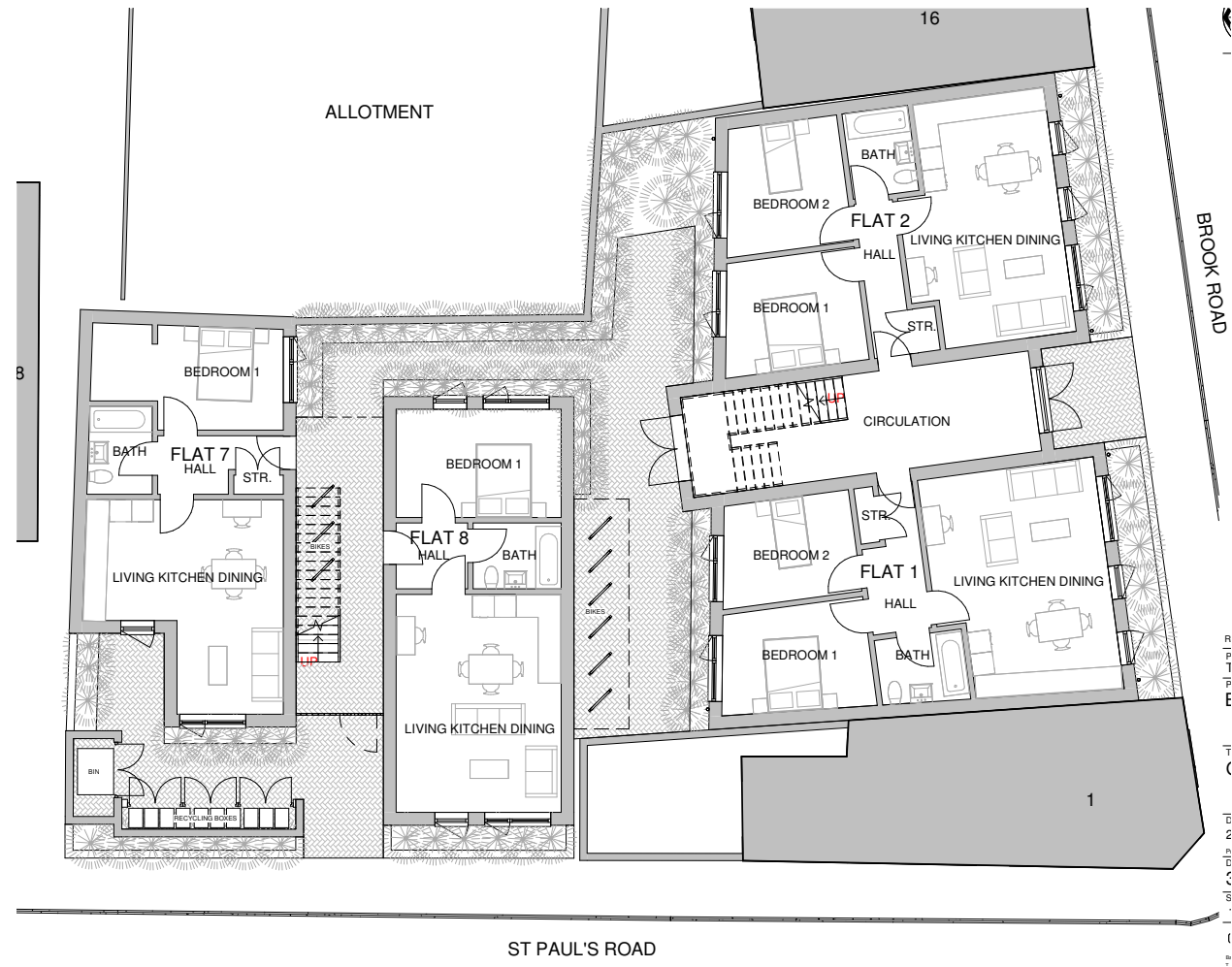
Flat 1	64m <sup>2</sup>	2 Bed 3 Person Flat
Flat 2	62m <sup>2</sup>	2 Bed 3 Person Flat
Flat 3	72m <sup>2</sup>	2 Bed 3 Person Flat
Flat 4	62m <sup>2</sup>	2 Bed 3 Person Flat
Flat 5	61m <sup>2</sup>	2 Bed 3 Person Flat
Flat 6	61m <sup>2</sup>	2 Bed 3 Person Flat
Flat 7	50m <sup>2</sup>	1 Bed 2 Person Flat
Flat 8	50m <sup>2</sup>	1 Bed 2 Person Flat
Flat 9	50m <sup>2</sup>	1 Bed 2 Person Flat
Flat 10	50m <sup>2</sup>	1 Bed 2 Person Flat

### 4.4. Cycle Parking

Cycle parking has been proposed for the site in the form of 9 secure sheffield cycle stands (18 spaces) under covered areas. These are located within the gated area of the site for security.

The following spaces are therefore provided in accordance with the local plan for residential development C3.

Flat 1	2 cycle spaces	2 Bed Flat
Flat 2	2 cycle spaces	2 Bed Flat
Flat 3	2 cycle spaces	2 Bed Flat
Flat 4	2 cycle spaces	2 Bed Flat
Flat 5	2 cycle spaces	2 Bed Flat
Flat 6	2 cycle spaces	2 Bed Flat
Flat 7	1 cycle spaces	1 Bed Flat
Flat 8	1 cycle spaces	1 Bed Flat
Flat 9	1 cycle spaces	1 Bed Flat
Flat 10	1 cycle spaces	1 Bed Flat
Visitor	2 cycle spaces	



#### 4.5. Waste and Recycling

The proposal includes a dedicated covered area for separate recyclable and non-recyclable waste. These will be housed in dedicated bin storage with timber louvred doors for ventilation. These are housed on St Paul's Road for ease of collection.

Recyclable waste provision is provided for each individual flat. Each flat has one 'column' of storage within the recycling bin store. This allows space for 2 kerbside boxes (40litre) and 1 organic waste caddy (25litre) to be stacked on shelves one above each other. Non-recyclable waste will be dealt with through a communal 1100litre bin that will be housed within its own separate bin store.

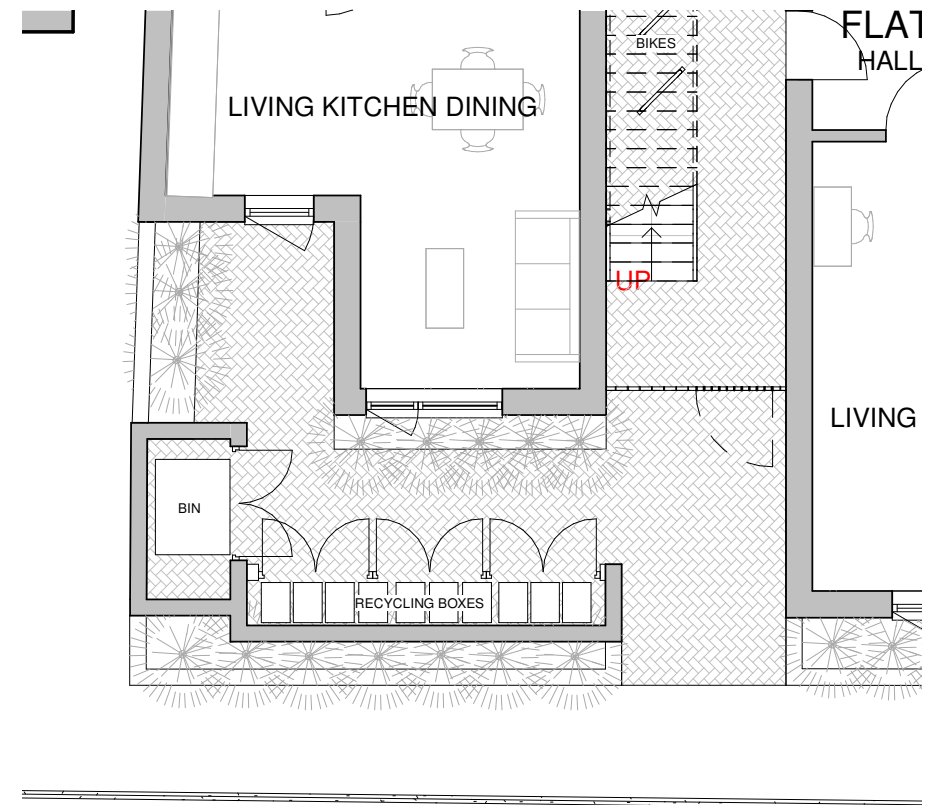
It is proposed, subject to agreement with BWC, that residents will be responsible for putting their own recycling bins out for collection on collection day and that BWC will collect the 1100litre bin from its enclosure and return it on collection day.

The access from the storage area to the kerb will be level, greater than 1.5m wide and free from any raised thresholds.

#### 4.6. Car Parking

Through the previous planning application it was agreed to omit all car parking spaces. This was due to the sustainable location of the proposed site, being within close walking distance to a wide range of services, facilities and public transport links means the lack of any proposed parking provision was considered acceptable.

This revised scheme therefore does not propose any dedicated vehicle car parking due to the sustainable location of the site.



### 4.7. Landscape

To ensure the success of the ground floor units, it is important that there is a threshold introduced to mediate between the private living space and the public space of the street/pavement. To create this threshold a low brick wall encloses the site with planting behind. This buffer to the street will be instrumental in giving the residents confidence to open windows and blinds without feeling on show or too close to passers by on the pavement.

This idea of edging the site and buildings in planting is continued right around the site, to create a shared meandering courtyard/path throughout the scheme, with vibrant and dense planting to add colour and interest to this inner city site.

This planting will entail a mix of the following;

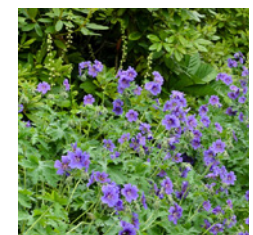
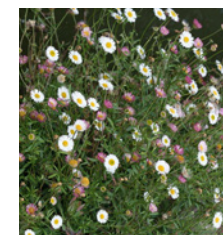
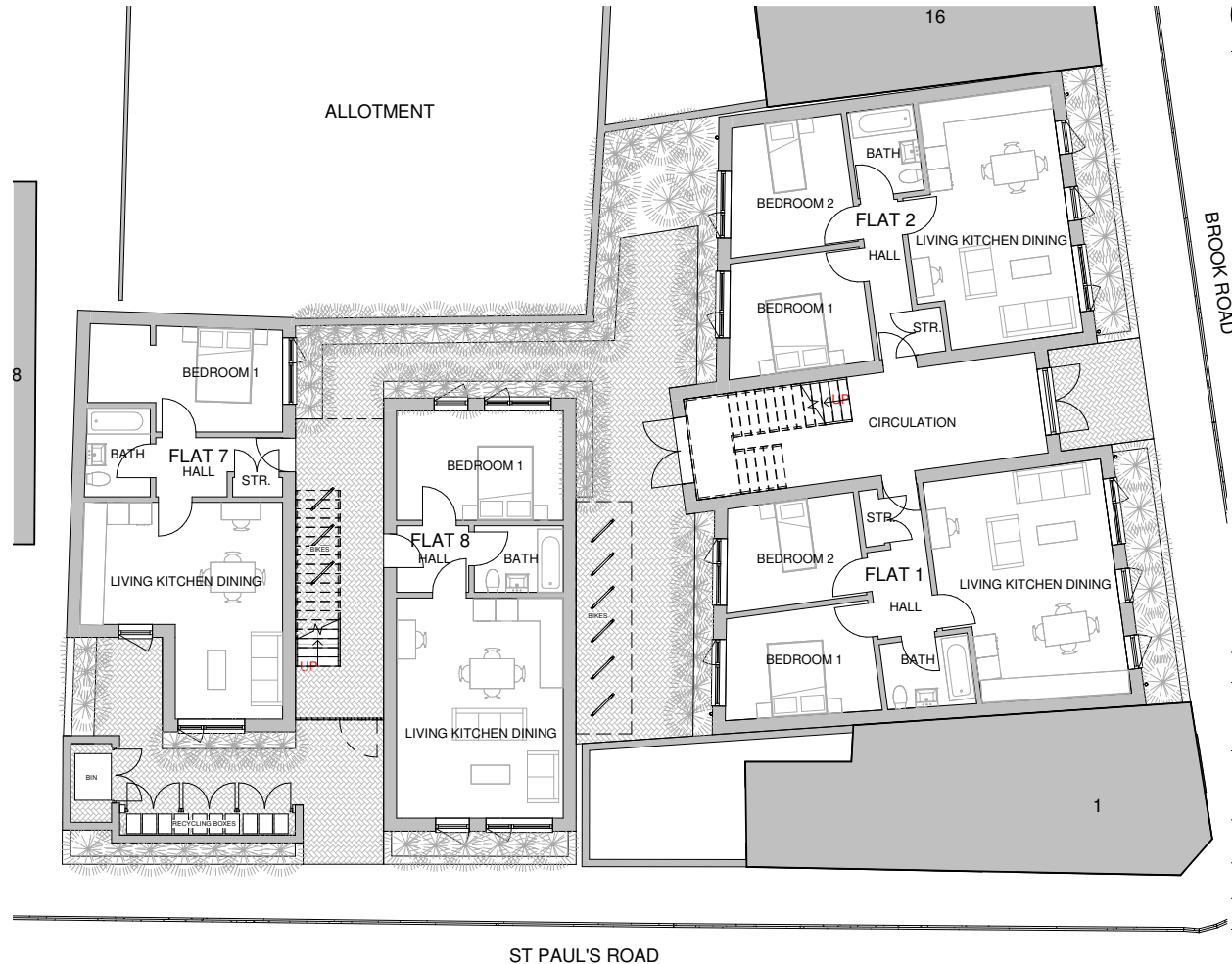
Street frontage planters and beds outside windows:

- Privet 'Ligustrum vulager'
- 2L pot size minimum planted at 400mm centres. Trained to form low hedge over time.
- Planted in 400mm min. depth of topsoil with 75mm mulch on top.

To the remainder of the beds will be a mix of shrubs, and perennial plants to add colour and interest. These will be a mix of flowering plants that will be selected for their specific planting position. An example mix would be;

- Verbena bonariensis
- Erysimum 'Bowles's Mauve'
- Erigeron karvinskianus
- Geranium ibericum

The benefit of including perennial plants such as these is that as well as providing bursts of colour in spring/summer, they are also hugely beneficial to insects and other ecology.





#### 4.8. Sustainability and Energy Efficiency

Please refer to accompanying Sustainability and Energy Efficiency Statement.

#### 4.9. Flood Risk

Please refer to the attached floor risk assessment.

#### 4.10. SuDS

Through the previous application it was determined that the site is not suitable for infiltration and that attenuation tanks should be fitted to attenuate surface water drainage.

The roofs will be laid to fall to hoppers which will take surface water runoff to underground attenuation tanks within the courtyards. These will hold water in heavy rainfall and release it into the drainage system slowly through a hydro break to control the discharge rate.

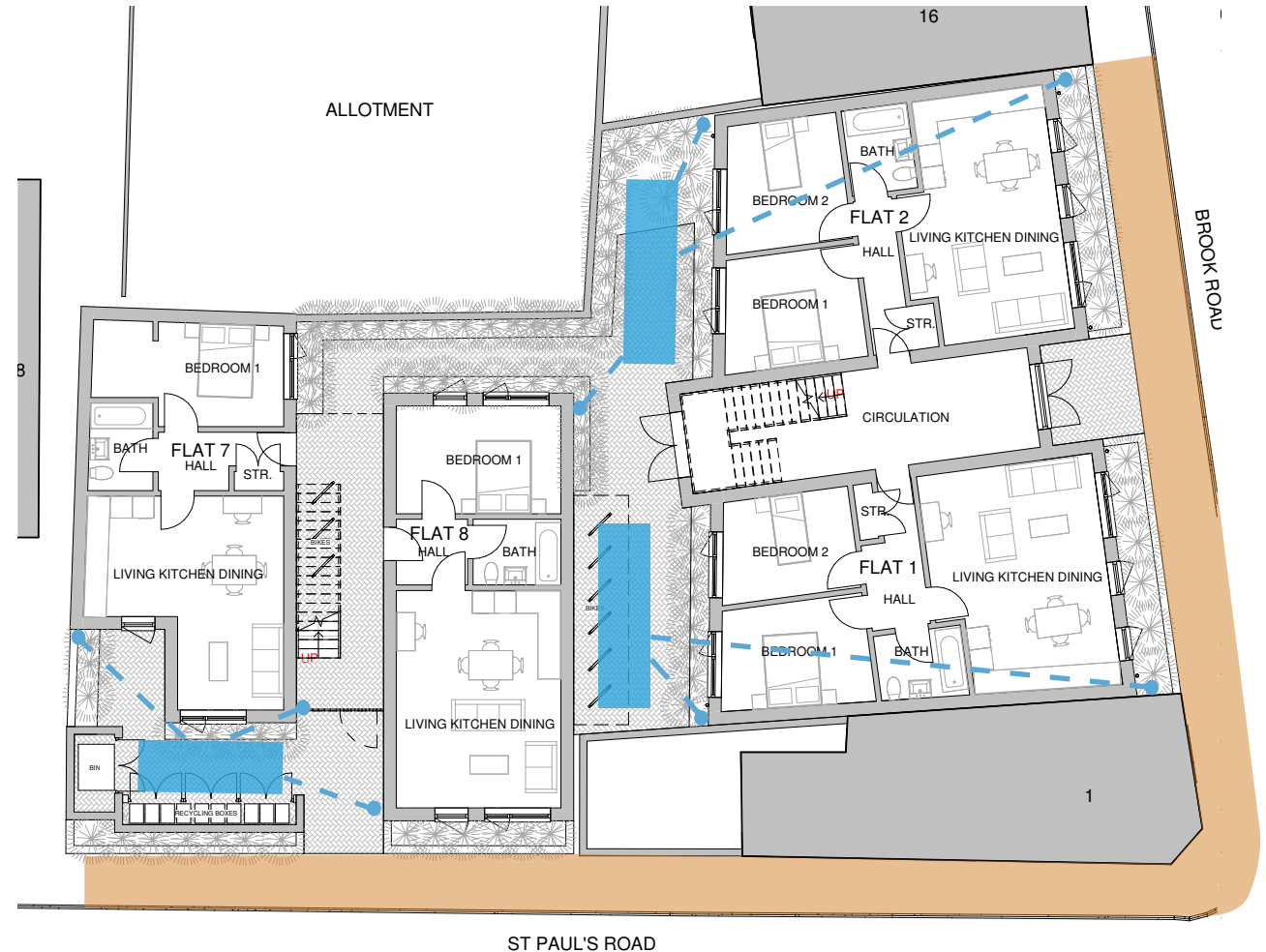
The maintenance of this system will be carried out privately.

As previously agreed, full details and calculations will be designed and submitted to the council through a pre-commencement condition.

#### 4.11. Works to the Highway

Under the previous extant permission, the following works were agreed and will be carried out through this application also.

Removal of vehicle crossovers and reinstatement of full height kerb as well as resurfacing the pavement (shown opposite). A lighting design will also be submitted through conditions to provide adequate street lighting to the site that currently does not exist due to a 40m gap between lampposts.



*SuDS Site layout showing possible locations for underground attenuation tanks in blue. These will hold rainfall before discharging at a controlled rate to ensure there is no detrimental impact on surface water levels as a result of the development. A full detailed SuDS strategy will be designed and submitted through a planning condition. Extent of pavement resurfacing is indicated in orange.*

## 5. APPEARANCE

### 5.1. Initial Facade Studies

These collages explored initial ideas of massing, materiality and form.

Large windows are proposed to the principal elevations with living accommodation behind. This allows large amounts of natural light into the space whilst also providing much needed passive surveillance onto Brook Road and St Paul's Road. This active frontage will promote a safer environment.

The top floor is set back and pronounced in a differing materiality. This reduces the massing of the elevation with the strong parapet line continued from the bookend Victorian properties.

A strong vertical emphasis has been fostered through the placement and form of the window openings to break up what could be a long horizontal facade.

Light buff brickwork has been chosen for the lower level to offer a robust and timeless facade material. The colour of which matches the tonality of white rendered Victorian houses nicely and other buff brick houses in the area.

This is contrasted by modern black aluminium window frames, rainwater goods and balustrading.

Panels of vertical stack bonded brickwork will subtly highlight selected windows and their shifted placement across the facade. Buff reconstituted stone lintels also pick out a selection of windows to add further interest to the facade and echo the pronounced lintels on the neighbouring Victorian houses.

*Right; Initial facade study on Brook Road*





On St Paul's Road, the building form is two-storey with pitched roofs with gables facing the road. This mimics the form of the neighbouring houses but is presented in the same buff brickwork to tie the whole new scheme together.

Vertical soldier coursing is again utilised to highlight the negative space between windows with contrasting black windows and balustrade.

Again, large windows are utilised to maximise daylight and create a positive relationship between the proposed dwellings and the street.

This collage also explored the idea of how the bin storage area onto the street can form part of the architecture of the site. Here, it follows the same brickwork materiality as the buildings and utilises hit and miss bonding to achieve cross ventilation.

These initial collages helped inform and progress the final aesthetic for the development.



*Right; Initial collage facade study along St Paul's Road*



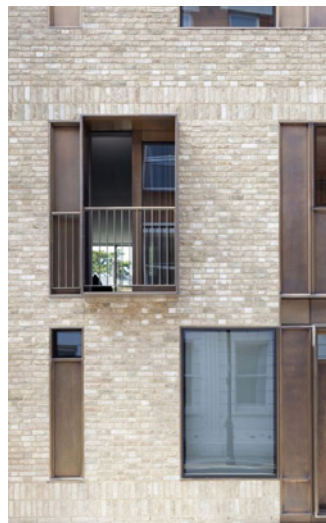
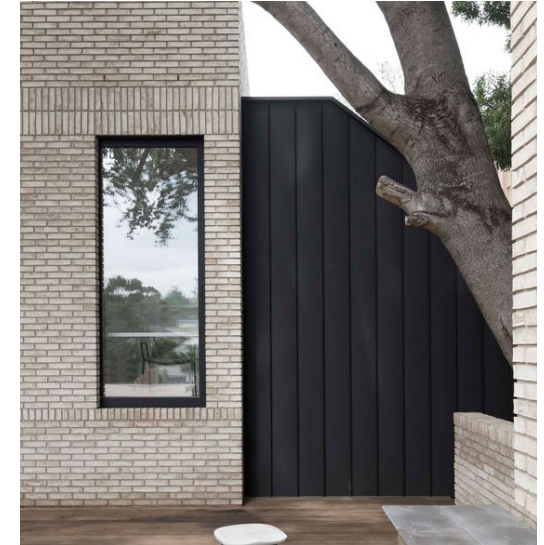
## 5.2. Materiality Precedents

These images explore ideas of materiality and form. The local area exhibits a wide range of architectural styles, materials and forms.

Brickwork was chosen as it is prevalent in the area with historic brick yards being located nearby. There is no distinct colour brick that needs to be adhered to as a mix of buff, red, orange and brown are all found equally in the area.

A buff brickwork was chosen as this would fit best on the site, creating a light and modern aesthetic to the scheme and settling in well to its light coloured rendered neighbours.

This area of Bristol has a rich industrial heritage, with plenty of manufacturing and other industries being historically located nearby. This character can still be felt in the area and we wanted to reflect this in the chosen materiality of the development. Contrasting the buff brickwork with black metal detailing to the windows and balustrading adds this timeless and industrial quality to the building.



### 5.3. Material Palette

The proposed material palette utilises classic and robust materials to form a timeless facade.

The facade will be characterised by strong buff brickwork with vertical stack bonding panels.

This is influenced by the patterned brickwork seen on Regent House adjacent to the site. Here, the listed building uses brickwork in panels with differing bonds to add interest to the brick walls.

The upper level and roof will be finished in black fibre cement roof slates. These will be finished with PPC aluminium trims and flashings to create a modern crisp upper roof level that helps to visually recess the top floor.

Windows will be high performance aluminium with a PPC finish in black to match the metal balustrading and flashing.

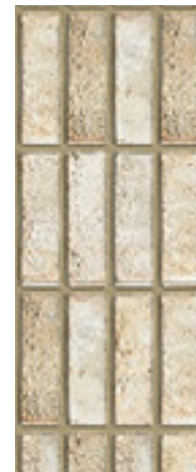
These materials have been chosen for their robustness, longevity and low maintenance requirements, making them suitable for use and will keep the development looking great for years to come.



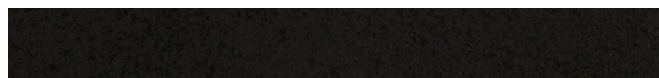
*Black fibre cement roof / wall slates*



*Buff reconstituted stone window lintel to select windows*



*Buff coloured brickwork laid in English bond with colour matched mortar and vertical stack bonded panels*



*Black PPC coated aluminium windows / rainwater pipes, hardware and balustrade*



#### 5.4. Final Proposed Views



Final proposed view along Brook Road.





Final proposed view along St Paul's Road.

## 6. SUMMARY

### 6.1 Summary

The proposed scheme offers a fully flatted scheme for the site. This is a more appropriate use of the site due to its south facing street frontage and north facing rear. This is proven by the previous conversion of its two neighbours from family homes to flats, demonstrating that the site is more suitable for flatted accommodation.

The proposed scheme provides fully active frontages to the site, creating a safer environment through passive surveillance. Its materiality, scale and massing have been carefully considered to respect and enhance the character of the area. Providing a modern and high quality development to redevelop this brownfield site.

We hope that this Design and Access Statement, accompanying drawings and reports successfully demonstrates the care and rigour in which this proposal has been produced and that you will support this scheme in granting planning permission.







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