

WARD: Frome Vale **CONTACT OFFICER:** Anna Penn
SITE ADDRESS: Beacon Tower Fishponds Road Fishponds Bristol BS16 3HQ

APPLICATION NO: 15/04378/F Full Planning
EXPIRY DATE: 4 November 2015

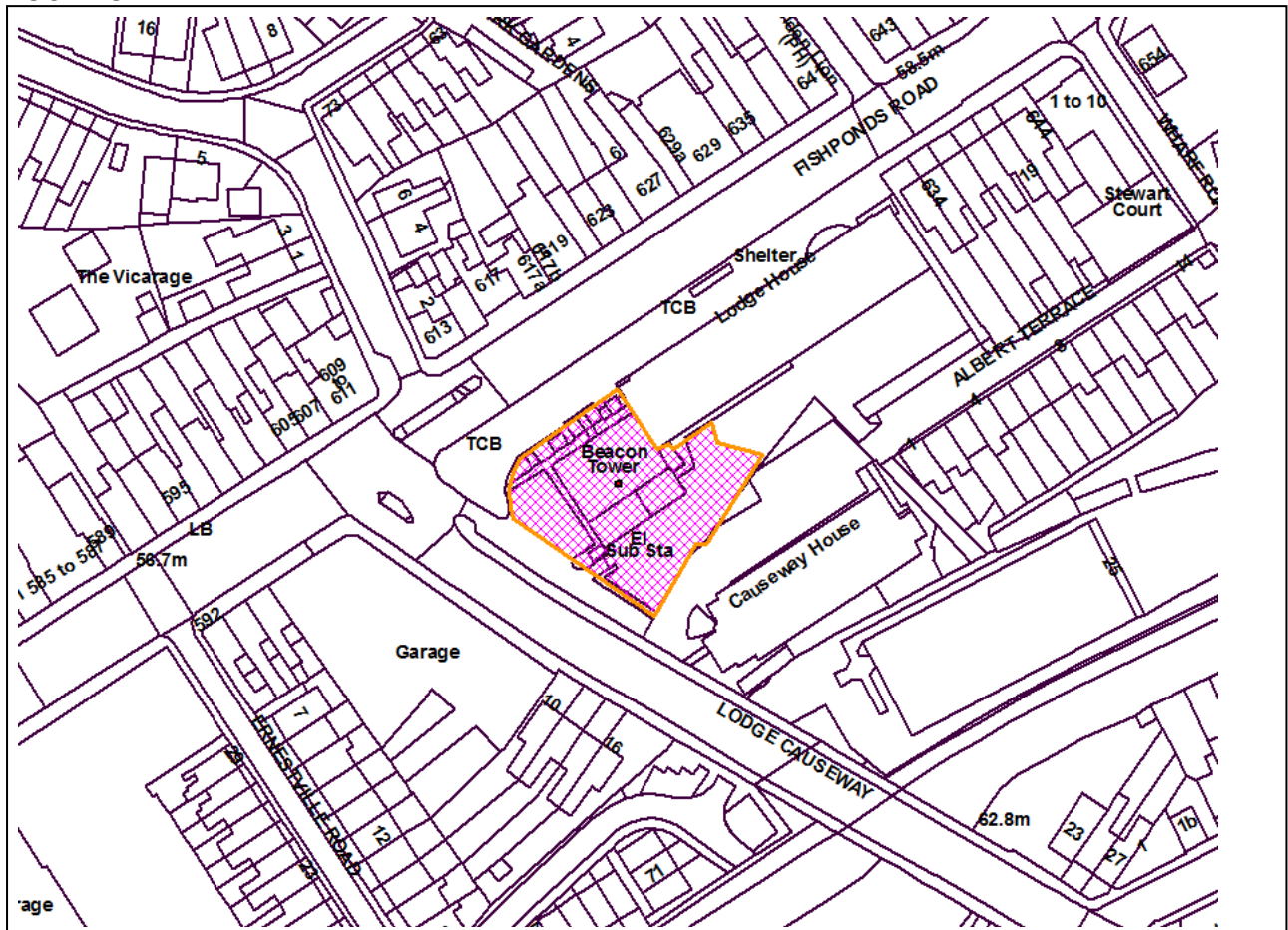
Demolition of existing external fire escape stairs and store, proposed enclosure of existing roof structure, with new floor, to form 6no. apartments, external alterations, provision of refuse and secure cycle storage.

RECOMMENDATION: Grant subject to Condition(s)

AGENT:	Aspect360 Ltd 45 Oakfield Road Clifton Bristol BS8 2AX	APPLICANT:	Beacon Tower Ltd Beacon Tower Fishponds Road Fishponds Bristol BS16 3HQ
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The following plan is for illustrative purposes only, and cannot be guaranteed to be up to date.

LOCATION PLAN:



Development Control Committee A – 18 November 2015**Application No. 15/04378/F: Beacon Tower Fishponds Road Fishponds Bristol BS16 3HQ****SITE LOCATION AND DESCRIPTION**

The application site relates to a purpose built mid-20th century block of offices, formerly occupied by the Department of Work & Pensions, on the southern side of Fishponds Road. The site is located in a prominent location at the junction with Lodge Causeway. The seven storey concrete framed building dates from the 1970's and is visible from a wide area including Frenchay and the M32 to the north. The building is unlisted and is located within the Fishponds Local Centre close to existing shops and services. To the east of the site is Lodge House, occupied as offices. Further to the east lies the residential Albert Terrace, a cul de sac. To the south west lies terraced houses on Ernestville Road and Dunkirk Road. Twenty seven parking spaces will be made available at the rear, accessed by an existing slip road off Lodge Causeway.

APPLICATION

The building is currently being converted into 38 flats, which was granted under prior approval last year. Planning permission is now sought to enclose the existing roof structure which currently houses the plant room. This will provide an additional floor of residential accommodation for 6 flats. An existing external fire escape staircase at the rear will be demolished along with a rear storage room. At the front of the building, two communal gardens will be provided with seating areas. In addition, two secure bike stores to house 56 bicycles will be constructed at the front and clad in Corian cladding to create visual interest. A mini-recycling centre will be provided internally at the rear of the building. The external concrete frame will be painted a cream colour and the existing cladding replaced with a new curtain walling system. It is also proposed to add a brise soleil to cap the building at the top.

RELEVANT HISTORY

14/05345/COU An application for the prior approval for the change of use from offices (Use Class B1 (a)) to residential accommodation (Use Class C3) was granted in December 2014.

15/02912/NMA An application for a non-material amendment following the grant of planning permission was granted in July 2015. This related to amendments to the internal arrangement of the residential flats including 2 flats on the ground floor and the relocation of the cycle storage from inside the building to the existing rear store.

RESPONSE TO PUBLICITY AND CONSULTATIONS

Seventeen letters of objection from residents in Albert Terrace, Ernestville Road, Grove Road and Grove Park Terrace. These are mainly concerned with inadequate off-street parking provided which will add to the parking congestion already experienced in surrounding residential streets. One comment was made against the use of brightly coloured cladding panels and two residents were concerned about loss of light/sunlight from the additional floor.

Greater Fishponds Neighbourhood Partnership Planning Sub Group: Comments summarised below:

"Windows

It would appear from WDA's illustrations that the existing window heights and sizes are retained in the existing floors. This is particularly disappointing as altering the windows, at least in some sections, is one of the best opportunities for creating a new identity as a residential building and indeed for offering residents a better standard of accommodation. As for external aesthetics, the white UPVc

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frames of the existing units could certainly be improved upon. Naturally, Aspect 360 (or their client) wants to maximise profits and reduce costs, but we would urge you to consider making alterations to the existing windows.

Balconies

It had been hoped that the exterior redevelopment of the building could include balconies of some form to most or all of the floors above the ground floor, but the current design doesn't feature balconies to any floors or to any of the elevations.

Cladding / Colour

We're interested to learn more about the material choices for cladding the building as illustrated in the proposal. There is some concern that the coloured sections could be rather too gaudy, particularly in the hues suggested. Are other colours (or materials) under consideration? There was also concern as to how the building might weather over time - would the coloured sections fade, or deteriorate badly over years? There are a number of multi storey buildings in Bristol where similar cladding and painting has been used, and where deterioration of these panels has happened relatively quickly (compared with traditional brick/stone/block materials) leading to a rather poor external appearance.

The existing road layout at the junction of Lodge Causeway and Fishponds Road is currently felt to be hazardous by local residents and we would like to see railings or bollards added to the pavement on the corner of the entrance to Beacon Tower's current car park; perhaps this could be added as part of the development as CIL funding or through a Section 106 agreement.

CONCLUSIONS

We'd hoped for a proposal that would make a very positive architectural contribution to the area, with consideration for the needs of existing local community, in which; parking demand would not negatively impact the local area; the design might feature some welcome public space; where architectural change would be design-led rather than cost-driven. The proposal falls short of those aspirations on some key points:

Parking & Traffic

- i) Fishponds Planning cannot offer support for the development and accurately reflect the views of local residents at present. The key issue that concerns most people living near to the development is that of limited on-site parking.
- ii) Via our website, we have received increasing numbers of comments, concerned that the lack of on-site parking available will lead to increased parking demand in local side streets; particularly in Albert Terrace, Lower Station Road, Grove Road and Grove Park Terrace. Fishponds Planning's view concurs with this analysis.
- iii) Existing parking on these narrow, heavily populated, side streets nearby is already 'stressed'. With the recent housing development Grove Park Gardens, Grove Park Terrace is especially vulnerable to further parking demand. Grove Road has become the de facto car park for a number of small businesses in the area; MJD Plumbing & Heating, Sunshine Futures and others all park vehicles here daily, adding to parking difficulties.
- iv) As a narrow lane with a single pavement and terrace frontage, Albert Terrace is already fully occupied by residents' vehicles - and acts as a conduit to vehicles entering and exiting Lodge House car park.
- v) As pointed out in recent comments to the group, the possibility exists that the majority of the proposed 44 apartments will be occupied by two adults, and although we might make an assumption that not all 44-88 in residence will own cars, we might still realistically consider a figure that will exceed the 23 existing parking spaces by some margin - and possibly by more than 100%.
- vi) Parking provision was included in the approval at the pre-application stage, but nonetheless, this is the key issue that those living nearby are worried by and are expressing in communications with Fishponds Planning and on social media. Additionally, I note that to date, there are 14 objections on the BCC Planning Portal from neighbouring residents, based predominantly on parking concerns.

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vii) While the proposals are in keeping with National Planning Policy framework PPS 6 - Planning for Town Centres and complies with Bristol Core Strategy policies BCS1 and DM20 with regard to promoting sustainable transport policies the cycle parking provision has been reduced by 16 spaces. Although the development could be said to encourage multi-modal transport, the fact remains that many if not the majority of purchasers or tenants will be car owners. It would be naïve to assume that the remaining 56 cycle spaces would be sufficient to encourage residents to singularly dispense with a vehicle.

viii) If the situation were to remain as it does at present, without any additional arrangements in place to satisfy the added parking demand that the development could create, Fishponds Planning would recommend part refusal of application 15/04378/F (PP-04431445); namely of the enclosure of the existing roof space and addition of 6 apartments. These 6 apartments (No's 39-44) represent an extra 6 - 16 residents (4x two-bed; 2x one-bed) and potentially the same number of vehicles.

ix) Some concerns have been raised over potential revision of existing protocols for entering and exiting the Beacon Tower site. Although FP hasn't been informed of any intended changes to traffic movement at the site, we would like to give voice to local residents that have mentioned this issue. The principal concern raised were the potential for two-way traffic on the entrance service road from the junction of Fishponds Road and Lodge Causeway, which if introduced, would create highway conflicts at the junction and added hazard for pedestrians crossing the entrance service road.

Potential Parking Remedies

x) We've given consideration to an arrangement whereby residents of Beacon Tower might utilise parking provision behind Lodge House (perhaps between 17:30 and 08:00, or in one section only, or some other beneficial arrangement) to add to the existing, and insufficient, 23 parking spaces. However, FP understands that the tenants of Lodge House, the Department for Work & Pensions (and their agents/lawyers) are unwilling to engage in discussion over a potential usage agreement of this type.

xi) If additional parking for Beacon Tower cannot be added through access to Lodge House car park, then it becomes imperative that BCC and Aspect 360 consider another approach; that BCC lease/sell use of spaces in the council owned public car parks in Stoke View Road and Alexandra Park respectively, for use by residents of Beacon Tower. At present, Stoke View Road car park is well used (mainly by short term shoppers) but most frequently only one third full during peak hours. Alexandra Park is most frequently unoccupied at all times other than at weekends, when it may become half-filled. A full study would need to be conducted to consider the viability of using these car parks for Beacon Tower residents.

Quality of Accommodation

While the proposals are in keeping with BCC policies concerning density of accommodation and floor area, and will exceed current building standards in terms of thermal insulation and other standards, we have concerns over the quality of accommodation to the ground floor as proposed.

xii) With regard to apartment No 1, the south-east wall of its bedroom neighbours the refuse and recycling area to the other side, with the potential for intermittent noise intrusion from this space. We suggest BCC require the developers to consider the levels of acoustic (rather than thermal) insulation afforded to this apartment in particular. Additionally, given that the sole space for a window to this bedroom is limited due to the adjoining Lodge House, we submit that this window aperture be as large (tall) as can be reasonably fitted.

xiii) With regard to apartment No 2, the north-south main wall of the apartment (running from the apartment's lobby, corridor, to bathroom) borders the main building's lobby, entrance, lift shaft and plant room. Given the added noise that can be expected to be generated from these areas we suggest BCC require the developers to consider the levels of acoustic (rather than thermal) insulation afforded to this apartment in particular."

Bristol Tree Forum: "The existing site plan shows 2 large trees which are missing from the proposed plan. If this indicates their felling this is unacceptable and especially without a tree report. (Application form states no trees are affected? And I can't tell from the photos in the D&A). If the four new birch

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trees are additional to the two existing ones, that is welcome."

Flood Risk Manager: No comment.

City Design Group: "Initial comments have been provided at pre-application (15/02729/PREAPP). While generally supportive of the principle to enliven the appearance of the building, identified locally as a landmark building, it was advised that due to the existing scale of the building, an amended assessment criteria as set out in SPD1: Tall Buildings would be triggered, with or without proposing an additional storey. However it is noted this was an advisory issue, and no information has been received in support of the amended criteria for assessment.

The Proposal

- The intention to enliven the appearance of the building and celebrate it as a local landmark is fully supported.
- To achieve significant visual improvement to the building, it was considered that more fundamental interventions including altering the fenestration patterns and proportions etc. to better reflect the proposed residential use would be required.
- However the inherent constraints of these types of buildings are noted and in this instance the proposed approach is considered to be acceptable.
- The introduction of some vertical elements is considered appropriate, whilst retaining the horizontal character. In this way it is considered the more slender vertical panels are more successful in achieving the balance between vertical and horizontal.
- The treatment to the enclosed roof structure is considered to be broadly acceptable, subject to details relating to glazing and material treatment of this.
- It is unfortunate that the brise soleil treatment is only on 3 sides of the building, resulting in a slightly awkward appearance; however the legal issue of over-sailing the adjacent site is noted.
- Besides improving the external appearance in medium-long views, it is considered the scheme offers the opportunity to improve the way the building meets the ground. Set above street level on a plinth, the lack of interaction and contribution to the street is a common failing of these buildings.
- It was advised that there should be a greater focus on the opportunity to improve this relationship with the public realm by establishing a more human scale, emphasising and improving the legibility of the main entrance.
- The design approach to locate bike storage in this area is not considered to improve the relationship with the public realm.

Conclusions/Recommendations

Should planning permission be granted, CDG would seek to apply standard conditions requiring large scale details of external alterations to the building to include details of the proposed cladding system and relationship with retained fabric, new glazing to the roof enclosure, brise soleil, and details and samples of all proposed materials."

Transport Development Management: "This building has permission for use as 38 flats under Prior Notification regulations, following applications 14/05345/COU and 15/02912/NMA.

The car park is to be left as existing. Although we are not happy with the exit onto Lodge Causeway this appears to be in accordance with the lawful use of the property. There is no proposal to add any car parking but if such an application were made in the future we would be opposed to this. However this is a suitable location for residents to live without cars. The extra 6 flats will give a total development of 44 units. In areas such as this where we consider that only a proportion of residents would need to own a car we recommend that parking levels should be at least 50% of the number of flats, and the development meets this standard. Although I note that there has been a high level of objection from local residents regarding car parking and the effects of overspill in the wider area, I do not consider that this development goes against Council standards and therefore we do not wish to make an objection in this regard.

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Cycle storage has been increased from the previous plans, and now totals 56 spaces. For the development as a whole the current standard would be 73 spaces, but the new floor on its own would require 10 spaces above the existing provision, which is met by the plan submitted."

City Design Group has commented as follows:-

Surgery item

RELEVANT POLICIES

National Planning Policy Framework – March 2012**Bristol Core Strategy (Adopted June 2011)**

BCS5	Housing Provision
BCS10	Transport and Access Improvements
BCS13	Climate Change
BCS14	Sustainable Energy
BCS15	Sustainable Design and Construction
BCS18	Housing Type
BCS20	Effective and Efficient Use of Land
BCS21	Quality Urban Design

Bristol Site Allocations and Development Management Policies (Adopted July 2014)

DM1	Presumption in favour of sustainable development
DM12	Retaining valuable employment sites
DM23	Transport development management
DM26	Local character and distinctiveness
DM27	Layout and form
DM28	Public realm
DM30	Alterations to existing buildings
DM32	Recycling and refuse provision in new development

KEY ISSUES

(A) THE PRINCIPLE OF RESIDENTIAL USE

The existing building was formerly occupied as offices. It is currently being converted into 38 residential flats under the permitted development rights that came into force on May 30th 2013, and recently made permanent. When considering whether prior approval for residential units can be granted, LPA's can only consider strategic transport impacts, contamination and flood risk issues. In considering the previous prior approval application, the residential conversion was not considered to result in strategic transport impacts and would not have warranted refusal against the prior approval criteria.

The principle of residential flats has therefore been established through the prior approval process. The application to be considered relates solely to the creation of an additional 6 flats within the external roof enclosure; the proposed external alterations to the building and the enclosure of the bicycle storage. There is no objection in principle to an additional 6 flats subject to detailed design and amenity considerations considered below.

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The site is well located in terms of public transport with bus routes located in close proximity on Fishponds Road and Lodge Causeway. In addition, the Bristol - Bath cycle path is approximately 200 metres to the south. Members will note the strength of local opposition concerning the impact of 44 flats on existing congested roads and the shortage of on-street parking within the locality. However, the proposal has to be assessed on the basis of the potential impact of an additional 6 flats only on traffic and parking congestion in the area.

At the prior approval stage, 23 parking spaces were to be provided in the rear car park area. It is now proposed to demolish an external storage area and external staircase at the rear. This will enable an additional 4 parking spaces to be provided. In total, parking for 27 cars will now be provided for the 44 flats. In terms of cycle parking, it was originally proposed to provide 34 secure cycle spaces within an existing storeroom at the rear. This store room is to be demolished to make way for additional parking spaces. Two new secure external cycle storage areas will be provided at the front of the building for 56 bicycles. This meets the Council's parking standards and the Council's Transport Development management team raises no objection.

The Fishponds Planning Group makes several suggestions for alternative parking provision within the locality. However, it is worth noting that the adjoining car park, used by the Department of Works and Pensions, is not available for use by local residents during off-peak times. It is understood that the landowner is not willing to enter into any agreement. The other suggestions involve land outside the application site and beyond the control of the applicant.

(C) DESIGN AND AMENITY

It is generally accepted that the existing building is not very attractive and that there is scope to improve its appearance. It is an existing tall building that is very prominent given that the surrounding area is mostly 2 - 3 stories in height. Guidance within SPD 1 "Tall Buildings" defines tall buildings within suburban areas as buildings of 6 or more stories in height. Whilst this guidance specifically relates to the development of new tall buildings, it does state that it is possible to improve the appearance of existing tall buildings by re-cladding with more contemporary materials. It is proposed to re-paint and re-clad the exterior of the building in order to improve its appearance and reduce the horizontal emphasis of the existing window pattern. The overly horizontal glazing pattern will be broken up by coloured cladding panels and the existing cladding will be replaced by a curtain walling system. On the roof, the existing roof plant structure will be removed and the existing concrete external structure will be infilled to create an additional floor. A new brise soleil structure will be installed. However, the extent of exterior alterations is limited by the concrete structure of the building meaning that it is not possible to enlarge window openings or provide balconies. With regard to the cladding material, although the 3D visuals submitted in support of the application show dark red cladding panels, the final colour has not been fixed. It is considered that the submission of the cladding sample panels could be made subject to a planning condition.

The additional floorspace will be contained within the existing concrete frame that encloses the roof plant. As the new floor will be set within the existing frame, it will have a negligible impact on light levels to surrounding properties. It is considered that the creation of an additional floor will have a very limited visual impact on the surrounding area as it will not result in an increase in height of the building. The cladding of the top floor in a darker colour as proposed and the brise soleil will provide a visual cap to the building.

The external space in front of the building on Fishponds Road will be improved by the creation of 2 small communal gardens. Whilst the Bristol Tree Forum's comments about the loss of 2 trees at the front are noted, this happened prior to the applicant acquiring the site. It is now proposed to plant 4 new silver birch trees along the front garden area.

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The Fishponds Planning Group has made some detailed comments about the layout of Flats 1 and 2 on the ground floor in relation to windows and bin storage. However, these matters are largely covered by building regulations. Furthermore, this current application relates just to the additional 6 flats on the seventh floor and the external alterations.

(D) SUSTAINABILITY

The application is supported by a Sustainability Statement. It concludes that a 24.52% reduction in carbon emissions will be achieved by a range of measures including PV panels.

CONCLUSION

The proposal represents a sustainable form of development that will result in a visual improvement of a prominent local building. It will also provide much needed housing, in line with national and local planning policy. It is recommended that planning permission is granted.

COMMUNITY INFRASTRUCTURE LEVY

How much Community Infrastructure Levy (CIL) will the development be required to pay?

The application will generate a requirement for a CIL contribution of £21,487.95.

RECOMMENDED GRANT subject to condition(s)**Time limit for commencement of development**

1. Full Planning Permission

The development hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: As required by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Pre commencement condition(s)

2. Submission of samples before specified elements started

Samples of all materials shall be submitted to and be approved in writing by the Local Planning Authority before the relevant parts of the work are commenced. The development shall be completed in accordance with the approved samples before the building is occupied.

Reason: In order that the external appearance of the building is satisfactory.

3. Detailed drawings at the scale of 1:20 scale of the following shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The detail thereby approved shall be carried out in accordance with that approval.

- a) cladding system/panels;
- b) new glazing to the 7th floor;
- c) brise soleil.

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Reason: In the interests of visual amenity and the character of the area.

Pre occupation condition(s)

4. Implementation/Installation of Refuse Storage and Recycling Facilities - Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the refuse store, and area/facilities allocated for storing of recyclable materials, as shown on the approved plans have been completed in accordance with the approved plans. Thereafter, all refuse and recyclable materials associated with the development shall either be stored within this dedicated store/area, as shown on the approved plans, or internally within the building(s) that form part of the application site. No refuse or recycling material shall be stored or placed for collection on the public highway or pavement, except on the day of collection.

Reason: To safeguard the amenity of the occupiers of adjoining premises, protect the general environment, and prevent obstruction to pedestrian movement, and to ensure that there are adequate facilities for the storage and recycling of recoverable materials.

5. Completion and Maintenance of Car/Vehicle Parking - Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the car/vehicle parking area shown on the approved plans has been completed, and thereafter, the area shall be kept free of obstruction and available for the parking of vehicles associated with the development

Reason: To ensure that there are adequate parking facilities to serve the development.

6. Completion and Maintenance of Cycle Provision - Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the cycle parking provision shown on the approved plans has been completed, and thereafter, be kept free of obstruction and available for the parking of cycles only.

Reason: To ensure the provision and availability of adequate cycle parking.

7. Implementation of hard landscape works - shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the landscaping proposals hereby approved have been carried out in accordance with the approved plans, unless a revised programme is agreed in writing with the Local Planning Authority.

Reason: To ensure that the appearance of the development is satisfactory.

8. The development must be constructed in accordance with the Energy Statement submitted by Therm Energy Ltd, dated 14/08/2015. All measures included in this statement shall be included in the development, including the photovoltaic panels, and shall be operational prior to the occupation of the development hereby approved.

Reason: To ensure that the development meets the sustainability and climate change goals of the development plan.

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9. List of approved plans and drawings

The development shall conform in all aspects with the plans and details shown in the application as listed below, unless variations are agreed by the Local Planning Authority in order to discharge other conditions attached to this decision.

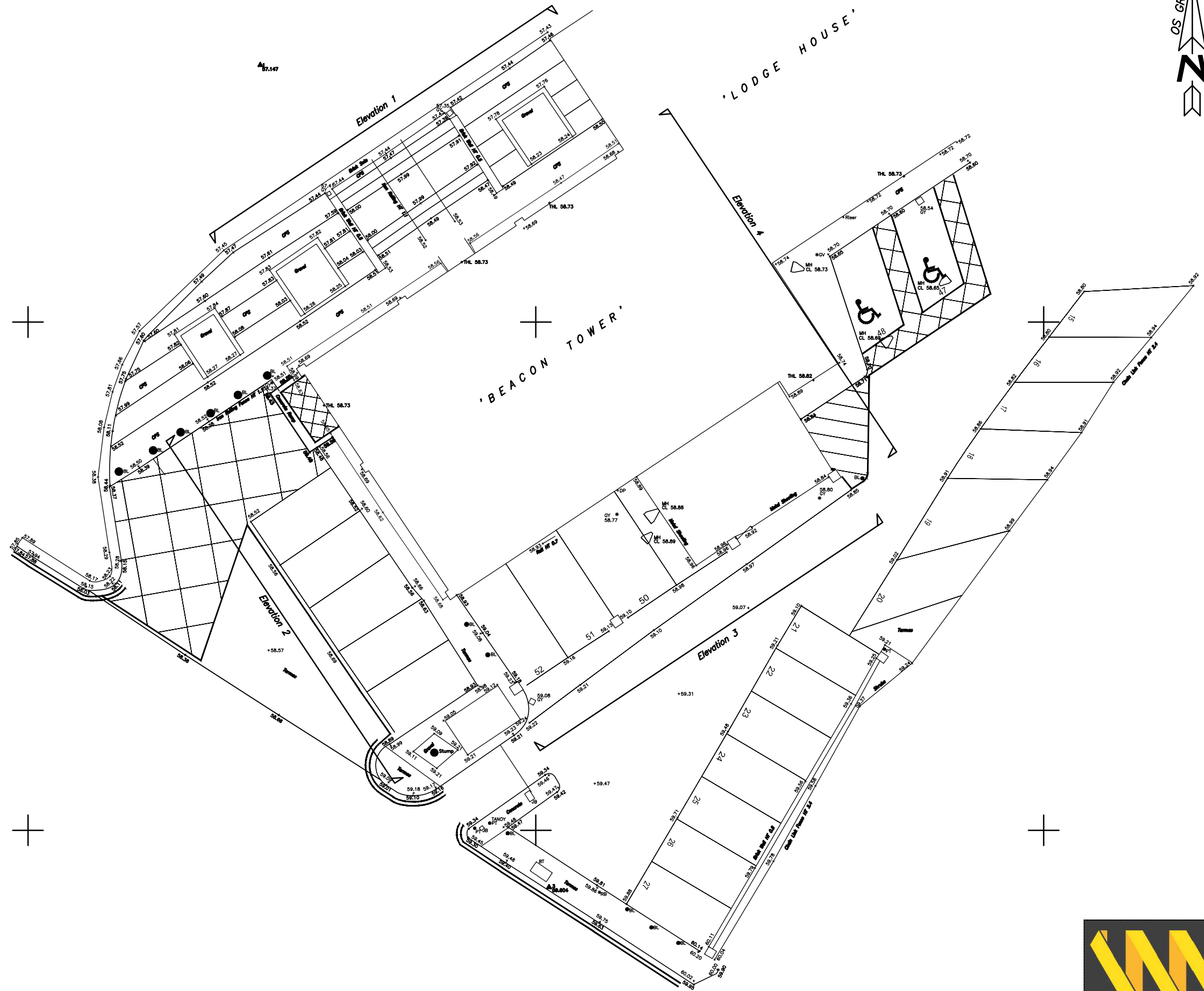
808-411 7th Floor Glazing, received 22 October 2015
 808-161D NE & SE Elevation Proposed, received 22 October 2015
 808-410 7th Floor Rainscreen Cladding, received 22 October 2015
 808-412 7th Floor Glazing & Rainscreen Details, received 22 October 2015
 808-100 Existing Site Plan, received 9 September 2015
 808-101 Existing Ground Floor Plan, received 9 September 2015
 808-102 Existing First Floor Plan, received 9 September 2015
 808-103 Existing Second Floor Plan, received 9 September 2015
 808-107 Existing Sixth Floor, received 9 September 2015
 808-108 Existing Roof Plan, received 9 September 2015
 808-110 Existing NW Elevation, received 9 September 2015
 808-111 Existing SW Elevation, received 9 September 2015
 808-112 Existing SE Elevation, received 9 September 2015
 808-113 Existing NE Elevation, received 9 September 2015
 808-114 Existing Section, received 9 September 2015
 808-150G Ground Floor Proposed, received 9 September 2015
 808-400A Window Blanking Detail, received 9 September 2015
 808-401A Feature Panel Details, received 9 September 2015
 809-001A Site location plan, received 22 October 2015
 808-149D Site Plan Proposed, received 22 October 2015
 808-180D Existing & Proposed 3D Visuals, received 22 October 2015
 808-160F NW & SW Elevation - Proposed, received 22 October 2015
 Design and Access Statement, received 9 September 2015
 Energy and Sustainability Statement, received 9 September 2015

Reason: For the avoidance of doubt.

BACKGROUND PAPERS

Flood Risk Manager
 Transport Development Management
 City Design Group

24 September 2015
 22 October 2015
 24 September 2015



A 19/10/15_UPDATED_NO TREES ON EXISTING SITE



Project		Beacon Tower, Bristol BS16 3HZ	
Title		SITE PLAN - EXISTING	
Drawing Number	808 100	Revision	A
Scale of A3	1:200@A3	Date	20/04/15
Drawn / Checked By		AG/AW	
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EXISTING

WEST



SOUTH



EAST



NORTH



PROPOSED

WEST



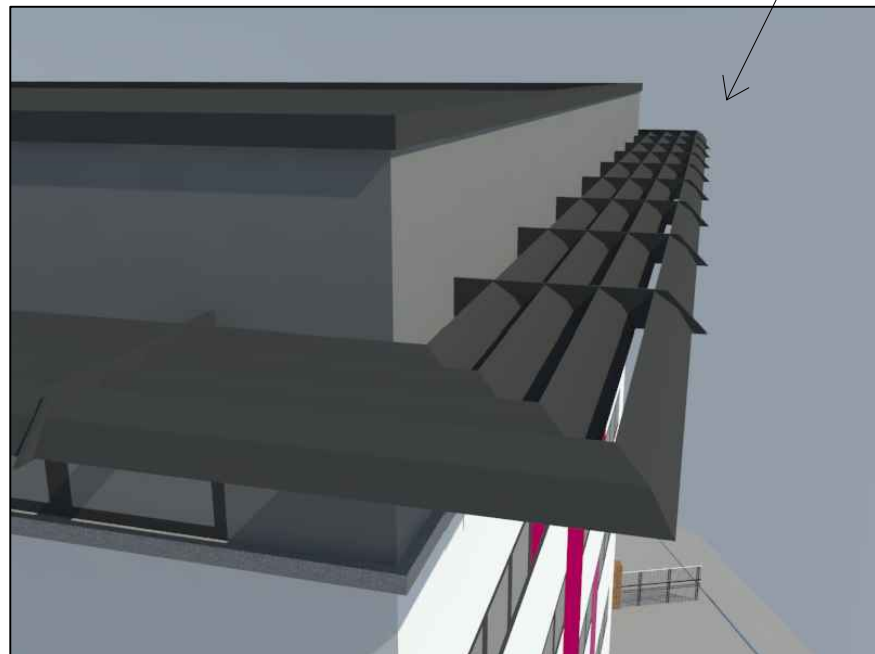
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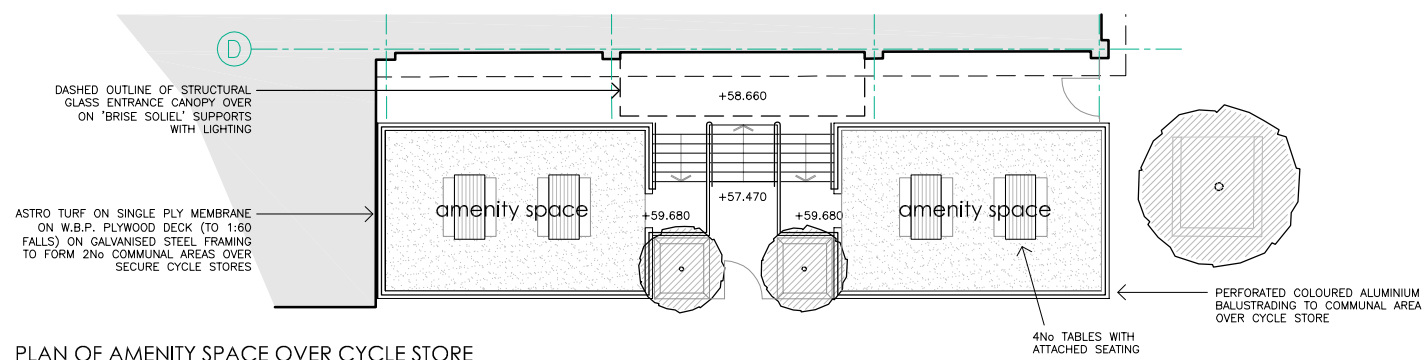
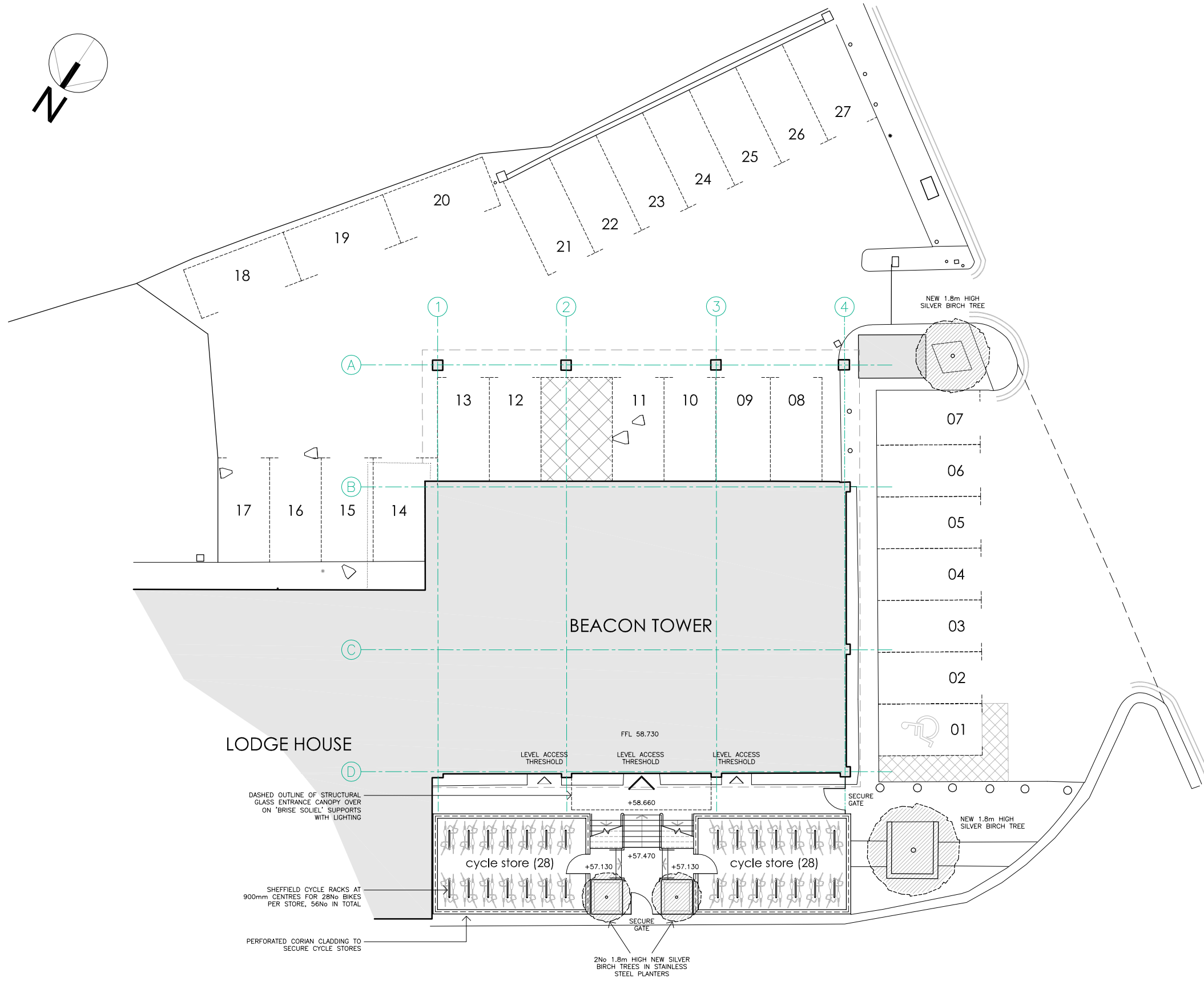
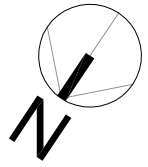
NORTH



CLOSE UP OF BRISE SOLEIL ROOF

D 20/10/15_DESIGN UPDATE
 C 02/09/15_DESIGN UPDATE
 B 10/07/15_DESIGN UPDATE
 A 22/06/15_FLOOR REDUCTION

		
Project Beacon Tower, Bristol BS16 3HZ		
Title Existing & Proposed 3D Visuals		
Drawing Number	Revision	
808/180	D	
Scale at A3	Date	Drawn / Checked By
N/A	19/05/15	FW/AW
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SCHEDULE OF ACCOMMODATION

FLOOR	APARTMENT	ROOMS	AREA (m²)	
GROUND FLOOR	Apartment 1	1 bedroom	58.0m²	
	Apartment 2	2 bedroom	75.6m²	
FIRST FLOOR	Apartment 3	2 bedroom	59.3m²	
	Apartment 4	2 bedroom	57.0m²	
	Apartment 6	studio	45.0m²	
	Apartment 6	1 bedroom	45.0m²	
	Apartment 7	2 bedroom	60.3m²	
	Apartment 8	2 bedroom	59.1m²	
	SECOND FLOOR	Apartment 9	2 bedroom	59.3m²
		Apartment 10	2 bedroom	57.0m²
Apartment 11		studio	45.0m²	
Apartment 12		1 bedroom	45.0m²	
Apartment 13		2 bedroom	60.3m²	
Apartment 14		2 bedroom	59.1m²	
THIRD FLOOR		Apartment 15	2 bedroom	59.2m²
		Apartment 16	2 bedroom	57.0m²
	Apartment 17	1 bedroom	45.0m²	
	Apartment 18	1 bedroom	45.0m²	
	Apartment 19	2 bedroom	60.3m²	
	Apartment 20	2 bedroom	59.1m²	
	FOURTH FLOOR	Apartment 21	2 bedroom	59.2m²
		Apartment 22	2 bedroom	57.0m²
Apartment 23		1 bedroom	45.0m²	
Apartment 24		1 bedroom	45.0m²	
Apartment 25		2 bedroom	60.3m²	
Apartment 26		2 bedroom	59.1m²	
FIFTH FLOOR		Apartment 27	2 bedroom	59.2m²
		Apartment 28	2 bedroom	57.0m²
	Apartment 29	1 bedroom	45.0m²	
	Apartment 30	1 bedroom	45.0m²	
	Apartment 31	2 bedroom	60.3m²	
	Apartment 32	2 bedroom	59.1m²	
	SIXTH FLOOR	Apartment 33	2 bedroom	59.2m²
		Apartment 34	2 bedroom	57.0m²
Apartment 35		1 bedroom	45.0m²	
Apartment 36		1 bedroom	45.0m²	
Apartment 37		2 bedroom	60.3m²	
Apartment 38		2 bedroom	59.1m²	
SEVENTH FLOOR		Apartment 39	2 bedroom	59.5m²
		Apartment 40	2 bedroom	57.2m²
	Apartment 41	1 bedroom	45.0m²	
	Apartment 42	1 bedroom	45.0m²	
	Apartment 43	2 bedroom	60.6m²	
	Apartment 44	2 bedroom	59.1m²	

D 30/07/15_SCHEDULE OF ACC,
 C 29/07/15_UPDATED
 B 23/07/15_UPDATE
 A 24/06/15_REVISION NUMBERING CHANGED

Project Beacon Tower, Bristol BS16 3HZ

Title SITE PLAN - PROPOSED

Drawing Number 808/149

Revision D

Scale of A3 1:200 @ A3

Date 20/04/15

Drawn / Checked By LJ/

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T +44 (0) 117 9466966 e info@wdarchitects.co.uk w www.wdarchitects.co.uk