

The background is a blue-toned aerial photograph of a city, showing a dense grid of buildings and streets. A large white circle is positioned in the upper right quadrant, containing the title and subtitle. A white line, possibly representing a river or a major road, winds through the lower half of the image, with several thin white lines radiating from it, suggesting infrastructure or design elements.

# **PLOT 3 INFRASTRUCTURE**

DESIGN & ACCESS STATEMENT



Homes &  
Communities  
Agency

NOVEMBER 2015

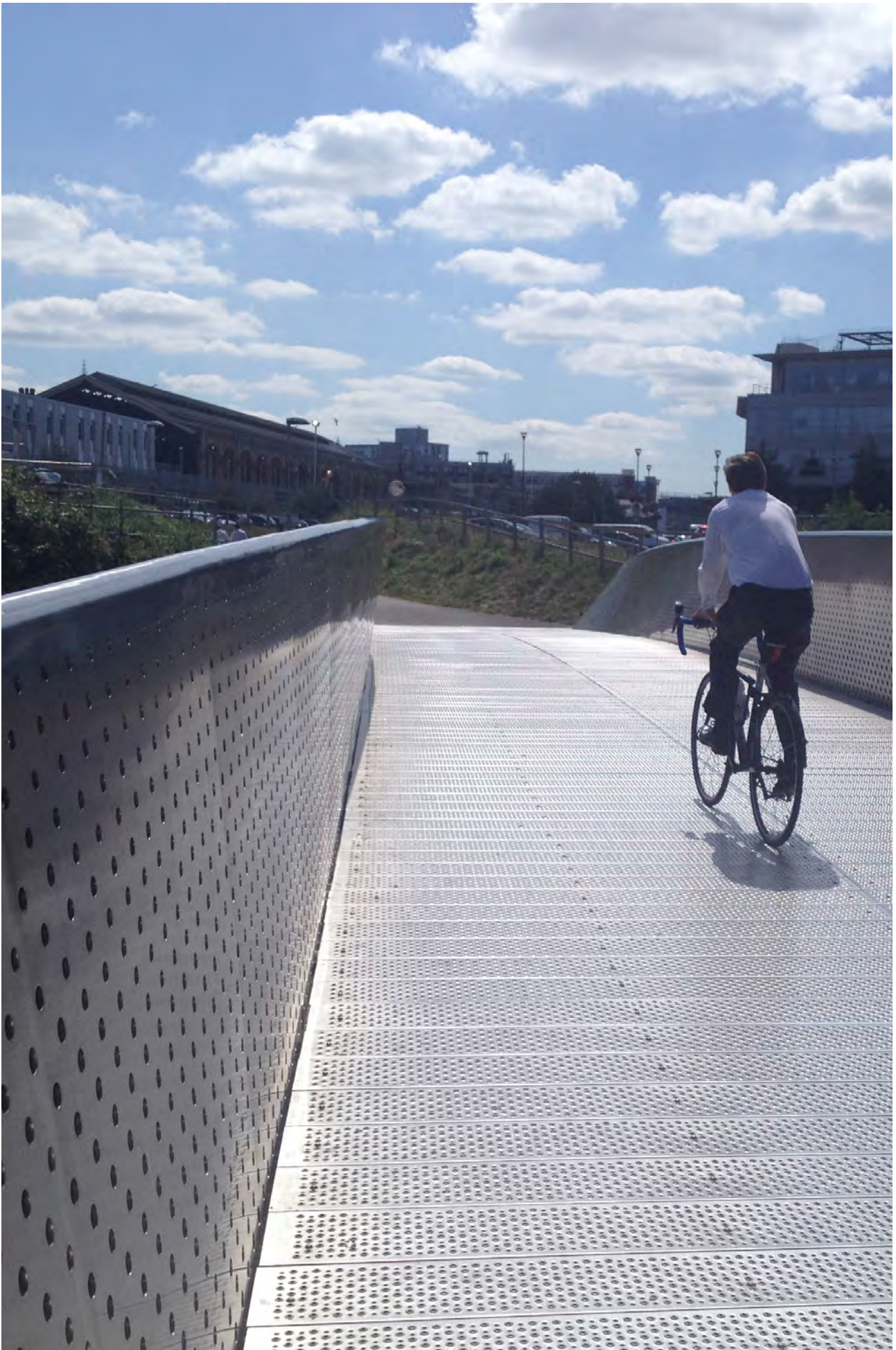
Prepared on behalf of Homes &  
Communities Agency by:

**ARUP**

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VIEW TOWARDS APPLICATION SITE FROM  
MEADS REACH BRIDGE

# INTRODUCTION

This Design and Access Statement is submitted in support of an application for full planning permission on behalf of the Homes & Communities Agency (the Applicant) for proposed infrastructure works to facilitate the disposal and development of Plot 3 in the Temple Quarter Enterprise Zone (TQEZ), Bristol.

The proposed development includes the following components:

- Extension of Friary to Meads Reach Bridge;
- Opening Isambard Walk as a two-way vehicular street between Friary and Temple Back East;
- Provision of new public space; and
- Street furniture and landscaping.

Arup was appointed by the Applicant, as Managing Consultant, to lead a team to assess opportunities to facilitate the development of the Applicant's sites in the TQEZ – Plot 3, Plot 6, Friary, 1-9 Bath Road/Fish Dock, Feeder Road and Arena Island.

The resulting Asset Delivery Plan, for the core area of the TQEZ, identified a delivery strategy for the Applicant's assets. The infrastructure works proposed, as part of this application, is one of the site-specific outputs identified in the Asset Delivery Plan as enabling the disposal and development of Plot 3.

The Applicant is currently progressing the sale of Plot 3 for a five star hotel and a 600 place conference centre.

This Statement is structured as follows:

Section 1 – Existing Situation: An overview of the existing site conditions surrounding Friary.

Section 2 – Design Development: A summary of the key spatial design evolution for the proposed development.

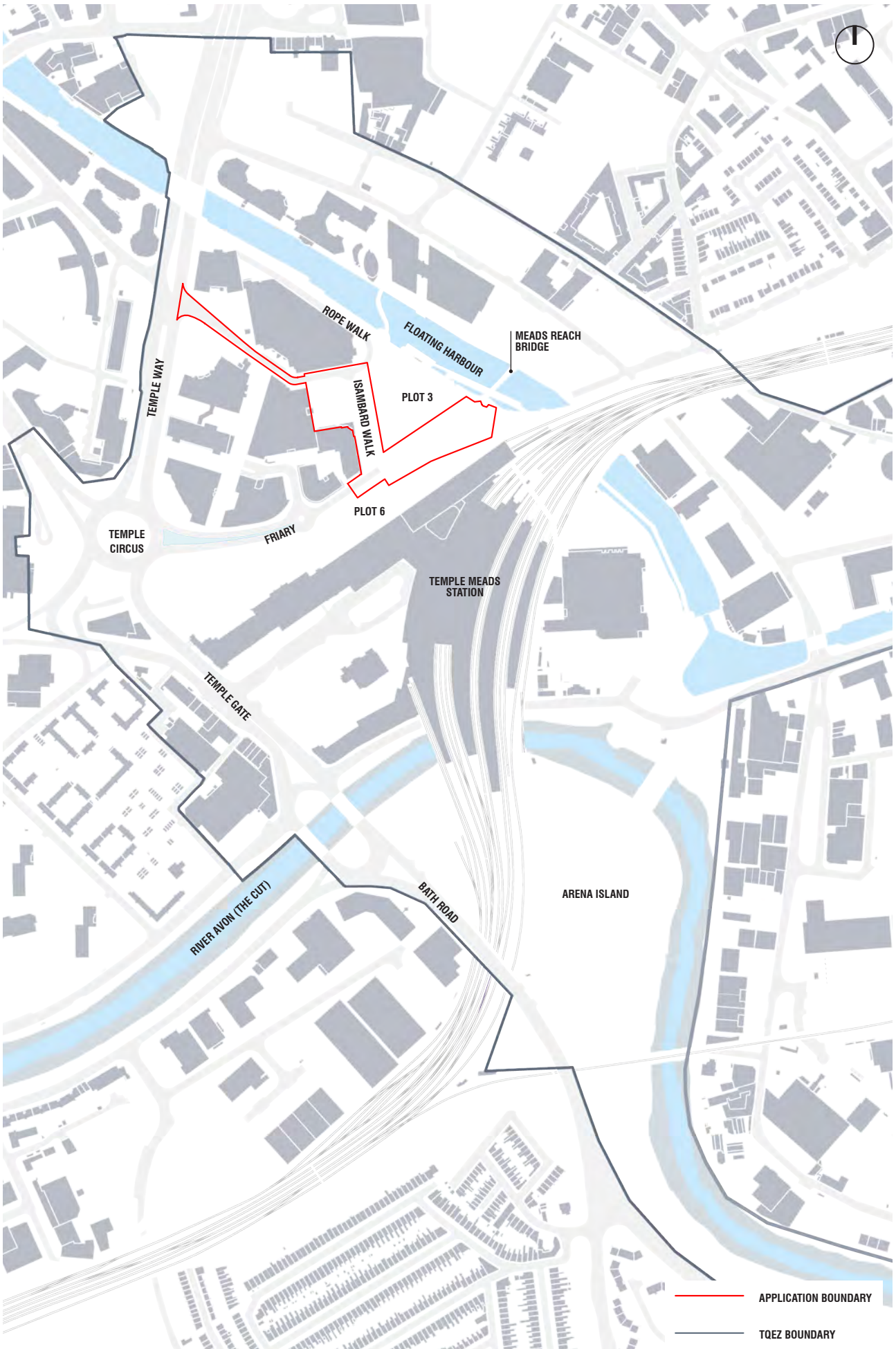
Section 3 – Development Proposals: A detailed description of the proposed development including details of the proposals for street furniture, planting; lighting and materials.





# **1. EXISTING SITUATION**







## EXISTING SITE CONTEXT DESCRIPTION

### TEMPLE QUARTER ENTERPRISE ZONE

The application site forms part of the TQEZ, a 70 hectare area which encompasses a diverse range of urban environments including Temple Meads Railway Station, the Floating Harbour, The Cut and several vacant development sites (including Plot 3 and Plot 6) that are suitable for the redevelopment.

### PLOT 3 & 6

Plot 3 located to the north and east of the site is currently used as a temporary car park, cafe bar and events space. 2No. temporary cafe bars, Yurt Lush and The Goods Yard successfully activate the spaces adjacent to the Floating Harbour providing a vibrant environment in the daytime and evening. Plot 6 is located to the south of the application site and is primarily used for car parking and operational activities associated with Temple Meads Station.

### FRIARY

Friary is a wide access road running broadly parallel to Temple Meads Station from Temple Circus, serving the Temple Quay development and the Network Rail land at Plot 6. Friary, as with the wider Temple Quay estate roads, is entirely owned and managed by the HCA and as such it is classified as an unadopted highway and a private way.

The road has a 10mph speed limit and a carriageway surfaced with concrete paving setts however, its dimensions make the carriageway overly dominant in the space. The most westerly

section has a dual-carriageway leading to a large roundabout after which it reduces to single carriageway as far as Isambard Walk. Beyond this point there is no vehicular carriageway however, a pedestrian/cycle route continues to Meads Reach Bridge.

To the north is the Temple Quay commercial office development with a vacant plot to the south (Plot 6), currently used as a series of surface car parks with access from Friary and the Temple Meads Station forecourt.

The development of Plots 3 and 6 and the redevelopment of Temple Meads Station will significantly alter the requirements for Friary, both for vehicular and pedestrian/ cycle movements.

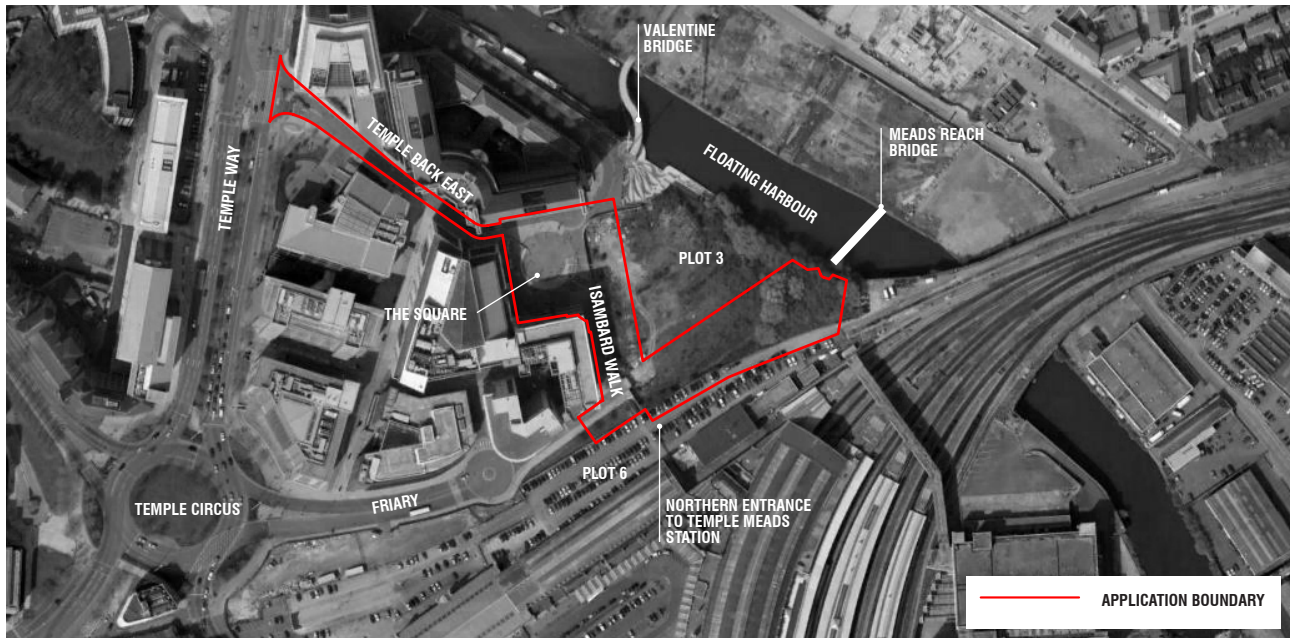


TEMPORARY USES ON PLOT 3  
View from Rope Walk



FRIARY  
View towards Temple Circus from Friary junction with Isambard Walk

## EXISTING SITE DESCRIPTION



### ISAMBARD WALK

Isambard Walk, running north-south, is currently a pedestrian and cycle route leading from the northern entrance of Temple Meads Station, past Temple Quay and Plot 3 towards Rope Walk and Temple Back East. The route is characterised by an active public realm to the west side of the street, with outdoor seating provided by the adjacent coffee shops and cafes. An avenue of Italian Alder *Alnus cordata* and the provision of cycle parking, street furniture and feature lighting columns help to define the pedestrian environment.

### THE SQUARE

The Square is a public space located at the north western corner of Isambard Walk. There is limited activation of the public realm, provided only by adjacent retail uses to the south side. Office uses lie to the west and north and Plot 3 temporary uses lie to the east. The space is characterised by concrete and yorkstone paving with a series of steps in a circle formation. The square is framed by 8 No Maidenhair Trees *Ginkgo biloba* and feature lighting columns.

### FRIARY & PEDESTRIAN / CYCLE ROUTE TO MEADS REACH BRIDGE

Friary is a wide access road running parallel to Temple Meads Station from Temple Circus, serving the Temple Quay development. The road has a 10mph speed limit and a carriageway surfaced with concrete paving setts. A pedestrian and cycle route extends from Friary towards Meads Reach

Bridge from the corner of Isambard Walk and Friary and is primarily paved with tarmac. The surface level difference between the pedestrian/ cycle route and Meads Reach Bridge is articulated with a 3.5m wide ramp with grassed banks to each side.

### TEMPLE BACK EAST

Temple Back East is an existing vehicular and pedestrian route paved with concrete paving setts. The carriageway is lined with bollards to restrict vehicular access onto the pedestrian footways outside the adjacent office buildings.

Rope Walk is a spur at the eastern end of Temple Back East that leads eastwards to Valentine Bridge and provides vehicular access to the rear of adjacent office buildings.



## SITE PHOTOS



TEMPLE BACK EAST  
View to southern edge of 'The Square'



THE SQUARE  
Active public realm from adjacent retail uses



ISAMBARD WALK  
View from junction between Friary and Isambard Walk




CONNECTION TO MEADS REACH BRIDGE  
Existing route to cross the Floating Harbour providing a physical link for pedestrians and cyclists



TEMPLE MEADS STATION & PLOT 6  
View towards station from Friary with the existing historic wall





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## **2. DESIGN DEVELOPMENT**

# RESPONSE TO HCA ASSET DELIVERY PLAN

## HCA OVERARCHING FRAMEWORK



The development proposals for Plot 3 Infrastructure provide one site specific output identified in the HCA Asset Delivery Plan for the TQEZ. The following plans provide a brief summary of the design development undertaken during the preparation of the Asset Delivery Plan and comprise the following:

1. Overarching Framework for Development - comprising strategies for pedestrian movement, public spaces, transport, land use and infrastructure
2. Public Spaces Strategy - hierarchy, character and connectivity of spaces within TQEZ
3. Definition of Friary Extension, Plot 3 Public Space & Isambard Walk

#### 1. HCA OVERARCHING FRAMEWORK FOR DEVELOPMENT

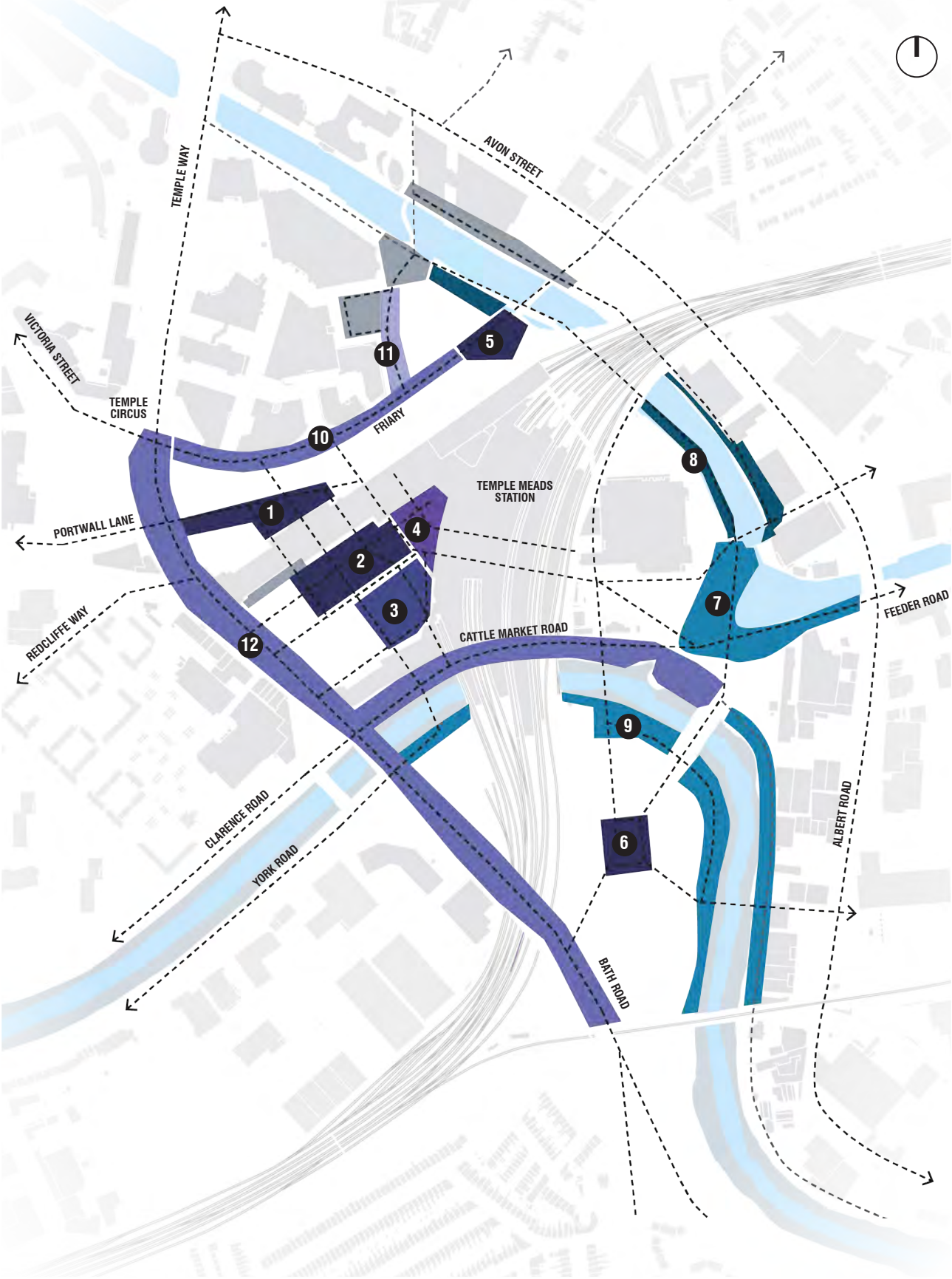
The Framework comprised a series of strategies for pedestrian movement, public space, transport, land use and infrastructure. A key driver for the framework was the creation of safe and legible connections which bring together the HCA assets and provide a range of experiences for pedestrians along their routes.

By facilitating movement, a new network of connectivity is established presenting further opportunities for the definition of place through the creation of new public realm. As areas of the Enterprise Zone are reawakened and redefined, this in turn stimulates and encourages human activity both social, cultural and economic.

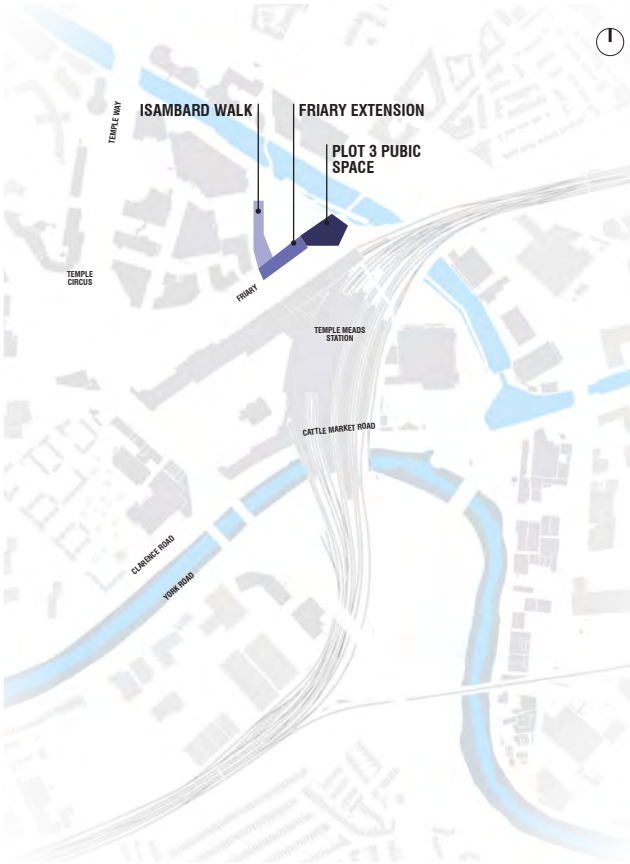




PUBLIC SPACES STRATEGY







## 2. PUBLIC SPACE STRATEGY

The public spaces strategy seeks to address the current lack of public space within the Enterprise Zone and create a pattern of new spaces located within the movement network, with a range of typologies and qualities to encourage activities essential to the cultural life of the Enterprise Zone. Key locations at the station, the waterside and along the key movement and transport corridors are explored for their potential.

The role of these new spaces is manifold as they will help define each 'place' within the Enterprise Zone, drawing out the inherent qualities of character and providing a rich variety of experience. Rather than just providing a place to pass through, the spaces will allow and encourage range of activities that are essential to the cultural life of the Enterprise Zone and to engendering sociability and the exchange of ideas.

## 3. DEFINING FRIARY EXTENSION, PLOT 3 PUBLIC SPACE & ISAMBARD WALK

**Plot 3 Public Space** - The extension of Friary towards Meads Reach Bridge will effectively create a dead-end for vehicular traffic. This will also become a node between the bridge, the Floating Pontoon Walkway connection and routes into Temple Quay. This presents an opportunity to create a multifunctional space that both allows occasional vehicular traffic to turn and service adjacent buildings, and an informal public space that allows comfortable pedestrian and cyclist access.

**Isambard Walk** - Open to two-way through traffic via Friary and Temple Back East, Isambard Walk should be remodelled to retain its important role as a pedestrian through route and an external seating area for the resident cafes and shops. Its character will also be strongly affected by any new development on Plot 3.

**Friary Extension** - The carriageway should be narrowed to help slow traffic speeds and paved with materials similar/ complementary to those used on the pedestrian routes to signal a shared environment.

### SPACES

- 1 OLD STATION SQUARE
- 2 STATION FORECOURT
- 3 BRISTOL AND EXETER COURT
- 4 DIGBY WYATT ENTRANCE
- 5 PLOT 3 PUBLIC SPACE
- 6 ARENA SQUARE
- 7 TOTTERDOWN BASIN
- 8 FLOATING HARBOUR
- 9 RIVER CORRIDOR
- 10 FRIARY
- 11 ISAMBARD WALK
- 12 BATH ROAD

### TPOLOGIES

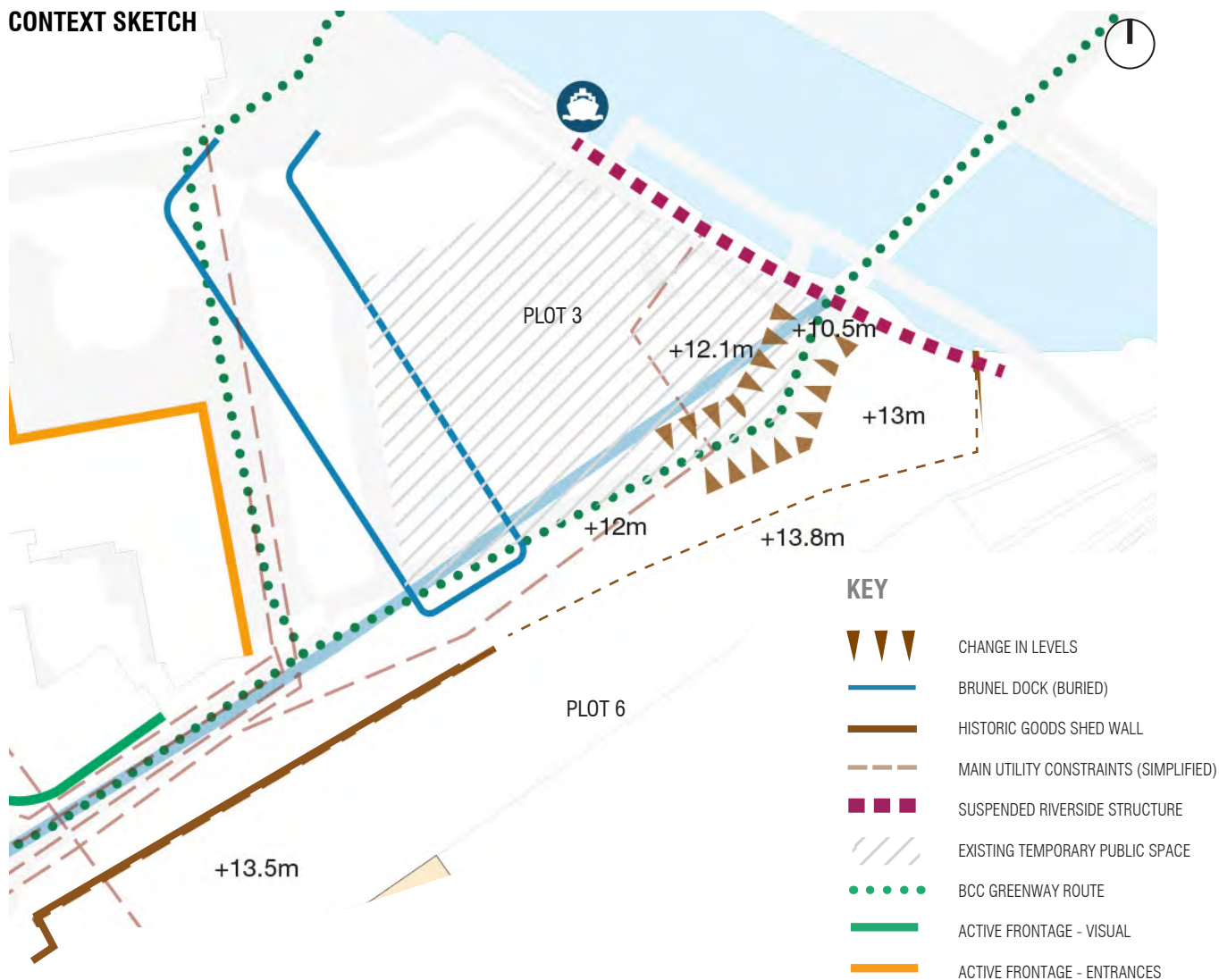
- EXISTING SPACE
- SQUARE
- COURT
- TERRACE
- STREET - PEDESTRIAN ORIENTATED
- STREET - PEDESTRIAN PRIORITY
- WATER SIDE - HARD LANDSCAPE
- WATER SIDE - SOFT LANDSCAPE
- FOOTPATH NETWORK - PEDESTRIAN

## CONTEXT + CONSTRAINTS

The key considerations relating to the application site have been:

- Isambard Walk – This is currently a pedestrian only route and so will require careful consideration with regard to safety.
- Meads Reach Bridge – The bridge does not allow vehicle access and so the extension of Friary will effectively become dead-end to traffic.
- Frontage - There is little active frontage along the northern side of Friary and no entrances with direct access to the street.
- Heritage - The Good Shed Wall (part of Grade 1 listed Temple Meads Railway Station) runs to the south of the application site.
- Topography - There is a change in levels along the length of Friary. The pedestrian route at the far end dropping into a cutting below surrounding land as it reaches Meads Reach Bridge.
- Utilities - Both the existing arrangement of utilities and the proposed General Purpose Service Trench could constrain the alignment of the carriageway and adjacent development.
- Archaeology - Friary crosses the southern end of Brunel Dock (identified at ca. 9.5m AOD).

### CONTEXT SKETCH



## DEVELOPMENT FRAMEWORK

The following development framework sets out the key principles that should guide the remodelling of Friary extension and Isambard Walk.

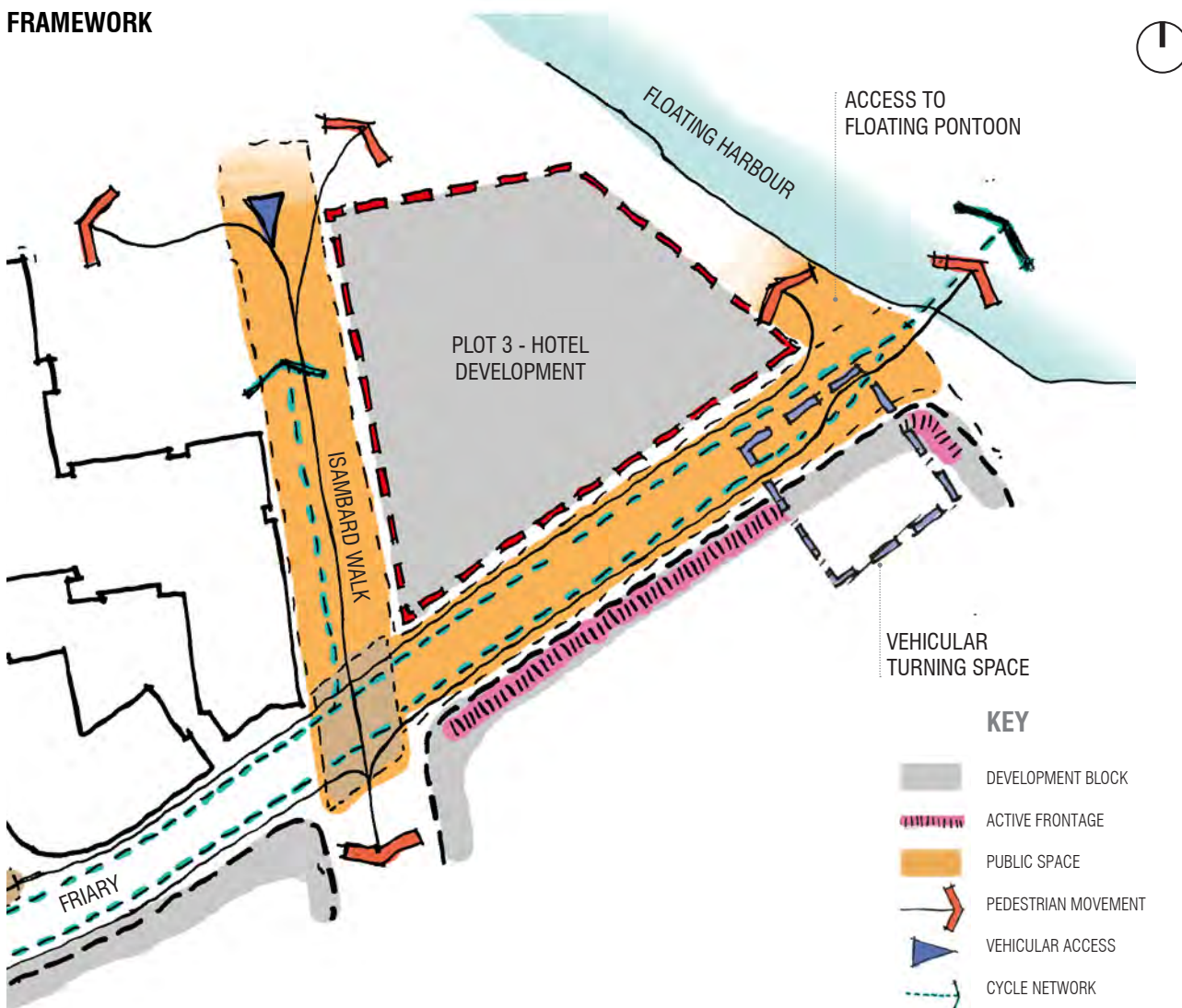
The key objectives are as follows:

- Enable quality hotel facility on Plot 3, facilitating level access entrances, visitor drop off and service requirements.
- Ensure the efficient flow of pedestrians and cyclists between Temple Meads Station, the Plot 6 development site and the existing Temple Quay estate whilst tying into the proposals for Floating Pontoon Walkway as being progressed separately by BCC.
- To extend Friary footway and carriageway towards Meads Reach Bridge.

- To enhance the existing access way between Temple Back East and The Friary to deliver a two-way vehicular street on Isambard Walk.
- To recognise and facilitate the evolution of Temple Meads Station.

The development framework for the Plot 3 Infrastructure provides for a more intimate and attractive space for users, setting a precedent for design quality adjacent to the proposed hotel development whilst retaining important vehicular functions.

### FRAMEWORK









## **3. DEVELOPMENT PROPOSALS**

## PROPOSALS IN CONTEXT

The proposed landscape design responds to the significance of the site's location within Temple Quarter Enterprise Zone; in close proximity to the north entrance of Temple Meads Railway Station; and within the setting of existing and proposed development.

Careful consideration has been paid to the quality, connectedness and flexibility of spaces in order to realise a vibrant public realm in the short, medium and long term, after the completion of development at Plot 3 and further into the future when development comes forward on Plot 6.

The scheme aims to establish a design language through materials, form and functionality that assimilates the existing setting of Temple Quay with the aspirations of future development on Plot 3. This has been articulated through a simple palette of paving materials and contrasting paving banding to reinforce movement routes and highlight architectural form.

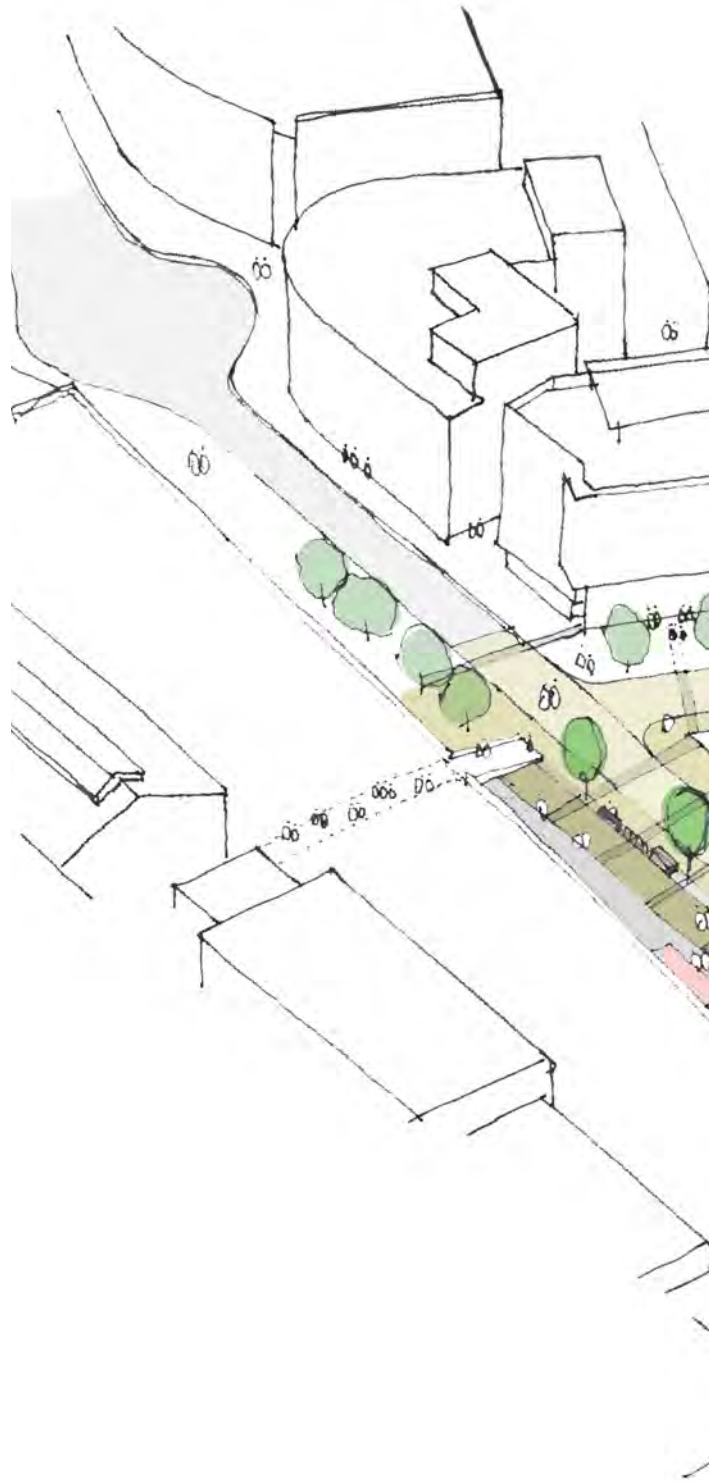
Renegotiating the level difference between the north entrance of Temple Meads Railway Station and Meads Reach Bridge presents both a design challenge and an opportunity. The approach to the bridge from the station will be via a gently sloping pedestrian orientated street with restricted vehicle access, leading to a flexible public space and access to the Floating Pontoon Walkway beyond.

Conserving and enhancing pedestrian connectivity along Isambard Walk has been realised through the retention of the active spill out space and trees to the north side west and a shared/level surface environment with generous footways throughout to provide free pedestrian movement.

Provision has been made for a public realm that increases dwelling time whilst enhancing the experience of travelling through. Care has been paid to the provision of a tree avenue to the extension of Friary by providing multi- functional environmental benefits and reinforcing this route as a Bristol 'Greenway' for cyclists and as part of the National Cycle Network.

The area to the south of the Friary extension has been highlighted as a potential location for temporary uses similar to those currently located on Plot 3. This meanwhile use would activate the Friary extension and new public space through spill out and events, prior to development coming forward on Plot 6.

Provision has been made throughout the scheme for universal access and a public realm that offers opportunities for all.





## ILLUSTRATIVE PLAN

The key components of the landscape proposal comprise the following:

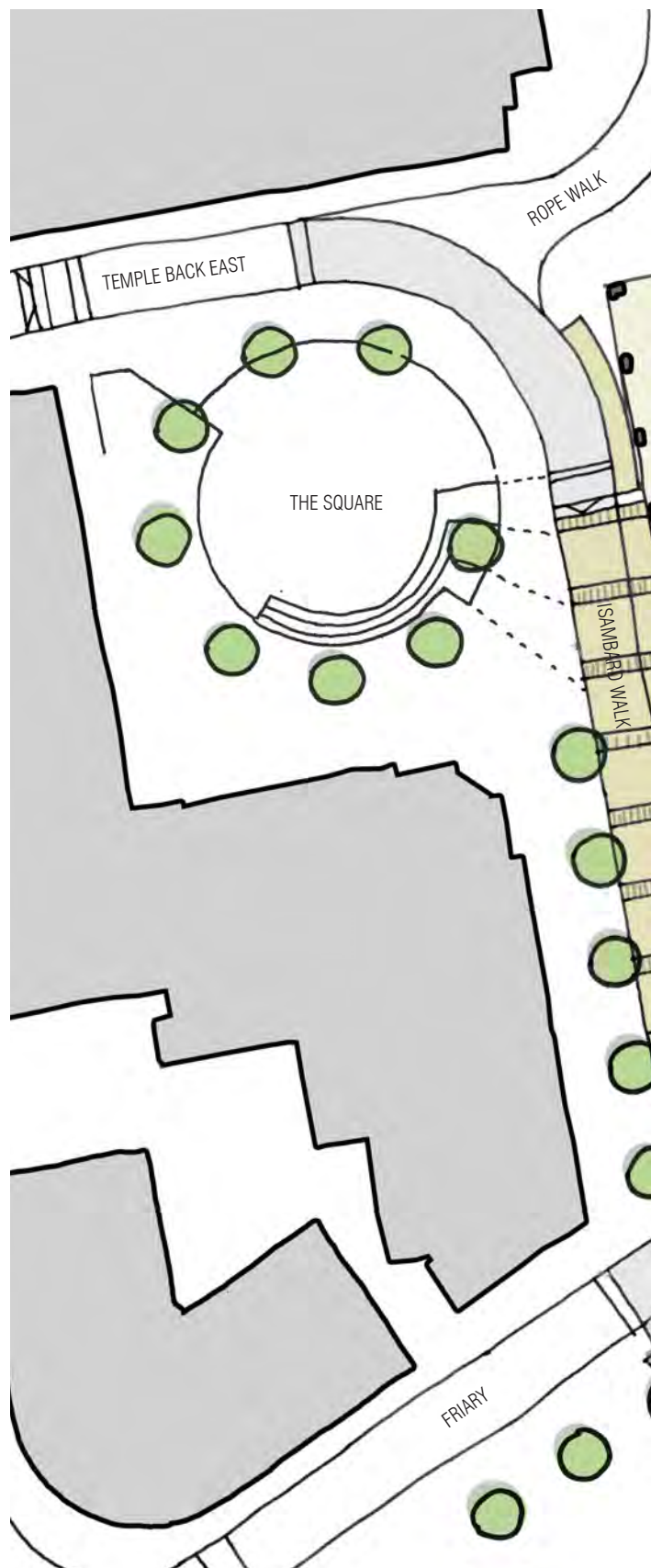
### FRIARY EXTENSION

The alignment and form of the extension to Friary is informed by the Plot 3 Hotel and Conference Centre development boundary to the north and the anticipated future development boundary of Plot 6 to the south. The alignment forms a generous, comfortable and safe route to Meads Reach Bridge articulated through a 1 in 51.5 gradient. Friary extension will be characterised by shared / level surface and a pedestrian orientated environment. A feature paving band follows the alignment to aid pedestrian flow and will contain seating, bins, feature lighting columns and an avenue of street trees in a consistent rhythm.

This street rhythm will be further reinforced by contrasting paving strips corresponding to the proposed colonnades to the Hotel and Conference Centre facility on Plot 3. The feature paving band flows into an organic alignment within the proposed public space forming a series of terraces to articulate the level difference to the adjoining land and to provide seating. The public space will be softened by surrounding native wildflower planting and trees to the south and east. Vehicular movements to Friary extension will be restricted through to use of moveable bollards for service and coach access to the proposed Hotel and Conference Centre development.

### ISAMBARD WALK & TEMPLE BACK EAST

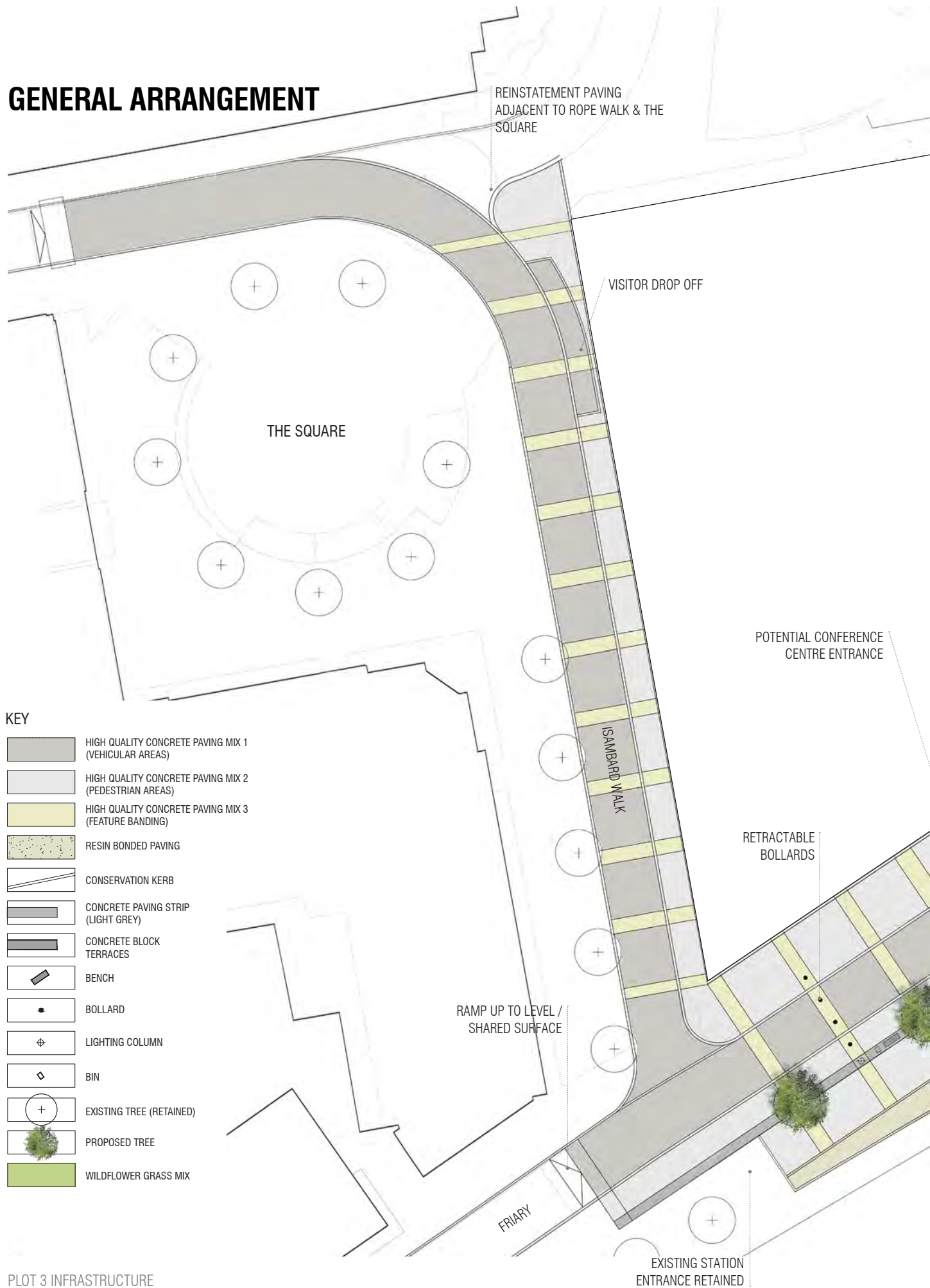
Open to two-way through traffic via Friary and Temple Back East, Isambard Walk retains its important role as a pedestrian through route and an external seating area for the resident cafes and shops. Isambard Walk will form part of a continuous shared / level surface stretching from the existing pedestrian crossing at Temple Back East and adjoining the shared surface at the Friary extension. The paving material will be complementary with those existing within Temple Quay with contrasting bands corresponding to the colonnades of the proposed Hotel and Conference Centre on Plot 3.







# GENERAL ARRANGEMENT







Surface materials on Plot 3 to match existing

(12.01)

1:3.9

10.59

Plot 1 Development Boundary

Drainage Channel

10.42

5500

6425

6425

6425

4200

10.42

10.42

Proposed tree T2

10.42

Tie into existing levels on plot 3

Pedestrian footway - Resin Bonded Surface

Flexible public space - High quality concrete paving

Concrete block terraces

Planted bank

Existing car park

The cross-section profile illustrates the proposed development layout with the following zones and levels:

- Surface materials on Plot 3 to match existing:** Level 11.81.
- Pedestrian footway - High quality concrete paving:** Level 10.95.
- Vehicular carriageway - High quality concrete paving:** Level 10.80.
- Pedestrian footway - High quality concrete paving:** Level 11.00.
- Space for temporary uses - Resin bonded surface:** Level 11.15.
- Planted bank:** Level 11.33.
- Easement from listed wall:** Levels 12.04 and 13.65.

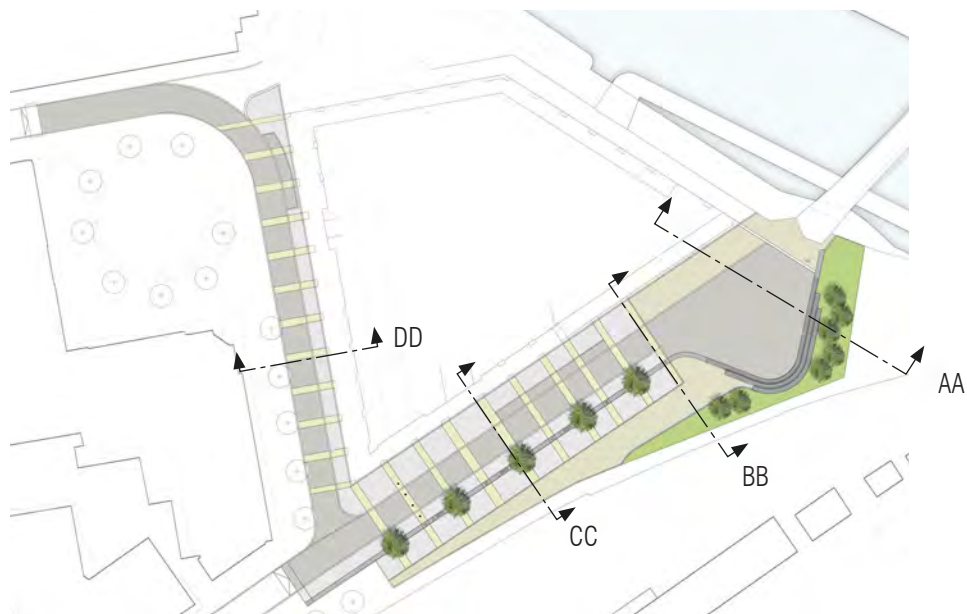
Additional features include a drainage channel, a 1000mm wide concrete paving strip with street furniture, lighting, and trees, a potential temporary use (e.g., shipping container), and a proposed tree T2. The profile also shows the existing listed wall and the proposed development boundary.

The diagram illustrates a cross-section profile of the proposed development. Key features include:

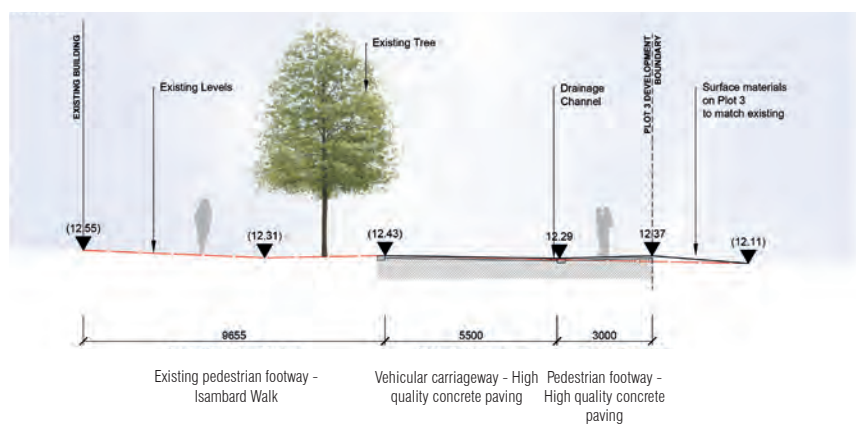
- Proposed tree T1**: A tree is shown in the center of the profile.
- Boundaries**: Vertical dashed lines indicate the **PLOT 1 DEVELOPMENT BOUNDARY** and **PLOT 6 DEVELOPMENT BOUNDARY**.
- Existing Listed Wall**: A wall is shown on the right side of the profile.
- Levels**: Various elevation levels are marked with arrows and values:
  - Surface materials on Plot 3 to match existing: (11.83)
  - Existing surface levels: 11.89
  - Drainage Channel levels: 11.53
  - General Purpose Service Trench (for information only): 11.00
  - Brunei Dock (approximate location): 10.75
  - Existing Listed Wall: 14.63, 13.61, 11.64
- Dimensions**: Horizontal dimensions are provided for different sections:
  - 5500
  - 6425
  - 5500
  - 8950
  - 4300
  - 3000
- Usage**: The profile is divided into sections with specific uses:
  - Tie into existing levels on plot 3
  - Pedestrian footway - High quality concrete paving
  - Vehicular carriageway - High quality concrete paving
  - Pedestrian footway - High quality concrete paving
  - Space for temporary uses - Resin bonded surface
  - Easement from listed wall
  - Existing car park



## SECTION LOCATION PLAN



## SECTION DD



## FURNITURE

### SEATING & AMPHITHEATRE TERRACES

Formal seating will be provided along Friary East of Isambard Walk, located along the feature strip aiding pedestrian flow through this area whilst not inhibiting movement from north to south. These seats are to be simple in both design and material and will appear to pop out the paving; the base of the seat will replicate the material of the 'hub' amphitheatre and be finished with a wooden top providing an inviting seat.

Within the flexible public space, informal seating will be provided through the creation of an amphitheatre integrated into the landscape.

The amphitheatre seating will help to form a sense of enclosure to the public space, which is to be constructed out of precast concrete blocks and finished with a contrasting colour to the surrounding paving and feature paving strip from which it emerges from.

### LITTER BINS

The landscape will provide litter bins for pedestrians to utilise to dispose of rubbish. The bins are to be simple, clean and slightly angled to emphasise the feeling of movement being created by the scheme. The bins will be beige, made of reinforced cast stone and located within the feature paving strip.

### BOLLARDS

The site will require bollards to control vehicular access to the Friary extension, east of Isambard Walk, rather than as a formal mechanism to separate pedestrians from vehicles.

## PRECEDENTS - FURNITURE



Formal seating with timber top along feature paving strip



Amphitheatre seating



Litter Bins



Retractable Bollards

## PLANTING

The area at present supports only a small amount of planting in relation to the size of the site, with much of this planting being confined to banks of grass and linear clusters of trees – which predominantly sit outside of the site boundary.

### TREES

The existing trees within the site are predominantly of a moderate quality; provide a quality to certain areas through their collective grouping. These trees are predominantly situated within restricted planting zones which have resulted in effecting their long-term health, structural security and growth.

A number of new trees, with light and tight canopies, are to be planted along Friary, to provide a future setting to the facade of development to Plot 3 and Plot 6. These will consist of either *Tilia cordata*, and *Fraxinus* 'Raywood'.

### WILDFLOWER GRASS

It will be necessary for the new planting along the boundary of the site to Plot 6 on the bank surrounding the flexible public space amphitheatre. Planting is to be carefully selected to allow for natural surveillance for pedestrians accessing the site. The choice of a wildflower mix to the grassed bank will provide seasonal colour, fragrance and ground cover planting to the site while remaining robust and hardy.



# PRECEDENTS - PLANTING



Fraxinus 'Raywood'



Tilia cordata



Special multi-purpose wildflower mix



Knautia arvensis



Centaurea nigra



Silene dioica



Primula versis

## MATERIALS + LIGHTING

### PAVING

The paving pattern is to provide a simple approach for pedestrians to navigate through the site. A feature 1000mm side strip will be used through the Friary to the 'hub' amphitheatre in to which street furniture will be placed.

The paving will be small long strips to emphasise the feeling of movement throughout the spaces. The rest of the paving will be a simple hard-wearing material which will tie in with the existing materials.

### EXTERNAL LIGHTING

External lighting will create attractive and safe lighting levels that are in keeping with the character of the landscape. It will provide the public with a high level of ambient lighting creating good visibility while ensuring a safe and secure environment.

The choice of lighting has considered the issue of security throughout the site as well as providing external lighting which is attractive and relates to the character of the scheme. The lighting concept will be to support rather than dominate the landscape proposals, highlighting features and paths through the spaces.

The scheme comprises robust lighting fixtures that create attractive ambient light including up lighting to highlight trees, under seat lights, bollard lighting and feature lighting columns that provide directional lighting and act as focal points.



## PRECEDENTS - MATERIALS



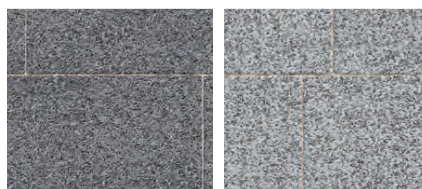
Feature lighting column



Myriad combined concrete block and flag textured paving



Underlit benches



Midnight

Twilight

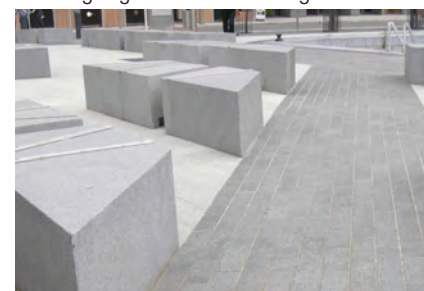


Morning Light

Moonlight



Resin bound gravel



Concrete feature strip

## POTENTIAL TEMPORARY USES



### AMPHITHEATRE

The flexible public space at the north east of Friary extension could accommodate meanwhile uses in the interim before the development of the Hotel and Conference centre, in a period where vehicular turning may not be required. The space could accommodate a tipi or large tent structure that could utilise the favourable setting adjacent to the Floating Harbour.

### SOUTH OF FRIARY EXTENSION

The area to the south of the Friary extension has been highlighted as a potential location for temporary uses similar to those currently located on Plot 3. This meanwhile use would activate the Friary extension and new public space through spill out and events, prior to development coming forward on Plot 6.





Existing Goods Yard cafe bar on Plot 3



Amphitheatre as venue for performance / events



Temporary seating outside cafe



Use of shipping containers as accommodation

## ACCESS SUMMARY

The key elements of the proposals in relation to access include:

### TEMPLE MEADS STATION

Pedestrian and cycle access from Friary to the north entrance of Temple Meads Station will be unaffected by the proposals. Whilst Isambard Walk will be opened to two way vehicular traffic, a functional shared surface / courtesy crossing from the north side of Isambard Walk to the station entrance will be maintained; allowing for the free movement of pedestrians within the lightly trafficked area. The proposed Friary extension will be restricted to occasional vehicular access associated with the hotel development therefore providing enhanced pedestrian and cycle movements to the station.

### FRIARY EXTENTION - ACCESS TO MEADS REACH BRIDGE AND FLOATING HARBOUR WALKWAY

Pedestrian and cycle access to Meads Reach Bridge will be via a gentle 1 in 51.5 gradient along the enhanced Friary extension shared / level surface. Benches will be provided as resting points along the route and within the proposed public space along the amphitheatre terraces. The Friary extension will tie into the 10.30m AOD level adjacent to the ramp to the Floating Harbour Walkway (proposed by BCC). Two way restricted vehicular access will be provided on Friary extension to service the proposed hotel development on Plot 3 along a 5.5m delineated route. A turning area for coaches and service vehicles will be provided in the flexible public space.

### ISAMBARD WALK - ACCESS TO ROPE WALK & TEMPLE BACK EAST

Isambard Walk will be opened to two way vehicular traffic along a 5.5m delineated route within a shared / level surface environment. The existing pedestrian footway to the north of Isambard Walk will be retained as existing with an additional 3m pedestrian footway proposed to the south. The surface levels along the kerb line adjacent to the existing trees will be retained, with the levels gently sloping with 1 in 40 gradients to a linear drainage channel between the kerb line and pedestrian footway to the south. The shared / level surface environment in addition to the distinct banding of the paving materials and active pedestrian environment will ensure slow vehicular speeds along this route.

### TEMPLE BACK EAST

The existing turning head on Temple Back East will be removed to allow for two way vehicular access onto Isambard Walk. Two way vehicular access to Rope Walk will be maintained with a left turn provision from Rope Walk onto Isambard Walk. A shared / level surface treatment from the existing courtesy crossing on Temple Back East will continue onto Isambard Walk and tie into the existing levels on Rope Walk to facilitate the free movement of pedestrians within this lightly trafficked area.

## DRAINAGE



### SURFACE WATER DRAINAGE

Surface run off from the development will be connected to the existing site surface water drainage system through a series of linear slot drains. The linear slot drains will be complementary to the proposed materials and furniture palettes whilst reinforcing a delineation between the 5.5m vehicular path. The proposed trees and root cells to the south of Friary extension will be incorporated into the overall drainage system to aid the filtration of surface run off and to ensure optimum tree growth.



Linear Slot Drain





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