

# BRISTOL HARBOUR PLACE SHAPING STRATEGY

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## PLACE PLAN: SPIKE ISLAND

April 2024  
Draft | Confidential



DK-CM

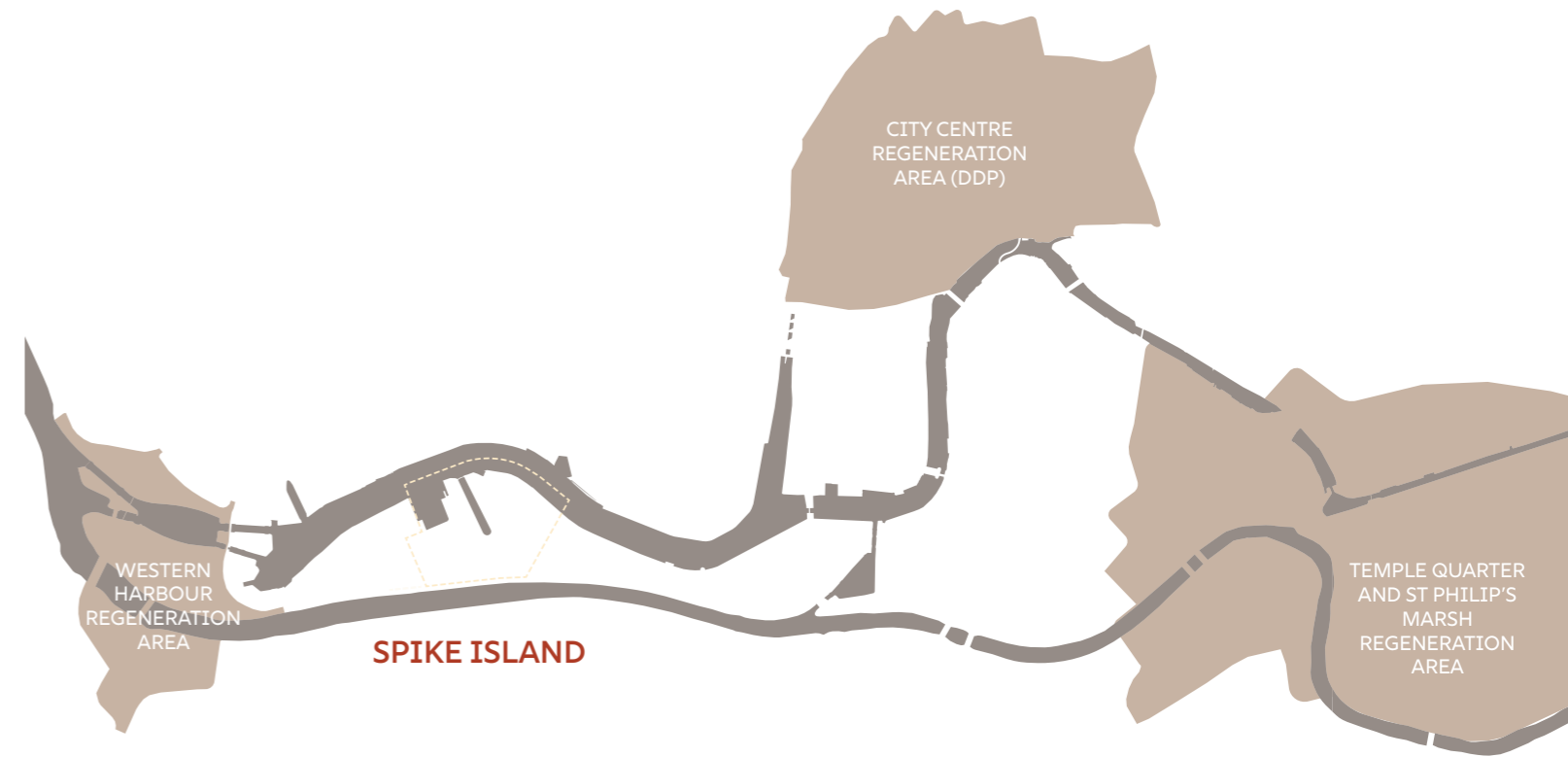


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# SPIKE ISLAND TODAY

Spike Island is home to cultural institutions large and small, among them the SS Great Britain, Aardman Animations, Spike Island, Puppet Place and the Bristol Old Vic Scenic Workshop, as well as a small but long-standing residential community, Albion Dock and Bristol Marina. The Albion Industrial Estate accommodates a number of light industrial and maritime businesses amongst which are coffee trucks and world-famous street art. Direct public access to the water is less here than in neighbouring places, however the marina slipway is well used by the City of Bristol Rowing Club and Bristol Gig club. The SS Great Britain ferry landing is a node for ferry services and also for the dedicated cross-harbour ferry to Hannover Quay.



## SUMMARY OF ENGAGEMENT

Throughout the different stages of engagement, the Spike Island area has been praised for its attractions, and diverse mix of uses. The attractions raised most commonly were the SS Great Britain and Spike Island due to their unique offering in Bristol and their support for heritage, maritime and creative culture. People enjoy the mix of uses and activities within Spike Island, highlighting the maritime and creative businesses alongside the residential moorings in the marina as a key unique quality of this place.

Whilst the layering of different uses that has evolved over time is loved, the lack of coherent public realm, routes through and visitor facilities between them was noted as very poor. Outside of the tourist attractions people highlighted a lack of signage, toilets, information and legible/safe walkways for visitors. A key walkway is the Quayside Walkway which in this area is diverted inland around the SS Great Britain. People describe this particular section of the walkway as unclear and uninviting. The majority of open space is used to support maritime activities such as car parks and Albion dockyard, leaving little open or green public space to enjoy.





'I want the Harbour to pique my curiosity'

'The marina by Spike Island feels particularly homely as there are lots of nice benches and trees'



# SIGNIFICANCE



-  Heritage significance
-  Maritime significance
-  Social / cultural significance
-  Ecological significance

- ① City of Bristol Rowing Club - Boathouse
- ② Bristol Gig Rowing Club
- ③ Bristol Marina
- ④ Albion Dockside Works
- ⑤ Spike Island Gallery & Artist Studios
- ⑥ Dockyard Creative Studios
- ⑦ Coffee Club

- ⑧ Retained historic railway tracks
- ⑨ Dockside Studios & Banksy's Girl with the Pearl Earring
- ⑩ The Orchard Inn
- ⑪ Site of High Biodiversity Interest - The New Cut
- ⑫ Puppet Place

- ⑬ Rolts Boat Yard
- ⑭ JAGs Props
- ⑮ Old Vic Theatre Set Builders
- ⑯ Bristol Sails
- ⑰ Albion Dock Company
- ⑱ Site of High Biodiversity Interest - Albion Dock

- ⑲ SS Great Britain
- ⑳ Greenshank - Cafe & Event Space
- ㉑ Aardman Animation

# CHALLENGES



- Quayside Walkway interrupted
- - - Inconsistent water edge safety
- ..... Poor transport services
- ||||| Inactive frontages

- |  |   |   |  |
|--|---|---|--|
| <p>① Harbourside car parking has inefficient layout and obstructs the connection between the public realm and the water</p> <p>② Historical rail tracks, although an important heritage feature, can exacerbate public realm accessibility issues</p> <p>③ Clashes between pedestrians / bikes and motor-vehicles</p> <p>④ Poor, uneven surfaces and routes throughout</p> | <p>⑤ Public spaces of Albion Industrial Estate present unclear public realm</p> <p>⑥ Limited evening and Sunday bus services along Cumberland Road</p> <p>⑦ Labyrinthine nature of routes through / blind corners / lack of adequate lighting and signage</p> <p>⑧ Pedestrian and cyclist journey very unclear, poor signage</p> <p>⑨ Former Fyffes building presents itself badly to public realm at key locations</p> | <p>⑩ Future coach drop-off and parking in this location is challenging should the car park be redeveloped</p> <p>⑪ No public connection to the dock edge</p> <p>⑫ Visitor attraction entrance perceived as blockage to the Harbourside Loop</p> <p>⑬ Cross-harbour ferry is much-loved but operating hours are a restriction</p> <p>⑭ Barriers to movement - lack of permeability - Interrupted relation to the dock edge</p> | <p>⑮ Unclear public realm and desire line at car park, likely to be exacerbated by potential development</p> <p>⑯ Historical rail tracks, although an important heritage feature, can exacerbate public realm accessibility issues</p> |
|--|---|---|--|

# SIGNIFICANCE

## HERITAGE / MARITIME

Maritime activity in Spike Island evolved to support the historically industrial harbour. Whilst other areas of the harbour have lost their maritime uses, Spike Island has managed to retain a number of them and has become an industrial maritime hub. Pioneering new technologies and craft are being carried out between historical dry docks, railway lines and museums. This is a thriving and unique part of the harbour which represents part of Bristol's history and should be supported and enhanced for the future. Whilst there are some areas that function as public space, the majority of the site is a layered patchwork of activity, buildings, art and culture which people enjoy.

## BIODIVERSITY

Whilst not visually obvious, Spike Island has two sites of high or outstanding biodiversity interest, Albion Dockyard, and the River Avon banks respectively. Elsewhere there are limited mature trees and green spaces.

## SOCIAL / CULTURAL

The industrial uses and activities that have been lost over the years have been replaced with creative businesses and organisations which work across animation, prop making, puppetry and more. The arts are reinforced by Spike Island, an contemporary art centre which hosts exhibitions and studio space. Water-based organisations such as Bristol Marina, the City of Bristol Rowing Club and the Bristol Gig Rowing Club have also made Spike Island their home. Food & drink options are limited, however The Orchard, Coffee Club, and gallery cafe are loved and well-used by people that live and work in the area.

# CHALLENGES

## PUBLIC REALM

The public realm throughout Spike Island is illegible with poor surfaces (including railway tracks), narrow pinch points, and areas of pedestrian/vehicle collision. Key places of interest aren't clearly navigable including the Quayside Walkway which is diverted inland around Albion Dock and the SSGB.

## CAR PARKING

Car parking and vehicle access currently dominates much of the area, particularly in the Maritime car park, and south of the marina. Attractive harbourside space near the marina is being inefficiently used for parking, breaking up the public realm and causing conflicts between pedestrians and vehicles.

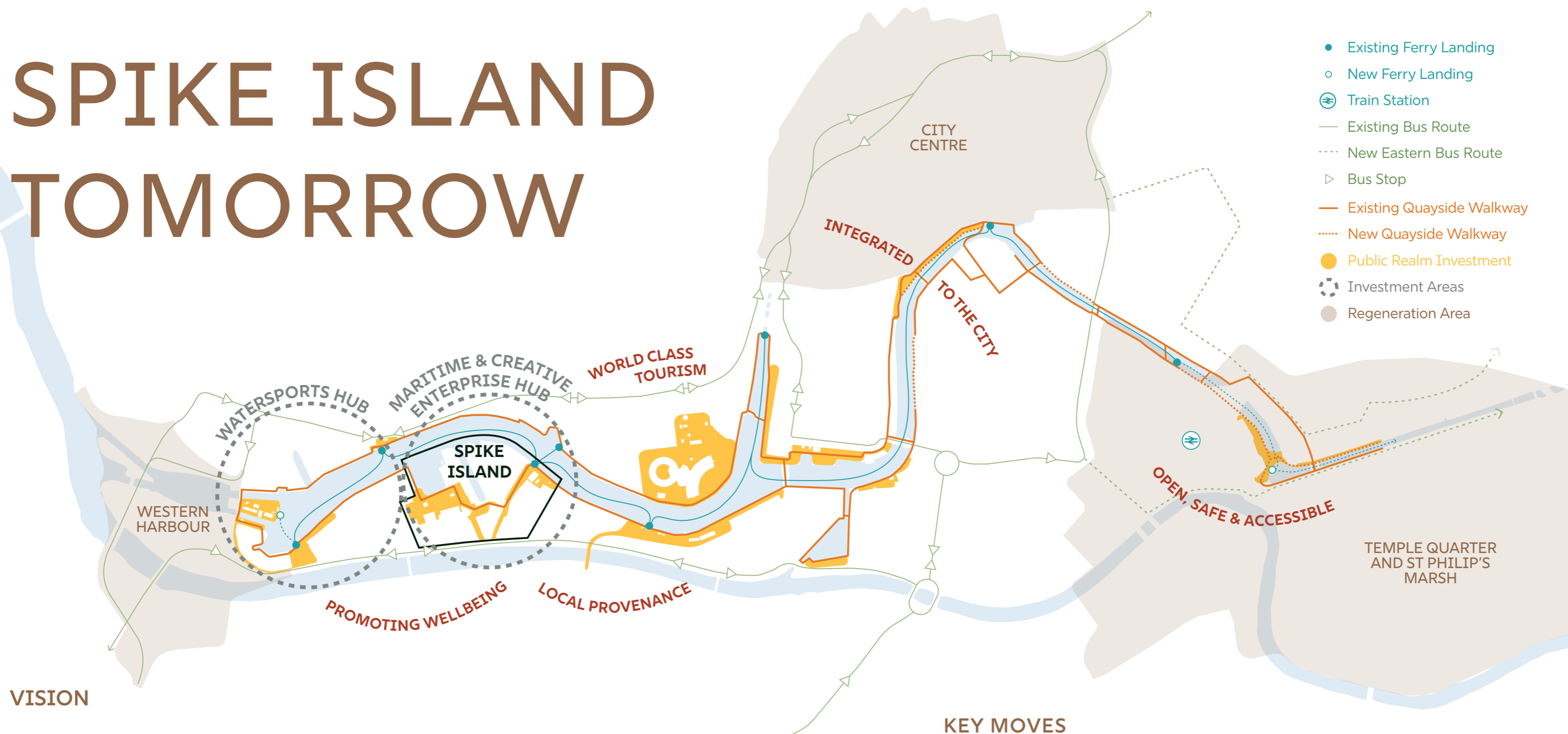
## PROTECTION OF LAND USES AND ACTIVITY

The maritime car park has been identified as a site for new residential development. This is in close proximity to the existing cultural and light-industrial uses and will need to be carefully considered against the landscape of unique heritage, activity and public realm.

## TRANSPORT

Coach drop off dominates much of Gas Ferry Road and the Maritime car park. Whilst vital for the SS Great Britain and the wider harbour, it interrupts the pedestrian route from Brunel Square through to the Albion Industrial Estate. The Cross Harbour Ferry which has limited operational hours therefore restricting people's access between the city and Spike Island.

# SPIKE ISLAND TOMORROW



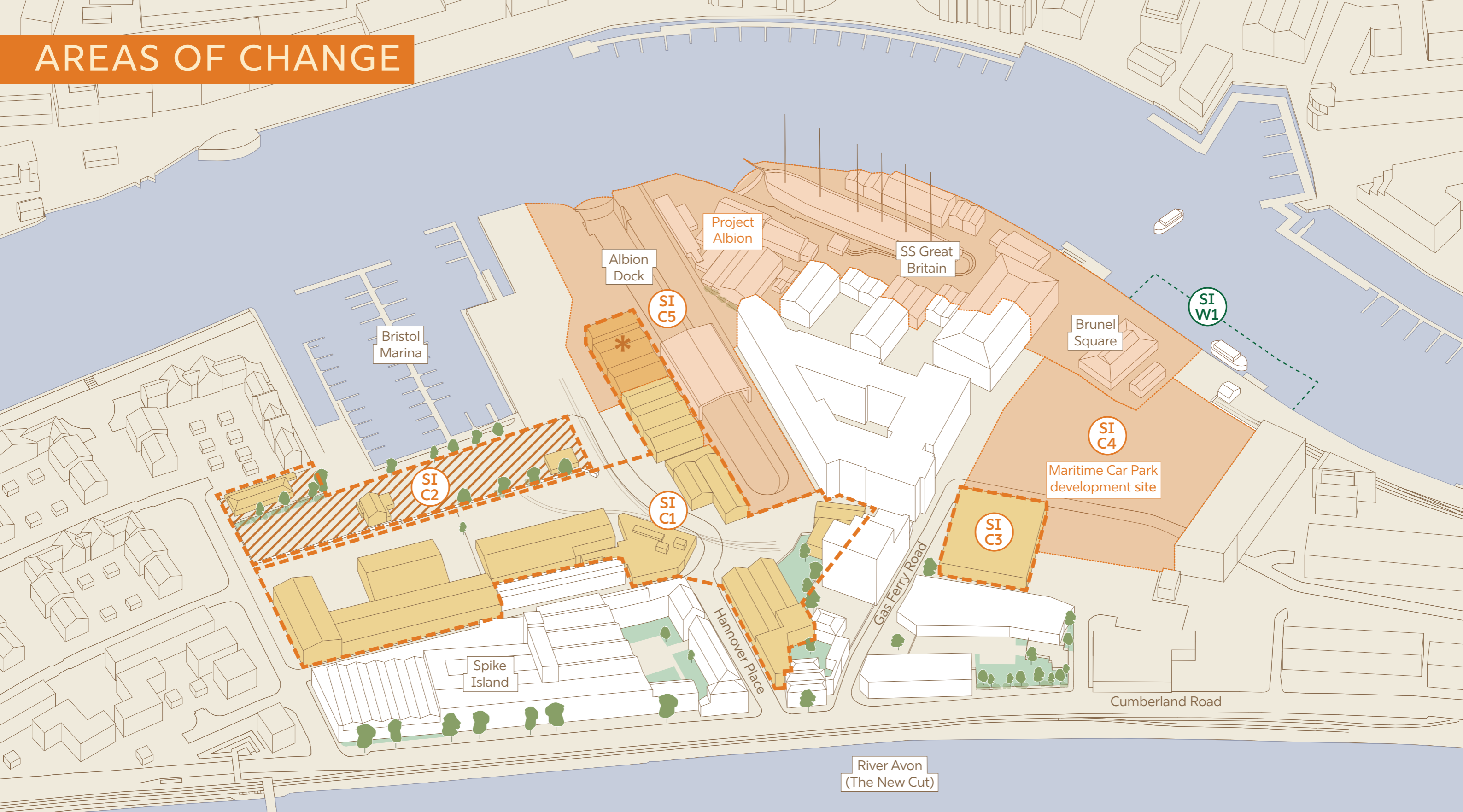
## VISION

Spike Island will continue to be a vital hub for cultural and making institutions, and wherever possible these institutions will be more accessible, visible and celebrated. The Albion Dockyard will be transformed into a world-class maritime attraction inside a thriving working shipyard. An increased residential community will be carefully integrated such that it co-exists positively with tourist, cultural and making institutions. For all Bristolians, walking through the area will be an easy and rewarding experience that connects you with the best of what Bristol makes and creates, as well as with its rich maritime history.

## KEY MOVES

- Better transport connections, including metrobus, coach drop-off, pedestrian legibility and ferry connections, are all vital to creating a better Spike Island.
- Coherent approach to public realm in order to ensure that the spaces and places of Spike Island are easily and naturally accessible to all, using development to boost coherence.
- Greater permeability north/south across the waterspace.
- An innovative, long-term approach to leases and tenants in order to ensure that a healthy ecosystem of creative and maritime businesses remains and thrives.
- A greater public role for SS Great Britain and the Albion Dockyard.
- Cumberland Road reinforced as a through-route, offering good quality pedestrian connections into the 'place'

# AREAS OF CHANGE



## Key

- Area of potential change
- Underutilised site with potential for increased activity
- \* Potential energy centre site
- Confirmed key development site
- Waterspace change

## Place Specific Interventions

- SI C1 SIC1: Albion Industrial Estate Creative Intensification
- SI C2 SIC2: Marina Quayside
- SI C3 SIC3: Banana Warehouse
- SI C4 SIC4: Allocated Site, Maritime Car Park
- SI C5 SIC5: Context of Project Albion

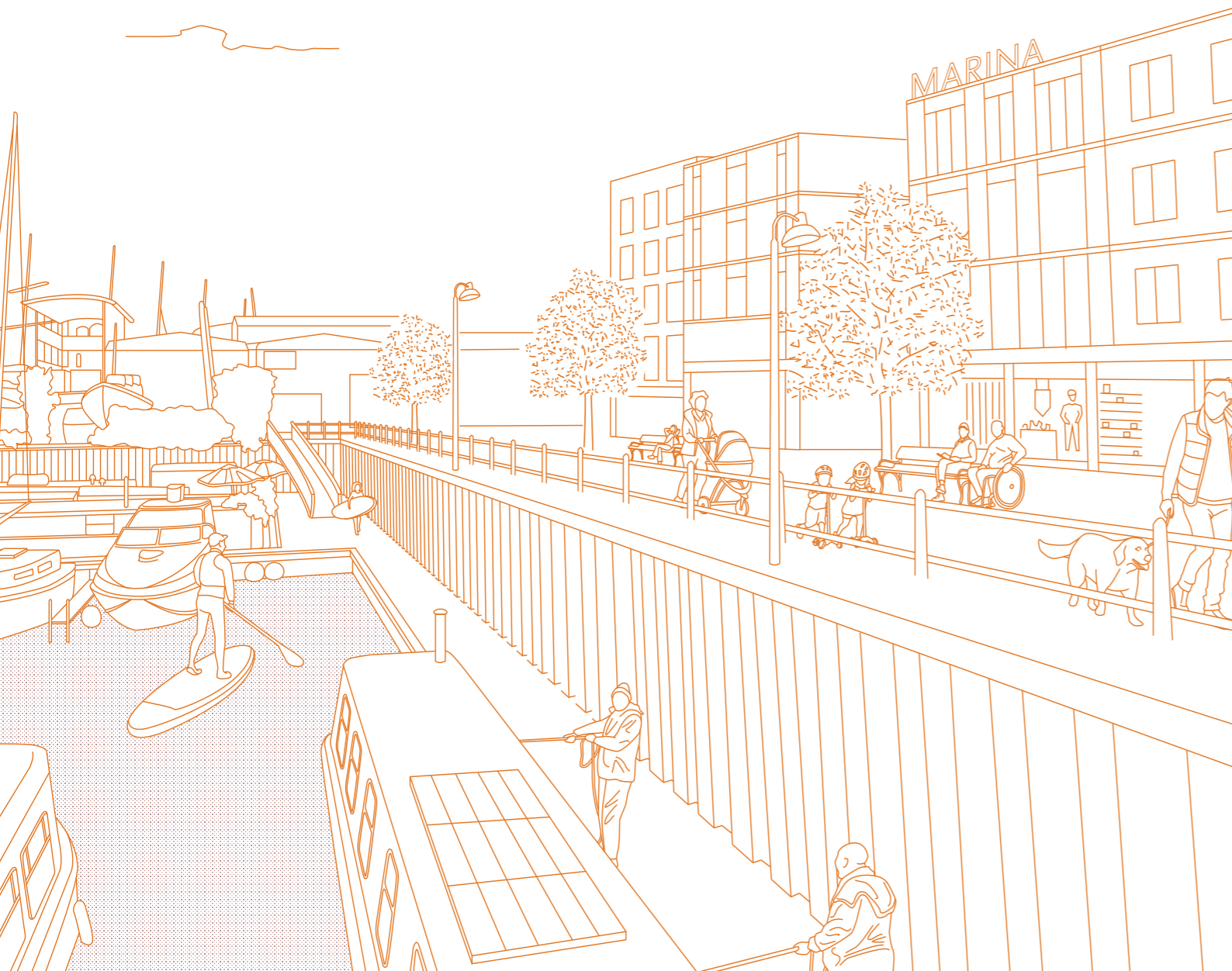
## Waterspace Interventions (refer to Waterspace Plan)

- SI W1 SIW1: Brunel Square Commercial Moorings

# Areas of Change Interventions

Project Albion will provide significant investment into the SS Great Britain and the Albion Dock area. Adjacent to this, a number of housing-led developments are being delivered along Gas Ferry Road. There is an opportunity to enhance the creative and industrial activity in the Albion Industrial Estate through intensification and retrofit.

**Below: Potential intensification of creative and industrial workspace along Bristol Marina, with water-based uses on the ground floor, including reversion of existing amenities.**



*Above and Top Left Lockwood Way by We Made That has boosted the social, public and economic potential of an existing industrial estate.*



*The Silver Building by Projekt gives new life to redundant industrial space, diversifying the economy of the Royal Docks.*

## **SIC1: Albion Industrial Estate Creative Intensification**

Intensification of industrial units and land to provide more, better quality workspace for the maritime and creative sectors. Opportunities for both retrofit of existing buildings to improve energy efficiency and redevelopment of buildings for multi-storey or 'stacked' industrial spaces with ground floors designed to provide glimpses of the activity within. Retention of industrial and lively character. Current tenants to be involved and benefit from development through new/improved premises within Albion Industrial Estate / Gas Ferry Road.

- Phase 1: Vacant Building on corner of Hannover Quay/'Albion Yard'
- Phase 2: Intensification of Puppet Place and Rolt's Yard (retention of tenants key)
- Phase 3: Intensification of banana warehouse as part of Maritime Car Park development (retention of Aardman Animation key)

### SIC2: Marina Quayside

Potential for development (including meanwhile use) along the edges of the car park to provide a better relationship with the Quayside Walkway and improved walkway that will benefit the quality of the Marina setting. Opportunity to deliver industrial maritime and cultural activity, including upgrading boater and social facilities, marina offices, and watersports facilities.

### SIC3: Banana Warehouse

Opportunity for high-quality mixed use development providing active frontages along Gas Ferry Road. The current building provides blank elevations at a key location and could also be intensified to re-provide (and expand) existing facilities whilst increasing presence on the street and improving pedestrian legibility.



*Constellations Bar by H. Miller Bro in Liverpool - lightweight structures adding public programme to an existing context.*



*Visualisation of Project Albion showing rejuvenated Albion Dock.*



*Top Channel Center Parks, South Boston by Halvorson Tighe & Bond Studio provides green, multifunctional waterside public space.*

*Above Tile Yard Studios, Kings Cross, has been a major music-led catalyst for regeneration*



*Poplar Works by The Trampery & Adams and Sutherland.*



*Stacked industrial uses at Industria by Haworth Tompkins.*

### SIC4: Allocated Site, Maritime Car Park

Likely development of this existing car park will lead to a housing-led, mixed-use development opportunity, which should ensure active ground floor uses to Brunel Square and Gas Ferry Road. Development should not encroach on the green space to the front of the site but instead be set back from the water's edge to ensure that the quayside is not in shadow.

### SIC5: Context of Project Albion

The Albion Dockyard will be transformed into a world-class maritime attraction inside a thriving working shipyard. Aspiration to incorporate an attractive energy centre within development to provide low carbon energy to homes and businesses in the area.

# PUBLIC REALM



## Key

- Priority for public realm improvement
- Existing Quayside Walkway
- Improved Quayside Walkway
- Improved secondary routes
- Active frontages
- Key public spaces
- Enhanced greening

## Place Specific Interventions

- SI  
P1 SIP1: Marina Quayside
- SI  
P2 SIP2: Albion Yard
- SI  
P3 SIP3: Rolts Passage
- SI  
P4 SIP4: Gas Ferry Road

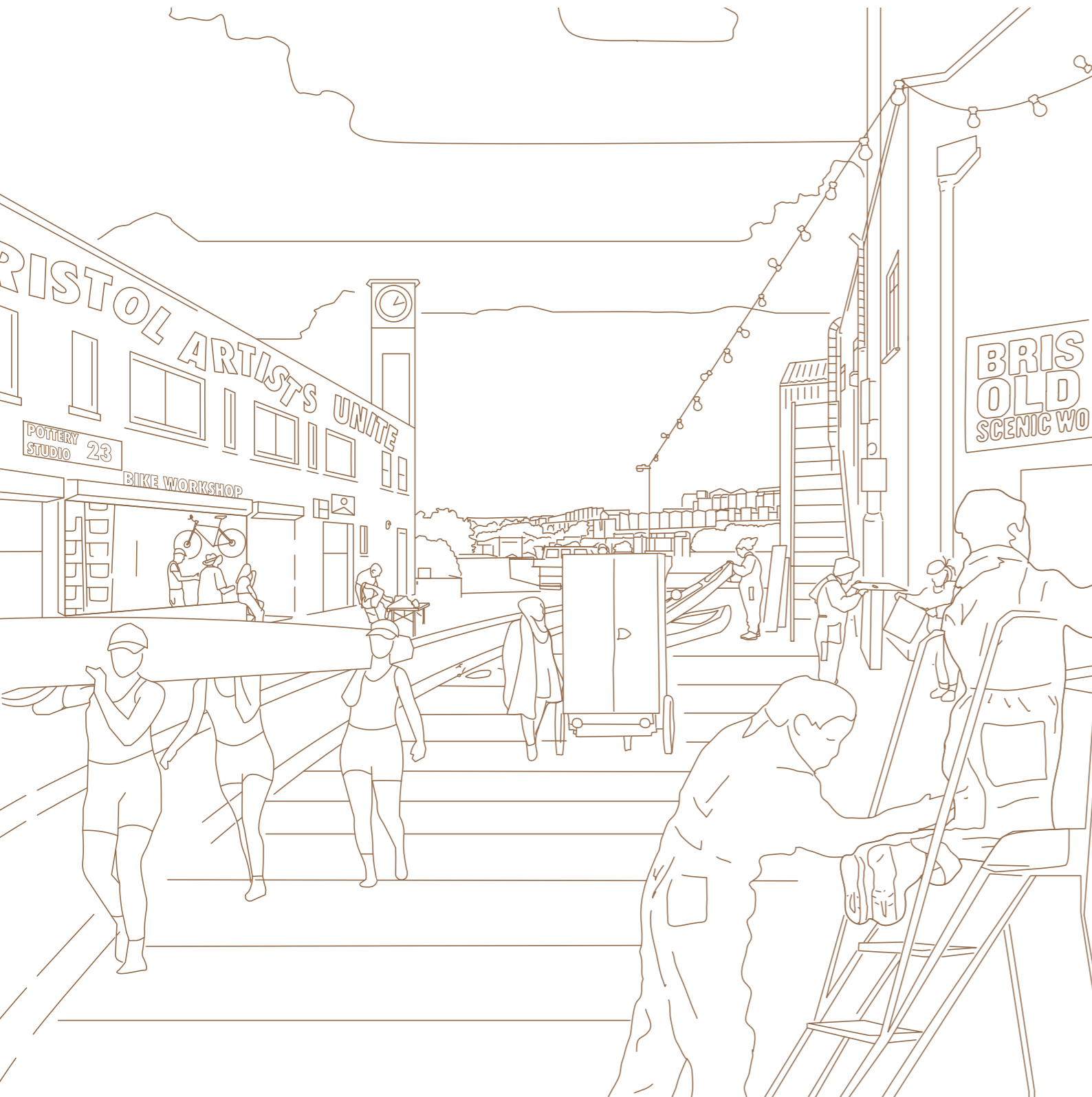
## Overarching Interventions

- SI  
P5 SIP5: Brunel Waterside
- SI  
P6 SIP6: Heritage Rail Terminus
- GP1 GP1: Cumberland Road Tree Planting

# Public Realm Interventions

Key waterside public realm areas improved as places to dwell, play and shelter, including Brunel Square and Bristol Marina, with a more inviting, activated and legible Quayside Walkway through Albion Industrial Estate.

**Below: A reimagined 'Albion Yard': a pedestrian-priority space with visible ground floor uses and public realm that showcase Spike Island's unique businesses.**



## PLACE-SPECIFIC INTERVENTIONS

### SIP1: Marina Quayside

Widen the Quayside Walkway to the south of the Marina, subject to SIT1 being delivered, and provide opportunities for enhanced landscaping, way-finding, seating and lighting.

### SIP2: Albion Yard

Build a lively public heart for Spike Island. Reduce on-street parking, creating space for safer, more pedestrian-friendly movement. Retain railway lines and industrial character of the space. Provide glimpses of maker activity through active frontages and spill out space. Enhance pedestrian experience along Hannover Place to ensure positive relationship to wider transport connections, and pedestrian connections over Vauxhall Bridge.

### SIP3: Rolts Passage

Improved legibility, way-finding, lighting and pathway at this key pedestrian connection.

### SIP4: Gas Ferry Road

Create a distinctive and attractive pedestrian gateway. Reduce the width of the road, creating space for safer, more pedestrian friendly movement and tree planting. Create wider raised continuous pavement across the service entrances into the SSGB and McArthur's Yard.

### SIP5: Brunel Waterside

Make the focal space of Brunel Square more interesting and welcoming through improved lighting, surfacing, greening, children's play and picnic area. Enhanced sightlines and signage to help onward movement around the harbour via Gas Ferry Road or the cross harbour ferry. Explore more 'public-facing' uses for SSGB pavilion building and measures to enhance the public-facing nature of the SSGB.



*Distillery District, Toronto.*

### SIP6: Heritage Rail Terminus

Remove brick wall and reface platform edge, upgrading benches, paving and lighting.

## OVERARCHING INTERVENTIONS

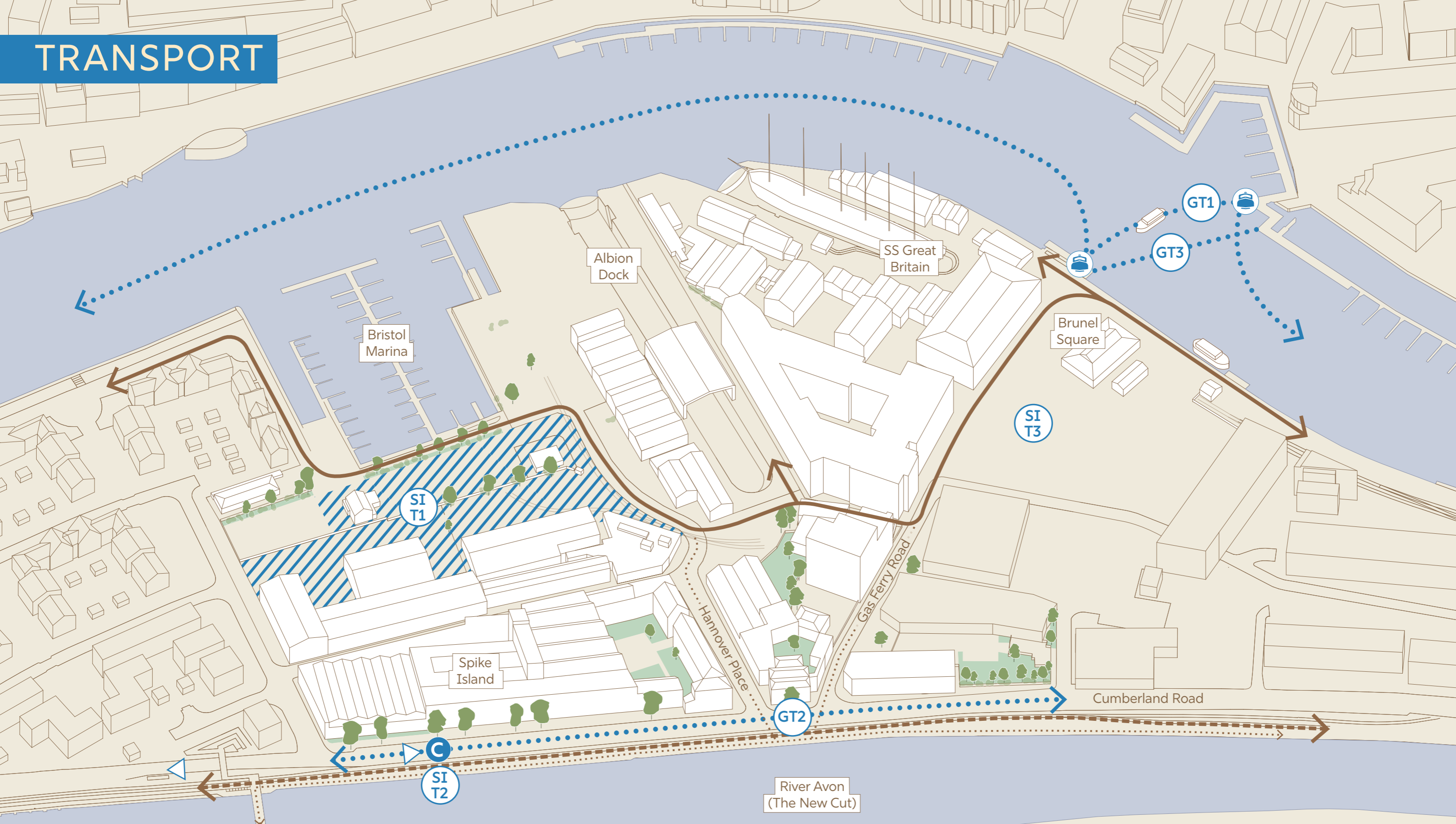
### GP1: Cumberland Road Tree Planting

Avenue tree planting along the length of Cumberland Road where possible to deliver biodiversity net gain and provide shade along key pedestrian routes.



*Croydon Parklet by The Decorators.*

# TRANSPORT



## Key

- Bus stop
- Coach drop-off
- Existing ferry landing
- Improved transport service
- More efficient land use
- Primary pedestrian route
- Secondary pedestrian route
- Cycle route

## Place Specific Interventions

- SIT1: Parking (Bristol Marina / Albion Industrial Estate)
- SIT2: Coach Provision
- SIT3: Maritime Mobility Hub

## Overarching Interventions

- GT1: Enhanced Ferry Provision
- GT2: Enhanced Metrobus Provision
- GT3: Chain Link Crossing

# Transport Interventions

The key strategic move required in Spike Island is improved accessibility. This includes upgrades to Metrobus services along Cumberland Road, increased cross ferry services, and improved coach parking / drop-off to support Project Albion and surrounding developments.

**Below: Gas Ferry Road reimagined as a pedestrian-friendly route between the quayside and transport connections.**



## PLACE-SPECIFIC INTERVENTIONS

### SIT1: Parking (Bristol Marina / Albion Industrial Estate)

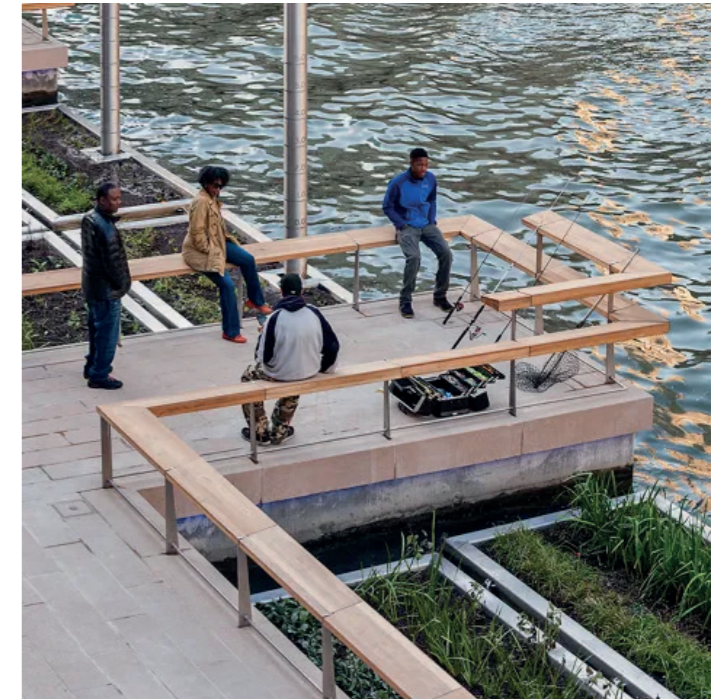
Consolidation of parking within a single, well-planned parking area, and set back from the water's edge to create an enhanced Quayside Walkway.

### SIT2: Coach Provision

Relocation of SS Great Britain's coach drop-off to Cumberland Road with excellent connections via Hannover Place and Gas Ferry Road. Expanded coach parking at the Western end of Cumberland Road, refer to BWT3.

### SIT3: Maritime Mobility Hub

Creation of a new Mobility Hub providing cycle, e-bike, scooter hire, RTI connection for Metrobus and car club with EV charging.



*Ferry stops as places to dwell. Precedent: Ross Barney Architects in Chicago.*

## OVERARCHING INTERVENTIONS

### GT1: Enhanced Ferry Provision

An enhanced and consolidated ferry service with additional capacity and extended services being provided. Route to zig zag along harbour to better connect north and south. Improvements to ferry landing locations including seating, shelter, signage and safety. Opportunity to extend ferry services beyond the floating harbour to serve the Western Harbour and the Feeder Canal.

### GT2: Enhanced Metrobus Provision

Enhanced Metrobus service along Cumberland Road with service expanded to Sundays and evenings. Improved bus connections around the harbour that connect to coach drop-off points and Temple Meads Train Station.



*Mobility hub in Osnabrück by Andre Stocker.*

# TABLE OF INTERVENTIONS

- Areas of Change
- Public Realm
- Transport
- Waterspace
- Initiatives
- Quick Wins

CODE	PROJECT	WHAT	VISION OUTCOMES	LEAD / OTHER PARTNERS	TIMEFRAME 1 - short (2 yrs) 2 - medium (2-5 yrs) 3 - long (5+ yrs)	DEPENDENCIES which projects need completing / are dependent upon others	COST £ - below £500K ££ - £500K - £2 million £££ - £2million +	FUNDING OPTIONS
SIC1	Albion Industrial Estate Creative Intensification	Opportunities for both retrofit of existing buildings to improve energy efficiency and redevelopment of buildings for multi-storey or 'stacked' industrial spaces with ground floors designed to provide glimpses of the activity within. Current tenants to be involved and benefit from development through new/improved premises within Albion Industrial Estate / Gas Ferry Road.	<ul style="list-style-type: none"> <li>▪ Industrious &amp; Creative</li> <li>▪ Resilient &amp; Sustainable</li> </ul>					
SIC2	Marina Quayside	Opportunity to deliver an improved walkway with industrial maritime and cultural activity, including upgrading boater and social facilities, marina offices, and watersports facilities.	<ul style="list-style-type: none"> <li>▪ Open &amp; Accessible</li> <li>▪ Industrious &amp; Creative</li> </ul>					
SIC3	Banana Warehouse	Opportunity for high-quality mixed use development providing active frontages along Gas Ferry Road. The current building provides blank elevations at a key location and could also be intensified to re-provide (and expand) existing facilities whilst increasing presence on the street and improving pedestrian legibility.	<ul style="list-style-type: none"> <li>▪ Open &amp; Accessible</li> </ul>					
SIC4	Allocated Site, Maritime Car Park	Likely development of this existing car park will lead to a housing-led, mixed-use development opportunity, which should ensure active ground floor uses to Brunel Square and Gas Ferry Road. Development should be set back from the water's edge to ensure that the quayside is not in shadow.	<ul style="list-style-type: none"> <li>▪ Open &amp; Accessible</li> </ul>					
SIC5	Context of Project Albion	The Albion Dockyard will be transformed into a world-class maritime attraction inside a thriving working shipyard. Aspiration to incorporate an energy centre within development to provide low carbon energy to homes and businesses in the area.						

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CODE	PROJECT	WHAT	VISION OUTCOMES	LEAD / OTHER PARTNERS	TIMEFRAME 1 - short (2 yrs) 2 - medium (2-5 yrs) 3 - long (5+ yrs)	DEPENDENCIES which projects need completing / are dependent upon others	COST £ - below £500K ££ - £500K - £2 million £££ - £2million +	FUNDING OPTIONS
GP1	Cumberland Road Tree Planting	Avenue tree planting along the length of Cumberland Road where possible to deliver biodiversity net gain and provide shade along key pedestrian routes.	<ul style="list-style-type: none"> <li>Resilient &amp; Sustainable</li> </ul>					
SIP1	Marina Quayside	Widen the Quayside Walkway to the south of the Marina, subject to SIT1 being delivered, and provide opportunities for enhanced landscaping, way-finding, seating and lighting.	<ul style="list-style-type: none"> <li>Open &amp; Accessible</li> </ul>					
SIP2	Albion Yard	Reduce on-street parking, retain railway lines and industrial character of the space. Provide glimpses of maker activity through active frontages and spill out space. Enhance pedestrian experience along Hannover Place to ensure positive relationship to wider transport connections, and pedestrian connections over Vauxhall Bridge.	<ul style="list-style-type: none"> <li>Open &amp; Accessible</li> <li>Industrious &amp; Creative</li> </ul>					
SIP3	Rolets Passage	Improved legibility, way-finding, lighting and pathway at this key pedestrian connection.	<ul style="list-style-type: none"> <li>Open &amp; Accessible</li> </ul>					
SIP4	Gas Ferry Road	Create a distinctive and attractive pedestrian gateway. Reduce the width of the road, creating space for safer, more pedestrian friendly movement and tree planting. Create wider raised continuous pavement across the service entrances into the SSGB and McArthur's Yard.	<ul style="list-style-type: none"> <li>Open &amp; Accessible</li> </ul>					
SIP5	Brunel Waterside	Make the focal space of Brunel Square more interesting and welcoming through improved lighting, surfacing, greening, children's play and picnic area. Enhanced sightlines and signage to help onward movement around the harbour via Gas Ferry Road or the cross harbour ferry. Explore more 'public-facing' uses for SSGB pavilion building and measures to enhance the public-facing nature of the SSGB.	<ul style="list-style-type: none"> <li>Open &amp; Accessible</li> </ul>					
SIP6	Heritage Rail Terminus	Remove brick wall and reface platform edge, upgrading benches, paving and lighting.	<ul style="list-style-type: none"> <li>Open &amp; Accessible</li> </ul>					

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CODE	PROJECT	WHAT	VISION OUTCOMES	LEAD / OTHER PARTNERS	TIMEFRAME 1 - short (2 yrs) 2 - medium (2-5 yrs) 3 - long (5+ yrs)	DEPENDENCIES which projects need completing / are dependent upon others	COST £ - below £500K ££ - £500K - £2 million £££ - £2million +	FUNDING OPTIONS
GT1	Enhanced Ferry Provision	An enhanced and consolidated ferry service with additional capacity and extended services being provided. Route to zig zag along harbour to better connect north and south. Improvements to ferry landing locations including seating, shelter, signage and safety.	<ul style="list-style-type: none"> <li>Open &amp; Accessible</li> </ul>					
GT2	Enhanced Metrobus Provision	Enhanced Metrobus service along Cumberland Road with service expanded to Sundays and evenings. Improved bus connections around the harbour that connect to coach drop-off points,	<ul style="list-style-type: none"> <li>Open &amp; Accessible</li> </ul>					
GT3	Chain Link Crossing	Installation of continuous and automatic, solar powered chain link crossing to provide north / south connection across the harbour. Located between SS Greate Britain and the Harbour Inlet. Consideration required to avoid impacting on harbour operations and water leisure.	<ul style="list-style-type: none"> <li>Open &amp; Accessible</li> </ul>					
SIT1	Parking (Bristol Marina / Albion Industrial Estate)	Consolidation of parking within a single, well-planned parking area, and set back from the water's edge to create an enhanced Quayside Walkway.	<ul style="list-style-type: none"> <li>Open &amp; Accessible</li> </ul>					
SIT2	Coach Provision	Relocation of SS Great Britain's coach drop-off to Cumberland Road with excellent connections via Hannover Place and Gas Ferry Road. Expanded coach parking at the Western end of Cumberland Road, refer to BWT3.	<ul style="list-style-type: none"> <li>Open &amp; Accessible</li> </ul>					
SIT3	Maritime Mobility Hub	Creation of a new Mobility Hub providing cycle, e-bike, scooter hire, RTI connection for Metrobus and car club with EV charging.	<ul style="list-style-type: none"> <li>Open &amp; Accessible</li> <li>Resilient &amp; Sustainable</li> </ul>					
SIW1	Brunel Square Commercial Moorings	Increased commercial moorings north of Brunel Square to compliment new Maritime Car Park development and increased ferry services.	<ul style="list-style-type: none"> <li>Open &amp; Accessible</li> </ul>	<ul style="list-style-type: none"> <li>Metrobus (BCC)</li> <li>Bristol Community Ferry Boats</li> <li>Harbour Office</li> </ul>	1	<ul style="list-style-type: none"> <li>SIT1: Metrobus</li> <li>SIT2: Ferry</li> </ul>	£	

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