

Bishopsworth Road, Bristol

Design and Access Statement

March 2018



Foreword

This Design and Access Statement has been commissioned and prepared on behalf of Newland Homes Limited. It presents a masterplan for residential development at Bishopsworth Road, Bristol.

This document forms part of the planning application and should be read in conjunction with all other documents and drawings submitted.

The Team



Newland Homes



Bristol Water



CSJ Planning
Planning



Keep Architecture
Architecture and Masterplanning



Key Transport Consultants
Transport



MHP Design
Landscape

Contents

| | | | |
|--|-----------|--------------------------------------|-----------|
| 1. INTRODUCTION | 5 | 6. DEVELOPMENT USE AND AMOUNT | 45 |
| 1.1 Project Location | 6 | 6.1 House Types | 46 |
| 1.2 Project Overview | 7 | 6.2 Housing Mix | 48 |
| 1.3 Planning Overview | 8 | 6.3 Building Heights | 49 |
| | | 6.4 Residential Units | 50 |
| 2. DEVELOPMENT CONTEXT | 11 | 7. CHARACTER AND APPEARANCE | 59 |
| 2.1 Connectivity | 12 | 7.1 Materials | 60 |
| 2.2 Facilities and Amenities | 16 | 7.2 Site Sections and Elevations | 61 |
| 2.3 Site Photographs | 18 | 7.3 Proposed Views | 66 |
| 2.4 Site Constraints | 20 | | |
| 3. ARCHITECTURAL AND URBAN DESIGN CONTEXT | 23 | 8. LANDSCAPE | 71 |
| 3.1 Bishopsworth Road | 24 | 8.1 Perimeter Treatment | 72 |
| 3.2 Bedminster Down Road | 26 | 8.2 Boundary Treatment | 74 |
| 3.3 Ilchester Crescent | 28 | 8.3 Planting | 76 |
| 4. CONSULTATION | 31 | 9. ACCESS | 79 |
| 4.1 Pre-Application Advice | 32 | 9.1 Street Types | 80 |
| 4.2 Public Consultation | 34 | 9.2 Parking | 82 |
| | | 9.3 Cycle Storage | 84 |
| 5. DESIGN STRATEGY AND LAYOUT | 37 | 9.4 Refuse Strategy | 86 |
| 5.1 Design Strategy | 38 | | |
| 5.2 Proposed Masterplan | 40 | APPENDIX | 89 |
| 5.3 Indicative Views | 42 | | |



1. Introduction

1.1 Project Location

The city of Bristol lies approximately 6 miles south east of the mouth of the river Avon, which runs through the centre of the city. This river continues in a south easterly direction through Bath, which is the nearest city to Bristol at 9 miles away.

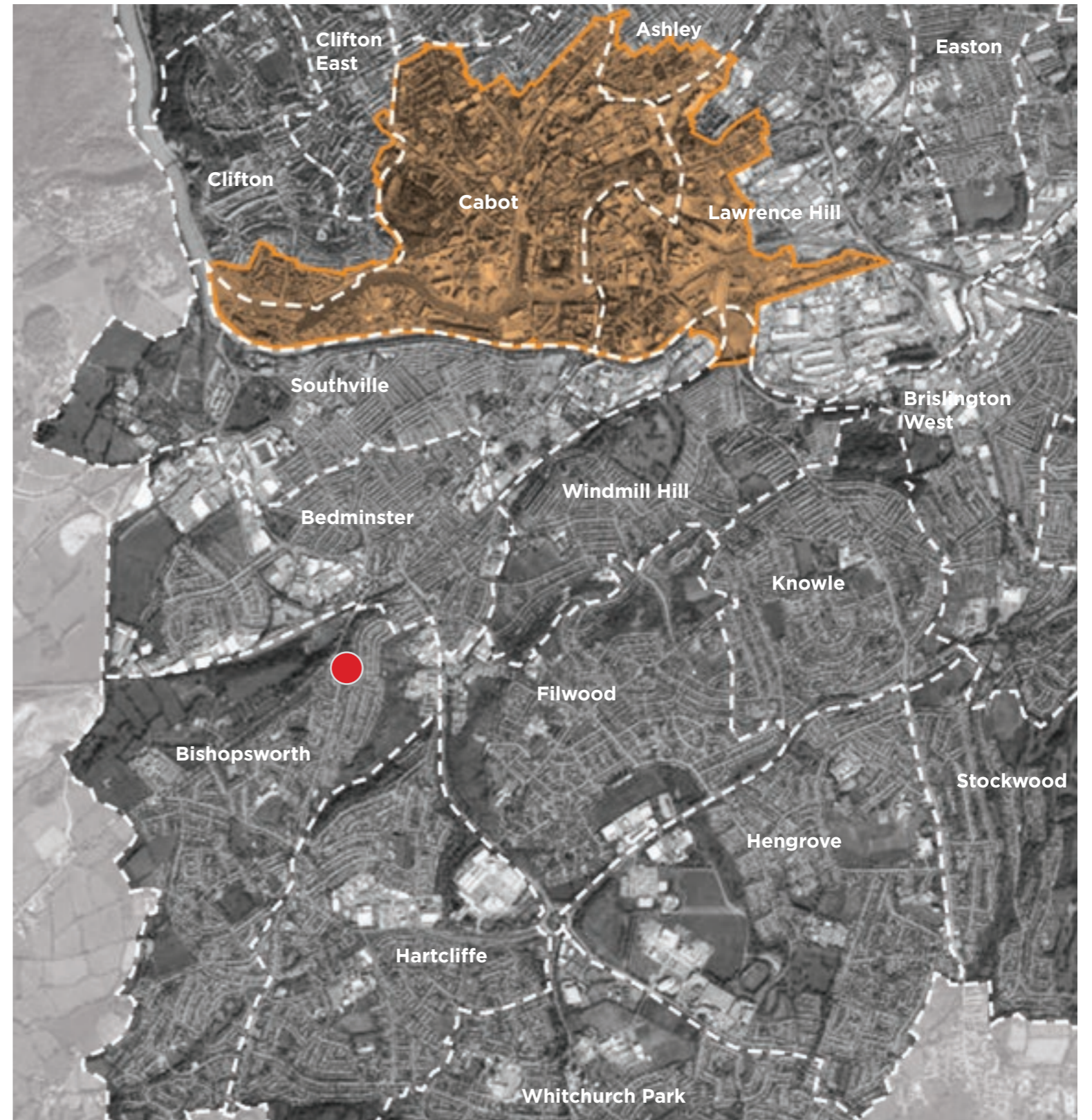
Bristol is bordered by South Gloucestershire to the north, Bath & North East Somerset to the south, and North Somerset to the west. The Bristol Channel lies north west of the city.

The site lies to the south west of Bristol city centre, in the north of the ward of Bishopsworth. It is located approximately 1.5 miles away from the city centre.



Key

- Site Location
- Bristol City Centre
- Ward Boundary



Site Location and Ward Boundaries

1.2 Project Overview

The proposal is for 62 dwellings on a site area of 0.85ha.

30 houses and 32 apartments are proposed, ranging from 1 bed to 4 bed.

The site currently consists of a vehicle depot and offices in the form of a detached warehouse unit with associated office accommodation and outbuilding extending A garage workshop is located within the warehouse. The remainder of the site is mainly hardstanding.



 Site Boundary

Existing Location Plan 1:1250 @ A3

1.3 Planning Overview

A Pre-Application submission was made to Bristol City Council in early 2016, with responses, via meetings and a formal written response received in May 2016.

The response from Bristol City Council was positive as a matter of principle. The Design Team have taken on board comments received from the Council through the Pre-Application process in revising the design of the scheme, in terms of its layout, which is reflected in the scheme currently before you.

Planning Policy

The site falls under the jurisdiction of Bristol City Council and is covered by policies contained within the following adopted Development Plan documents:

- Bristol Core Strategy, adopted June 2011; &
- Bristol Site Allocations and Development Management DPD, adopted July 2014;

The site is located in Flood Zone 1 and is not located within a Conservation Area.

The area of green space immediately to the north is designated as Important Open Space, protected by policies BCS9 and DM17 of the Bristol Core Strategy and Development Management Policies Plan.

The site is allocated for residential development in the Bristol Site Allocations and Development Management Policies DPD (July 2014), reference BSA1304.

In terms of delivering a suitable scheme, BSA1304 states that development should:

- Face onto the open space to the north
- Consider transport implications given the close proximity to the junction of Bishopsworth Road and Bridgewater Road (A38).

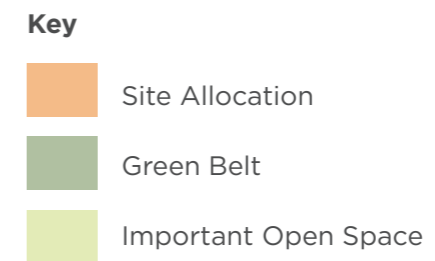
The key planning policies within the adopted Development Plan are as follows:

- Policy BCS11 Infrastructure and Developer Contributions
- Policy BCS14 Sustainable Energy
- Policy BCS15 Sustainable Design and Construction
- Policy BCS17 Affordable Housing Provision
- Policy BCS20 Effective and Efficient Use of Land
- Policy BCS21 Quality Urban Design
- Policy DM27 Layout and Form
- Policy DM29 Design of New Buildings
- Policy DM32 Recycling and Refuse Provision in New Development

Affordable Housing

National planning policy requires that affordable housing levels are calculated on the net increase in accommodation on a development site. This provides an incentive to bring brownfield sites back into use. It is known as the Vacant Building Credit.

This site is vacant and the existing buildings on site measure 2950m². The affordable housing delivery is based on 30% of the additional floorspace created, which equates to the provision of 8 No. dwellings.



Site Allocation Plan





2. Development Context

2.1 Connectivity

Road

The site is located on the A38, which forms one of the main routes into Bristol city centre from the south. The nearest motorway connections are the M5 (17min drive away), connecting Bristol to the southwest, and the M4 (via the M32, 20min drive away), which provides direct routes to South Wales and London.

Rail

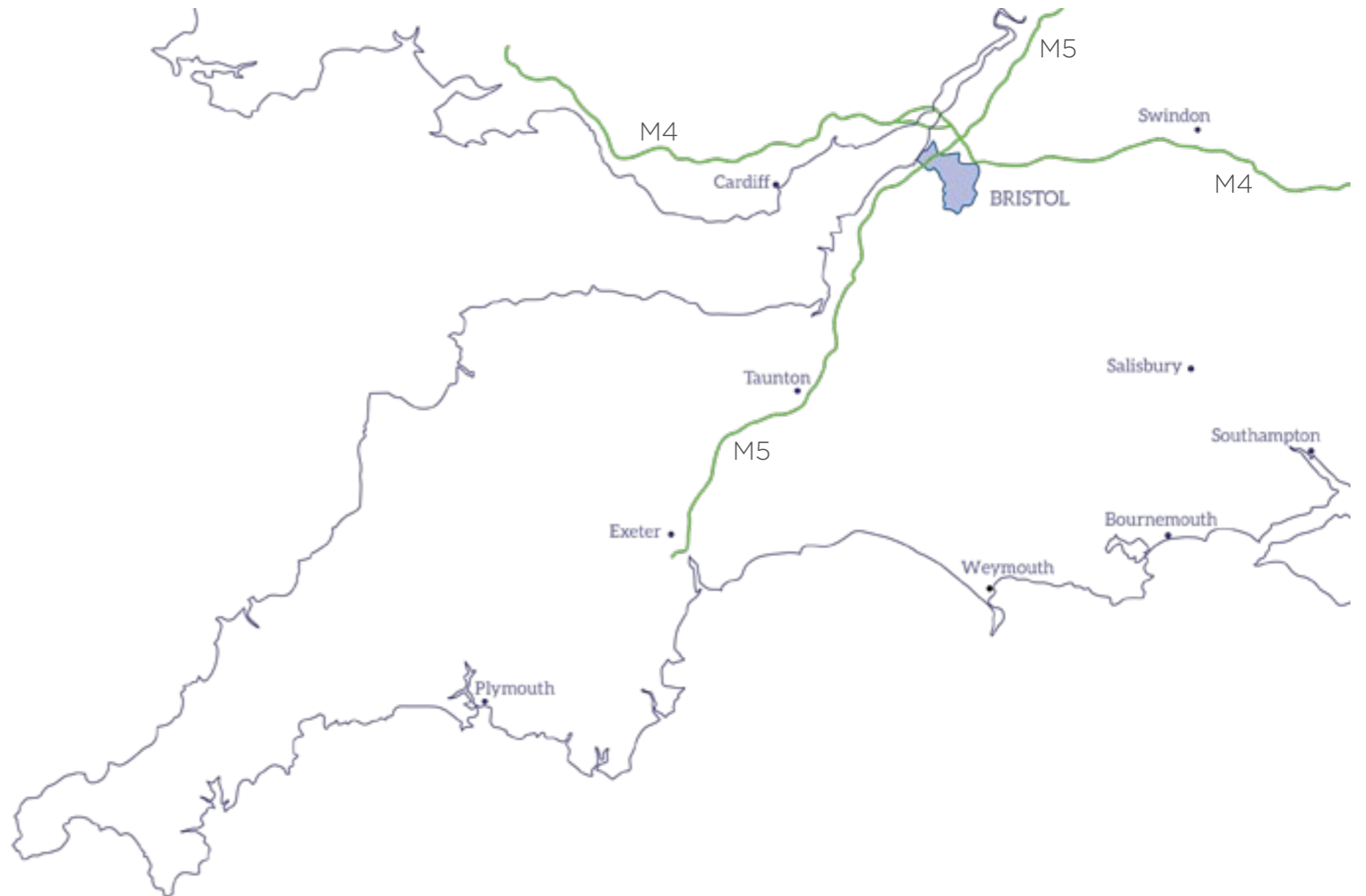
Parson Street station is approximately a 10 minute walk from the site, providing regular local services to the City Centre. Trains run approximately half-hourly, and journey time to Bristol Temple Meads is 7 minutes.

From Bristol Temple Meads, National Rail services connect the city to London (1hr 45min), South Wales, the South West and the North with regular services.

Bus

First operate the no.75 bus route direct to the city centre, which passes next to the site. Services run approximately half-hourly. The A1 bus service direct to Bristol Airport also runs past the site with a regular service.

From Bristol city centre, national bus services connect to the rest of the UK.





Key

- Site Location
- Bristol City Centre
- A Road
- R

 Rail Station
- Railway Line
- Local Bus Route
- Bus Route to Bristol Airport






2.1 Connectivity

2.1.1 Driving Times

The site is very well connected by road. The A38 on which the site is located provides one of the main routes into central Bristol from the south. The city centre is approximately a 10 minute drive away.

Key

-  Site Location
-  Bristol City Centre
-  Driving Times



Driving Times from the Site

2.1 Connectivity

2.1.2 Walking Times

The site is within walking distance of many local amenities including schools, shops and a doctor's surgery. There is green space directly adjacent to the site, as well as other open green spaces within easy walking distance.

A direct transport link to Bristol city centre can be made by bus which runs adjacent to the site, or from Parson Street Station, which is approximately a 10 minute walk from the site.



Key
● Site Location
■ Walking Times

Walking Times from the Site



2.2 Facilities and Amenities

Green Spaces

The site lies directly south of a public green space, with the opportunity to provide a direct link from the development to this space. In the surrounding area are other open green spaces within a walkable distance.

Schools

The nearest primary school is Cheddar Grove, which is an 8 minute walk from the site. The nearest secondary school is Bedminster Down School, which is a 12 minute walk from the site.

Shops

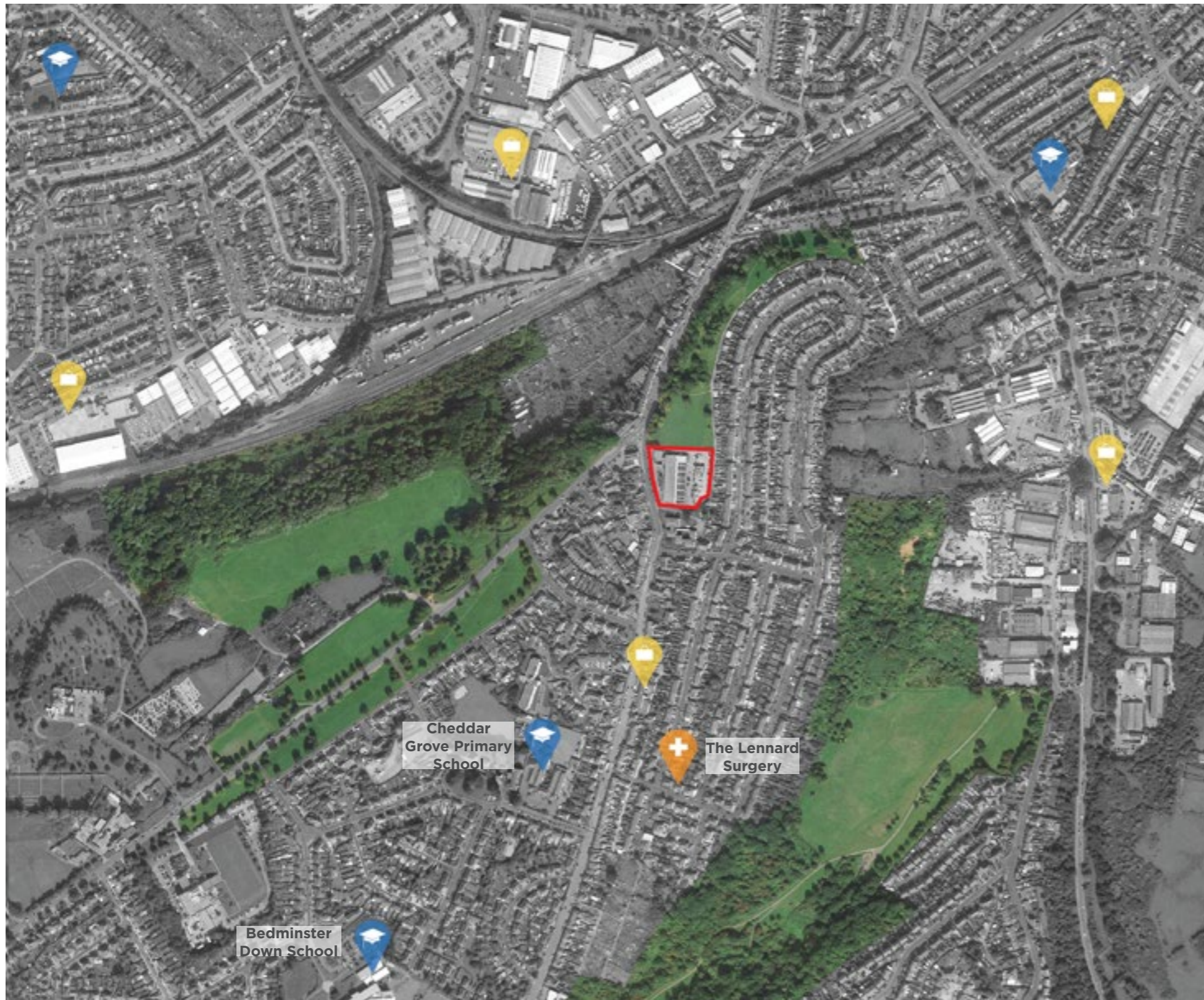
The nearest local food store is a 4 minute walk to the south. Other local stores can be found near Parson Street Station. There is a large Sainsbury's food store 1 mile from the site. Bristol city centre has a wide range of shops and can therefore cater for all other retail needs.

Medical






The nearest doctor's surgery is The Lennard Surgery, which is a 7 minute walk from the site. The nearest hospital is in Bristol City Centre.



Public Open Space Directly North of the Site



Key

-  Site Boundary
-  School
-  Shops
-  Surgery
-  Public Green Space

Local Facilities

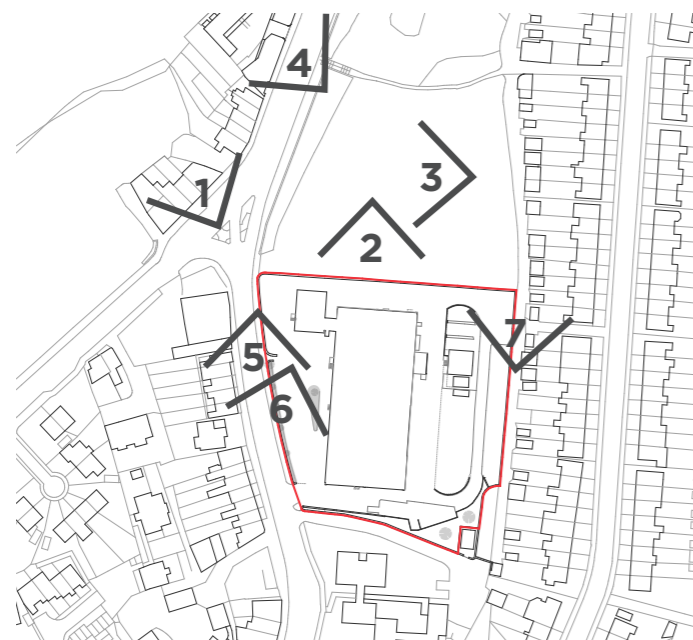


2.3 Site Photographs

1. View towards the site, looking north, from Junction
2. View from park, just north of the site, looking towards Bristol.
3. View from park north of the site to a line of existing garages.
4. View from north-west corner of park towards the site.
5. An existing stone wall separates the site from Bishopsworth Road.
6. The existing two-storey buildings on site are proposed to be demolished.
7. To the east of the site is a lane with a line of garages belonging to properties off Ilchester Crescent.



1. Bridgwater Road, Bishopsworth Road, Bedminster Down Road Junction



2. View across Park towards Bristol



3. Existing Garages Facing Park



4. Panoramic View of Park and Site



5. Existing Stone Wall on the Boundary of the Site



6. Existing Buildings on Site



7. A Lane of Garages Runs Along the East Edge of the Site

2.4 Site Constraints

The site is in an elevated position with views over the city in the direction of Clifton Suspension Bridge. Enclosed by stone walling to the northern and western boundaries, the site is well defined, with existing residential development to three sides and open space to the north which the site overlooks.

Bishopsworth Road flanks the site along its western edge. This joins the A38 at a junction with Bridgwater Road and Bedminster Down Road on the north west corner of the site. On the Southern edge of the site, an access road to the adjacent care facility.

On the eastern edge, a lane runs adjacent to the site, and is bordered by back gardens along its length. A series of single storey garages are situated along this lane. Open green space lies immediately north of the site, providing the opportunity for a direct pedestrian link between the development and this green space.

In the south east corner of the site is situated an electricity sub station, however the boundary of the site wraps around this building so that it is not within the site boundary.

Topography

The north west corner of the site is the lowest, at +59.0m AOD, sloping up to the south east corner of the site which is the highest at +63.5m AOD. Bishopsworth road follows this slope along the west edge of the site, however it is steeper, ranging from +62.0m AOD at the south west corner of the site, to +56.0m AOD at the north west corner. The green space to the north of the site slopes downwards to the north, away from the site. It sits some 1.5-2m below the level of the site.

The topography of the site and surrounding areas affords long range views from the site across the city, notably towards the Clifton Suspension Bridge to the north west.

Building Use

The majority of buildings surrounding the site are houses. At the junction of Bridgwater Road and Bedminster Road is a small terrace of ground floor businesses with flats over, along with the Cross Hands Public House. Directly south of the site is a care facility, providing sheltered accommodation to elderly residents.

Building Heights

The majority of buildings in the immediate vicinity of Bishopsworth Road, Bedminster Down Road and Ilchester Crescent are two to three storey. Traditional houses commonly have attic rooms with dormers or rooflights and/or basements.

Buildings On Site

Existing buildings on the site are large industrial style buildings with associated offices and outbuildings which appear to have been constructed circa 1970's. These buildings currently dominate the site with their continuous form and make a negative contribution to the overall character of the area.

Access

The established vehicular access from Bishopsworth Road is to be utilised. A traffic survey and analysis was undertaken in June 2015 and indicated that a development of the size proposed would result in a net reduction in traffic numbers. The site can therefore easily accommodate this development. There is also existing pedestrian access via steps from Bishopsworth Road which will be retained.



Key

- Site Boundary
- ▶ Existing Access into Site
- Existing Stone Wall to be Retained
- Existing Structures on Site
- Existing Trees and Hedges on Site
- Contours
- Existing Residential Use
- Existing Pub
- Existing Retail and Light Industrial Use
- Existing Care Home
- Existing Public Green Space
- Public Right of Way

- a. improve relationship to green space
- b. opportunity for corner presence
- c. opportunity for back to back gardens
- d. opportunity for better relationship to street
- e. views towards Clifton

Site Constraints Plan 1:1000@A3





3. Architectural and Urban Design Context

3.1 Bishopsworth Road

The site sits along Bishopsworth Road facing the public open space to the north. On the junction of Bishopsworth Road, Bedminster Down Road and Bridgwater Road sits the Cross Hands pub, a two storey building facing Bridgwater Road.

Bishopsworth Road houses a mix of built form with varying materials, roof forms and architectural styles.

The site is bound by an existing stone wall which runs along Bishopsworth Road.



Stone wall along site boundary



Loft conversions along Bishopsworth Rd



1. The Cross Hands pub sits at the northern end of Bishopsworth Road



2. Elevations along Bishopsworth Road

3.2 Bedminster Down Road

Bedminster Down Road sits to the east of the greenbelt thus houses only a small number of dwellings along the western street edge. Along the eastern street edge is public open space. A mix of two, two and a half and three storey dwellings are situated along this road, and a variety of materials are utilised.



1. Northern part of Bedminster Down Road



Bedminster Down Road

2. Souther part of Bedminster Down Road looking towards the Cross Hands pub

3.3 Ilchester Crescent

Ilchester Crescent is located to the east of the site and consists of two storey dwellings, some of which have had loft conversions. The houses have their back gardens facing the site and the public open space to the north of the site, thus not allowing for any natural surveillance. Plots are deep, measuring more than 30m: 40m for some plots. Due to the changing topography, along some sections of Ilchester Crescent, houses on one side of the road sit higher than the houses opposite.



Garages facing public open space



Lane between Ilchester Crescent and site



Dormers on back of dwellings facing site



1. Housing along northern end of Ilchester Crescent where a change in level occurs across the road



2. Housing along southern end of Ilchester Crescent is originally 2 storey, with some houses having had loft conversions



4. Consultation

4.1 Pre-Application Advice

Initial Pre-Application Advice

May 2016

Pre-application advice was received from Bristol City Council in May 2016. Whilst the development was considered to be acceptable in principle, there was advice regarding the design which has been taken into consideration. This is outlined below and on the opposite page:

- While the response to the site boundaries are considered broadly appropriate - frontage to Bishopsworth Road and park, private areas to the east and south boundaries - the internal configuration does not create an acceptable arrangement of fronts and backs.

Response: The internal configuration has been considered in more detail in order to create a naturally secure street scene.

- The provision of an internal loop road creates awkward development depths, and precludes the use of secure perimeter blocks.

Response: The road will be no longer a through route, creating more private spaces where needed.

- While the constraint on the point of vehicle access is noted, further layout configurations should be explored which seek to establish public fronts and secure private backs.

Response: The layout shown presents an efficient use of space while responding to the adjacent park and surrounding context. Secure front and back arrangements will be enhanced by boundary treatments and careful design of entrance spaces.

- Further information is required to assess the suitability of proposed building heights, particularly the 3-storey units along Bishopsworth Road. The difference between the street level and site levels behind the wall will also require careful consideration in the context of the 2-storey buildings opposite, along Bishopsworth Road. Long sections through

the site and adjacent development, are also required to assess the scheme fully.

Response: Long sections have been drawn to assess the suitability of proposed building heights. These show an appropriate response to context given the nature of this arterial route into Bristol.

- While on-street parking is supported in principle, there is a need to ensure an integrated public realm and landscape approach to mitigate the visual impact and perceived domination of cars.

Response: A detailed landscape strategy will be proposed to ensure that cars do not dominate the street.

- There is some analysis of local buildings and architectural context presented to support the architectural approach on site, but this should be developed further to support a full application.

Response: As part of a full application, a detailed analysis of context would be carried out.

Final Pre-Application Advice

July 2016

• The site constraints are noted, and while the layout has not been fundamentally altered, the redesign of the parking area to the rear of the 3 apartment blocks as a hard landscaped parking court should function to discourage through movement.

• The detailing of this to define a more semi-private space and encourage ownership of this area by the apartment residents will be critical to its success.

• The back to back relationship of dwellings in the middle block is still extremely tight (13-13.5m). This is less than ideal. Is there scope to replace these units with shallower, wider fronted units to allow a better separation distance?

• The park view house types reflect the discussions at the meeting. Subject to details of boundary treatments to front and back and detailing of balconies, this is considered to go some way to alleviate concerns of providing activity to the street.

• The treatment of the apartment buildings fronting Bishopsworth Road is improved, however this still needs to be understood in relation to the context of the Cross Hands pub and adjacent development.

• Sections through the site and across Bishopsworth Road are required and 3d model images should show the scheme in this context.

• Still need to see proposals for integrated public realm and landscape approach to general street design through the site and mitigate visual impact and parking dominance of cars.



Plan Submitted for Pre-App



Amended Plan Submitted for Pre-App



Current Proposal

4.2 Public Consultation

A public consultation was held on the 1st Feb 2018 in the Zion Community Cafe on Bishopsworth Road.

A statement of community involvement has been prepared for this application. This outlines feedback received from the public. The statement provides a commentary on how the scheme responds to this feedback.



1 Introduction

About Newland Homes

The company laid its first foundations when it was formed in 1991. It has gone on to complete over 2500 homes on more than 200 developments. From the outset, the directors believed there was only one way to make sure that no subsequent recession would ever claim them too. That was simply to do the right thing:

- Generate and pursue every aspect of the business
 - Keep a keen eye on every aspect of the business
 - Deliver on every promise
 - Be imaginative and creative in design to create customer value and planning success
 - Pay every contractor and supplier on time
 - Be scrupulously well-organised
- Our staff chose to encapsulate those values into the three words: **Considerate, Conscientious and Crafted.**



Design for Living

Good design involves using space efficiently and imaginatively. Design must be well-led, but is far from a solitary occupation. Our design process continually seeks input from stakeholders, customers and colleagues, to balance feedback with evolving intelligent solutions.

Only after small considerate and conscientious appraisal of any locality can our schemes come forward that are location and no other. Schemes that are well planned can secure levelling that make some apparently challenging sites. However, the densest scheme does not always win. This is achieved with a development that is through a well thought out and exciting design.

Our Customers

Our customers are our ambassadors; experience is crucial to our success. We've been building homes in Bristol for over 30 years. We know someone who has a pride and common bond we buy it is important to do it right.

The Team



Newland Homes
Bristol Water

6 Masterplan Layout

The masterplan contains 62 new homes. One and two bedroom apartments are provided as well as two, three and four bedroom houses. The masterplan presents an efficient use of land, whilst providing active frontage in key locations and respects the existing green space with active frontage, thus enhancing its surroundings. The buildings are two to three storeys. The height and scale of the new buildings are in keeping with the surrounding context.



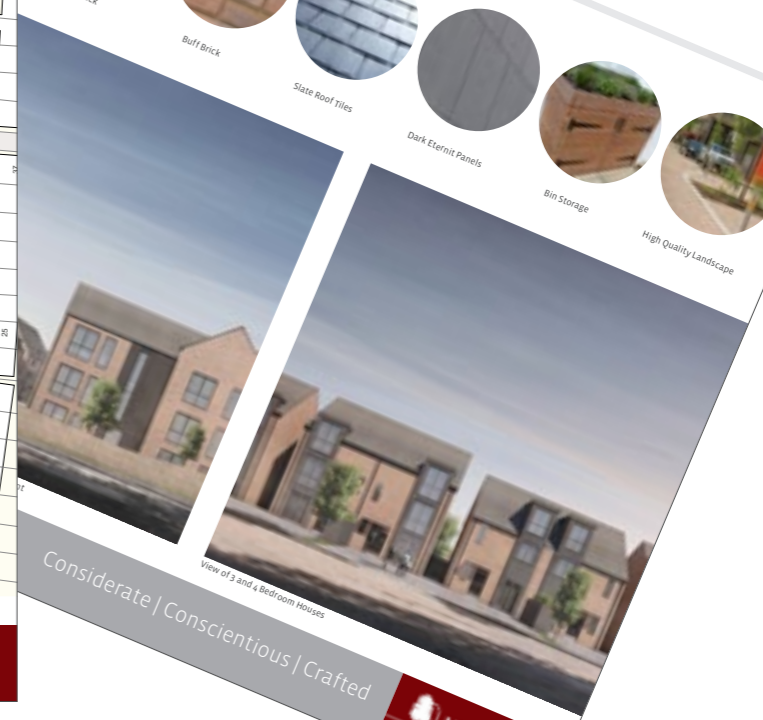
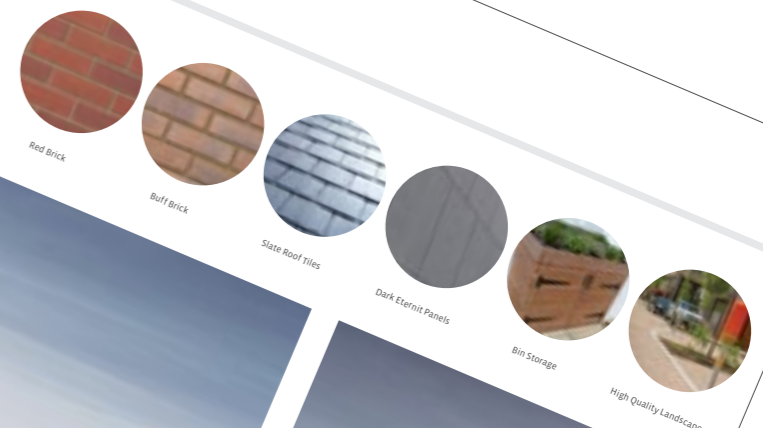
- Key**
- Site Boundary
 - Main Vehicular Access
 - Pedestrian Access
 - Existing Stone Wall Retained
 - Proposed Planting/ Trees
 - Parking
 - Shared Surface
 - Main Internal Road
 - Bin Store
 - Cycle Store



8 Detailed Design

The Design of the Houses

All the dwellings will be high quality and constructed in appropriate and attractive materials. The new homes will generally be faced in complimentary bricks are proposed. All roofs will be pitched and slate roof tiles be proposed.



Considerate | Conscientious | Crafted





5. Design Strategy and Layout

5.1 Design Strategy

A design strategy has been adopted that provides residential accommodation that is appropriate for the site.

Active building frontages provide interest and animation for the scheme when viewed from the street as well as from the park.

The housing to the northern edge will be provided with the necessary visual interest when viewed from the park and Bridgwater Road. These properties will be provided with elevated private terraces that overlook the park. These houses will be accessed from a new internal street with in the development. This street will provide access for parking. These 'double-fronted' buildings that address the park will be attractive and distinctive in character.

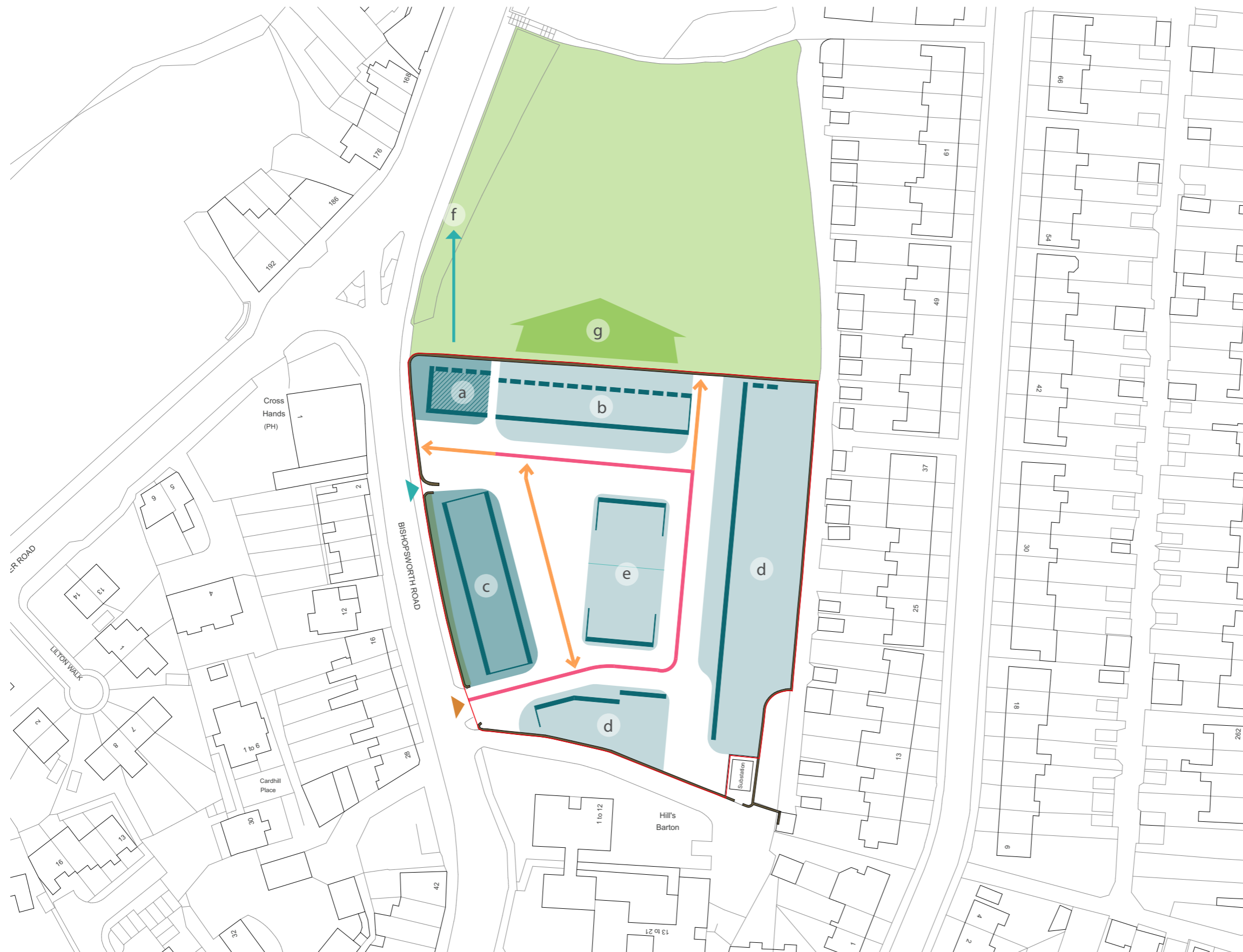
Three storey apartment blocks will be provided to the north west corner and along Bishopsworth Road. Allocated on site parking is provided for the apartments.

Within the site, two and two and half storey houses are provided with gardens that back onto the southern and eastern boundaries. Allocated and 'on plot' parking will be provided for these dwellings.

High quality hard and soft landscaping will be provided. Improved permeability is provided across the site for pedestrians.

The redevelopment of the redundant site will enhance the neighbourhood and provide much needed private and affordable new homes to the area.

- a.** Block fronts Bishopsworth Road and park. Building should address the street and park in an active way, in order to animate the street and to provide natural surveillance.
- b.** There is an opportunity for views and increased natural surveillance across the park to the north.
- c.** This block presents a frontage directly onto Bishopsworth Road, presenting the opportunity for an active street elevation. The existing frontage wall and hedgerow will be retained.
- d.** Tall walls enclose and separate the site in these locations, negating the opportunity for active frontage. The front elevations of these plots will therefore face inwards, onto the new internal roads.
- e.** The central plot faces out in all directions. Main frontages will face the new internal road to the north and south, and side elevations will face east and west.
- f.** Views across Bristol should be maximised.
- g.** Improve outlook from park.



- Key**
- Site Boundary
 - ▶ Existing Vehicular Access into Site Retained
 - ▶ Proposed Pedestrian Access into Site
 - Existing Stone Wall Retained
 - Existing Public Green Space
 - Development Blocks 2/2.5 Storeys
 - Development Blocks 3 Storeys
 - Nodal Gateway Building
 - Main Frontage
 - Main Frontage Facing Public Green
 - Active Side Elevation
 - Main Internal Road
 - Internal Shared Surface Road



5.2 Proposed Masterplan

The masterplan contains 62 new homes. One and two bedroom apartments are provided as well as two, three and four bedroom houses.

The masterplan presents an efficient use of land, whilst providing active frontage in key locations and respects the existing surrounding homes. The site is connected to the adjacent green space with active frontage, thus enhancing its surroundings. The buildings are two to three storeys.



- Key**
- Site Boundary
 - ▶ Main Vehicular Access
 - ▶ Pedestrian Access
 - Existing Stone Wall Retained
 - Proposed Planting / Trees
 - Parking
 - Shared Surface
 - Main Internal Road
 - B/S Bin Store
 - C/S Cycle Store

Proposed Masterplan 1:500@A3



5.3 Indicative Views

These aerial views illustrate how the proposed scheme sits in relation to its context. The density of development is in keeping with surrounding existing development, whilst addressing the street and park with strong frontages.



View 1



View 2









6. Development Use and Amount

6.1 House Types


The site houses 30 houses and 32 flats, consisting of 6 house types and 5 apartment blocks.


All houses are designed to meet the 'Technical housing standards - nationally described space standard' - Department for Communities and Local Government, March 2015.


Houses


| Housetype | Bedrooms | Persons | Floor Area (GIA) | Quantity |
|--|----------|---------|---------------------|-----------|
| A2  | 2 | 4 | 79.3m ² | 2 |
| G2  | 2 | 4 | 80.1m ² | 2 |
| S23  | 2 | 4 | 87.5m ² | 4 |
| BR3  | 3 | 4 | 90m ² | 6 |
| DL4  | 4 | 5 | 104.7m ² | 8 |
| 4B7P  | 4 | 8 | 134m ² | 8 |
| Total: | | | | 30 |

Flats

| Block A  | | | |
|---|---------|--------------------|----------|
| Bedrooms | Persons | Floor Area (GIA) | Quantity |
| 2 | 3 | 66.4m ² | 3 |
| 2 | 3 | 67.6m ² | 1 |
| 2 | 4 | 70.3m ² | 1 |
| 2 | 4 | 77m ² | 1 |
| Total: 6 | | | |


| Block B  | | | |
|---|---------|--------------------|----------|
| Bedrooms | Persons | Floor Area (GIA) | Quantity |
| 1 | 2 | 52.9m ² | 3 |
| 2 | 3 | 61m ² | 1 |
| 2 | 4 | 70.3m ² | 2 |
| Total: 6 | | | |

| Block C  | | | |
|---|---------|--------------------|----------|
| Bedrooms | Persons | Floor Area (GIA) | Quantity |
| 2 | 3 | 61m ² | 1 |
| 2 | 3 | 66.1m ² | 3 |
| 2 | 4 | 70.3m ² | 2 |
| Total: 6 | | | |

| Block D  | | | |
|---|---------|--------------------|----------|
| Bedrooms | Persons | Floor Area (GIA) | Quantity |
| 2 | 3 | 61m ² | 1 |
| 2 | 3 | 66.1m ² | 3 |
| 2 | 4 | 70.3m ² | 2 |
| Total: 6 | | | |

Affordable Provision

There will be a total of eight 1 bed affordable flats provided, located within Block E.

| Block E: Affordable  | | | |
|---|---------|--------------------|----------|
| Bedrooms | Persons | Floor Area (GIA) | Quantity |
| 1 | 2 | 50m ² | 1 |
| 1 | 2 | 50.1m ² | 1 |
| 1 | 2 | 50.7m ² | 3 |
| 1 | 2 | 53.3m ² | 2 |
| 1 | 2 | 53.7m ² | 1 |
| Total: 8 | | | |



Key

| | | |
|---|---|---|
| DL4 | S23 | Block C |
| BR3 | 4B7P | Block D |
| A2 | Block A | Block E |
| G2 | Block B | |

Housing Types Plan 1:500@A3



6.2 Housing Mix

A mix of housing is provided ranging from 1 bed flats to 4 bed houses.

| Bedrooms | Quantity | % Mix |
|-------------|----------|-------|
| 1 bed flat | 11 | 17.7% |
| 2 bed flat | 21 | 33.9% |
| 2 bed house | 8 | 12.9% |
| 3 bed house | 6 | 9.7% |
| 4 bed house | 16 | 25.8% |

Key

- 4 bedroom house
- 3 bedroom house
- 2 bedroom house
- Apartment block - only 1 bed flats
- Apartment block - 1 and 2 bed flats
- Apartment block - only 2 bed flats



Housing Mix Plan 1:500@A3



6.3 Building Heights

The buildings along Bishopsworth Road is proposed as three storeys so as to address this main road. They provide a gateway coming in from the north of Bishopsworth Road. The housing facing the public open space to the north is proposed at 2.5 storeys so as to provide a strong frontage to the park. The eastern row of proposed houses are also proposed at 2.5 storeys as the back to back separation between them and the housing on Ilchester Crescent is 32m+.

A number of houses to the south of the site are proposed at 2 storeys, these being the smaller 2 bed houses as well as the lower part of Block E.

Key

- 3 Storeys
- 2.5 Storeys
- 2 Storeys



Building Heights Plan 1:500@A3

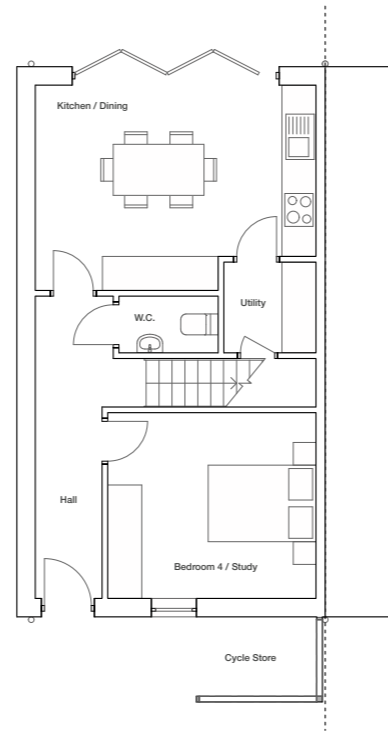


6.4 Residential Units

6.4.1 House Type 4B8P

House type 4B8P is the biggest house type, located on the northern part of the site facing the park to the north. This house type provides active frontage to the internal road as well as to the park. The back gardens are smaller so as to bring the built form closer to the park and allow for natural surveillance. The northern boundary of these houses is the existing stone wall. A wire fence will be added to this wall which will allow planting to grow, thus providing some privacy to the residence. These houses have bin stores within the driveway area to the front of the houses. Each house has allocated parking to the front of the house. Cycle stores are also located on the front elevation under the balcony.

- House Type: **4B8P**
- Bedrooms: **4**
- Persons: **8**
- GIA: **134sqm**
- Storeys: **2.5**
- Car Park Spaces: **2**
- Bicycle Spaces: **3**
- No. of Units: **8**



Ground Floor Plan



Front Elevation



3D Views of House Type within Wider Scheme

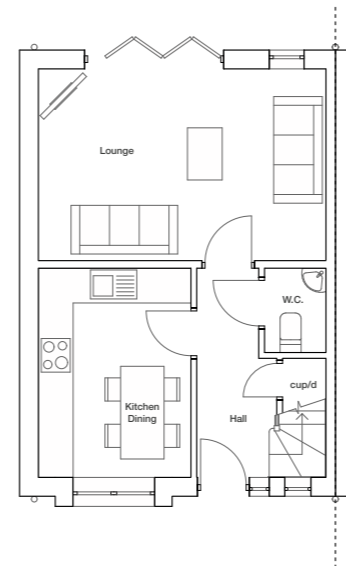


6.4 Residential Units

6.4.2 House Type DL4

House type DL4 compliments both house type 4B8P and BR3, sitting between the two. It is the second largest of the house types, housing 4 bedrooms. Allocated parking and bin storage is provided at the front of the house, and cycle storage is provided in the back gardens.

- House Type: **DL4**
- Bedrooms: **4**
- Persons: **5**
- GIA: **104.7sqm**
- Storeys: **2.5**
- Car Park Spaces: **2**
- Bicycle Spaces: **3**
- No. of Units: **8**



Ground Floor Plan



Front Elevation



3D Views of House Type within Wider Scheme

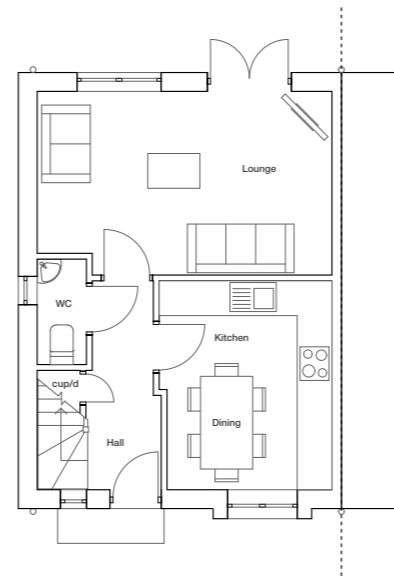


6.4 Residential Units

6.4.3 House Type BR3

The house type BR3 is a two and a half storey house with accommodation in the roof allowing for a master bedroom. These houses have allocated parking mainly in a private driveway at the front of the house. Two of the BR3 houses have allocated parking with a communal courtyard. Cycle storage and bin storage is provided.

- House Type: **BR3**
- Bedrooms: **3**
- Persons: **4**
- GIA: **90sqm**
- Storeys: **2.5**
- Car Park Spaces: **2**
- Bicycle Spaces: **2**
- No. of Units: **6**



Ground Floor Plan



Front Elevation



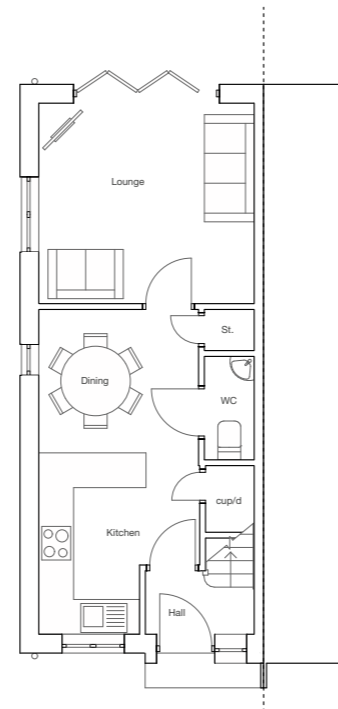
3D Views of House Type within Wider Scheme

6.4 Residential Units

6.4.4 House Type S23

House type S23 is a terrace of four houses. These houses have allocated parking within a communal parking courtyard, a communal bin store and private cycle storage within the back gardens.

- House Type: **S23**
- Bedrooms: **2**
- Persons: **4**
- GIA: **87.5sqm**
- Storeys: **2.5**
- Car Park Spaces: **1**
- Bicycle Spaces: **2**
- No. of Units: **4**



Ground Floor Plan



Front Elevation



3D Views of House Type within Wider Scheme

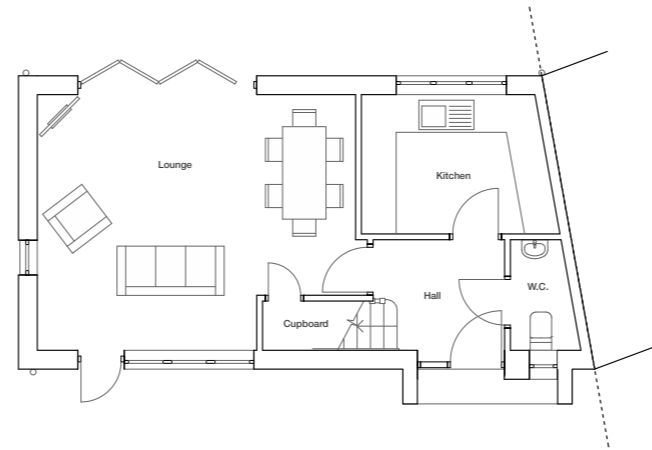


6.4 Residential Units

6.4.5 House Type G2

House type G2 is located by the entrance to the site, south of the main access. There are only two dwellings of this house type, and are designed so as to fit the site geometry. These houses allow a large amount of light within due to the narrow footprint. Each house has a private bin store, cycle store, and allocated parking.

- House Type: **G2**
- Bedrooms: **2**
- Persons: **4**
- GIA: **80.1sqm**
- Storeys: **2**
- Car Park Spaces: **2**
- Bicycle Spaces: **2**
- No. of Units: **2**



Ground Floor Plan



Front Elevation



3D Views of House Type within Wider Scheme

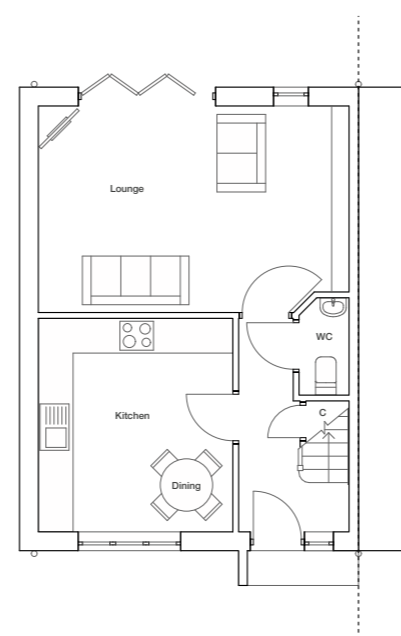


6.4 Residential Units

6.4.6 House Type A2

House type A2 is located in the south-eastern corner of the site. There are two units of this house type. Each house has a cycle store in the back garden which can be accessed from the front, allocated parking in a communal courtyards, and bin storage to the front of the house.

- House Type: **A2**
- Bedrooms: **2**
- Persons: **4**
- GIA: **79.3sqm**
- Storeys: **2**
- Car Park Spaces: **2**
- Bicycle Spaces: **2**
- No. of Units: **2**



Ground Floor Plan



Front Elevation



3D Views of House Type within Wider Scheme

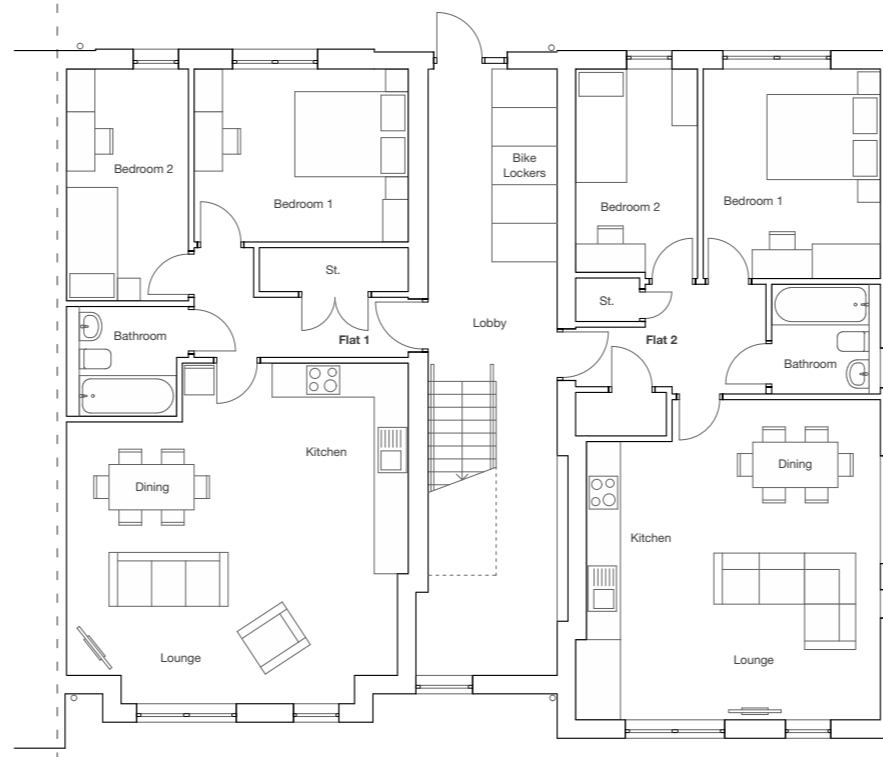


6.4 Residential Units

6.4.7 Apartment Blocks A - D

The apartment blocks create the main frontage to Bishopsworth Road and act as the gateways into the site. The built form of the blocks is split into a number of forms with varying heights, so as to minimise the impact of the three storey elements. The blocks consist of 1 and 2 bed flats. The cycle storage is located within the buildings on the ground floor within the entrance lobby. Bin storage is located in communal areas within the parking areas.

- House Type: **Blocks A-D**
- Bedrooms: **1 and 2 bed flats**
- Storeys: **3**
- Car Park Spaces: **1 per bedroom**
- Bicycle Spaces: **1 per bedroom**
- No. of Units: **4 apartment blocks, each with 6 flats**



Typical Floor Plan



Typical Front Elevation



3D Views of Apartment Blocks within Wider Scheme

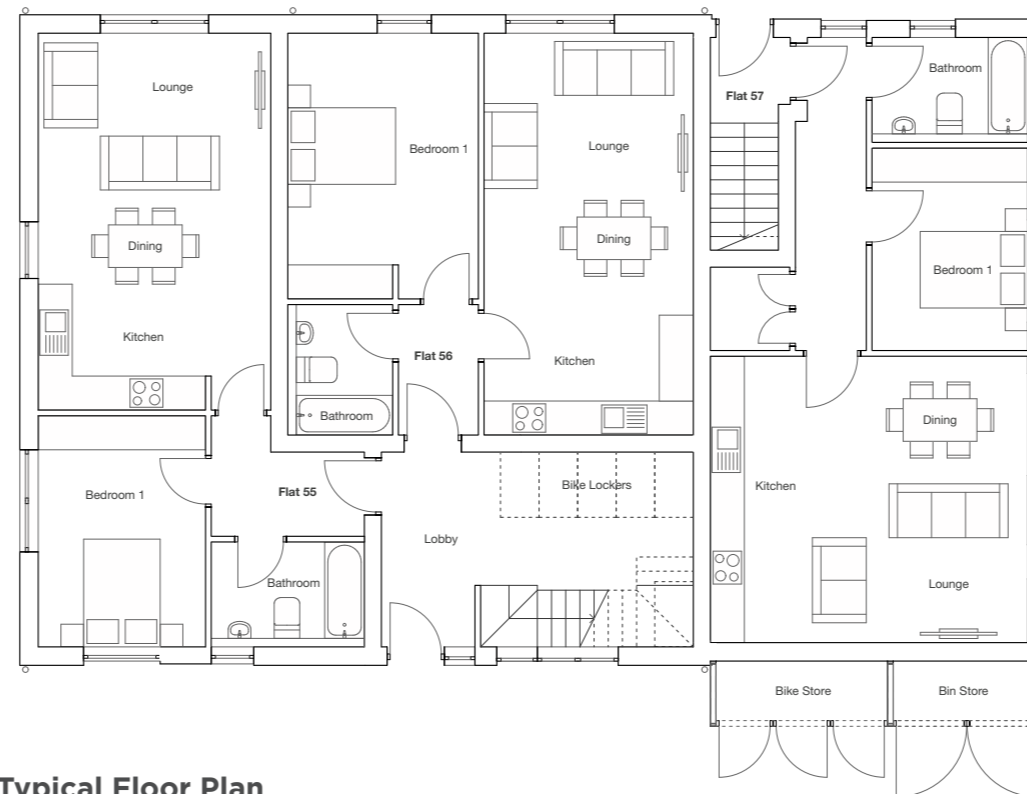


6.4 Residential Units

6.4.8 Apartment Block E

Block E consists of eight 1 bed affordable flats. The built form is split into a lower, two storey element which houses two 1 bed flats, and a three storey element which houses six 1 bed flats. This block has a communal external area to the back as well as communal cycle storage within the lobby on the ground floor and externally within the communal area. The bin storage is also located externally within the communal area.

- House Type: **Blocks E (affordable)**
- Bedrooms: **1 bed flats**
- Storeys: **2/3**
- Car Park Spaces: **1 per bedroom**
- Bicycle Spaces: **1 per bedroom**
- No. of Units: **8 flats**



Typical Floor Plan



3D Views of Apartment Block within Wider Scheme



7. Character and Appearance

7.1 Materials

The material palette chosen for the site is complimentary of the surrounding buildings. Simple colours and a limited material palette helps to unify the scheme. Brick is chosen as the main material for the built form providing a high quality, low maintenance building finish. Windows and doors, as well as any painted timber, rainwater goods and flashing is proposed as dark grey to compliment the brick and slate colour roof tiles.

The built form materials are balanced with a landscape design strategy that allows for planting within this urban setting. Planting is proposed in high level planters on top of the bin stores, as part of the boundary treatment and as street trees.

The proposed materials are (more detail on location of materials can be seen on the elevation drawings submitted as part of this application):

1. Red brick
2. Buff brick
3. Dark grey composite panels
4. Slate colour roof tiles
5. Timber cladding on metal frame
6. Dark grey window frames
7. Dark grey painted doors
8. Dark grey rainwater goods to match composite panels and windows
9. Dark grey metal flashing to match composite panels and windows
10. Polyester powder coated dark grey galvanised steel balustrading



Red Brick



Buff Brick



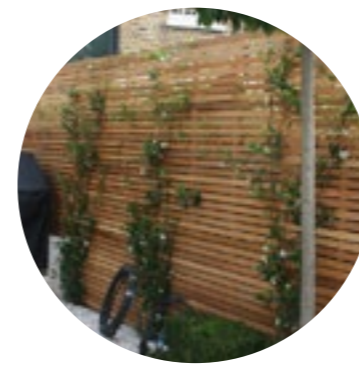
Slate Colour Roof Tiles



Dark Grey Composite Panels



Wire Fence with Planting



Timber Fence



High Level Planters on-top of Bin Stores



High Quality Landscape

Indicative Material Palette

7.2 Site Sections and Elevations



Elevation 1 1:500 @ A3



Elevation 2 1:500 @ A3

7.2 Site Sections and Elevations



Elevation 3 1:500 @ A3



Elevation 4 1:500 @ A3



Elevation 5 1:500 @ A3



Elevation 6 1:500 @ A3

7.2 Site Sections and Elevations



Elevation 7 1:500 @ A3



Elevation 8 1:500 @ A3



Elevation 9 1:500 @ A3



Elevation 10 1:500 @ A3



7.3 Proposed Views

7.3.1 Approach

On the uphill approach to the development, facing south, the park elevation will be visible from Bedminster Down Road. This indicative view shows how this approach view might look. Houses facing onto the park have views across the green space, while apartments on the corner benefit from views across Bristol.

The corner apartment block addresses both the park to the north and the road junction to the west. It provides a strong anchor point from which the most visible elevations of the scheme extend, and acts as a striking visual feature.



7.3.2 Pedestrian Access

A pedestrian access is proposed into the site from Bishopsworth Road. The existing stone wall that bounds the site is retained.



7.3 Proposed Views

7.3.3 Bishopsworth Road Access

The proposed apartments along Bishopsworth Road address the street, creating an active frontage against the road. The existing access into the site is retained as the vehicular access. The apartment block that sits on this access point provides a strong gateway into the development.



7.3.4 Internal View

Within the site the different house types create different characters across the site. The material palette unifies the built form. Soft landscape is brought into the site through raised planters and street trees, which helps soften the hard landscaping.





8. Landscape

8.1 Perimeter Treatment

This chapter should be read in conjunction with the landscape proposals submitted as part of the application.

The site is currently surrounded by a stone wall: this stone wall will be retained, and rebuilt where needed for access purposes. The diagram on the following page shows the perimeter treatment for the site.

Facing the park to the north, the stone wall will be retained and a wire fence with planting is proposed on the inside of the wall within the gardens of the proposed properties.

To the west, the stone wall will be retained as well as the existing hedge. Parts of the wall will need to be rebuilt due to access requirements, and new sections of the wall will be built to match the existing.

To the south and east the stone wall will be retained.



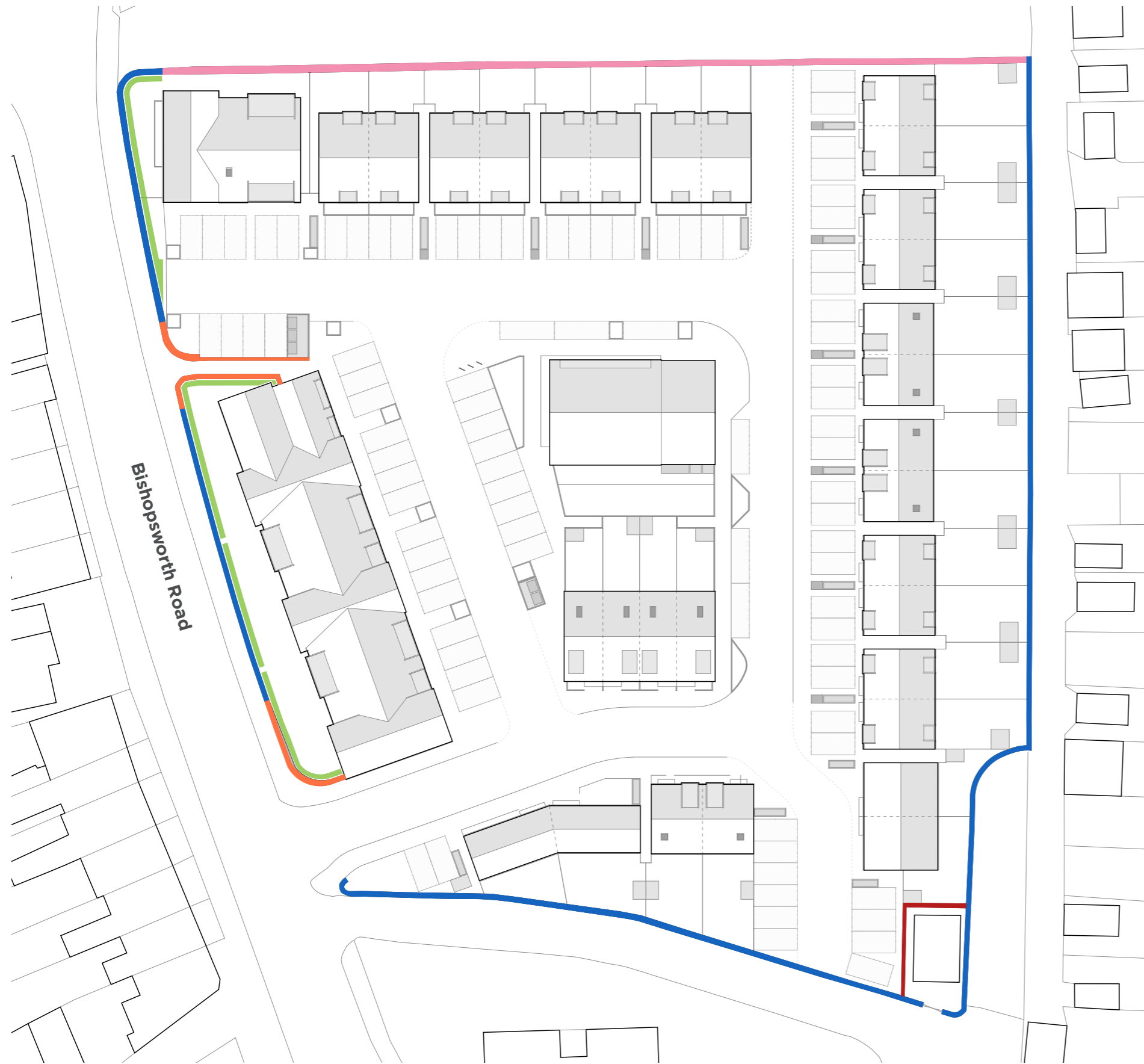
Existing stone wall as seen from within site



Existing stone wall as seen from the park



Wire fence with planting proposed on top of wall facing the park



Key

- █ Existing Stone Wall
- █ Hedge
- █ New Stone Wall to Match Existing
- █ Existing Stone Wall with Proposed Wire Fence and Planting
- █ Existing Brick Wall

Perimeter Treatment Plan 1:500@A3



8.2 Boundary Treatment

This chapter should be read in conjunction with the landscape proposals submitted as part of the application.

Within the site a number of boundary treatments are proposed. Within back gardens, between properties, timber fences are proposed.

Front boundaries are defined by metal railings or driveways which are separated by the cycle/bin stores with high level planters.

Side boundaries are defined by low brick walls with a timber fence and planting.



Wire fence with planting



Timber fence for boundary between houses



Low brick wall with timber fence and planting



Key

- Timber Fence
- Timber Access Gate into Gardens
- Metal Railing
- Low Brick Wall with Timber Fence and Planting

Boundary Treatment Plan 1:500@A3



8.3 Planting

The proposed tree planting within the site will comprise structural, architectural forms of trees appropriate for street planting. Birch and paper bark maple have been included for year through interest with feature peeling bark and light and airy foliage of their canopies.

The western boundary includes beech hedge planting adjoining the low wall retaining along Bishopsworth Road. This will provide a robust, all season screen to the ground floor properties when seen from the public thoroughfare.

Shrub planting across the site is focused on a structure of hardy evergreen shrubs interplanted with a lighter mix of vertical accents to provide a contemporary theme and character.

Ivy's and Honeysuckles have been proposed to soften and envelop the rear boundaries to plots 51-62. As well as developing as a living screen, the honeysuckle offers fragrant and ecological benefits to residents and wildlife alike.

This chapter should be read in conjunction with the landscape proposals submitted as part of the application.



Planting to break up the hard landscape areas



Street trees







High quality urban realm



Paving



Key

-  Proposed Trees
-  Planting in Planter
-  Existing Hedge
-  Back Gardens

Landscape Plan 1:500@A3





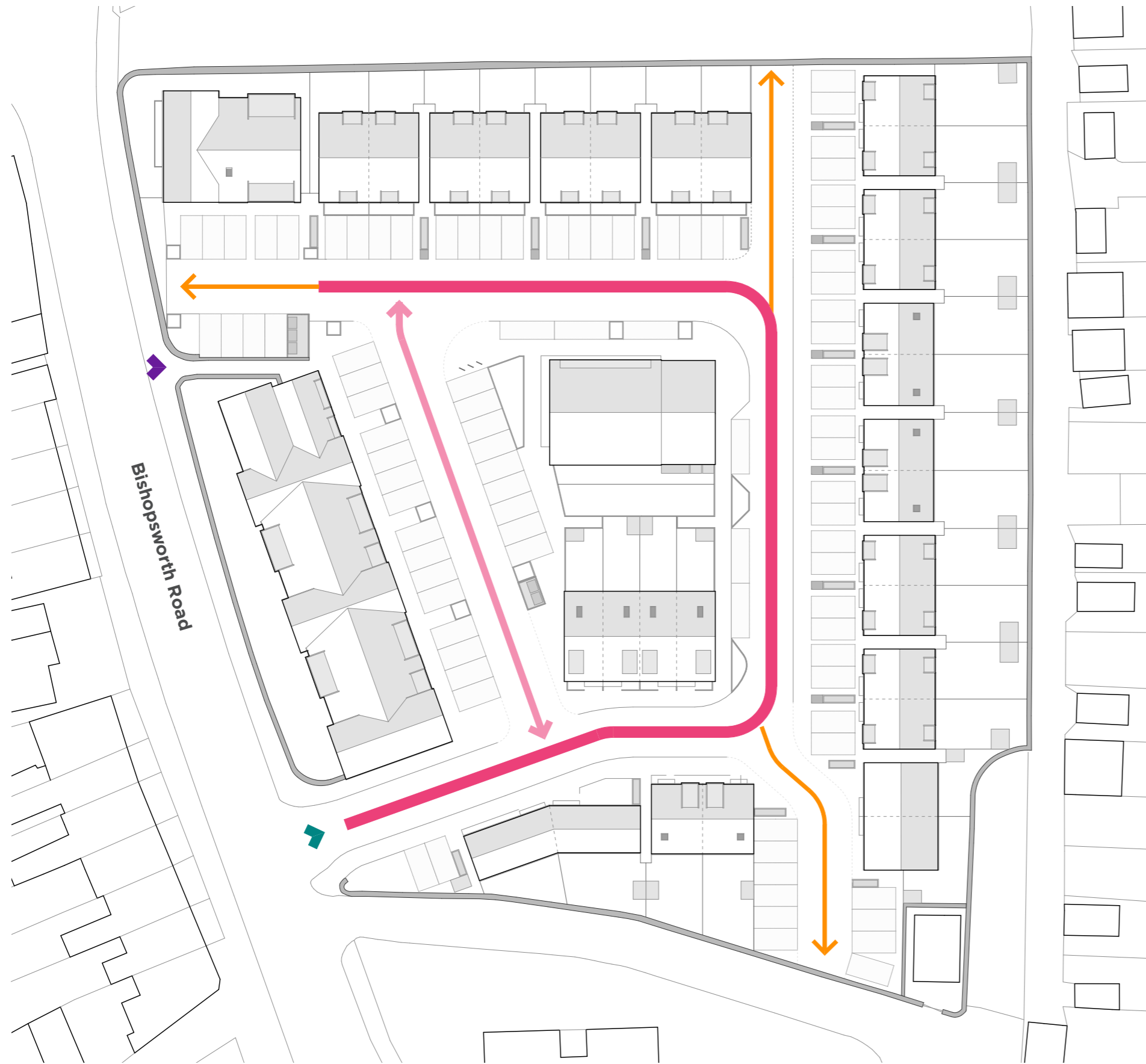
9. Access

9.1 Street Types






The existing vehicular access into the site is retained. The scheme has been designed to accommodate three street types:

- The main residential street which loops around the site servicing the majority of the houses.
- A paved street which forms a courtyard between blocks B-D and block E. This street finishes the loop created by the main residential street, and allows refuse vehicles to easily manoeuvre through the site.
- Shared surface streets which service a small number of houses. These come off the main residential street.

A pedestrian access is also allowed for north of the vehicular access.



Key

-  Vehicular Access into Site (Includes Pedestrian Access)
-  Main Residential Street
-  Paved Street (Part of Loop)
-  Shared Surface Street
-  Pedestrian Access into Site

9.2 Parking

Parking Numbers

House Type G2

- 2 spaces each
- 1 dwelling as private, on-plot driveways at front of house
- 1 dwelling within communal parking courtyard

House Type A2

- 2 spaces each
- within communal parking courtyard

House Type SR3

- 1 space each
- within communal parking area

House Type BR3

- 2 spaces each
- 4 units as private, on-plot driveways at front of house
- 2 units within communal parking courtyard

House Type DL4

- 2 spaces each
- private, on-plot driveways at front of house

House Type 4B8P

- 2 spaces each, except for number 32 which has 1 parking space
- private, on-plot driveways at front of house

Block A - E

- 1 space per flat
- within communal parking area and on-street



Key

- Spaces Allocated to Apartments
- Spaces Allocated to Houses
- Private On-plot Parking
- Visitor Parking

Parking Layout 1:500@A3



9.3 Cycle Storage

Bristol City Council sets out minimum standards for cycle parking. The minimum standards for cycle parking state that one space is required for a 1 bed unit, two spaces for 2-3 bed unit and three spaces for 4+ bed units.

The pre-application advice stated that ‘a shared cycle store would be acceptable for the apartment block, but each dwelling must have its own, easily accessible, private secure cycle store (i.e. if the store is within the rear garden, a rear access would be required)’.

Cycle Storage Numbers

House Type G2

- space for 2 bicycles
- 1 dwelling as secure storage in back garden
- 1 dwelling as secure storage on side of building

House Type A2

- space for 2 bicycles
- secure storage in back garden

House Type SR3

- space for 2 bicycles
- secure storage in back garden

House Type BR3

- space for 2 bicycles
- secure storage in back garden

House Type DL4

- space for 3 bicycles
- secure storage in back garden

House Type 4B8P

- space for 3 bicycles
- secure storage in front of house, under balcony

Block A - D

- 1 cycle parking space per bedroom
- storage in lockers within building

Block E

- 1 cycle parking space per bedroom
- storage in lockers within building and in storage within communal area at the back of the building

Six visitor cycle parking spaces are also provided near block E.



Bike stores in back gardens could double as planters



Key

- Cycle Storage in Back Garden
- Cycle Storage within Building
- Cycle Storage at Front or Side of Building
- Visitor Cycle Parking

Cycle Storage Layout 1:500@A3



9.4 Refuse Strategy

Each dwelling must have a covered refuse store which can hold all the associated boxes and bins. The apartments must have a store which can be accessed by the refuse operators (or a management company in place to open the store on collection days). The applicant must demonstrate the refuse store for the apartments can hold all the relevant litre bins to ensure there is no overspill onto the highway.

Refuse Storage

House Type G2

- individual covered storage area at front and side of house
- bin store acts as a planter

House Type A2

- individual covered storage area at front and side of house
- bin store acts as a planter

House Type SR3

- communal covered storage area

House Type BR3

- shared covered storage area shared between two houses. Each house has individual access to half of the storage unit.
- Located within driveway
- Bin store acts as a planter

House Type DL4

- shared covered storage area shared between two houses. Each house has individual access to half of the storage unit.
- Located within driveway
- Bin store acts as a planter

House Type 4B8P

- shared covered storage area shared between two houses. Each house has individual access to half of the storage unit.
- Located within driveway
- Bin store acts as a planter

Block A - D

- bin store within communal parking area

Block E

- bin store within communal garden area to the back of the building



Secure bin stores with planter on top



Bishopsworth Road

- Key**
- Individual Refuse Store
 - Shared Refuse Store between Two Dwellings
 - Communal Refuse Store
 - Refuse Vehicle Tracking





Appendix

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