

Bonnington Walk

1 Introduction

Welcome to this second round of consultation on the latest plans for new housing on the Bonnington Walk site.

Bristol City Council has set out a commitment of building 2,000 new homes - 800 affordable - a year. As part of that commitment, Bristol City Council Housing Development Team's programme target involves the delivery of approximately 120 council homes a year through a number of delivery phases.

The development programme is being managed by the Housing Development Team which forms part of the wider Housing Delivery Service. Phase 4 of the programme will see a number of other sites brought forward for development, including Bonnington Walk, which are being considered for a mixed tenure development. The main requirement currently for these sites is to maximise the number of council homes being built and options for non-council units in a tenure blind development.

Bonnington Walk has been identified in the local plan for housing and is a key development site for Bristol City Council's new council house programme.

The story so far:
The first round of consultation, last October, invited feedback on the emerging design option and landscape proposals.

Additional comments and advice have also been received from technical consultees and key stakeholders as part of a pre-application planning enquiry to Bristol City Council.

This exhibition shows how the plans have been further developed and provides responses to some of the key comments and questions raised by the public.

Scheme overview:
The latest proposal is for a development of around 188 dwellings, with 30% affordable housing provision (planning policy compliant). It features a mix of 1, 2, 3 and 4 bed houses in short terraces and 1 and 2 bed apartments within low rise apartment blocks, arranged around public open space and streets with integrated parking and soft landscaping. The new houses and apartments will generally face the open spaces and the existing cycle route, providing overlooking and security throughout the day and night.

Context

- The site is allocated for housing within the adopted Local Plan. (Allocation BSA0402)
- A resolution to grant outline planning consent was granted by Bristol City Council in 2007 for up to 180 houses.
- The site adjoins a site of Nature Conservation Interest and a Site of Important Open Space which run alongside the railway.
- The Local Plan recommends at least 30% affordable housing on the site.
- The site will need to achieve safe access for vehicles, pedestrians and cyclists, and suitable levels of car parking and cycle parking including electric vehicle charging points.
- Care should be taken to not negatively impact upon surrounding properties in terms of amenity.
- The development will need to comply with energy and heat hierarchies and policy on achieving BREEAM excellent.
- An ecological survey and impact assessment is required to mitigate against any effects on the Site of Nature Conservation Interest.
- The scheme will need to provide or contribute to 0.75 hectares of allotments, either on site or near to the site.
- The design needs to address noise and pollution from the railway line. The development must link into the existing cycle network (Concorde Way).

Next steps

Listening to your Feedback
We would welcome your feedback as we work towards submitting a planning application in late March. Please fill in a feedback form or complete one online by 23 February 2020.

The exhibition and online survey are available at www.bristol.gov.uk/housing/new-council-homes
Bound copies of the exhibition boards and feedback forms are also available at the Hub and Lockleaze Library.

If you have any queries or questions about the consultation, please contact:

Avril Baker Consultancy – Consultation Co-ordinator
email: info@abc-pr.co.uk or tel: 0117 977 2002
or Bristol City Council email: housing.development.hra@bristol.gov.uk

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Aerial photo of site



Project time-line

SUMMER 2019	AUTUMN 2019	WINTER 2019	SPRING 2020	SPRING 2020	WINTER 2020	WINTER 2022
PROJECT KICK-OFF	PUBLIC CONSULTATION	DESIGN DEVELOPMENT	PUBLIC CONSULTATION	TARGETED PLANNING APPLICATION	TARGETED CONSTRUCTION START ON SITE	TARGETED CONSTRUCTION COMPLETION

Bonnington Walk

2 Constraints & opportunities

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- Site of Nature Conservation Interest (SNCI) and Important Open Space run along the western boundary of the site. The SNCI is not to be altered by the development but can be enhanced and improved
- The skyline dominated by two electricity pylons and overhead cables that run from north to south across the site.
- Additional high voltage cables run north-south below ground that cannot be built over.
- Railway line within a deep cutting to west.
- Concorde Way cycle path traverses the site from Bonnington Walk to Constable Road - key commuter cycle route as part of the Sustrans network.
- Limited site access; however, an access lane adjacent to 57 Landseer Avenue was widened to provide a secondary access point.
- Lockleaze Community Orchard to south to be safeguarded
- Existing drainage gulley runs east-west across the site
- A significant number of mature, semi-mature and sapling trees are located across the site.
- The site topography runs from a high point at the northern boundary with a drop of approximately 15m across the site to the Constable Road boundary 645 metres to the south.
- The width of the site varies from 113m at the narrowest point to 135m (the very southern leg of the site varies in width between 30m to 40m).
- Houses located to the north, south and east of the site, on Bonnington Walk, Rowlandson Gardens and Landseer Avenue, back directly on to the Bonnington site.

Context

Residential

Light Industrial

Disused

Edge Conditions

Private Amenity (Back Gardens)

Main Road

Railway Embankment

Features

Existing Bike Path

Electricity Pylon

Railway Line

Noise

Line of aboveground electric cable Easement (30m)

Existing drainage channel

Area of statutory allotment space (0.75 Ha to be relocated) TBC

SNCI approximate area (1.03 Ha)

Important Open Space

Access

Existing Pedestrian Access

Potential Vehicular Access



Bonnington Walk

3 Consultation feedback

Consultation activities to date:

Community Engagement

Lockleaze residents group meeting: The Hub, 5 September 2019
Our Lockleaze: Cameron Centre, 28 September 2019

Bonnington Walk Round 1 Public Consultation

Lockleaze Housing Festival: The Hub - 26 October 2019
Further exhibition drop-in session: The Hub - 29 October 2019

Additional engagement

Ecology walk-around: 7 December 2019

Feedback was received through an online survey, in writing and through conversations at consultation events. There was generally support for principle of new housing, but with differing views on housing numbers and tenure, design and the open space /amenity for the local community.



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Comments & feedback

Housing development:

Over-development of the site with too high density/number of housing units

The number of dwellings has been reduced from 245 to 188. The area of road and pavement has also been reduced releasing additional green space for landscaping

Need for a Local lettings policy and affordable homes for local people to buy/rent

A local letting policy will be discussed as part of the allocation process and during the development process. The current proposal is for some shared ownership opportunities for those who are looking to get onto the property and tree planting.

Views and privacy of existing neighbours

The design has been amended to ensure that all proposed houses located adjacent to the boundaries with existing houses will only be two-storey in height. These are semi-detached or short terraces of houses with gaps between them to retain partial views into the landscape.

The proposed materials are traditional in nature including brick, tile and timber to help complement the retained landscape. Existing trees along the boundaries are retained, where possible, to soften the views. It is accepted that the views will change but as much as possible has been done to ensure that the views are not completely removed or that the existing occupiers feel enclosed by over-bearing buildings.

To further support privacy of existing neighbours new homes are positioned so that existing rear gardens back on to the rear gardens of the proposed houses where possible.

Taller three and four storey apartment buildings are placed within the centre of the site away from boundaries to minimise overlooking. Buildings are pulled back from the eastern boundary to increase distance between new and existing homes.

Ensure energy efficiency and sustainable development

The following features and measures are being explored:

- Modular construction (except wheelchair access dwellings)
 - Reducing site waste
 - Reducing embodied energy
 - Reducing transport energy
- Materials choice - cross-laminated timber for houses and metal frame with precast concrete floors for apartments
- High fabric thermal energy performance to reduce heat loss
- Heat pump solution for heating & hot water
- Significant public open space & integration with the Site of Nature Conservation Interest
- Integration of sustainable drainage system into the landscape to prevent flooding
- Tree pits within rain gardens to ensure long term health of street trees and assist with stormwater drainage
- Electric vehicle charging points and allocated car club parking
- Energy Performance Certificate rating A

Safety of building near pylons

Latest proposals are compliant with Government guidance on building near pylons. Proposed new buildings have also been moved further away from pylons

Landscaping:

Retain open green space for use by the local community including ‘wild play’ areas for children

The reduced number of dwellings has released more green space and minimises development within the SNCI. There are a variety of landscaping features including informal play space, a water garden, community garden and new allotment areas

Preserve the Site of Nature Conservation Interest and Community Orchard

Both the SNCI and Community Orchard will be preserved alongside the development. The proposals will be further discussed with representatives from the community orchard.

Minimise loss of mature trees and planting on site

Since the initial consultation, the team has carried out a tree survey. The reduction in housing has enabled retention of more good quality trees than the previous option shown. The proposals include a variety of landscape features, planting and provision of additional trees (see Landscape design board).

All replacement tree planting will be carried out on site and will exceed the calculated total Bristol Tree Replacement Standard (BTRS) count, to be addressed in the Arboricultural Impact Assessment report. A broad range of tree species will be selected for planting with consideration of their ability to tolerate drought and waterlogging, improve the local microclimate, provide shelter and shade, reduce heat island effect and provide foraging opportunities for birds.

Avoid destruction of wildlife habitat and green corridors which affects slow worms, foxes, birds

Extensive survey work has been undertaken to determine the species and habitats which use the Site at present. Badgers are absent from the site at present although there may have been a pattern of historical use and occasional seasonal use. Bat surveys have identified that the site is currently used by small numbers of foraging and commuting bats but is not used for roosting. Buildings around the Site provide better roosting opportunities than the trees on Site. Slow worms are present in the grassland areas of the Site in good numbers.

Mitigation measures include the management of the green strip between the development and the railway line to provide better quality habitat for all species as well as enhancing the habitats which will complement the SNCI. Should the development proceed then a long term management plan will be agreed which will ensure that the ecological features of the Site are all maintained in the longer term rather than as at present whereby the Site will quickly become dominated by bramble scrub and be of limited value in the longer term. Further roosting and nesting opportunities will be provided for bats and birds respectively within the development and this will help to ensure that some local and national priority species typical of the urban environment such as house sparrow can continue to flourish post development.

Access, traffic and movement:

Poor access from Bonnington Walk and Landseer Avenue

The proposed vehicle access to the site is from Bonnington Walk and Landseer Avenue. This will be via priority T-junctions that allow for two-way vehicle movements. The access proposals will be designed in accordance with current standards and will be subject to an independent Road Safety Audit.

Cumulative effect of developments on local traffic and roads

A Transport Assessment will form part of the planning application. This will take account of local development sites that have been granted planning consent or are awaiting a planning decision and those that are allocated for development in the local plan policy.

Overspill parking in surrounding roads

Car parking will be provided in accordance with local adopted and emerging parking standards to ensure parking demand generated by the development is accommodated within the site.

Conflict between walkers and cyclists on shared paths

Concorde Way (the existing north-south pedestrian/cycle route) will be re-aligned. It will also be widened to allow for segregation between pedestrians and cyclists, to help reduce the potential for conflict between users. The development will also include footways for pedestrian use, and shared use connections to Concorde Way, which will be wide enough for pedestrians and cyclists

Impact on local services:

Capacity of doctors, dentists and schools to cope with more demand

This requires a wider discussion within the area. Additional demand will enable the local facilities to apply for extra funding to support that demand.

Poor public transport locally

The site is within walking distance of existing bus stops, which provide access to frequent services to key destinations. Filton Abbey Wood rail station is located 1.3km to the north of the site and is accessible via vve Way.

It is proposed that the development will make a financial contribution towards new bus stops on Bonnington Walk, which will enhance opportunities for bus travel by both existing and future residents.

Overall, there are significant opportunities for travel by public transport by both existing and future residents.

Other:

Remove the derelict garages at Rowlandson Gardens as encourage antisocial behaviour

These garages are not included with the development. However, the landlord service of the Council is looking at making the garages safe prior to a decision as to their future

What are the proposals for Public Art?

The team’s landscape architects have made contact with the Council’s public art strategy officer to discuss initial options.

Bonnington Walk

4 Site layout

- 1 Wildlife corridor linking north & south
- 2 New public open space
- 3 Site of Nature Conservation Interest retained
- 4 New site entrance from Landseer Avenue
- 5 New site entrance from Bonnington Walk
- 6 Concorde way cycle path moved
- 7 New street trees
- 8 Parking on streets
- 9 Three storey apartment building
- 10 Four storey apartment buildings
- 11 Terraced housing
- 12 Semi-detached housing
- 13 Electricity pylons
- 14 Lockleaze Community Orchard & allotments
- 15 Community building



AHMM Architects previous work

A number of changes have been made to the design since the last consultation event:

- The number of dwellings has been reduced from 245 to 188
- The amount of public open space has been increased and positioned to the west next to the SNCI
- The layout has been revised to respond to the tree survey
- A community building has been added to the south
- Development has moved further away from the SNCI and pylons
- Three storey apartments buildings have been moved away from the eastern boundary
- Houses have been moved further away from the eastern boundary



Site layout from public consultation 1

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Preferred option site plan

Bonnington Walk

5 Housing design

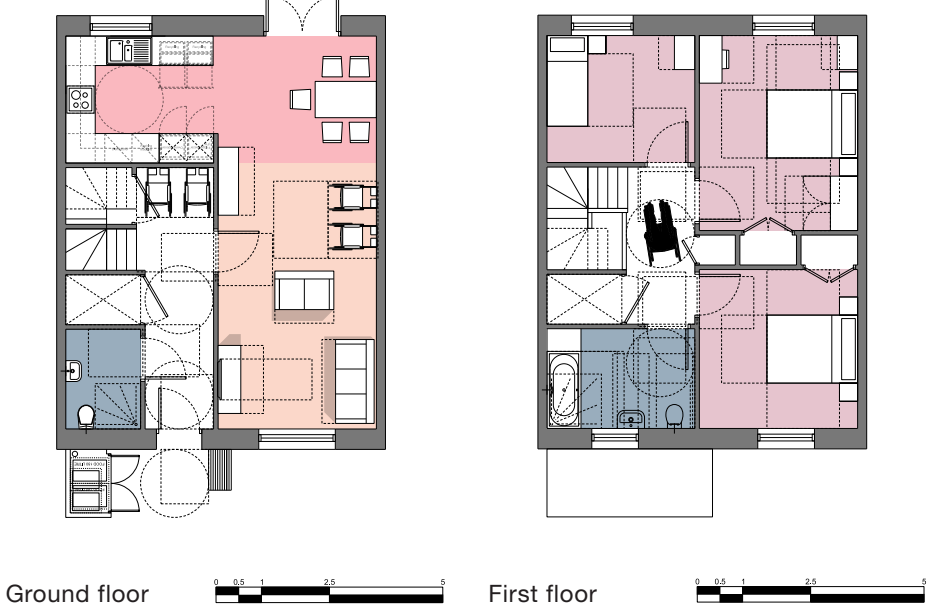
Two bedroom house layout



Three bedroom house layout



Three bedroom wheelchair adapted house layout



The design of the buildings and the detail of materials is still being developed. The images shown are indicative at this stage.

Indicative palette of materials



Indicative illustration view from Landseer Avenue entrance looking north west



Indicative illustration view from Concorde Way cycle path looking south

Community space

Do you think this would be a useful facility for the community?
Please add any comments about groups that might be interested in using the facility, how it could be run or new events/activities.
It is proposed that once a consent is obtained, detailed discussions will take place with local residents about how this space could be used and your comments on proposals would be welcome.



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6 Housing design

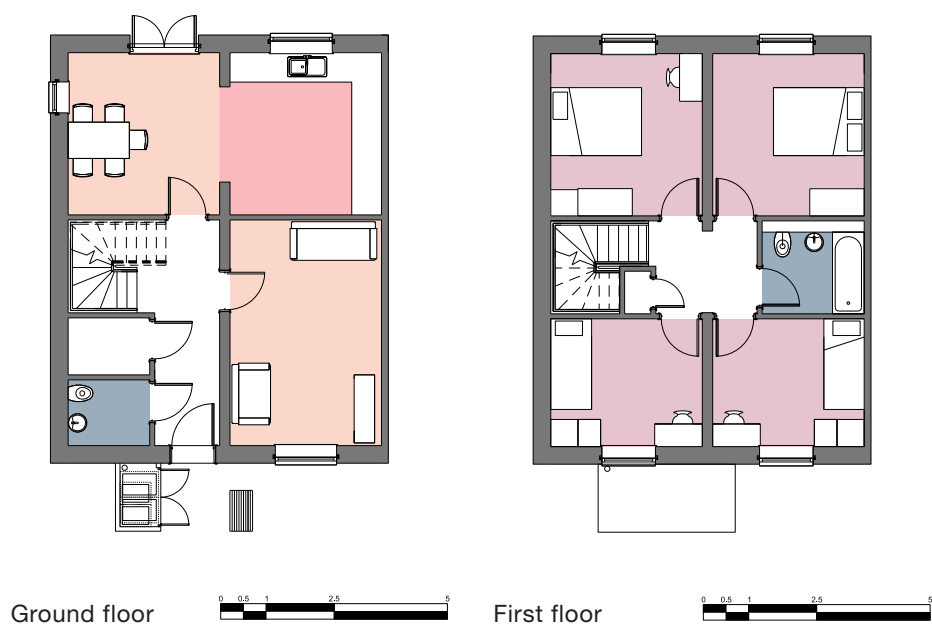
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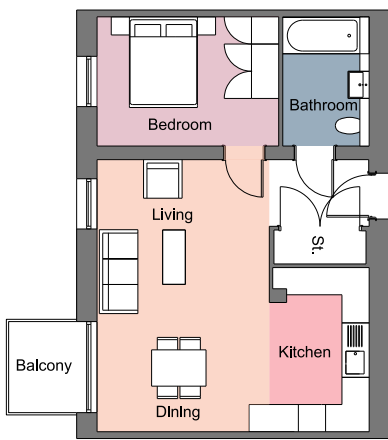
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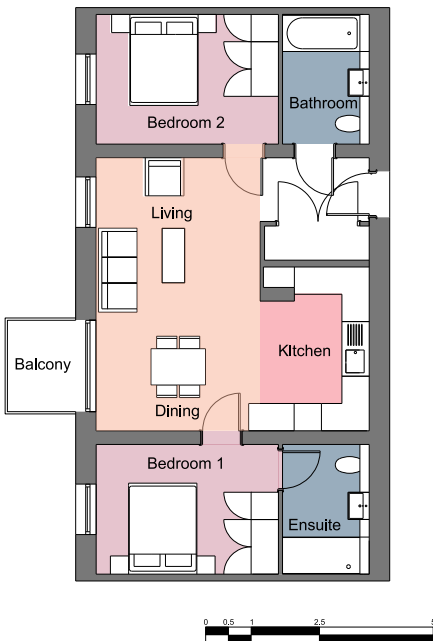
Three bedroom wheelchair adapted house layout



One bedroom apartment layout



Two bedroom apartment layout



The design of the buildings and the detail of materials is still being developed. The images shown are indicative at this stage.



Indicative illustration view from East Avenue looking north



Indicative illustration view from community building looking north east



Indicative illustration view of northern housing and street

Bonnington Walk

7 Landscape & biodiversity

The landscape design has been developed to create an interlinking series of garden spaces, with unique character.

The new streets have been designed to create a legible neighbourhood of streets, mews and lanes.

The diagram to the right illustrates the character and function of the landscape design.

1. The Avenue
A leafy liveable street, with spaces to pause, sit and build a community. Trees retained at southern end create an established setting for the entrance.

2. Quiet Lane
A quiet pedestrian focused green lane.

3. Bonnington Gardens
A linear open space that provides a sensitive boundary with the SNCI and linear park. It provides a series of public gardens for play, social, food production and water management, making ecological connections across the proposals.

The spaces are defined in character as a series of open dell gardens that creatively integrate water management. Between the dell gardens, informal paths meander through the copse gardens, interlinking Concorde Way and the new neighbourhood. The copse gardens are created by close planting of trees to create leafy spaces with dappled light, openings or glades with the planting are furnished with informal play and seating to create a series of happenings along the route.

4. Concorde Way Linear Park
Wild, natural edge focused on protecting existing wildlife and ecology of the SNCI and western boundary. A place for people and nature to exist together. Segregated cycle and pedestrian route is formed where the Concorde Way is realigned. 'Pause' places created for quiet time, social happenings and informal play.

The series of diagrams below describes the key strategies that inform the design to ensure that the public realm and gardens deliver sustainable, beautiful and functional spaces for the residents and visitors.



Promote health and well-being with creation of a series of gardens with a diversity of character and use, linked by pleasant tree lined walking routes



Local food production - link with the Community Orchard and provide fruit tree planting at gateways



Celebrate urban greening, introduce living walls, living roof and provide new tree planting



Play and community, create streets that promote social interaction and informal areas to play and socialise



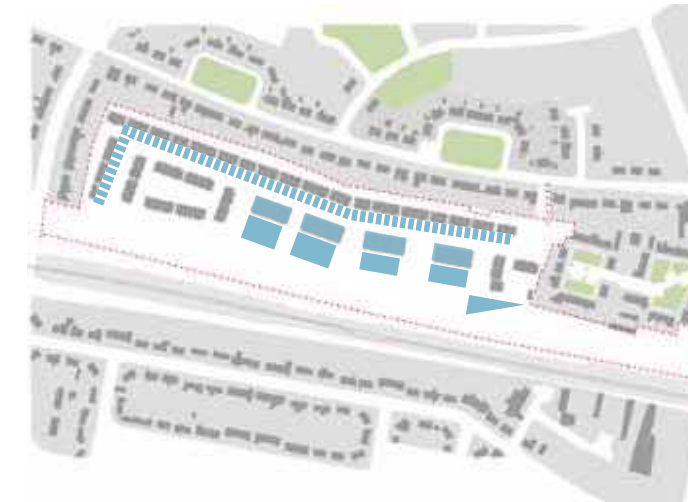
Protect and enhance the existing SNCI and creating places for nature



Create a legible neighbourhood of distinct street typologies (streets and lanes)



Promote healthy lifestyles and sustainable transport, facilitating movement through the site and wider connections



Integrated water management



Above: Illustrative landscape plan

1. Concorde Way Linear Park
2. The Avenue, formal street with large tree planting and rain gardens
3. Green Lane, a quiet narrow street
4. The Dell Garden, grassy swale with specimen trees and seating
5. The Copse Gardens, with informal play and seating
6. Bonnington Garden, a community garden
7. Realigned and segregated cycle and pedestrian route - Concorde Way
8. Play Dell, set around existing trees
9. Water garden, informal play set around existing stream and trees
10. The Community dining table, seating under a pergola provides a social space connecting the existing community orchard and proposed allotment spaces
11. New allotments
12. Community Orchard
13. Areas of ecological enhancements
14. Pylons

- Retained groups of trees in the linear park
- Retained vegetation in the linear park
- Grassy swale
- Grass
- Proposed trees
- Existing tree
- Site boundary

Bonnington Walk

8 Landscape & biodiversity

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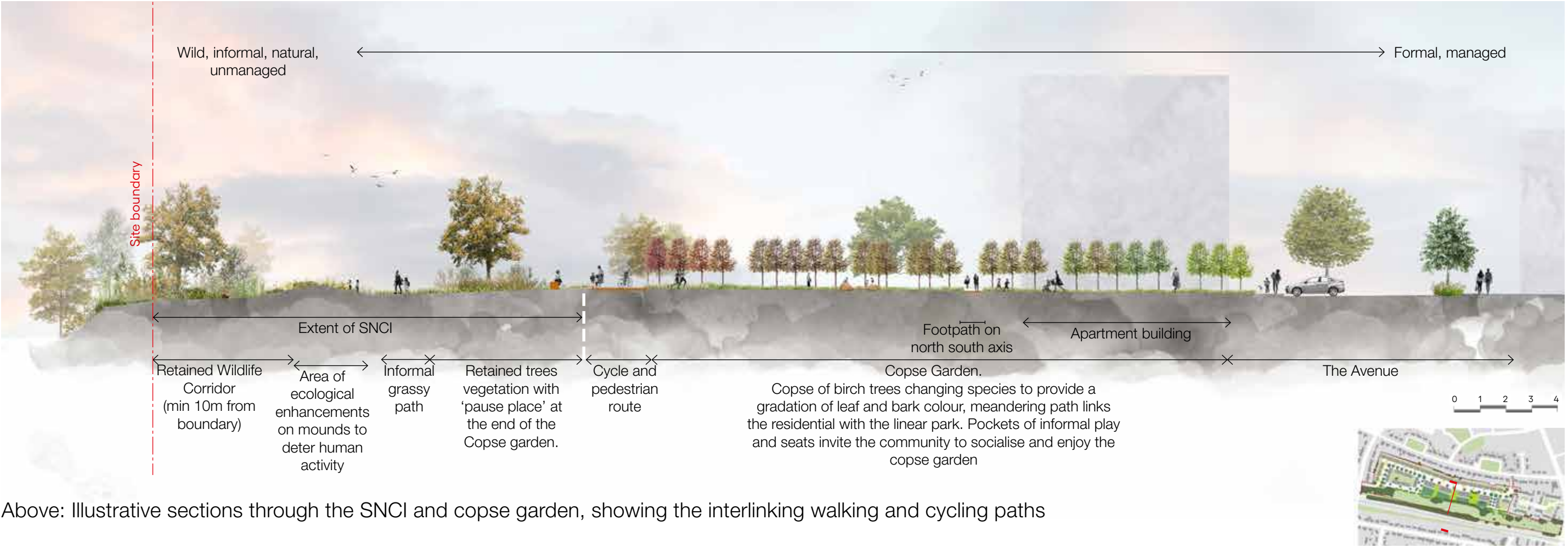
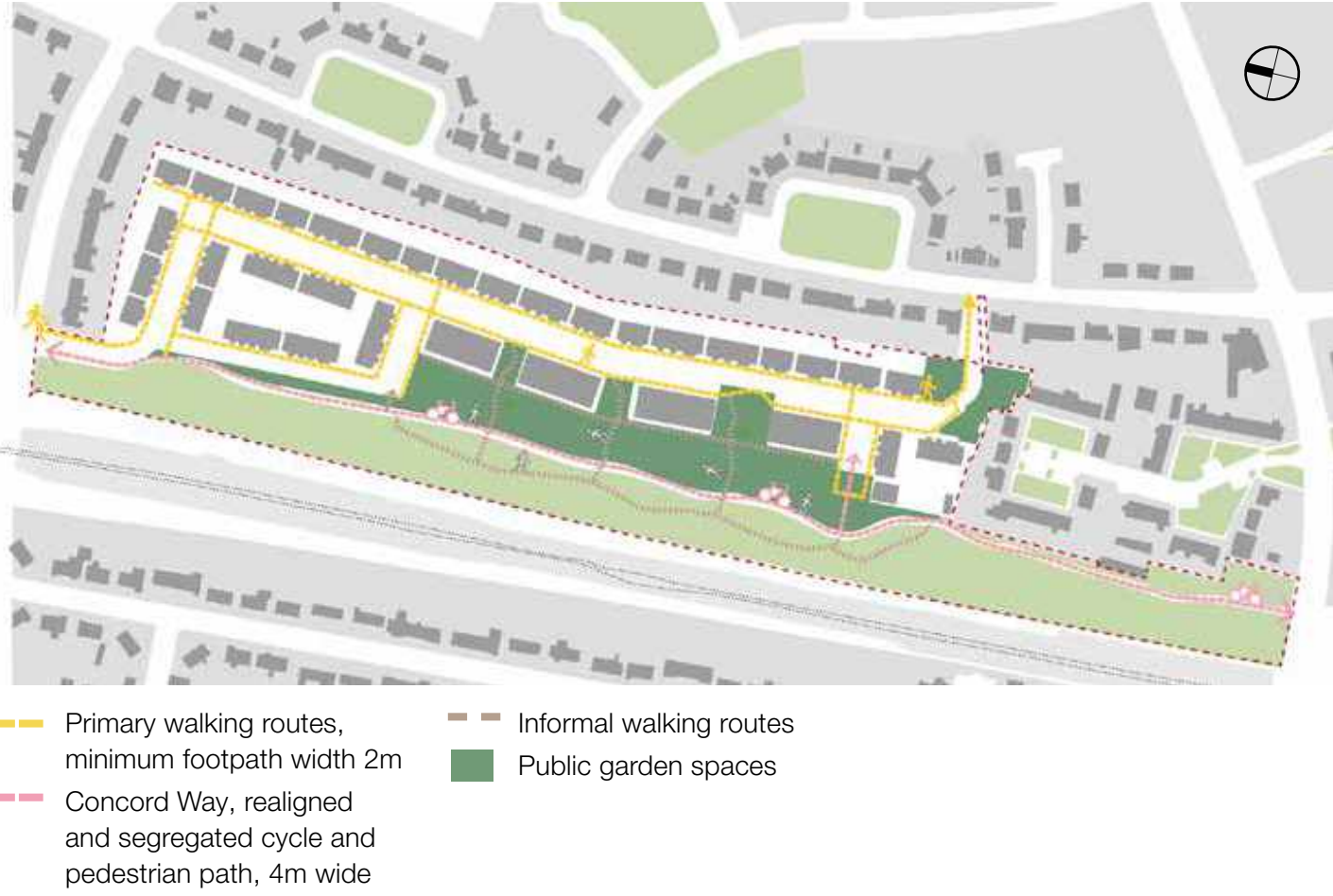


Play and Community



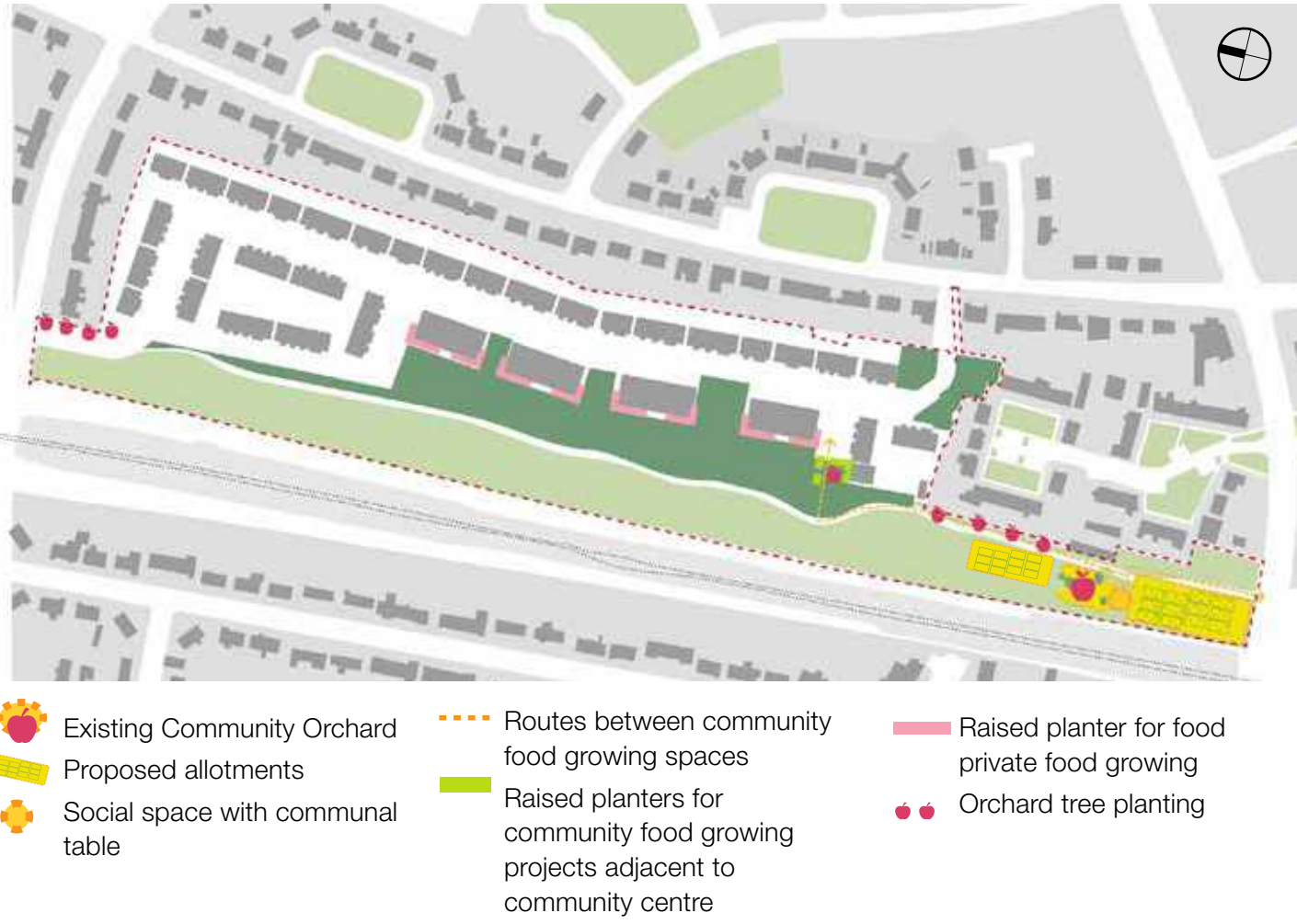
Above: Illustrative sections through the community garden and play dell

Interlinking garden spaces



Above: Illustrative sections through the SNCI and copse garden, showing the interlinking walking and cycling paths

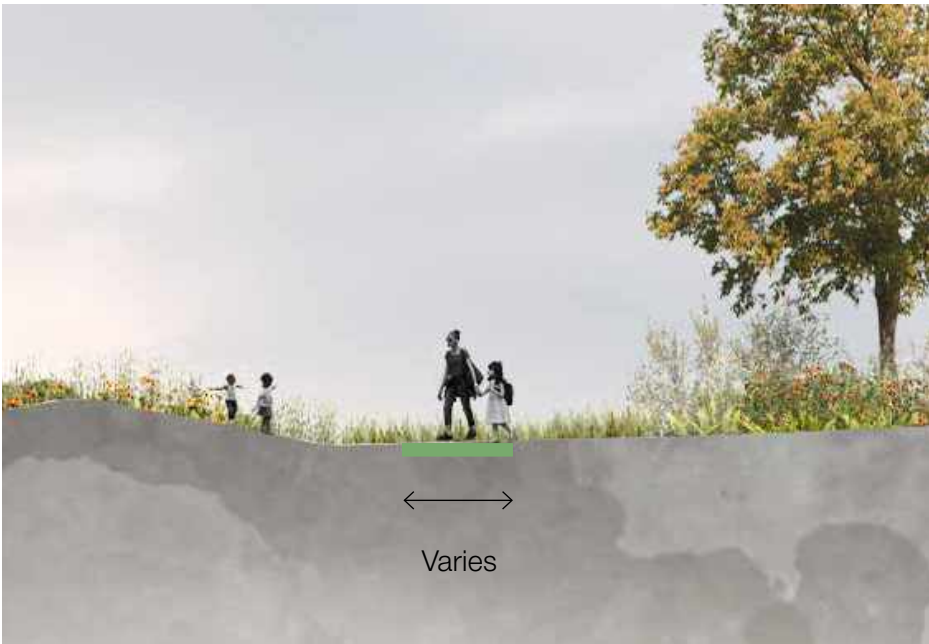
Community food growing and edible planting



Above: Concorde Way Cycle/ Pedestrian route

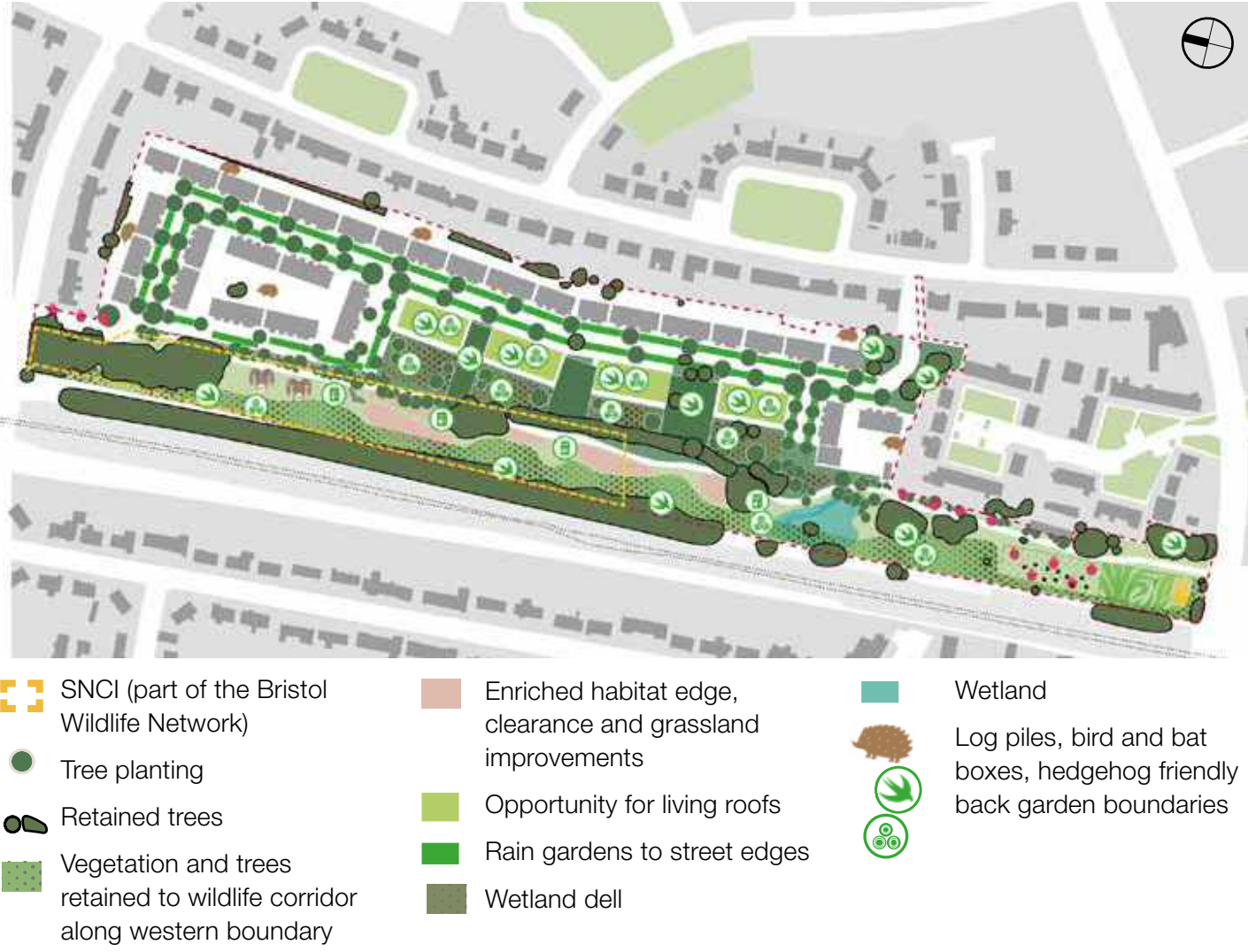


Above: Interlinking Paths



Above: Informal Walks

SNCI and wildlife



Above: Illustrative sections through the SNCI, the realigned Concorde Way, rain garden and the green lane

Trees

A full tree survey has been carried out by the Arboricultural Consultant and has provided the design team with information and advice such as species, age and quality of the existing trees and tree groups on site.

The tree groups are spread across the site and the individual trees are concentrated in the south eastern corner of the site. The majority of the trees and tree groups are B and C grades. There are no Tree Protection Order trees on site and there are no A grade trees. (The grading is given by the Arboricultural Consultant with category A trees being the higher quality and U category being unsuitable for retention.)

The diagram to the right shows existing trees proposed to be retained and those proposed for removal. A number of trees will be proposed for removal to facilitate the development and a number of trees are recommended within the survey as being unsuitable for retention due to factors such as poor condition or are unsafe.

The design aims to retain good tree specimens that are suitable to public use setting and provide long term benefits to the ecology and community. The proposals have been developed to create suitable spaces for tree planting that will allow long term benefits to the community within the streetscape and public green spaces. The aims of the tree strategy include -

- Create open space at the entrance with Landseer Avenue to retain existing trees.
- Create open space around good quality trees such as existing apple tree and ginkgo that offer a long term benefit.
- Create suitable space for significant numbers of new trees to be planted at semi-mature size, that suit the future use of the site and offer a wider range of benefits to the public and the environment.
- Increase the overall tree species mix across the site to improve the biodiversity and to provide future resilience to virus and disease. The site is currently dominated by Ash and Maple.
- Create links between tree lines to promote continuous habitats
- Species selected for their value to fauna, particularly bees and other pollinating invertebrates.
- Careful species selection and tree pit design to ensure that all trees are capable of flourishing through periods of drought.

The tree planting strategy to the far right proposes new trees are planted in excess of the required mitigation for tree loss calculated by the Bristol City Council Tree Replacement Strategy.



Above: Indicative trees retained and proposed for

- Trees to be retained and protected
- Trees to be removed



Above: Indicative tree planting strategy

- Trees retained and protected
- Proposed medium street tree
- Proposed small/medium street tree for rain garden
- Large/medium sized trees for swale,
- Proposed trees for Green Lane, rich mix of species to develop a naturalistic character
- Tree groups to be planted as copses



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9 Access & movement

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“The site is bounded by Bonnington Walk to the north and Constable Road to the south. These form part of highway corridors that provide access to the wider higher network, including the A38 Gloucester Road to the west.

Footways are available along Bonnington Walk, Constable Road, Landseer Avenue, and Wordsworth Road connecting to a well-established network of footways across the local area. The footways are street-lit and serve local facilities within walking distance of the site, including Gainsborough Square, Filton Avenue and Gloucester Road.

The site is bisected from north to south by the existing Concorde Way Cycle Route. This route spans from Cribbs Causeway to the City Centre connecting the northern residential areas of Bristol through a green cycle corridor. Secondary cycle routes are available connecting the immediate context of the site.

The site is generally well connected by public transport infrastructure. The number 24, 70, 71, 72, 73 and 77 bus routes are all within a short walk, with weekday frequencies as often as every 15-30 minutes on most of these services. These routes connect the community to various local amenity assets, including hospitals, schools and shops as illustrated opposite. Filton Abbey Wood rail station is located around 1.3km to the north of the site and is accessible via Concorde Way. This provides regular connections to Bristol Temple Meads and Bristol Parkway, from which national connections are available.

It is proposed to provide vehicle access to the development via Bonnington Walk to the north and Landseer Avenue to the east. These will be via priority T-junctions that will allow for two-way movements. The access proposals will be designed in accordance with current standards and will be subject to an independent Road Safety Audit. The two accesses will be linked by an internal road within the site. This will be designed to encourage a low speed environment and discourage ‘rat-running’ traffic.

There will be a realignment of Concorde Way as part of the development proposals. It is proposed to widen Concorde Way through the site to allow for segregation between pedestrians and cyclists where possible, therefore reducing potential for conflict between these users. The development will also include footways for pedestrian use, and shared use connections to Concorde Way, which will be of sufficient width to accommodate pedestrian/cyclist demand.

Car and cycle parking will be provided in accordance with local adopted and emerging parking standards. This will ensure that car parking demand generated by the development is accommodated within the site.

A development of this scale will typically generate circa 90 vehicle movements during the weekday AM and PM peak hours. A Transport Assessment will be submitted as part of the planning application. This will examine the impact of development traffic on the local highway network. The development will be supported by a Travel Plan to encourage residents to take up walking, cycling and public transport in favour of private car use.”

