

WELCOME

Welcome to this second round of consultation on the latest plans for new housing on the former Brunel Ford site on Muller Road.

Bristol City Council set out a commitment of building 2,000 new homes - 800 affordable - a year and as part of that commitment Bristol City Council’s Housing Development Team’s development programme target involves the delivery of approximately 120 council homes a year through a number of delivery phases. Brunel Ford has been identified as a key development site for Bristol City Council’s new council house programme.

THE STORY SO FAR

The first round of consultation, last October/November, invited feedback on four different design options. 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 preferred option has been further developed and provides responses to some of the key comments and questions raised by the public.

SCHEME OVERVIEW

The proposal development will provide 32 affordable dwellings with a mix of 2, 3 and 4 bed houses and 1, 2 and 3 bed apartments within a landscaped setting. There will be a combination of ‘on street’ and ‘off street’ parking within the development. The layout includes a communal green space providing both an amenity for residents and sustainable urban drainage features. The adjacent existing footpath (public right of way) will remain in its current location and benefit from increased surveillance from the new housing.

WHAT HAPPENS NEXT

We would welcome your feedback as we finalise the scheme and 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

LDS ARCHITECTS

Lifschutz Davidson Sandilands Architects (LDS) are an award winning multi-disciplinary team of 80 architects, design consultants and urban planners based in West London. We bring fresh thinking to every project and achieve success with architecture that is designed for people and built for change. This approach has been informed by more than 30 years’ experience across all sectors. Below are some notable and relevant residential projects.



Hengrove Park Masterplan, Bristol - consented 2019 - over 1,400 new homes



Paradise Gardens - completed 2016 - 6 dwellings

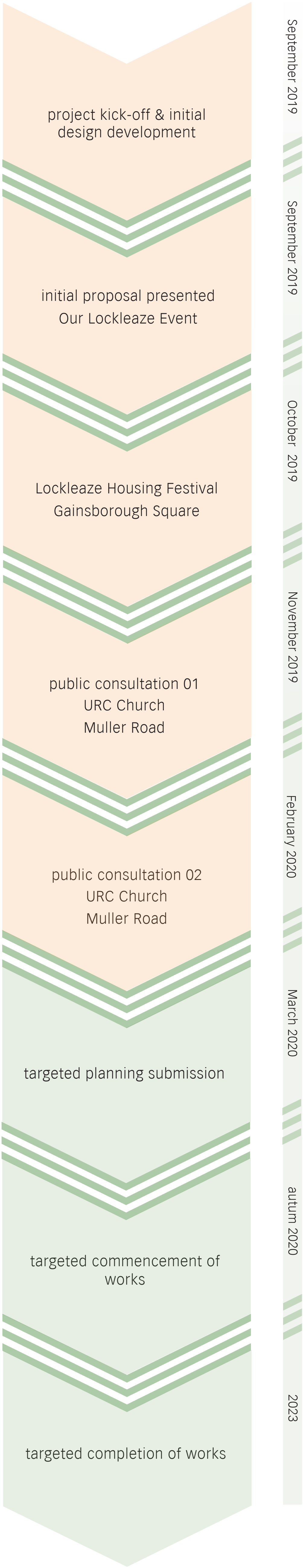


Kidbrooke phase 1 - completed 2012 - 449 dwellings

PROJECT TEAM



Lifschutz Davidson Sandilands





- key:
- key vehicular routes
 - bus routes
 - train line
 - key pedestrian and cycle routes
 - bus stop
 - train station

SITE ANALYSIS

The site is situated in the north of Bristol, circa 3km from the city centre along Muller Road (B446). Formerly the Brunel Ford car dealership and garage the site has been vacant for a number of years.

The area is known locally as Muller Road and is situated between the areas of Ashley Down and Lockleaze. The area is largely residential with a small mix of commercial, educational and sport/leisure facilities. Gloucester Road High Street, a 10 min walk, forms the closest identifiable centre with a mix of large and small independent retail along with local amenities. A Lidl superstore has recently opened on the adjacent former bus depot site.

The site benefits from good local transport connections with an adjacent bus stop providing 25 minute travel times to the city centre.

There is an abundant amount of green space in close proximity to the site including neighbouring allotments, Muller Road Recreation Ground, Purdown Park and Stoke Park Estate.

A number of pedestrian paths connect the site to local amenities and nearby green space. Currently a public right of way runs along the boundary of the site, connecting Dovercourt Road and Muller Road.



01 Gloucester Road



02 local allotments



03 Muller Road recreation ground



04 URC Church



05 Stoke Park Estate



06 Ashley Down primary school



Photo showing previous use as Brunel Ford dealership



site aerial view



01 Muller Road approach from the south



02 Public Right of Way, along site boundary



03 Muller Road approach from the north



04 boundary between allotments to the north

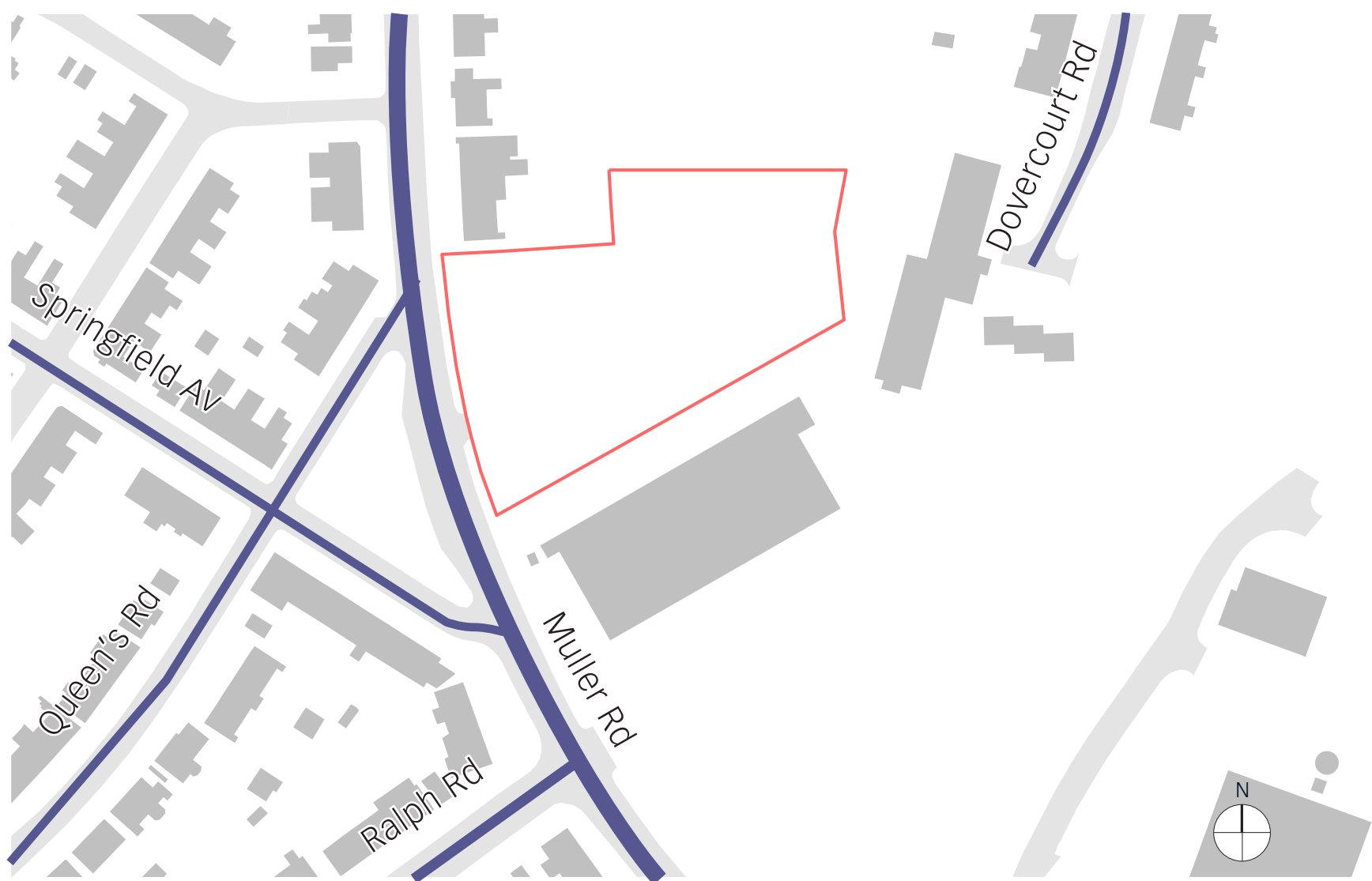


05 view from within the site



06 recently opened Lidl superstore

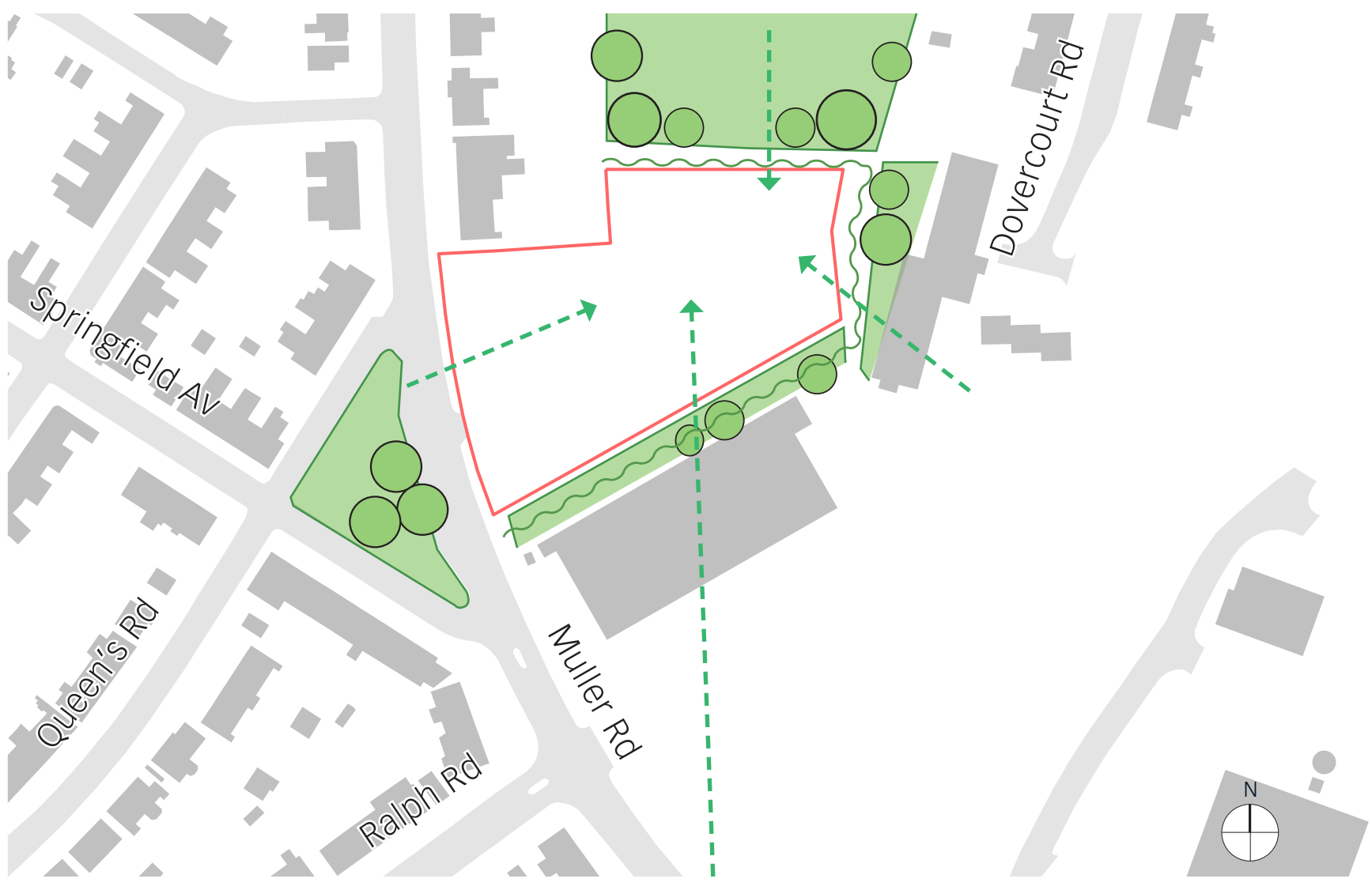
CONSTRAINTS



NOISE AND POLLUTION

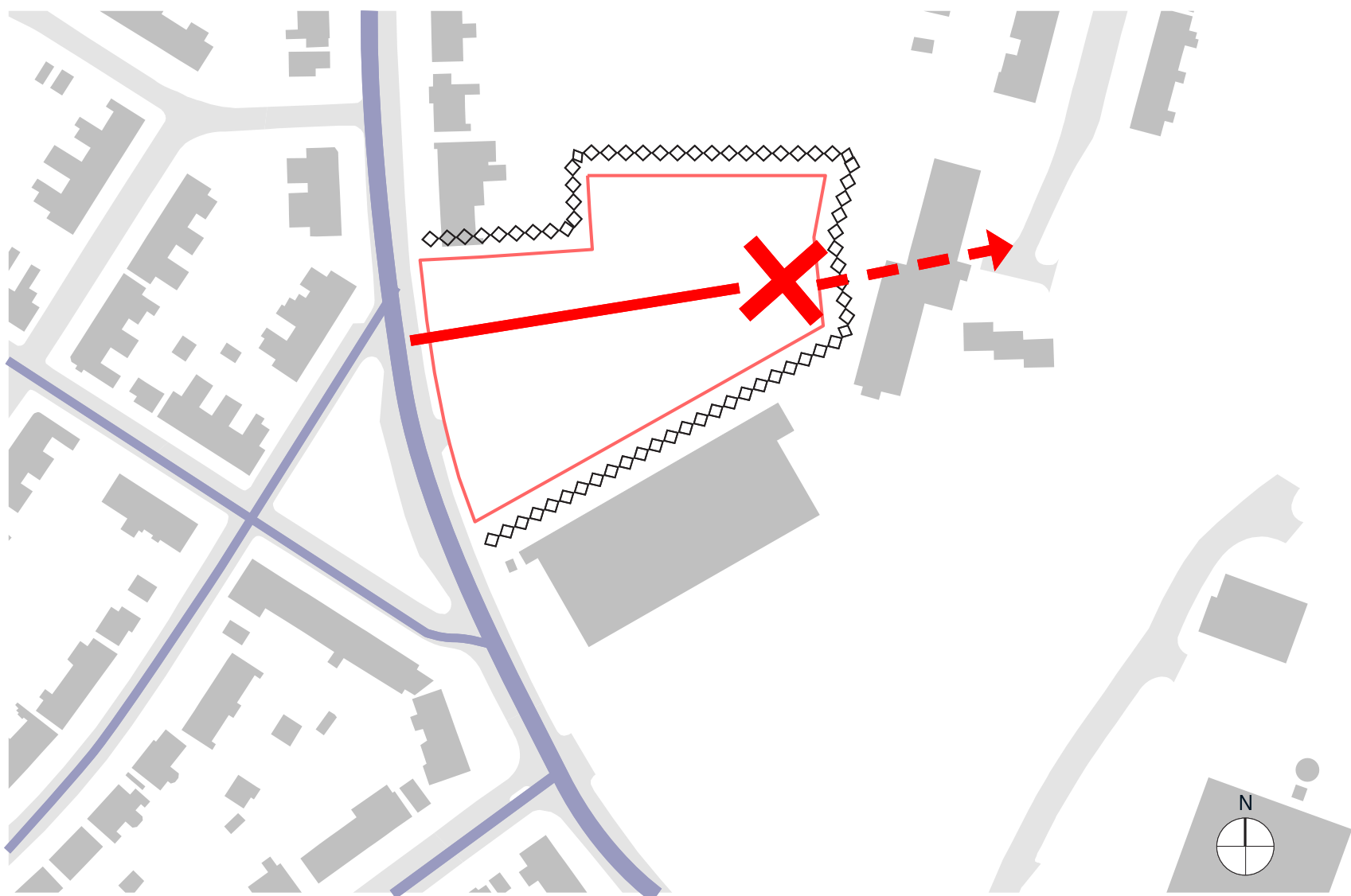
The site is bordered to the west by the B4469 road, a busy thorough way heading towards the city centre. This can cause noise and pollution during peak periods.

OPPORTUNITIES



GREENERY

There is a good amount of greenery and semi mature trees adjacent to the site including the large Horfield allotments to the north



NO THROUGH-WAY

The site is accessible from one side only. The remaining three boundary lines create hard borders preventing the development from adjoining adjacent streets. Therefore a 'cul de sac' arrangement is inevitable.



EXISTING PEDESTRIAN ROUTES

The site is bordered on three sides by key pedestrian routes. This provides an opportunity to connect the site and create a new thorough fare.



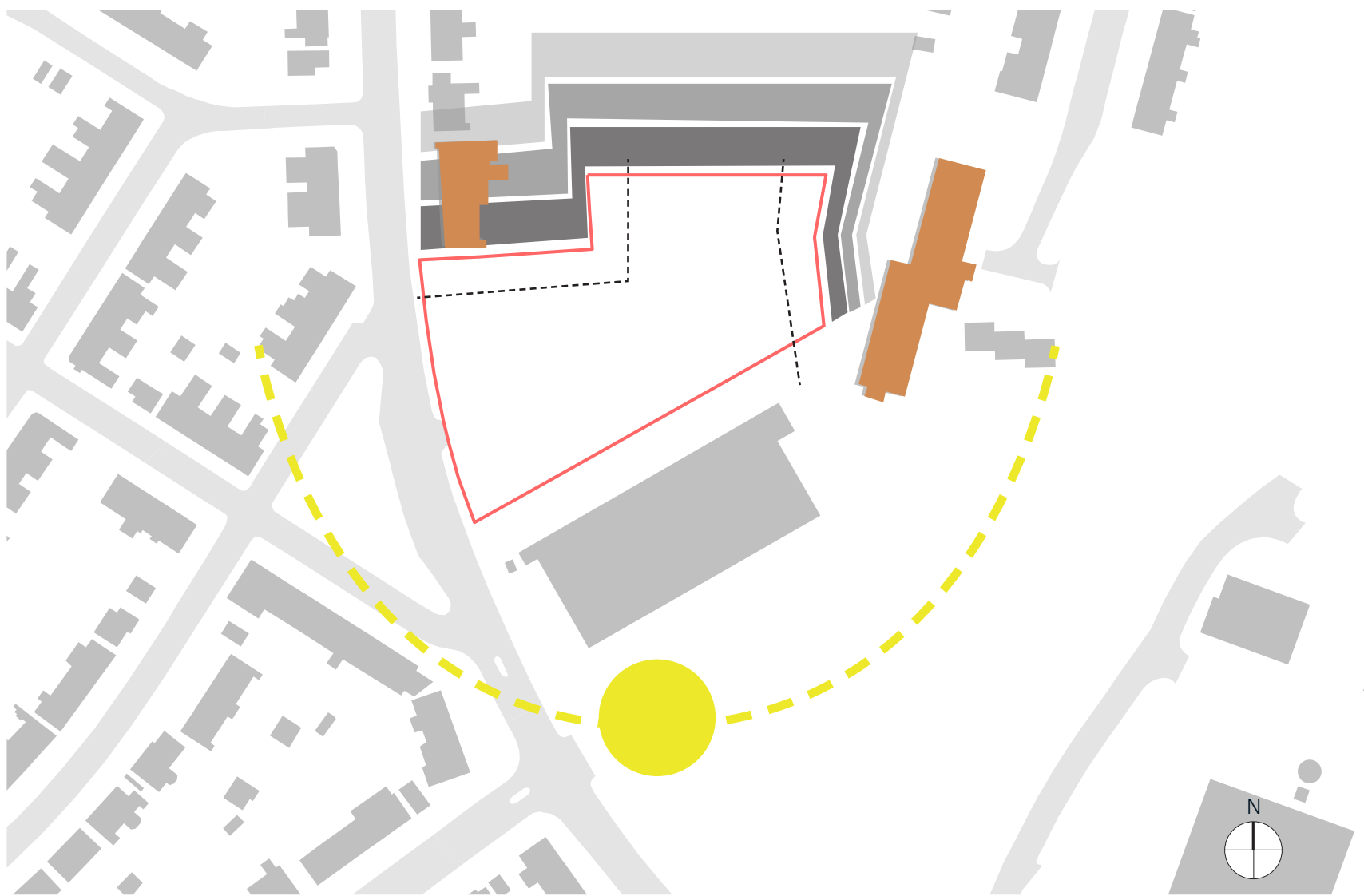
CONTAMINATION + EXISTING SERVICES

The ground may be contaminated as a result of it's former use as a garage. Fuel was stored on-site for a number of years, with the several tanks remaining underground.



EXTEND STREET FRONTAGE

The position of the site allows the opportunity to extend the street frontage and fill the previously vacant site.



POTENTIAL OVERSHADOWING

The rights of light of the existing dwellings to the north of the site will have to be respected and any overshadowing minimised on the property and gardens.



EXTEND STREET FRONTAGE

To the north there are good views available of the adjoining allotments and green space. To the south the site is positioned above the adjacent buildings, affording uninterrupted views and access to sunlight.

PREVIOUS CONSULTATION

There have been two previous consultation events: Lockleaze Housing Festival October 2019 and the first consultation held at the URC Church in November 2019. At these events four initial options were presented. Feedback was received through an online survey, in writing and through conversations at the consultation events.

Below is a summary of the feedback obtained and the team’s response and incorporation of these comments into the development.

FEEDBACK

1. Support for housing on the site and understanding for need of housing
Current proposal is a mix of residential apartments and houses, with the majority being social rent.
2. Several comments on inclusion of community and commercial use.
Due to the need of housing the development is solely residential, however looks to create a public amenity space in the form of the central garden square.
3. Strong Preference for option 01 - as most in keeping with local context
Based on this Option 01 has been developed and now represents the current scheme.
4. Some opposition to re-routing the public right of way, however general support to increase safety, lighting and surface.
The current scheme, based on option 01, retains the position of the public right of way and improves safety through overlooking, increased lighting and the opportunity to better existing surfaces.
5. Include children’s play area
A green amenity space is located at the heart of the development providing space for children’s play. In addition there will be a Home-Zone / shared surface approach to the street design to facilitate informal play on streets.
6. Encourage interaction between neighbours e.g. shared gardens.
The proposed green space sits directly off the public right of way and adjacent to the existing gardens of Jack Knight House. It is intended this will become a shared space encouraging social interaction between residents and their neighbours.
7. Need for secured covered cycle parking/storage.
Both apartments and houses have secured and covered cycle storage. For the apartments these take the form of communal stores accessed from the rear gardens. Houses have secure storage for two cycles each within the front garden.
8. Increase in traffic on Muller Road will add to existing problems with traffic during rush hour, impact on bus services and worsen air quality.
The development of 32 dwellings will result in c.15 two-way vehicle trips in the morning (8-9am) and afternoon (5-6pm) peak hours. This is based on trip rates agreed with BCC. This represents a maximum percentage increase in traffic of 1% or on nearby roads, which is unlikely to result in material traffic impacts.
9. Additional junction onto Muller Road will affect pedestrian safety, could access be from Dovercourt Road?
Due to the bus stop location on Muller Road and inaccessibility from Dovercourt Road, access from the north west represents the only available option to enter the site.
10. Limited parking on site will lead to overspill parking on neighbouring roads, especially Dovercourt Road.
The scheme will provide parking on a 1:1 basis for residents. This number has arisen whilst working with Bristol City Council, balancing the close proximity of public transport and reducing the impact of parking on the public realm.
11. Consider impact on the environment in the design, materials and layout.
The development will comply to all current regulations with regards to insulation (U-Values) and air tightness to ensure the construction of efficient homes. In addition innovative sustainable methods of heating are being proposed. Ground Source Heat Pumps (GSHPs) will be used in all houses and Air Source Heat Pumps (ASHPs) used within the apartments.
12. Will electric charging points be provided?
Electric charging points will be provided for on-street parking on a 1:4 basis to comply with current policy. The houses will allow for the provision to install a charging point in the future if required by the occupant.
13. Will there be an increase in 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.



1. four options presented at the previous consultation events



2. Photos from the previous consultation at Our Lockleaze Housing Festival in September and October 2019.



3. Photos from the previous consultation held at the URC church on Muller Road, November 2019.



1. Illustrative masterplan

CURRENT PROPOSAL

<div></div> 1 bed apartments	5 units
<div></div> 2 bed apartments	11 units
<div></div> 3 bed apartments	2 units
<div></div> 2 bed house	5 units
<div></div> 3 bed house	7units
<div></div> 4 bed house	2 units
Total density	32 units 54 dw/ha

SCHEME OVERVIEW

- 01 villa apartment blocks**

Three storey apartment blocks in the form of semi-detached villas will continue the existing typology found along Muller Road. These will accommodate a mix of 1, 2 and 3 bed flats with shared amenity space in the form of rear gardens. A generous front garden will provide a green buffer on to the busy road. Shared facilities will be housed in single storey in-fills between each villa.
- 02 terrace housing**

Smaller two storey terrace housing at the rear of the site will be arranged around a garden square. The terraces will be a mixture of two, three and four bed houses.
- 03 garden square**

A shared green space will be situated at the heart of the development providing an amenity space for residents and local public. This will also provide play space for the adjacent larger family units.
- 04 existing footpath**

The existing Right of Way footpath will be maintained. Safety will be increased by active overlooking from the development. The green will become a public shared space off the path.



2. Illustrative axonometric of proposal



1. view of apartment buildings along Muller Road



2. view of garden square from public right of way



3. view of garden square from east of site



4. view of terrace houses

VILLA APARTMENTS

The apartments along Muller Road will be arranged into three individual buildings, each three storeys high and containing six apartments. Each floor contains two apartments around a central shared stair allowing dual aspect throughout.

The buildings continue the scale and form of the semi-detached houses along Muller Road. The architectural expression draws on the Victorian Villas found within north Bristol, creating a strong frontage onto the road.

Ancillary spaces such as cycles and refuse stores will be accommodated in single storey in-fills linking each villa at ground floor level.



Victorian Villa, north Bristol



elevation study of villa

TERRACE HOUSES

Houses will be arranged into terraces around the newly created garden square. Generous south facing balconies will allow the living spaces to connect to the green space.

Similarly to the apartments the houses look to the nearby Victorian terraces for inspiration in both scale and materiality.



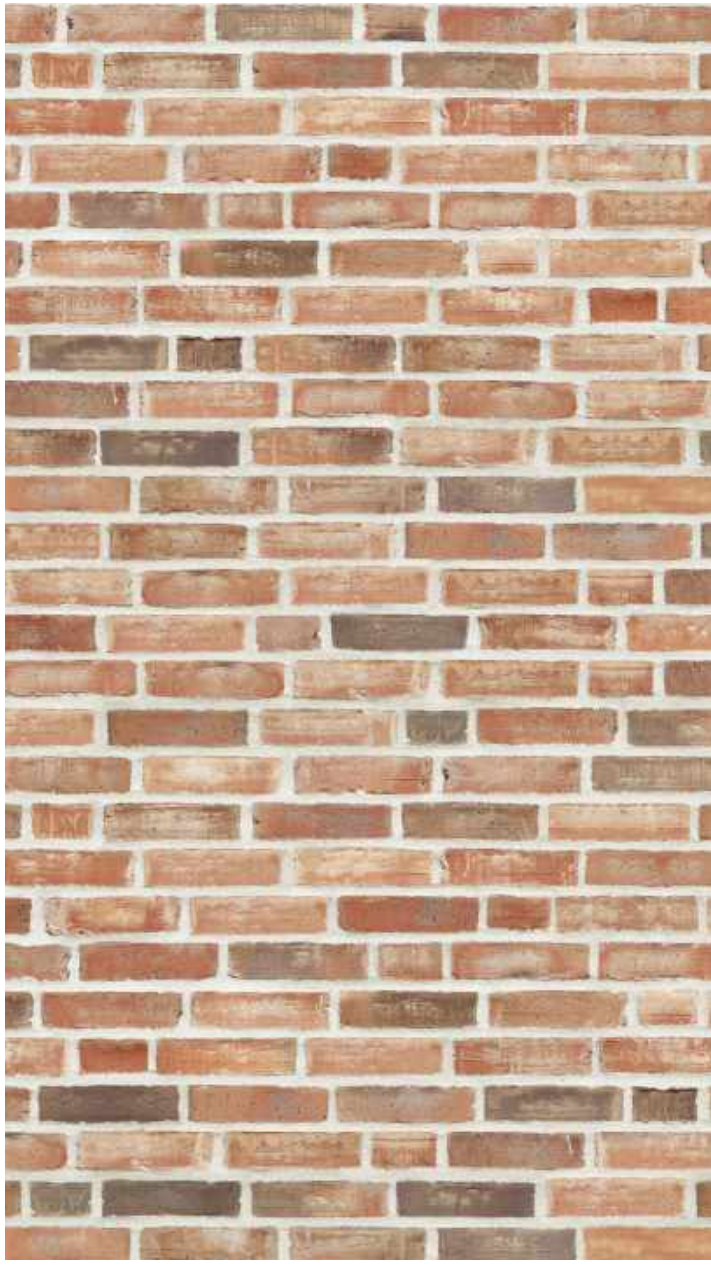
Victorian Terrace, Springfield Avenue, Bristol



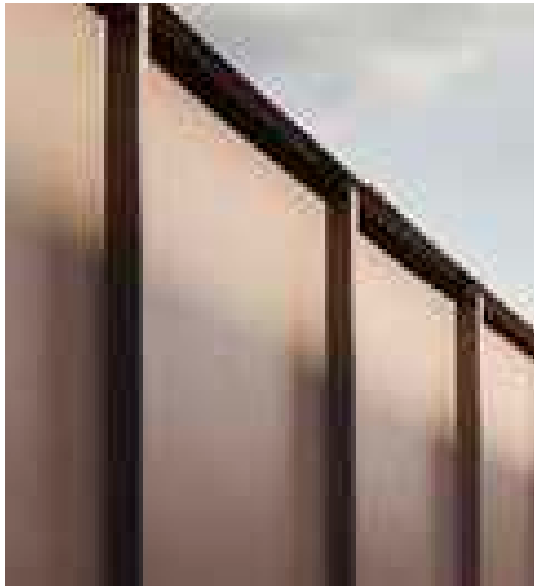
elevation study of houses

MATERIAL PALETTE

The primary building material will be a light red brick, tying the development into the local context. This will be coupled with more contemporary materials such as red zinc roofs, painted steel and timber detailing.



red brickwork



red coloured zinc



brick pavers



painted steel balconies



timber front doors



KEY LANDSCAPE FEATURES

- 01 green buffer to Muller Road
 - 02 shared surface to new roads
 - 03 Integrated sustainable drainage feature
 - 04 protected play space
- 05 species rich borders of planting
 - 06 tree planting between parking spaces
 - 07 increased planting along border with LIDL store
 - 08 private gardens to houses
- 09 woodland communal gardens to apartments
 - 10 planted front gardens onto square

TREE STRATEGY

A small number of trees on the northern boundary will be lost as a result of the development. In response new trees are proposed in several areas throughout the development:

1. along Muller Road to create a green buffer
2. within the shared garden of the apartment buildings to create visual aspect
3. along the existing boundary of the LIDL store to bolster existing greenery and enclose the garden square
4. between parking spaces to soften visual appearance of parking

These will be grouped into specific native species to create distinct areas.

BIODIVERSITY

The proposal for the landscape aims to maximise the biodiversity across the site and improve the visual impact for human well-being. A sustainable approach intends to incorporate attractive, diverse and robust landscape areas, including a woodland garden, rain gardens and species rich meadow.

Mixed vegetation including a combination of native and naturalised species will create a variety of habitats for wildlife. A range of trees species will provide shade during summer months, assist with the SuDS, help with the screening and noise reduction and ensure interest throughout the year.

Native hedges and shrub planting mix will echo traditional hedgerow vegetation and will create habitats for birds and invertebrates. Long flowering perennials and species rich meadows will attract pollinators.

PLAY SPACE

Larger family houses are arranged around the garden square providing play space for children within the development and local area. The shared surface will encourage street play and connect houses to the green space.

Living spaces are arranged to overlook the central space increasing safety and allowing parents to have active surveillance over their children.

The green space will have a secondary use as a SuDS (Sustainable Drainage System). This will be landscaped to create a feature within the development, encouraging informal play.

A protected area provides play space for younger children and seating for parents. (See image below) This is carefully landscaped to become a feature within the square.



1. shared surface, Kidbrooke, London 2. border of species rich planting 3. sculpted landscape allowing play 4. planting between parking spaces 5. key landscape feature allowing protected play space for small children



1. ground floor plan

- Key:
- refuse storage
 - cycle storage
 - parking
 - vehicular route
 - main entrance
 - Public Right of Way

CYCLE STORAGE

Apartments are served by secure and covered communal cycle stores on ground floor, accessed from the rear garden. The houses have individual secure and covered stores located in the front gardens.

REFUSE

Roads within the development will be adopted highways and allow access for refuse collection. Apartments will be served by communal refuse stores in the form of single storey infill between each villa accessed off Muller Road. Houses will have secure and covered individual stores within front gardens.

PUBLIC RIGHT OF WAY

The public right of way will be retained in its current location. The development will allow for the opportunity to improve the safety of the path by increasing lighting and providing active surveillance by the overlooking houses.

TRANSPORT

The development of 32 dwelling will result in c.15 two-way vehicle trips in the morning (8-9 am) and afternoon (5-6 pm) peak hours. This is based on trip rates agreed with BCC. This represents a maximum percentage increase in traffic of 1% or on nearby roads, which is unlikely to result in material traffic impacts.

The Council’s Environmental Health Officer has confirmed that this level of traffic is not sufficient to require an air quality assessment. The design of the development sets back the proposed dwellings on Muller Road to limit the effect of poor air quality on Muller Road on future residents.

The “Muller Road Transport Improvements (MRTI)” are part of the Lockleaze Transport Package in the Draft JLTP4. This scheme is being delivered by the Council to address existing traffic congestion issues along Muller Road, to improve conditions for pedestrians, cyclists and public transport users, and to accommodate development in Lockleaze.

The location of the access has been chosen to tie in with the MRTI improvements, which include a southbound bus lane and bus stop on Muller Road. To limit impact of a new access junction on pedestrians, the corners have been designed with tight radii to reduce vehicle speeds and the distance which pedestrians need to cross. Furthermore, the access road will be shared surface, limiting vehicle speeds and giving pedestrians priority. The access is forecast to be used by a maximum of one vehicle every four minutes after 15 per hour, at peak hour.

The site is in a highly sustainable location, and benefits from a good level of local facilities within walking and cycling distance. Bus routes are available on Muller Road directly outside of the site, providing connections to key locations such as the City Centre, North Fringe, Bristol Temple Meads and Southmead Hospital. There is a good local walking and cycling network, including Concorde Way which connects the City Centre and North Fringe.

PARKING

Parking will be provided at a ratio of one space per dwelling. This reflects the sustainability of the site in terms of availability of alternative transport options, and is within BCC’s maximum standards. Electric vehicle charging provision will be in line with BCC’s emerging policy, i.e. 20% of spaces with a charging point, and the remainder with passive provision, i.e. electric connections to allow a charge point to be added in future.