

8

Access, Parking & Services

This chapter considers how the proposed development of the site will be reached, and how and where it will be accessed by all. The Transport Assessment provides further technical information on all access and movement proposals for the application.

8.1

Inclusive design and mobility for all

Inclusive design aims to create places without barriers that involve people without undue effort, separation or special treatment and enable everyone to take part independently in day-to-day activities. Particular consideration must be given to the requirements of the Equality Act 2010, which now supersedes previous legislations including the Race Relations Act 1976 and the Disability Discrimination Act 1995.

The Equality Act 2010 protects disabled people and prevents disability discrimination. The majority of requirements covered by the Act in relation to residential dwellings are already covered by the various sections of the Building Regulations, particularly Part M (Access). These measures include level access, lighting, handrail design, lift and stair design and textures and materials. In the context of this application, the aspects of the Act most pertinent to the proposals are those relating to disabled people.

The proposed development will adhere to the best practice guidance provided by the Department of Transport and set out in

‘Inclusive Mobility, A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (2002)’.

Safe access to buildings will be achieved through the treatment of the proposed new neighbourhood as a pedestrian and cycle friendly environment, where vehicle speeds are limited through traffic calming and careful design of vehicular routes.

Principles advocated by Manual for Streets and Manual for Streets 2 are applicable and have been considered in developing the Illustrative Masterplan for the site.

Whilst designing streets, the following must be considered;

- The topography needs to be carefully considered at all stages of the design from setting out the overall site layout to construction details to minimising negative impacts such as large retaining walls and disconnected streets and spaces.
- Proposals should seek to strike a balance between topographical constraints and ease of accessibility.

- A maximum longitudinal gradient of 5% is desirable. For tertiary streets, a gradient of 6% may be acceptable.

The development will be designed and built in full accordance with the best practice guidance provided by the Department of Transport and with the Building Regulations which set out technical standards for the quality / performance of buildings. Part M of the Building Regulations concerns ‘Access’ and ensures that the design of buildings does not preclude access for the disabled. In order to comply with Part M, the residential blocks of apartments will incorporate related measures such as ramped / flush access with suitable handrails, guarding where appropriate, and compliant lighting design. Compliant ramps will be provided externally in addition to steps where change in levels demand.

The gradients of some of the proposed pedestrian routes are steeper than BCC’s standards recommend, but the standards do allow for exceptions where there is steep topography such as at Brislington Meadows.

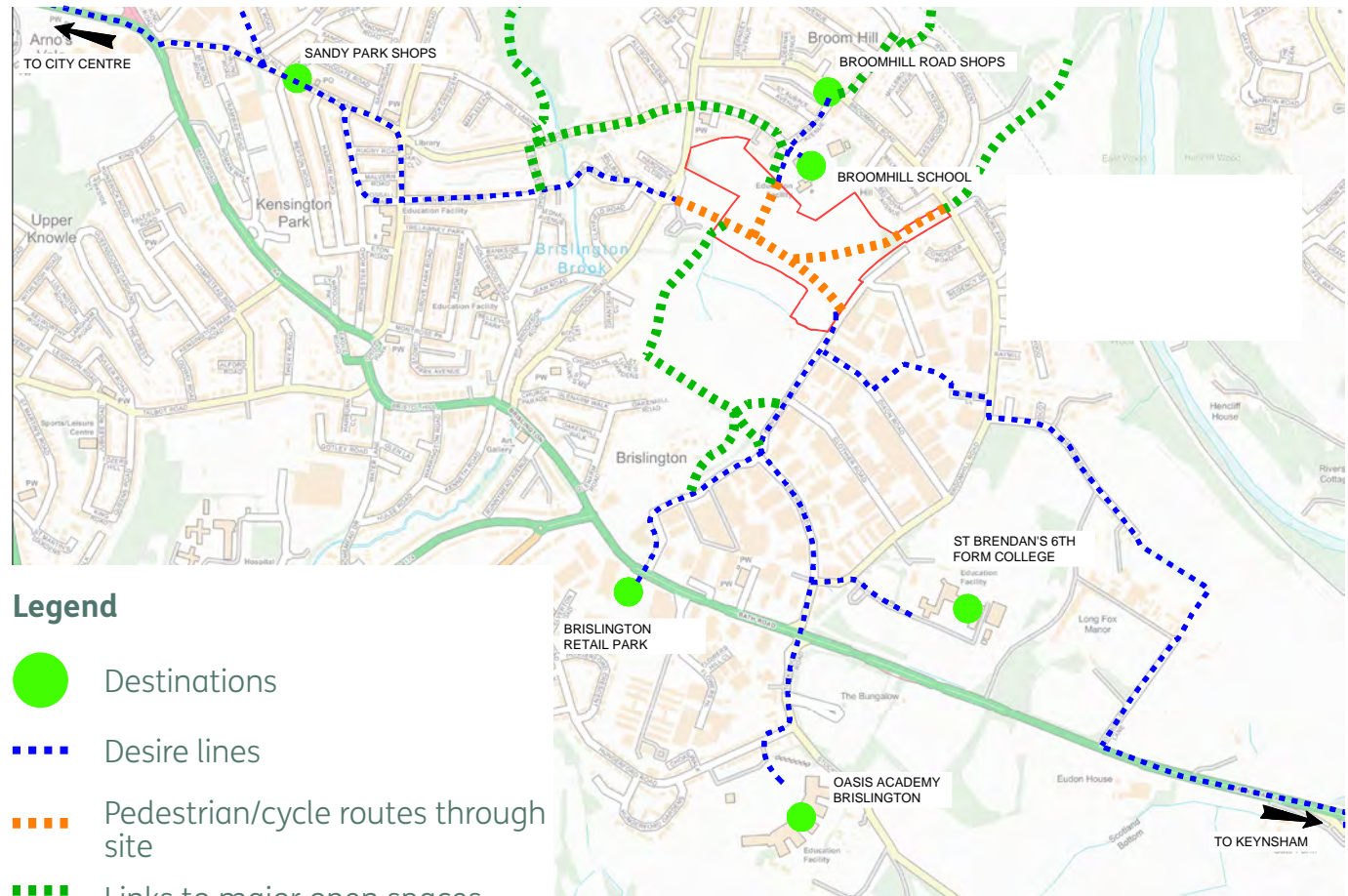
8.2

Active Travel

The illustrative masterplan has evolved to respect physical and environmental constraints whilst building on existing Public Rights of Way and trodden paths to deliver a network of accessible pedestrian/cycle routes.

The key element of the scheme to promote active travel both to residents of Brislington Meadows and those that live and work in the wider vicinity, is the provision of an east-west pedestrian and cycle link across the site. This will link to Bonville Road to the east to School Road to the west, and provides a route for existing residents living to the west to employment and education facilities to the east. Another key link is from the site to Allison Road, which provides a pedestrian and cycle route to the local school, shops and bus stops.

Some routes will be left as natural unsurfaced routes that meander through public open spaces, while potholes will be surfaced for maximum ease of use and convenience in all weathers.



Contextual plan of active travel routes

Legend

- ← Public Right of Way
(not on highway)
- ← Pedestrian and Cycle Link
- ← Pedestrian Link



8.3

Site Access

The proposed site will be accessed via a range of points, although there will be one singular vehicular access point. This will be in the form of a new junction from Broomhill Road.

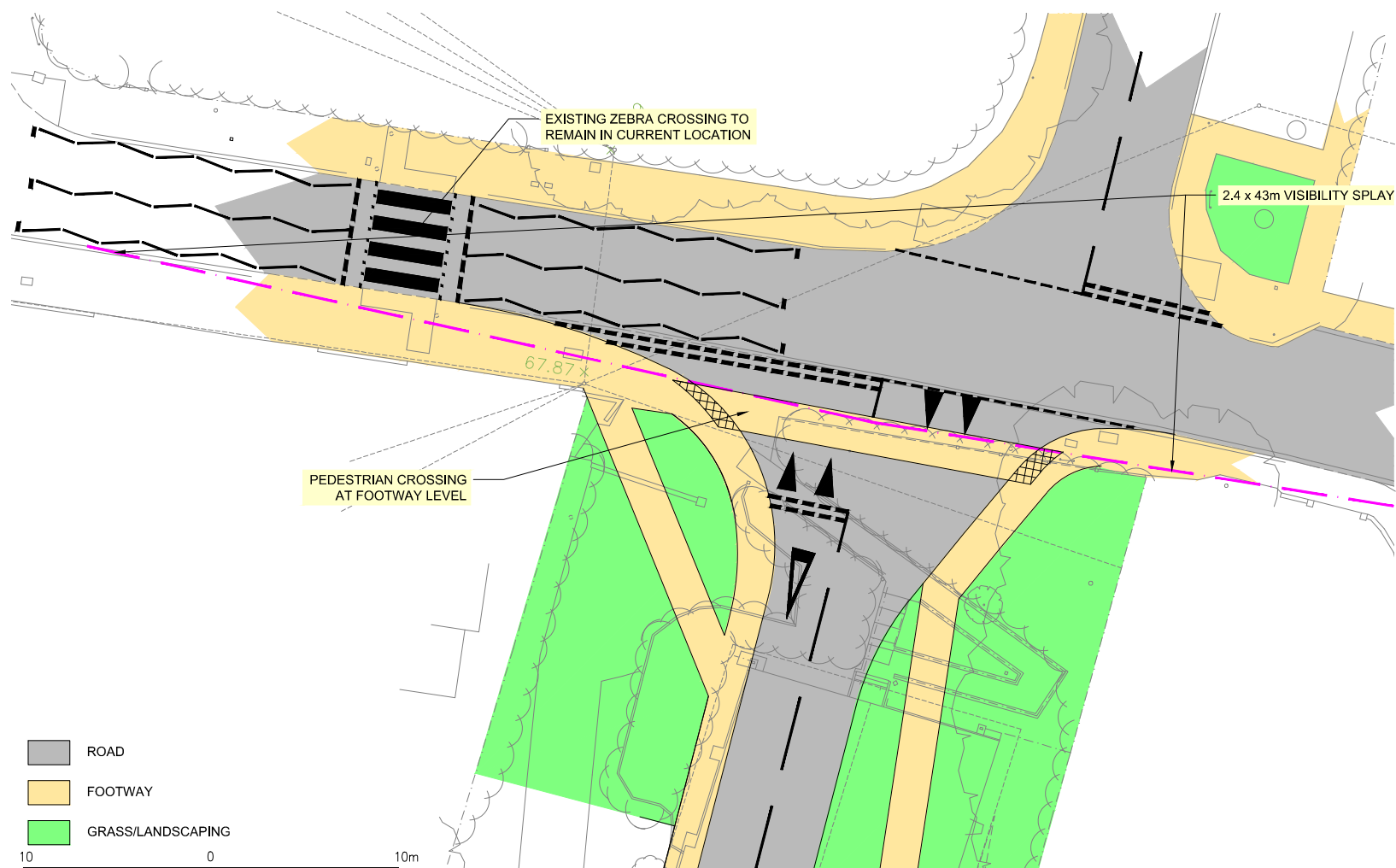
The main site access is located on the site of the former police station and has been designed to accommodate two-way movement of lorries at the access, to reduce the risk of delays to through traffic on Broomhill Road. Footways are provided on either side for access to bus stops and Eastwood Farm.

A vehicular access was tested onto School Road to the west of the site. In this location, School Road is lower than the site, and sloping downhill. A solution with the carriageway gradient required for adoption would necessitate extensive earthworks and loss of trees/vegetation on the boundary. It was therefore deemed an unsuitable location for a vehicular access.

A secondary access from Bonville Road was also considered but not desirable due to impacts on the proposed landscape ecological corridor and to avoid creating a cut through to Broomhill Road.



Illustrative Masterplan extract



Site Access Plan

8.4

Street Hierarchy

The Illustrative Masterplan has been designed using a range of street typologies. The street hierarchy plan on the opposite page shows the location of street typologies and the street sections that follow give details for each configuration.

Legend

-  Street Section Lines
-  Primary Street
-  Secondary Street (shared surface)
-  Tertiary Street / Private Drive
-  Courtyard parking



Street Hierarchy Plan

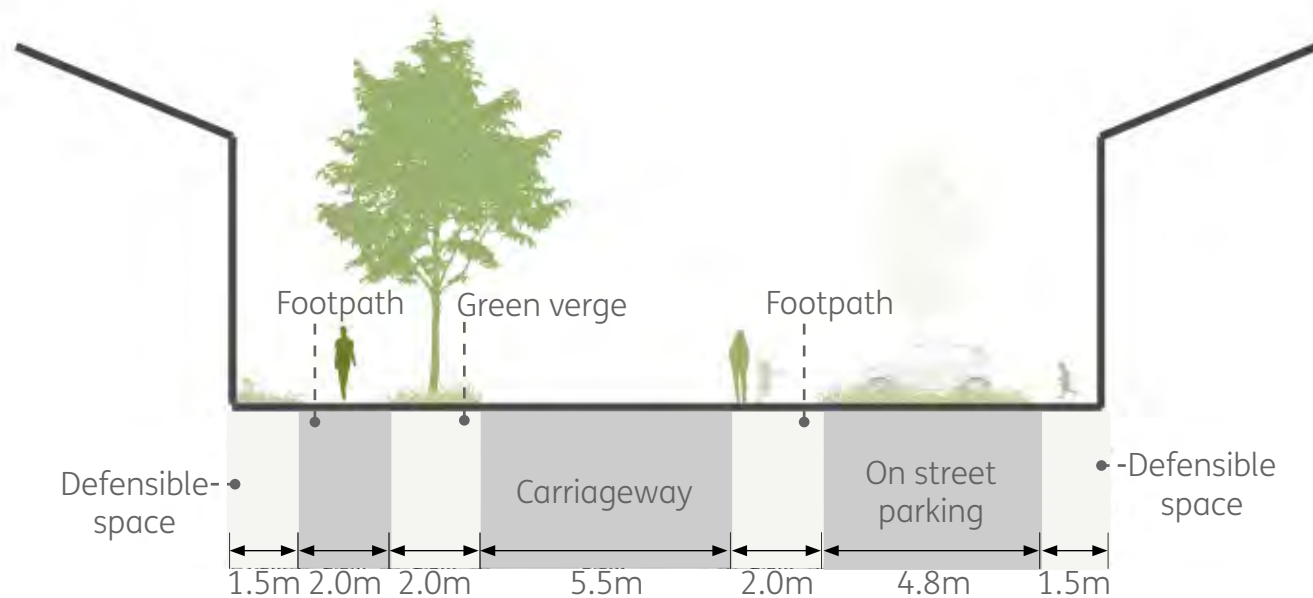


Street character

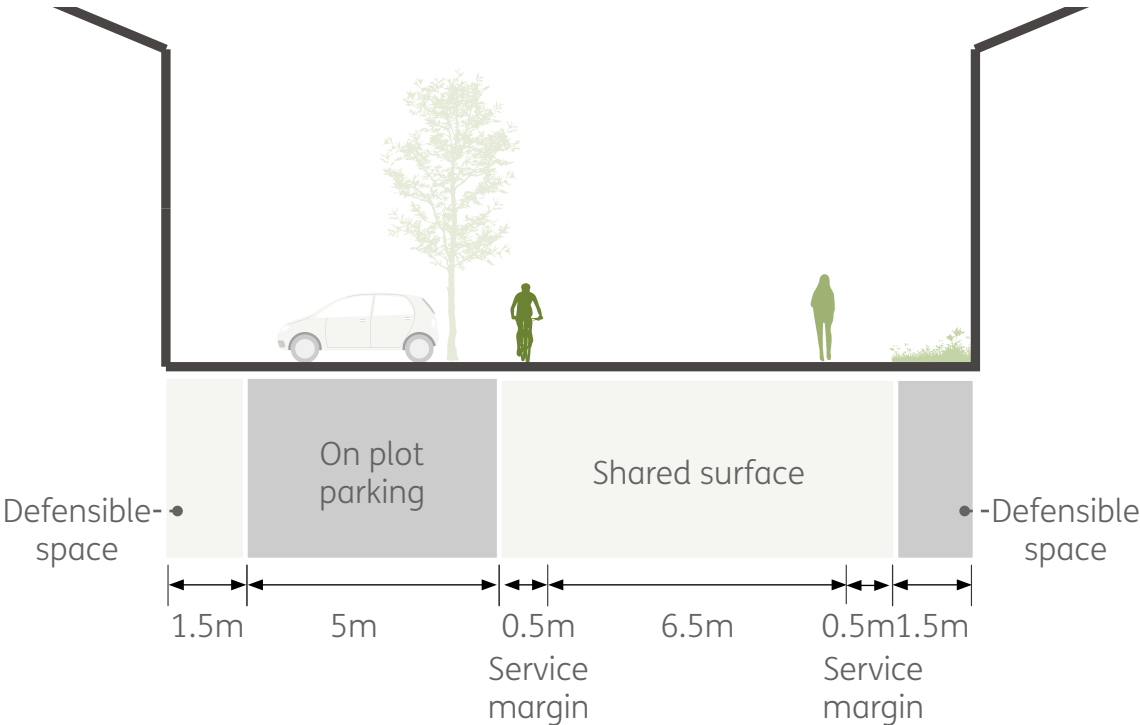
Section AA - Primary and Secondary streets through the community green



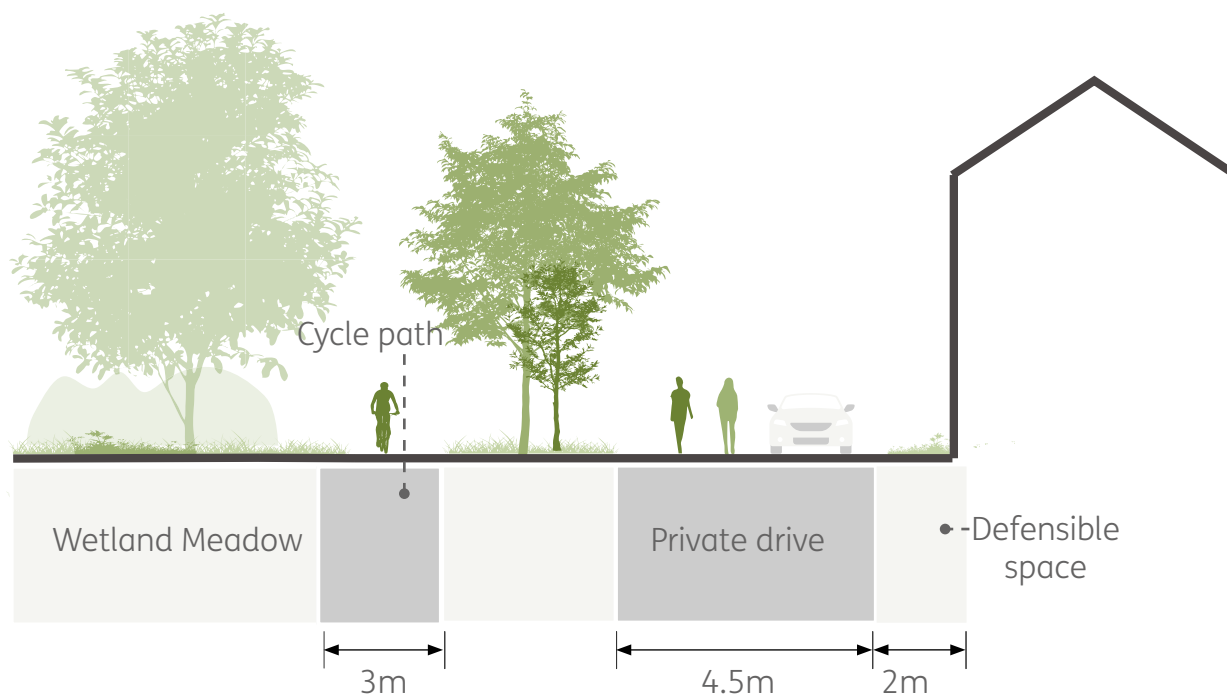
Section BB - Primary street



Section CC Pedestrian Prioritised street



Section DD - Tertiary street fronting meadow



8.5

Bin Storage and collection

It is a requirement of Building Regulations that all properties have access to a municipal waste collection bin within 30 metres of a home's entrance and that refuse bins should be within 25 metres of a waste collection point. The standard response to this regulatory requirement is to provide each home with its own set of waste bins.

The following principles have been considered as part of the masterplan, and will be set out in greater detail as the next stage of planning (Reserved Matters Applications), for waste storage and collection:

- The storage areas should not be conspicuous;
- Collection points should be within close proximity of refuse collection vehicle stopping points;
- Communal bin storage should be provided for apartments. They should be designed to accommodate sufficient space between and around bins to allow convenient access for filling and removal;

- A bin storage area of a sufficient size to accommodate anticipated refuse bins and recycling boxes should be provided for each dwelling;
- Storage areas should be within close proximity of the external door of dwellings, and
- Storage areas should be within close proximity of collection points and easily accessible - via an external hard surfaced, smooth and level or gently sloping route without steps.



Example of integrated bin storage within front boundary



Example of covered bin storage

Legend

- On plot
- Within front boundary
- Shared bin storage



Indicative bin storage locations

8.6

Parking Strategy

The amount, type and location of car parking affects the character and appearance of streets and therefore it is highly important to consider parking arrangements and an appropriate parking strategy. The general approach is to provide a sufficient amount of parking for residents (allocated parking) and visitors (unallocated parking), in accordance with the Council's Parking Standards and within the curtilage of the residential plot, close to the plot, or on the street in a location that is close to the front door and is overlooked wherever possible.

In most cases allocated parking is achievable by placing parking on-plot; to the side, rear or front of a dwelling or nearby. Unallocated parking at the site also needs to be considered as this generally tends to be off-plot, sometimes on-street or within parking courtyards.

A statement of intent with regards to vehicular and cycle parking is as follows:

- To be provided having regard to local car ownership levels and in accordance with the maximum standards set by BCC;
- Any residential non-curtilage allocated car parking ideally to be located within 25m of individual dwellings;
- Within discrete residential parking courts, a proportion of parking should be unallocated to provide for efficient use;
- On-street parking to be accommodated but to be provided within discrete parking bays on the residential streets (so as not to obstruct refuse vehicle access), and
- Cycle parking facilities to be located within an area that is easily accessed within the curtilage of the building or in a secure shed, garage or locker.

9

Parameter Plans

This chapter includes the proposed Parameter Plans which are to be approved as part of the Outline Planning Application. These drawings are based on the vision that emerged following analysis of opportunities and constraints and provide a framework stipulating the extent of development on the site and ensuring its implementation within the scope tested in the Technical Assessments that support this application. Reference should be made to the Planning Statement for further details.

9.1 Movement and Access






The proposed access points are included in the application boundary and their locations are indicated on the parameter plan. The following access points are for approval:

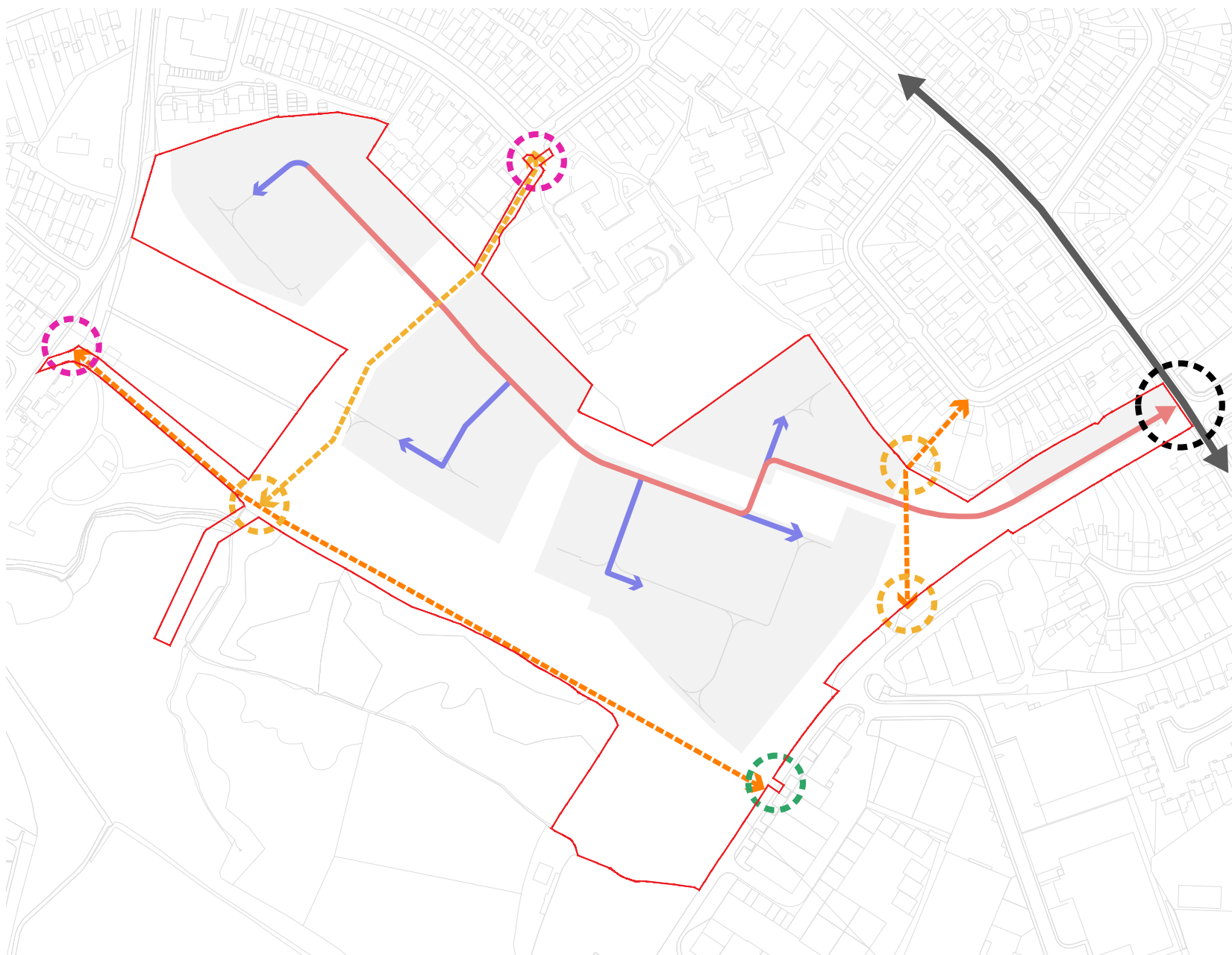
- Primary access point illustrated as a black circle,
- Emergency / pedestrian / cycle access illustrated as a green circle,
- Pedestrian and cycle access points illustrated as pink circle,
- Pedestrian only access points illustrated as orange circle.

The primary access point connects to a proposed movement corridor (a zone which can accommodate a carriageway, footway / cycleway provision and verge as applicable. The precise alignment of this route is indicative and not for approval at this stage.

The existing trodden paths are being formalised as part of a separate process with the Council. Once the routes are formalised they can be stopped up or diverted as needed to reflect the layout of the development and align with the public routes through the site shown on the Illustrative Masterplan and Access and Movement Parameter Plan. The existing public rights of way from Belroyal Avenue to Bonville Road and along the eastern boundary will be retained as a route.

Legend

	Application boundary (9.6ha/23.7acres)
	Broomhill Road
	Indicative Primary Street
	Indicative Second Streets
	Public Right of Way (PRoW)
	Pedestrian link
	All user access
	Pedestrian/cycle access
	Pedestrian access
	Emergency vehicles, pedestrian and cycle access
	Development area



Movement and Access Parameter Plan

9.2 Land Use

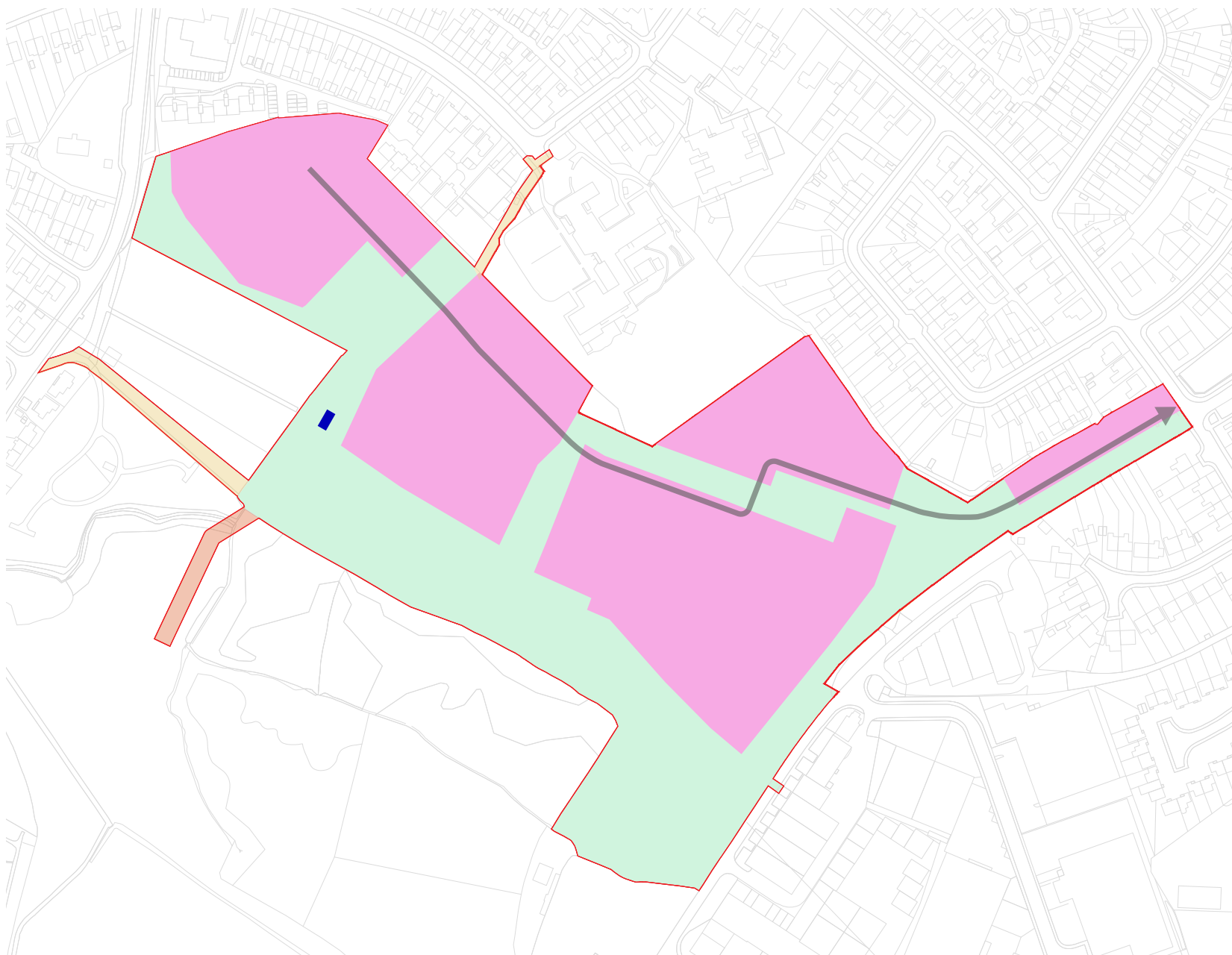
The parameter plan fixes the extent and position of development across the site as described below:

Land Use	Description
Residential	Identified in pink on the plan, this extends to 5.12 ha / 12.65 ac. This is Use Class C3. Incidental pockets of green space including play areas will also be provided within this residential area.
Open space	Land identified in green is expected to be open space and measures circa 4.48 ha / 11.07 ac in total. The area also includes play areas, surface water attenuation, existing utilities and services including an overhead powerline, pedestrian and cycle links and occasional vehicular connections.

Reference should be made to the Development Specification submitted as part of the Outline Planning Application

Legend

-  Application boundary (9.6ha/23.7acres)
-  Residential development (C3 class) - c 5.12ha
-  Pedestrian and cycle links
-  Indicative Primary Street
-  Open space (includes SuDS, Public Rights of Way, ramp area, play areas, new and existing trees and hedgerows) - c 4.48ha
-  Underground sewer connection
-  Indicative location of Pumping Station











Land Use Parameter Plan

9.3 Landscape

This parameter plan categorises the types of outdoor space provided within the application boundary that make up the proposed Green Infrastructure. These are principally open space including public open space, play areas, existing hedgerows and trees, buffers, pedestrian and cycle links and surface water attenuation features. The plan also sets out indicative locations for LEAP and LAPs amongst openspaces and communal areas.

Legend

-  Application boundary (9.6ha/23.7acres)
-  Existing tree/retained wooded areas
-  Root protection areas
-  Indicative Primary Street
-  Indicative location of Local Equipped Area for Play (LEAP)
-  Indicative location of Local Area for Play (LAP)
-  Open space (includes SuDS, Public Rights of Way, ramp area, play areas, new and existing trees and hedgerows) - c 4.48ha
-  Indicative location of incidental open space



Landscape Parameter Plan

9.4 Building Heights







This parameter plan sets the maximum 'up to' heights of buildings across the different areas of the site, effectively defining a three-dimensional envelope within which development could occur without exceeding these heights. These parameters allow flexibility in the detailed form of development, while ensuring that Reserved Matters Applications (RMA) respond appropriately to the site conditions and constraints.

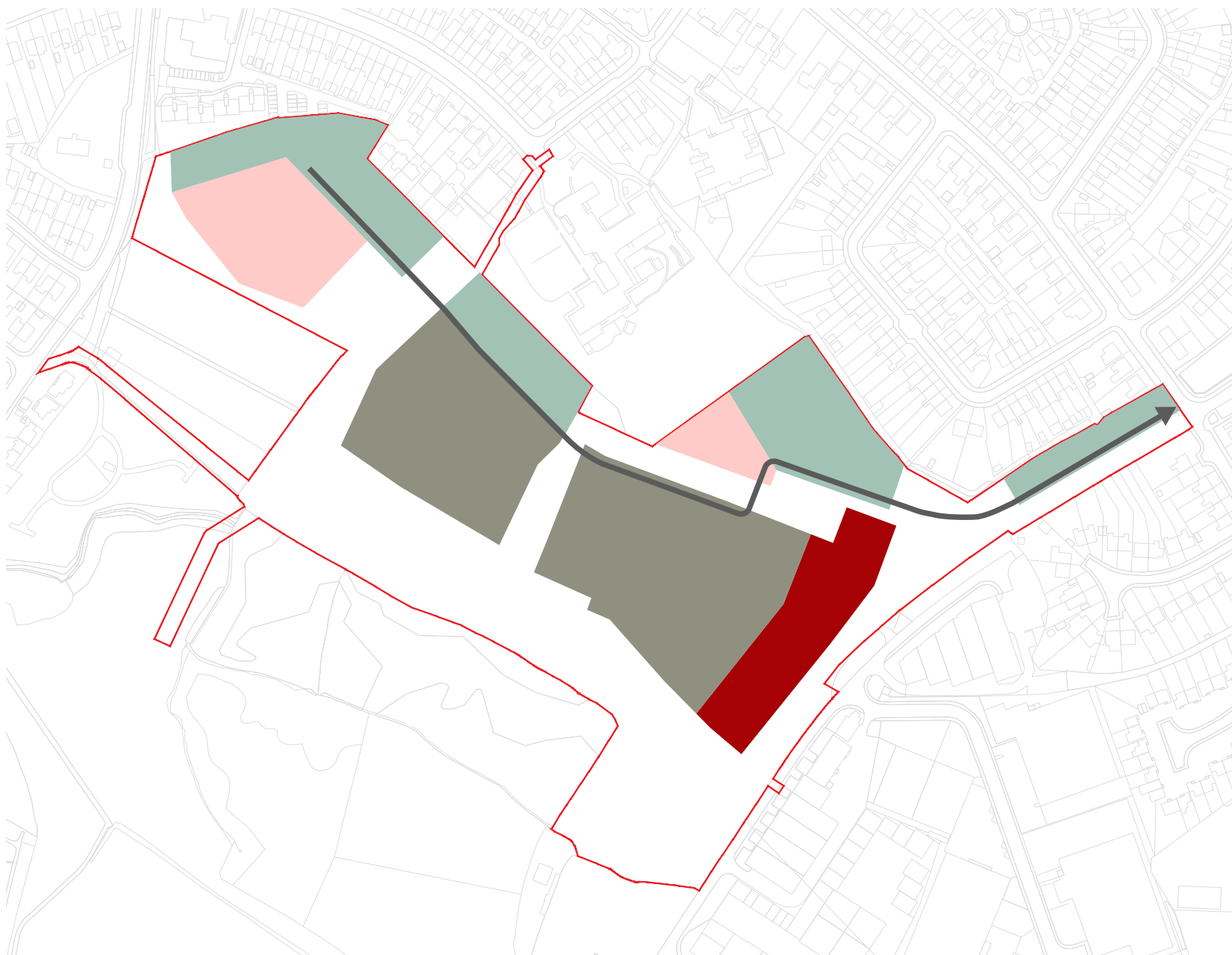
The zones of differing maximum height set a rationale for the urban form across the development – with taller building height parameters in locations that are less visually sensitive, and to allow a hierarchy of built form across the development. For example, the tallest buildings proposed are the 4 storey apartment blocks located on the lower eastern edge of the site. These are considered to provide an appropriate response to the urban edge of the site and fronting Brislington trading estate.

Lower building heights are located adjacent to existing properties to reflect existing character of generally 2 storey properties in the local area. The height parameters respond to the topography of the site, with taller buildings on the lower sides of the slopes so that they sit comfortably in the context.

Re-profiling of the existing ground levels may be required in certain parts of the site due to the topography; for example, in order to appropriately deal with surface-water run-off and to create suitable development platforms. The Building Height Parameter Plan allows for changes to existing levels with a +/- 2m allowance within each height parameter.

Legend

	Application boundary (9.6ha/23.7acres)
	4 storey buildings
	3 storey buildings
	2.5 storey buildings
	2 storey buildings
	Indicative Primary Street



Building Heights Parameter Plan

10

Implementation and Delivery

This chapter provides details about Homes England's track record in Bristol, demonstrating their ability to deliver high quality developments; as well as an initial phasing strategy and overview of aspects of management such as highways and public realm.

10.1

Phasing

The adjacent diagram is an indicative phasing strategy for the delivery of Brislington Meadows. It is anticipated that construction traffic can be separated from residents access by using the emergency access point. Development is likely to occur in five Indicative phases, working from east to west. Each phase will deliver a proportion of the homes with green space:

It is anticipated that construction would commence in 2024 subject to the outcome of the outline planning application and subsequent reserved matters applications.

Homes England will procure a developer under a building lease with obligations to ensure the design aspirations set out at the outline stage are maintained.

Indicative Phase 1



49 homes

Circa 0.9ha of green space

- Phase
- Vehicular route built for servicing only
- Construction access
- Residents access
- Attenuation area

Indicative Phase 2



64 homes

Circa 0.6 ha of green space

- Phase
- Construction access
- Residents access
- Attenuation area

Indicative Phase 3

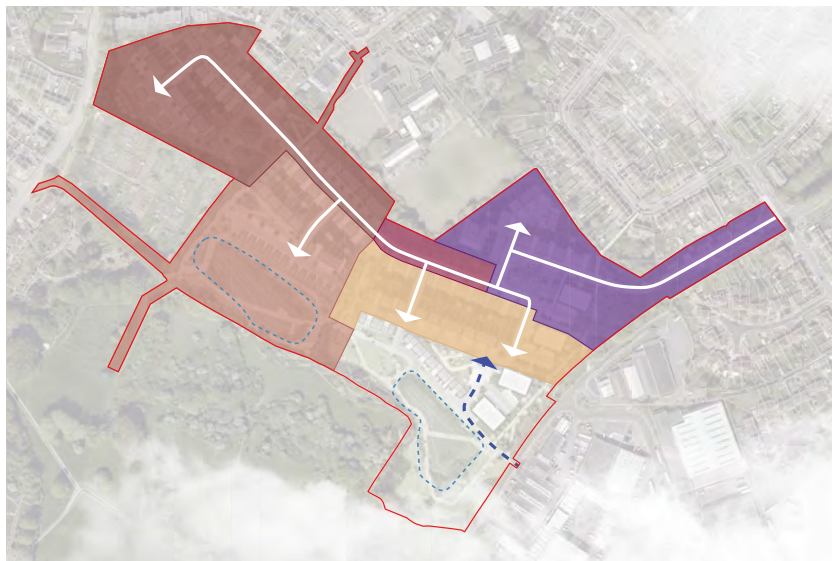


36 homes

Circa 1.3 ha of green space

- Phase
- Construction access
- Residents access
- Attenuation area

Indicative Phase 4



55 homes

Circa 0.2 ha of green space

- Phase
- Construction access
- Residents access
- Attenuation area

Indicative Phase 5



53 homes

Circa 1.4 ha of green space

- Phase
- Construction access
- Residents access
- Attenuation area

10.2

Homes England

Homes England is the government agency tasked with accelerating housing delivery. We are committed to helping unlock land where the market will not. As a national agency, we are able to take on difficult sites across the country that have not come forward in the commercial market.

Track Record

We have experience of progressing high quality developments in Bristol, including:

Knowle West: Filwood Park and Marksbury Road.

Hanham: Anstey's Road.

Fishponds: Blackberry Hill Hospital.

City Centre: Castle Park View and funding into Wapping Wharf and Westmoreland House.



10.3

Management

Homes England would remain involved with the site throughout the lifetime of the project and subject to achieving outline consent, would then look to appoint a development partner to prepare the detailed proposals for reserved matters approval and to deliver the development on the site.

During the appointment process, Homes England will look to ensure that any bids put forward by potential developer partners are compliant with the Design Code and Building for Healthy Life assessment submitted with this outline application. This will ensure the design quality and key principles around sustainability and biodiversity set out as part of the outline vision for the site will be retained and carried through to the detailed proposals.

The developer will have the long term responsibility for the management and maintenance of the site, such as appointing appropriate estate management to maintain landscaping and other issues within the public realm.

In terms of highways adoption, it is intended that the primary street through the site would be adopted by BCC. Further discussion is required with BCC highways to confirm adoption.

Biodiversity net gain will be secured as a result of these proposals, relying on both on and off site measures. A final outline BNG impact assessment will be required, once the masterplan proposals are fixed. In accordance with the mitigation hierarchy, all reasonable measures will be taken to achieve biodiversity enhancements on site.

The updated BNG assessment for the detailed development design will provide a comprehensive offsetting package (a) identifying offset sites including their baseline habitats, condition and capacity for delivering the offsets, (b) enhancement/creation plan and (c) the thirty year management and monitoring plan to include actions to achieve the target condition prescribed in the Biodiversity Metric. Any offsetting mechanisms proposed are to be discussed and agreed with BCC.

10.4

Summary

This Outline Planning Application represents two years of consultation, technical assessment and masterplan development. The purpose of this document is to set out the design process underpinning the Outline Planning Application and Homes England's Vision for a high quality and vibrant place, grounded in its context and local history, which will delight those who chose to live and visit.

Brislington Meadows is an allocated site in the Bristol City Council Adopted Local Plan 2014. The proposals include up to 260 new homes, including affordable housing, a significant area of publicly accessible green space and new walking and cycling routes for all access requirements. The masterplan is landscape-led directly influenced and shaped by the existing assets of the site including existing mature trees and hedgerows, and opportunities for views across Bristol. A variety of green spaces are designed to encourage spaces

for people to gather and interact, and some of which are purposefully naturalistic and quieter for ecological reasons.

Brislington Meadows has been designed comprehensively, demonstrating the potential to deliver up to 260 new homes in a sustainable manner, with no fundamental constraints on development that cannot be appropriately mitigated.



Appendix

National Model Design Code

The proposals have been prepared in accordance with the key aims and objectives defined within the National Design Guide (updated Jan 2021). The guide sets out ten characteristics that reflect the Government's priorities and provides a strong basis for good design within the planning system.

In this section, further details will elaborate on how the design approach of Brislington Meadows will contribute to the overarching characteristics of the national guide. A summary of the 10 characteristics is outlined below:

1. Context

Respects the site's heritage and local built character and form.

Creates opportunities for higher density where possible while offering outward views on the site's prominent location.

Connect the site to its wider landscape setting and proximity to green open spaces.

Responds to the site's topographical features including natural drainage patterns and flood risk by keeping development out of flood zones and implementing a connected SuDS network.

Retain and enhance existing footpath (PRoWs) networks and create permeable routes that integrate with nearby key destinations such as Broomhill centre and schools/services.

Reflect the local built vernacular synonymous with terraced rows, semi and detached homes.

2. Identity

Follow local architectural vernacular that responds positively to the site's location.

Provide interest at multiple levels within the site that are attractive to new and existing users.

Create a distinctive green space/series of greenspaces to establish an attractive character setting for new development.

Create legible access points, and pathways that guide users through the built form and landscape features.

Where possible retain high-quality existing mature trees/hedges.

Opportunity for building materials to reflect the local built character that is sympathetic with height, scale and massing.

3. Built Form

A compact built-form and layout that creates a walkable neighbourhood, contributing directly to wellbeing and good placemaking.

A walkable neighbourhood with good access to existing connections to nearby key community facilities, and public transport with green spaces on the doorstep of new homes.

Provide an appropriate building scale and type which seamlessly integrates into its existing setting.

4. Movement

The Masterplan will deliver a pedestrian-friendly environment whilst balancing the necessary vehicular and servicing functions.

Provide a legible pattern of streets and pathways for all users that will improve access to public transport/nearby services.

Provide a clear road hierarchy and future parking strategies will improve functionality and safety of local streets.

Provide pedestrians and cyclists with prioritised routes and connections which will encourage active travel mobility patterns.

Devise a clear layout and hierarchy of streets and routes to help people find their way around and ensure connections to and from the Broomhill Centre are easy to make.

Well-designed parking arrangements through landscaped courtyards, on-plot and on-street bays ensures cars are sensitively integrated into the built form and do not dominate the street scene.

Incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity.

5. Nature

A number of existing mature trees will be retained and supported with new native planting to help protect and create habitat for existing and new wildlife such as bats, hedgehogs, and insects.

Natural grassland corridors and hedgerows will provide wildlife connectivity and contribute to a biodiversity corridors.

A SuDS network incorporating attenuation ponds will ensure that the water management system creates an integrated feature of landscape, biodiversity and drainage.

The community green and series of linked green spaces can provide attractive locations for play, recreation, and to encourage physical activity and promote health, wellbeing and social inclusion.

Committed to delivering 10% Biodiversity Net Gain.

6. Public Spaces

Public spaces will be safe, pedestrian friendly and designed for a diverse population.

New and active parks, playgrounds, and public spaces will encourage interaction and provide a variety of meeting places.

Buildings will be designed to improve safety and connectivity by clearly identifying private and public spaces.

Streets, greenspaces, and footways will be open to all, encouraging people to walk and cycle through the site.

Natural elements will be designed into the public realm, providing an attractive visual context and influence on the microclimate.

The multi-functional Brislington Green will connect communities, and will be open to all local communities, to encourage social cohesion.

7. Uses

Maintain the predominately residential land uses.

Streets, spaces, and connections designed to support integration with the surrounding streets and existing facilities.

The density and height of new development will decrease moving upward to the top of the site and away existing dwellings. The transitioning of building heights, together with the topography, will provide a clear urban structure that facilitates good solar access and views.

A compact mix of dwelling types, tenures and sizes, including affordable homes to meet local needs, helping to provide choice and create diversity in the local community

8. Homes & Buildings

Create a new benchmark of new high quality homes for the area, which directly contribute to wellbeing of residents good placemaking.

Well-defined private and public spaces that contribute to social interaction and inclusion.

Equipped private amenity spaces with a good degree of privacy, through rear gardens, courtyards and patios, with front gardens that incorporate planting and natural features.

Bins and cycle storage which are integrated into the design of streets, spaces and buildings, to minimise visual impact, unsightliness and avoid cluttering.

9. Resources

Creating a layout, form and mix that works with the land and reduces their impacts on resource requirement.

The layout creates a walkable new neighbourhood which promotes active travel and healthier lifestyles.

New development that positively responds to Net Zero targets by 2050.

Electric charging points to be installed in every plot.

The SuDS network designed to accommodate increased intensity and frequency of rainfall events associated with climate change and drastic weather changes.

10. Lifespan

Management and maintenance regimes from the early stages of the design process will be carried through in a management plan and aim to resolve the details of operation and servicing so that they are unobtrusive and well-integrated into their neighbourhood.

Clearly defined boundaries for private, shared and public spaces, making it more likely that occupants will use, value and take ownership of them.

The masterplan will facilitate improvements to Eastwood Farm, Victoria Park, and the overall network of footpaths and cycle ways to ensure there is infrastructure to support a healthy and active lifestyle for the future population.

Team



Homes
England

Land Owner/Applicant

CampbellReith
consulting engineers

Drainage, Utilities and Services

L D Ā DESIGN

Masterplanning, Planning and Landscape & LVIA



Transport



THE
ENVIRONMENT
PARTNERSHIP

Ecology

cadence^{pr}
stakeholder engagement
planning pr

Communications / PR

KOVIA[®]

Sustainability