
NORTH FIELD

Filton Aerodrome . Patchway . Bristol

Site Wide Design and Access Statement

Monday 24th September 2007

**BARTON
WILLMORE**



Terence O'Rourke
creating successful environments

 **Stride Treglown**



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Preface:

This site wide Design and Access Statement has been prepared by Barton Willmore on behalf of Bovis Homes and BAe Systems. It has been written in conjunction with Terence O'Rourke, Peter Brett Associates, Oxford Archaeology, Goodman International, CBA Trees, Stride Treglown and Scott Brownrigg.

This illustrative master plan document relates to an outline planning application for mixed-use development at North Field, Bristol. The site, comprising approximately 81.25 hectares of surplus airfield and highway land, is allocated in the South Gloucestershire Local Plan.





1.0 Introduction

- 1.1 Introduction
- 1.2 The Site and Context
- 1.3 Planning Background
- 1.4 Scope of Document
- 1.5 Design Process
- 1.6 Planning Policy
- 1.7 Document Structure

Introduction

1.1 Introduction

1.1.1 This Design and Access Statement is submitted on behalf of Bovis Homes Limited and BAe Systems in support of the outline application (PT03/3143/O) for the comprehensive development of the North Field site, Bristol.

1.2 The Site and Context

Location

1.2.1 North Field (the site) adjoins the residential area of Patchway, which lies approximately 8 kilometres to the north of Bristol City Centre. The area lies to the south of the M5 and M4 interchange.

1.2.2 Patchway includes a struggling town centre and a local centre on the A38 Gloucester Road. To the south lies the important employment area of Filton. Also within easy reach are significant employment opportunities at Aztec West business park and the Cribbs Causeway Regional Shopping Centre, which lie to the immediate west of the site.

The Site

1.2.3 The site occupies approximately 81.25 hectares (comprising 74 hectares of disused airfield land and 7.25 hectares of existing highways) and is surrounded by a mix of housing and employment to the north, east and west, and the remaining part of Filton Airfield to the south. This includes the operational runway and associated structures. The site's eastern boundary is formed by the A38 Gloucester Road, a major radial route into Bristol City Centre. To the north and northwest, the site is bounded by Highwood Road, a dual carriageway which provides an important local linkage between the A38 and the M5 at junction 17.

1.2.4 An internal network of routes within the site serve the airfield facilities. This includes Hayes Lane which crosses the south western portion of the site. Further analysis of the site and surroundings is provided in Section 2.0.



1. A38 GLOUCESTER ROAD AND LOCAL CENTRE EAST OF THE SITE

2. HIGHWOOD ROAD TO THE NORTH OF THE SITE

3. THE WESTERN PART OF THE SITE IS DERELICT AND OVERGROWN

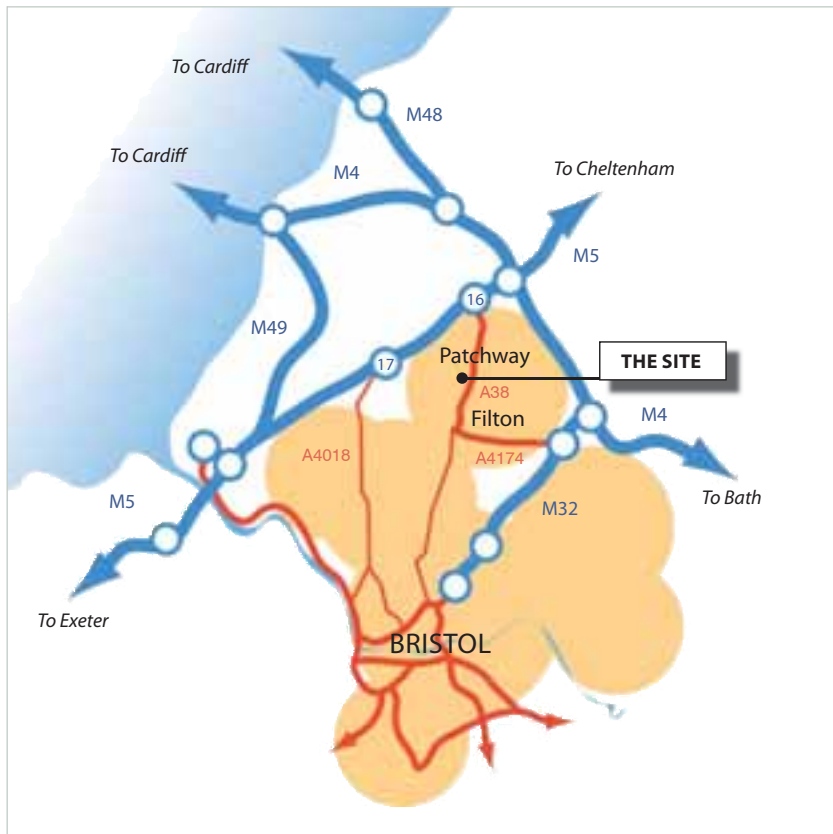


FIGURE 1.1: SITE LOCATION IN THE REGION

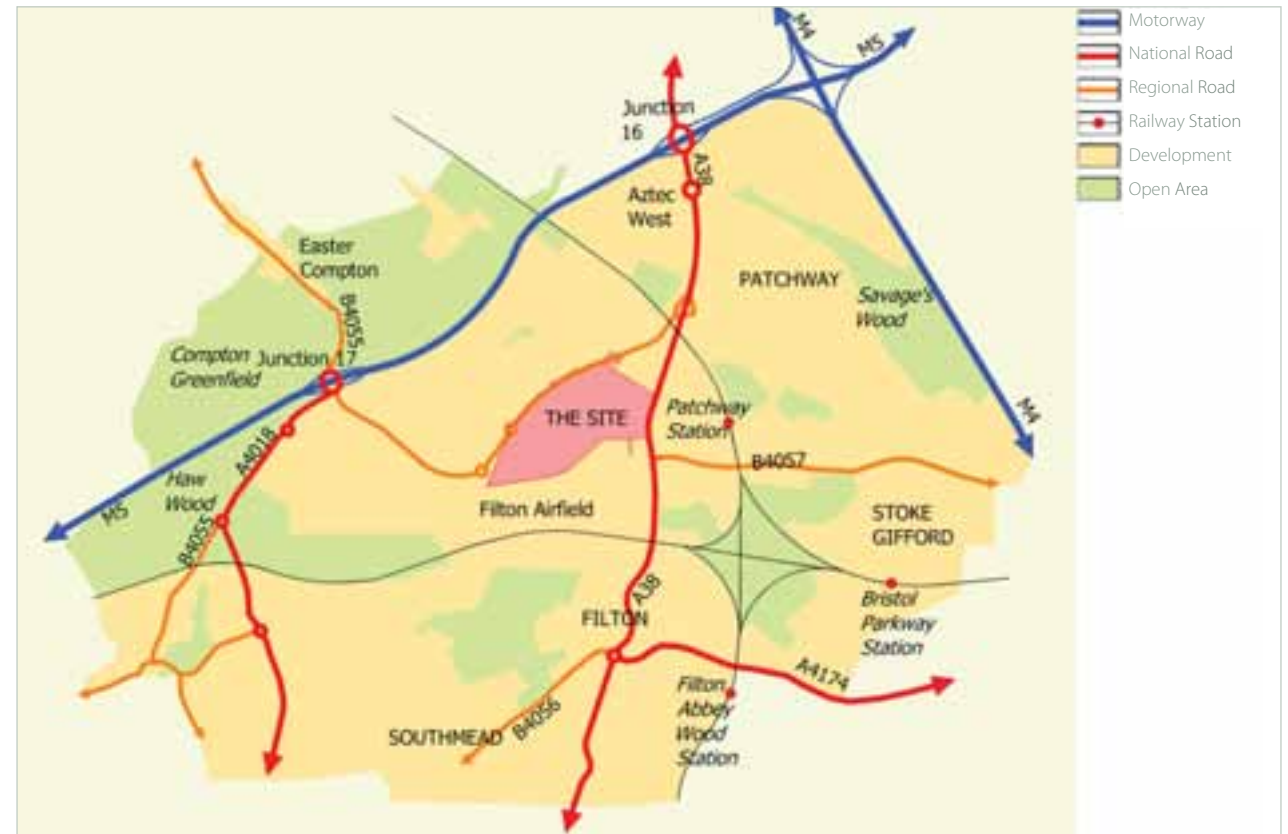


FIGURE 1.2: SITE AND SURROUNDING CONTEXT

- 4. HAYES LANE WHICH RUNS THROUGH THE SITE
- 5. THE EASTERN SECTION OF THE SITE COMPRISES A LARGE FIELD





FIGURE 1.3: AERIAL CONTEXT PLAN

Planning Background

1.3

Planning Background

1.3.1 The site is allocated in South Gloucestershire Council's (SGC) Adopted Local Plan (Policy M1) for approximately 2,200 residential dwellings and 14 hectares of B1, B2 and B8 employment uses. Of this allocation 1,600 dwellings are to be built before March 2011.

Planning Application

1.3.2 Concurrent outline planning applications (PT03/3142/O) and (PT03/3143/O) were submitted to SGC on 3 October 2003. Following referral of the application (PT03/3142/O) to the Secretary of State and dismissal of the subsequent appeal, this design and access statement is now in support of planning application PT03/3143/O. The application has been the subject of extensive discussions with the local authority.

1.3.3 The application seeks outline planning permission for:

"Mixed use development comprising 2,200 dwellings, 66,000 sq m employment (B1, B2, B8), link road, 1,500 sq m retail (A1, A2, A3) and support infrastructure uses including primary school, community building, extended Patchway Centre, open space, hotel / pub and changes to Highwood Road."

All "Reserved Matters" with the exception of Means of Access are deferred for subsequent consideration.

1.3.4 The application has been formally amended on four occasions since being submitted, first in January 2006, in February 2006, in August 2007, and again in September 2007.

1.3.5 Table 1.1 summarises the planning background in the form of a time line.

Planning Time Line		Table 1.1
1997	Nov	Site allocated for employment development, Consultation Draft Local Plan
2002	July	Site allocated for mixed use development, Revised Deposit Local Plan
	Nov	Concept Statement prepared and adopted as Supplementary Planning Guidance
2003	June	Emerging Development Brief submitted to Local Plan Inquiry
	Oct	Outline Applications submitted (PT03/3142/O) and (PT03/3143/O)
2006	Jan	Substitution of Outline Application material, Local Plan adopted
	Feb	Substitution of Outline Application material
	Oct	Substitution of Outline Application material
2006/ 2007	Nov/ Jan	Public Inquiry for application PT03/3142/O
2007	June	Secretary of States decision
	Aug	Revised Application submitted with substituted information for Application PT03/3143/O
	Sept	Substitution of Outline Application material following public consultation event

Scope of Document

1.4

Scope of Document

1.4.1 This document is part of a comprehensive package of information submitted with the outline application, which includes:

- Environmental Statement
- Planning Statement
- Supporting Strategies including:
 - Landscape Strategy, Energy Conservation Strategy, Waste Reduction Strategy, Noise Management Strategy, Drainage Management Strategy, Water Conservation Strategy.

1.4.2 The information provides a detailed framework of guidance and specifications to guide and control the development.

1.4.3 This Design and Access Statement includes the strategic master plan for North Field and supporting development strategies. These follow the principles set out in the North Field Concept Statement, which was prepared and approved by SGC in November 2002. A more detailed Development Brief was issued by SGC in October 2006. The consultation ended in November 2006.

1.4.4 This document complies with the guidance given in the Department of Communities and Local Government (DCLG) Circular 01/2006 (Guidance on Changes to the Development Control System), and has the following function and purpose:

- to provide a concise description of the issues and evaluations that informed the design decisions leading to the current form of development
- to set out the urban design and architectural strategy for the development
- to provide comprehensive information on the development in terms of amount of development, layout, scale, appearance, access and circulation, phasing, landscape treatment and responding to climate change. This will establish the following:

- a minimum quality threshold and framework which promotes good sustainable design
- a basis for integrating development proposals as they come forward over time to help ensure a coordinated and coherent development
- a support to the development control process by setting out criteria to evaluate and assess reserved matters applications
- a means of briefing the designer and others involved on the quality standards and design principles required when bringing forward development proposals.

1.4.5 In line with the local authorities draft Design Brief, this document also demonstrates how the proposed urban form is informed by successful precedents from the Bristol area.

Document Revisions

1.4.6 This Design and Access Statement is Revision H, and has been amended to reflect the main issues raised in the recent appeal decision for Outline Application PT03/3142/O, issued by the Secretary of State in June 2007. In addition, the document accommodates matters subsequently raised by the Local Planning Authority,

1.4.7 The Design and Access Statement takes on board the Inspector's recommendation that a strategic master plan is put forward with sample layouts and elevations to indicate the design principles and to fix the design quality of the scheme. Detailed master plans and Design Codes will then be produced to discharge conditions of the Outline Consent prior to the submission of the relevant reserved submissions. The design process is set out in more detail in the following section. A schedule of changes made to the master plan in response to each of the Inspector's main issues is provided in Table 5.1 of this Statement.

Officer's Summary of Inspector's Report		Table 1.2
Layout of residential areas	1. Apparent inconsistencies between the street typology and the access and movement strategy (IR par 10.9).	
	2. The sample block layouts do not provide sufficient clarity or certainty (IR par 10.11). Overall there are too few "worked-up" sample block structures, with inherent weaknesses and uncertainties, to demonstrate that a successful, high quality development would emerge (IR par 10.14).	
Layout of the employment and other areas	3. The proposed employment areas need to be re-designed, taking account of the maximum 1 space per 40 sq m parking ratio (for B1 uses) and addressing the urban design issues arising from the provision of parking (IR paras 10.15 and 10.16).	
	4. The layout of the employment areas appears to focus solely on B1 uses. The application and policy M1 of the adopted local plan proposes B2 and B8 as well, yet there is no indication in the DAS as to how and/or where such uses, with their different space requirements and amenity considerations, might be accommodated (IR par 10.17).	
	5. A significant amount of the proposed B1 floorspace should be distributed to other parts of the site; for example, offices around Patchway Square and along the primary bus routes (IR par 10.17).	
	6. Patchway Square should be close to the facilities that will attract people on a regular basis throughout the day; the supermarket, shops, health centre and so on (IR par 10.18).	
Scale	7. While a broad range of building heights exists for each street typology, without reference to an illustrative plan it is not possible to establish "a 3-dimensional building envelope" (IR par 10.19).	
Appearance	8. The analysis set out in section 6.4 of the DAS (and in the associated design code) is highly generalized, particularly with regard to the main residential development. More detail is required to explain how the formality of the primary and secondary streets would be expressed (IR par 10.21).	
	9. The DAS must provide 'fix' on an acceptable level of quality. To this end it must include sketches of buildings, referenced to the proposed street typology, of sufficient clarity to serve as exemplars of good design (IR par 10.22). Officers consider that the sketches in question should also be referenced to the analysis (see point 8 above).	
Access	10. There should be the opportunity to incorporate the San Andreas route, which is strongly preferable, into the revised proposals (IR par 10.28).	
Approval process	11. A revised DAS is required, which includes an agreed phasing strategy (IR par 10.29). Officers consider that the agreed phasing strategy must be linked to a sound section 106 agreement.	
	12. The revised DAS should include a "strategic masterplan", which shows the different land use elements and the broad urban form, including the block structure and street pattern, etc (IR 10.31).	
	13. The DAS should identify the geographical phases that will be the subjects of more detailed master plans prior to the submission of reserved matters applications (IR par 10.31). Officers consider that the three phases of development previously set out will need to be modified as necessary to reflect the revised 'strategic master plan'. Officers also concur with the Inspector's view that an approximate breakdown of the dwelling mix in each phase would be desirable (IR par 10.34).	
	14. The DAS should identify those parts of the 'strategic master plan' (including the 'Woodland area') that will be the subjects of more detailed design briefs (IR par 10.13). Officers consider that the design briefs relevant to each phase of the development should be prepared and approved by the Council prior to the submission of reserved matters applications for the phase in question.	
	15. Whether the design code accompanies the DAS or is approved subsequent to an outline permission the important factors are its quality, clarity and the right balance between prescription and flexibility. If detailed master plans are prepared on a phase by phase basis after outline consent, there is a stronger case for the design code also to be drawn up at the time the Phase 1 master plan is submitted (IR par 10.32).	

Design Process

1.5 Design Process

1.5.1 A design and approval process is set out in Figure 1.4 which illustrates the range of tasks which follow on from the granting of outline consent.

1.5.2 The following pages provide more information on the key elements of the design and approval process.



FIGURE 1.4: THE DESIGN PROCESS

Design Process

Detailed Master Plans and Design Codes

1.5.3 Detailed master plans and design codes will be prepared for each phase of the development as indicated in Figure 1.5. The plans and codes will be prepared to guide the preparation of reserved matters submissions and help to ensure the strategic master plan principles are met and an integrated development is created. The master plans will be in place for each phase prior to the submission of reserved matters applications. The detailed master plans will be prepared at 1:1000 scale and will be accompanied by the following information:

- Building form (width and length)
- Building height
- Private and public space
- Street typology
- Access and circulation
- Car parking
- Landscape/public realm treatment
- Mix of units and distribution of affordable units.



FIGURE 1.5: AREAS SUBJECT TO DETAILED PHASE MASTER PLAN

Design Briefs

1.5.4 Design Briefs will be prepared for the following development components:

- Local Centre (Patchway Town Centre extension) including Patchway Square but excluding the phase 1B access
- The Primary School
- Central Green Spine
- Highwood Road
- Hotel Site
- The Woodland Area.

1.5.5 The location and approximate extent of the design brief areas is shown in Figure 1.6.

1.5.6 The Briefs will provide additional site specific design guidance. There is an opportunity for public involvement in the preparation of the Briefs and to comment on emerging proposals.

Reserved Matter Submissions

1.5.7 Submissions will be accompanied by Statements which demonstrate compliance with the strategic master plan, design code and this document. Submissions for development components should demonstrate compatibility with the master plan by means of an insert at the same scale. Detailed master plans and design codes for each phase are to be in place before reserved matters applications are made.

Public Consultation

1.5.8 The evolution of the proposals has involved extensive public consultation. Further consultation will take place in relation to:

- Detailed phase master plans
- Design briefs - commenting on the context of the brief and emerging proposals
- Reserved matter submissions.



FIGURE 1.6: LOCATION AND EXTENT OF DESIGN BRIEFS

Planning Policy

1.6

Planning Policy

1.6.1 The strategic master plan and supporting Design and Access Statement have been prepared within a comprehensive policy and guidance framework provided at the National, Regional and Local Authority level. The policy documents are listed in Tables 1.3 to 1.8, with the site specific policy set out in full at paragraph 1.6.2.

National Guidance **Table 1.3**

PPS1	Delivering Sustainable Development
Draft Supplement to PPS1	Planning and Climate Change
PPS3	Housing
PPG4	Industrial and Commercial Development and Small Firms
PPS6	Planning for Town Centres
PPS9	Biodiversity and Geological Conservation
PPG13	Transport
PPG15	Planning and the Historic Environment
PPG16	Archaeology and Planning
PPS22	Renewable Energy
PPS23	Planning and Pollution Control
PPG24	Planning and Noise
Circular 11/95	Use of Planning Conditions
Circular 05/05	Planning Obligations
Circular 2/99	Environmental Impact Assessment
Circular 1/06	Changes to the Development Control System

Supporting National Publications **Table 1.4**

By Design	Urban Design in the Planning System: Towards Better Practice
By Design	Better Places to Live: A Companion Guide to PPG3
EP	Car Parking - What Works Where
EP	Urban Design Compendium
Urban Task Force	Towards an Urban Renaissance
CABE	Better Places to Work
DfT	Manual for Streets
ODPM	Safer Places: The Planning System and Crime Prevention
ODPM	Planning & Access for Disabled People: A Good Practice Guide
CABE	Creating Successful Masterplans
DCLG	Design Coding in Practice - An Evaluation
DCLG	Preparing Design Codes

Regional Guidance **Table 1.5**

RPG10	Regional Planning Guidance for the South West 2001 (renamed RSS10 in September 2004)
RSS	The Regional Spatial Strategy for the South West (Submitted Version August 2006)

Adopted Joint Replacement Structure Plan **Table 1.6**

Policy 1	Sustainable Development Objectives
Policy 2	Location of Development
Policy 4	Integrated Transport Corridor Improvements
Policy 12	Development in the North Fringe
Policy 17	Landscape Areas
Policy 18	Nature Conservation (Through Local Plans)
Policy 30	Safeguarding Employment Sites
Policy 33	Housing Provision and Distribution

Adopted Joint Replacement Structure Plan **Table 1.6**

Policy 34	Re-use of Previously Developed Land
Policy 35	Housing Density (20-25 Per Ha)
Policy 41	Safeguarding of Local Shopping
Policy 47	Transport Modal Choice
Policy 48	Corridor Improvements to Bus Transport (Through Local Plans)
Policy 51	Pedestrians and Cycling
Policy 54	Car Parking Provision (Non-residential)
Policy 58	Non-trunk Road Network
Policy 59	New Development – Transport Issues

SGC Local Plan Policies (As Adopted) **Table 1.7**

D1	Achieving Good Quality Design in New Development
L1	Landscape Protection and Enhancement
L4	Forest of Avon
L8	Sites of Regional and Local Nature Conservation Interest
L11	Archaeology
L13	Listed Buildings
L17 & L18	The Water Environment
EP1	Environmental Pollution
EP4	Noise-Sensitive Development
EP6	Contaminated Land
H1	Proposed Sites for New Residential Development and Mixed Use Schemes including Residential Development
M1	Major Mixed Use Development Proposals at North Field, Filton Aerodrome, Patchway
H6	Affordable Housing
T3	Public Transport Route and Park and Ride

SGC Local Plan Policies Cont... (As Adopted)
Table 1.7

T4	Bus Priority Measure
T6	Cycle Routes and Pedestrian Routes
T7	Cycle Parking
T8	Parking Standards
T9	Car Parking Standards for People with Disabilities
T10	Travel Plans
T11	Traffic Management Proposals
T12	Transportation Development Control Policy for New Development
T14	Filton Airfield
E1	Proposals for Employment Development and Mixed Use Schemes Including Employment Development
E3	Criteria for Assessing Proposals for Employment Development within the Urban Area and Defined Settlement Boundaries and/or Permitted by Policies E4/E6/E7
E5	Filton Airfield Safeguarding
RT7	Shopping Facilities for New Residential or Commercial Development
LC1	Provision for Built Sports, Leisure and Community Facilities (Site Allocations and Developer Contributions)
LC2	Provision for Education Facilities (Site Allocations and Developer Contributions)
LC8	Open Space and Children's Play in Conjunction with New Residential Development
LC13	Public Art
S1	Service Infrastructure in New Development
S2	Proposals for Health Provision (Site Allocation and Developer Contributions)
S3	Proposals for Social Services Provision (Site Allocation and Developer Contributions)

SGC Supplementary Planning Documents
Table 1.8

November 2002	North Field Concept Statement
October 2006	Draft North Field Design Brief
August 2007	The South Gloucestershire Design Checklist

Site Specific Local Plan Policy M1

1.6.2 Site specific policy guidance is provided in the adopted Local Plan policy M1 which is quoted in full below.

M1 A MAJOR MIXED USE DEVELOPMENT IS PROPOSED ON 74 HA AT THE NORTHFIELD, FILTON AERODROME, PATCHWAY, NORTH OF THE RUNWAY, SOUTH EAST OF HIGHWOOD ROAD, SOUTH OF CALLICROFT ROAD AND WEST OF THE A38 GLOUCESTER ROAD, AS DEFINED ON THE PROPOSALS MAP. THE DEVELOPMENT WILL COMPRISE:

- A.** APPROXIMATELY 2,200 DWELLINGS IN A MIX OF SIZES AND TYPES, AND PROVISION FOR A RANGE OF LOCAL FACILITIES INCLUDING LOCAL SHOPPING, HEALTH CARE, EDUCATION AND OTHER COMMUNITY FACILITIES.
- B.** APPROXIMATELY 14 HA FOR B1 (BUSINESS) USES, B2 (GENERAL INDUSTRY) USES AND SMALL SCALE B8 (DISTRIBUTION) USES.

DEVELOPMENT WILL BE PLANNED ON A COMPREHENSIVE BASIS, DESIGNED AND PHASED TO ENSURE MAXIMUM PRACTICAL INTEGRATION BETWEEN THE DIFFERENT USES WITHIN AND BEYOND THE SITE AND PROVISION OF ANCILLARY FACILITIES AND SUPPORTING INFRASTRUCTURE AND SAFEGUARD THE EXISTING COMMERCIAL ACTIVITIES AND AUTHORISED OPERATION OF THE AERODROME. IN PARTICULAR, PROVISION WILL BE MADE FOR:

A COMPREHENSIVE NETWORK OF SAFE AND CONVENIENT FOOTPATHS AND CYCLEWAYS LINKING ALL THE USES AND DESTINATIONS BEYOND THE SITE;

A HIGH STANDARD OF BUS PENETRATION AND SIGNIFICANTLY IMPROVED ORBITAL SERVICES LINKING TO MAJOR EMPLOYMENT DESTINATIONS, THE REGIONAL SHOPPING CENTRE AND OTHER TRANSPORT INTERCHANGES IN THE NORTH FRINGE AND SERVICES TO CENTRAL BRISTOL.

AN ALTERNATIVE THROUGH-ROAD TO HIGHWOOD ROAD LINKING THE CRIBBS CAUSEWAY REGIONAL SHOPPING CENTRE WITH THE A38 GLOUCESTER ROAD.

TO THIS END, DEVELOPERS WILL BE EXPECTED TO CONTRIBUTE TOWARDS THE EARLY PROVISION OF THE COMPREHENSIVE PACKAGE OF TRANSPORTATION MEASURES SET OUT IN FIGURE 8.2 IN SCALE AND KIND TO THE DEVELOPMENT.



FIGURE 1.7: EXTRACT FROM SOUTH GLOUCESTER COUNCIL ADOPTED LOCAL PLAN

Planning Policy

Supplementary Planning Guidance

1.6.3 In January 2001, the Council approved a two stage process for preparing more detailed guidance for the North Field site. The first stage involved the preparation of a Concept Statement which was approved for use in November 2002. The second stage was to be a more detailed Development Brief. The Concept Statement and Development Brief would form Supplementary Planning Guidance.

Concept Statement

1.6.4 A Concept Statement was produced and adopted by SGC to help guide development of this site. Revision B of the Concept Statement, shown in Figure 1.8, was approved and adopted by SGC in November 2002. The requirements set out in the Statement are listed below:

- to integrate with the existing residential area of Patchway
- to provide dedicated bus only routes through the site
- to downgrade Highwood Road
- to provide a new road link between the A38 and Highwood Road/Merlin Road
- to provide an extension to Patchway town centre
- provide a new primary school to the north of the site
- to provide significant new employment land to the south of the site
- to create high density areas around the public transport routes
- to create high quality frontage to movement corridors
- to create foot / cycle links along the retained historic lanes
- to retain Filton Wood SNCI.



Indicative route for proposed new link road. The lighter grey section represents a 'second choice' route to Highwood Lane.



The proposed link road could allow the 'scaling down' of Highwood Lane. Highwood Lane would continue to provide local vehicular access where necessary, but would primarily serve as a public transport corridor for buses/ LRT, and as a footpath/ cycleway.



New roads would be aligned so as to make dominant the north-south connections between the existing settlement and the new development.



Symbolizes the importance of creating appropriate bus propriety, or bus only routes through the high density core in particular.



The development presents an opportunity to create an enhanced Patchway Town Centre which would serve both the existing settlement and the new development. The enhanced Town Centre will be the subject of a separate, but related master planning exercise.



The development also presents an opportunity to enhance the existing local centre at the junction of Callicroft Road and the A38, perhaps providing improved parking facilities.



High density residential core. Compact urban form with 4+ storey buildings. Mix of flats and town houses.



Medium density residential areas. Urban form with 2/3+ storey buildings. Mix of town houses and flats.



Mix of residential development and business uses. Compact urban form with a high proportion of flats.



Mix of uses in and around the enhanced town centre including residential, retail, business, leisure and community uses.



High density residential development concentrated along the public transport corridor.



The development should allow for the enlargement, or relocation (off-site) and enlargement of the existing travellers site. Relocation of the site will only be considered if the Council concludes that it is the best way to safeguard the residential amenity of the travellers, and this it is feasible.



Possible location for an Aviation Museum if no suitable buildings can be found within the Airfield itself.



The existing Site of Nature Conservation importance at Hayes Wood will be protected from development.



Possible location for the required new primary school, and for an informal kick-about area. Both would be integrated within a new spine of linked open spaces.



Spine of linked open spaces, based on the line of existing vegetation. This spine would offer recreational opportunities and space for sustainable drainage infrastructure.



Sites of known archaeological significance. The Council will expect developers to comply with the requirements and advice set out in PPG16 when dealing with archaeology on the site.



Possible route for new LRT System.



Symbolizes the importance of creating new footpath/ cycleway links.



Existing hedgerows.



NORTH



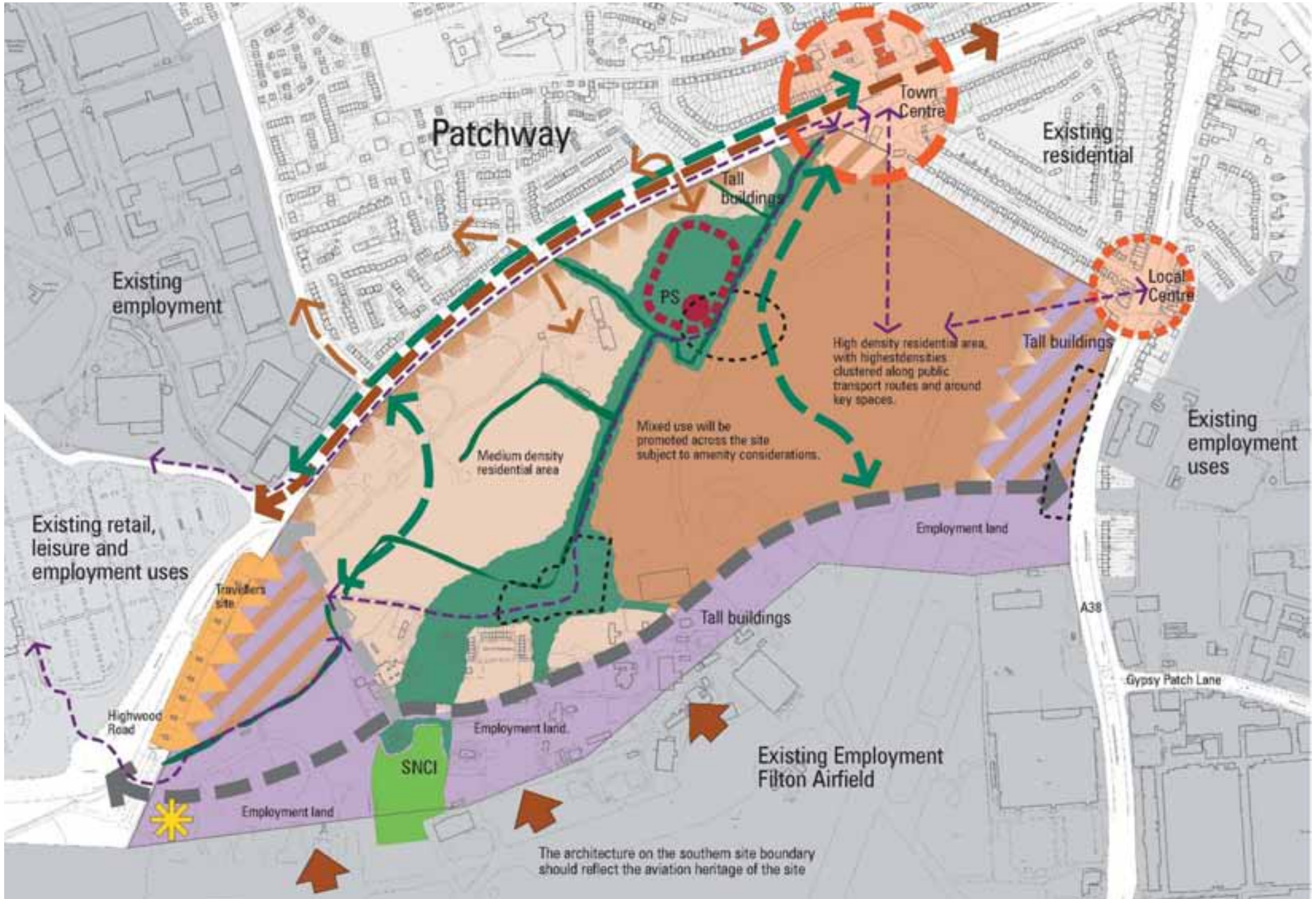


FIGURE 1.8: CONCEPT STATEMENT PRODUCED AND ADOPTED BY SGC IN NOVEMBER 2002

Planning Policy

North Field Development Brief

Draft for Public Consultation October 2006

1.6.5 The Brief which forms the second part of the Local Authority's guidance for the North Field site was released for consultation in early October 2006. The Brief sets out guidance for the preparation of the outline application and subsequent reserved matters submissions. The Brief provides:

- core development objectives
- an indicative framework plan to guide the preparation of a more detailed illustrative master plan document
- guidance on residential, employment, and infrastructure design with the intention of providing innovation and more sustainable forms of development
- requirements for essential facilities and services
- a robust guide for development control decisions.

1.6.6 The Brief includes an option showing a link to the Standing Stone roundabout (see Figure 1.9). The Framework Plan is shown in Figure 1.10. The Brief consultation period ended in early November 2006. The Brief will be changed to take account of any comments arising from the consultation and also from the planning appeal and will be adopted by the Council as a Supplementary Planning Document.

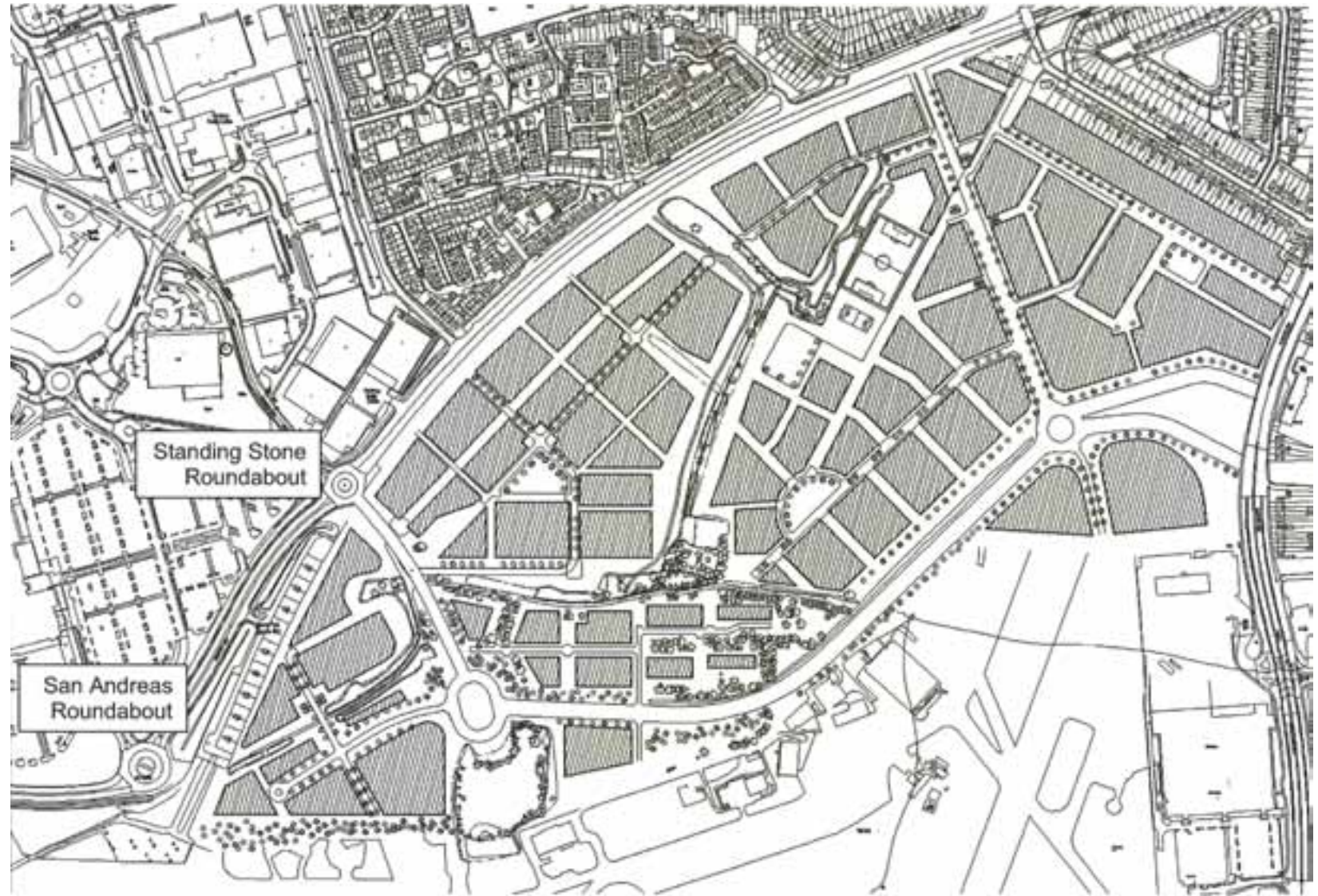


FIGURE 1.9: STANDING STONE OPTION FROM DRAFT DEVELOPMENT BRIEF



FIGURE 1.10: FRAMEWORK PLAN FROM DRAFT DEVELOPMENT BRIEF

Document Structure

1.7

Document Structure

1.7.1 The scope and content of the document, set out here, fully meets the requirements set out in Circular 01/2006 and specifically provides information on:

- Assessment: within the Context, Site Analysis and Character Analysis Sections
- Involvement: set out in the Design Process and within the later Design Evolution section
- Evaluation: within Context, Site Analysis, Character Analysis and Design Evolution Sections
- Design: described within the Master Plan description, Access and Movement and Detailed Design Principles sections.

1.7.2 In addition, section six of the document provides guidance on the development phasing as well as design principles that demonstrate how the development will respond to climate change.

Section One: Introduction

Describes the site and context, planning background, scope of the document, the design process, planning policy, and the document structure

Section Two: Context

An assessment and evaluation of the area's history, character, transport links and facilities that inform the design process

Section Three: Site Analysis

An assessment of the site's constraints and opportunities

Section Four: Character Analysis

A study of the built environment at Filton Airfield and Patchway, together with three appropriate areas of Bristol chosen to inform the design process

Section Five: Design Evolution

Setting out the vision for the site and the identifiable stages of the design process

Section Six: Master Plan Description

Descriptions of:

amount; scale of development; access and circulation; layout and appearance; landscape and open space strategy; community safety; building performance; management; and phasing strategy

Section Seven: Illustrated Design Principles

Detailed design work to illustrate principles of how certain areas may be developed in response to the design principles set out at Section Six

TABLE 1.11: DOCUMENT STRUCTURE