

# 3.0 Site Analysis

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# Site Overview

## 3.1

### Site Overview

**3.1.1** The site comprises approximately 81.25 hectares of brownfield land. A summary of the existing development constraints are provided here, followed by the future constraints and opportunities.

## 3.2

### Existing Constraints

**3.2.1** The site's current condition and character are described below.

#### Topography

- The site slopes gently from northwest to southeast from approximately 80m Above Ordnance Datum (AOD) at Highwood Road down to 60m at the southeastern airfield boundary.
- There are no significant changes in land form except in the vicinity of the sunken section of Hayes Lane.

#### Landscape

- The site lies within Landscape Character Area 15 – Patchway and Filton of the South Gloucestershire Landscape Character assessment.
- The area is dominated by urban features of settlement and infrastructure, with the exception of Filton Wood and West Wood, there are few landscape features of significance.
- Within the main part of the site there are a few hedgerows and in the western half of the site small groups of trees are primarily located. South of Hayes Lane avenues of trees create a wooded effect.

#### Visual

- Views from the site are largely restricted to the north and west by a combination of topography, site vegetation and existing development.
- Long-range views are available from the eastern part of the site across Filton and to the distant Cotswold Hills which add to the sense of place.
- The clearest views of the site are generally from the north and east, principally from the A38 and from properties along Callicroft Road, with potential for views from the south being constrained by limited public access and the presence of large-scale hangars.
- Distant views of the site are only seen from elevated ground to the south where glimpses can be seen between vegetation and buildings.

#### Access

- Access to the body of the site is restricted by security fencing.
- The site includes sections of Highwood Road and the A38 Gloucester Road both of which are served by regular buses.
- The site includes sections of the historic Hayes Lane and Highwood Lane which are currently not accessible to the public.
- Highwood Road and the A38 are busy highways that restrict the ease of movement between the airfield boundary and the residential areas to the north east and west.

#### Ecology

- The Filton Wood Site of Nature Conservation Importance (SNCI) is located to the south-west of the site and comprises ancient woodland and wet grassland.
- Hayes Lane and Highwood Lane are former country lanes that retain significant lengths of species-rich hedgerow, trees, embankments and ditches.
- There is an area of secondary woodland and scrub growing on the site of the former Hayes Farm.
- The site contains a number of mature trees in avenues and as specimen trees as well as within hedgerows.
- Badger surveys have identified 11 badger setts within the site, although the badger population on site is considered to be low.
- Bat surveys recorded feeding and commuting activity of two species of Pipistrelle bat and a Noctule bat. The activity was concentrated around buildings, trees and hedgerows along and to the south of Hayes Lane.
- A very small, localised population of slowworm was found on site by reptile surveys and has been translocated.
- A pre-1850 hedgerow alignment crosses the site in a roughly north to south direction.
- An area of species-rich grassland lies to the south of Highwood Lane.

#### Heritage

- None of the structures within the site are considered of architectural or historic importance.
- To the south of the site, within the retained section of Filton Airfield, lie two Grade 2 listed hangars known as the General Service Shed 2 and the 1913 Hanger. From the airfield the hangars are seen with a planted backdrop.
- Three areas of possible archaeological significance have been identified including the former location of Hayes Farm.

#### Services

- Highwood Road forms an important services corridor, including an underground high voltage electricity line.
- A gas main and water main run close to the site's northeastern boundary, at the back of houses on Callicroft Road, from Highwood Road to the A38.
- The site is crossed by services which fed the previous uses.

#### Drainage

- A watercourse runs along a deep ditch within the site's central hedgerows.

#### Noise

- The site is currently subject to noise from the retained airfield and the adjoining highways (the A38 and Highwood Road), although only the southern tip falls within NEC (Noise Exposure Category) area D which prevents residential development.

#### Contamination

- A preliminary contamination assessment has shown that contamination does not present a constraint to development.



FIGURE 3.1: EXISTING CONSTRAINTS PLAN

# Future Constraints and Opportunities

## 3.3

### Future Constraints and Opportunities

3.3.1 The issues relating to the future development of the site are described below.

#### Landscape

The following landscape features have been identified for attention:

- Filton Wood (SNCI) for landscape and ecological value
- Hedgerow lined Hayes Lane
- Highwood Lane in part
- An area of open space around the former Hayes Farm which is lined with a hedgerow, including a significant amount of existing trees and vegetation
- Avenue of trees alongside Hayes Lane and around the former parade ground to the south where possible
- Important specimen trees the most valuable of which is a Wellingtonia south west of the parade ground
- The pre-1950 hedgerows, keeping gaps for reasons of linkage and access to a minimum
- The important ecological hedgerow alongside Highwood Lane where possible
- A 10 metre grassland strip to the south of Highwood Lane

#### Views

- The localised impact on properties overlooking the site on the south side of Callicroft Road should be taken into account in terms of location and height of buildings
- The development should create vistas or long distance views towards the countryside to the east

#### Ecology

In addition to Filton Wood and the hedgerows and trees the following areas of ecological interest should be retained:

- An artificial badger sett has been constructed in the SNCI woodland to mitigate for the need to close a main sett

#### Access

- Highwood Road is to be downgraded and should incorporate strong foot / cycle links to the existing Patchway area and town centre
- Create a new network of pedestrian and cycle links through the site including a new foot / cyclepath along Hayes Lane
- The development is to provide two high quality bus routes through the site
- A new dual-carriageway is proposed to run through the site and will complete a link between the A38 and Junction 17 of the M5

#### Heritage

- Protect the setting of the listed hangars by retaining planting where appropriate and providing replacements for lost trees and vegetation
- Remaining structures are not of heritage value and will be removed.
- The areas of possible archaeological interest will be subject to site investigation prior to development

#### Services

- Services will be retained in place along Highwood Road, with development set back accordingly
- The gas and water mains will be relocated appropriately within the development while other services will be stopped off

#### Drainage

- The existing watercourse will be retained and supplemented by an additional landscaped watercourse
- Landscaped swales will be provided as part of a Sustainable Drainage System (SUDS)

#### Noise

- Employment uses are more suitable within the higher NEC (Noise Exposure Category) area
- The downgrading of Highwood Road will improve the environmental quality of this corridor in relation to new and existing development
- The impact of traffic noise from the new link road, and the A38, should be mitigated by creating a relatively continuous built frontage which is set back behind landscaped open space

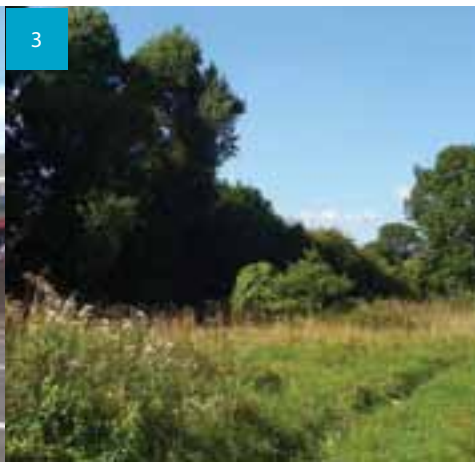
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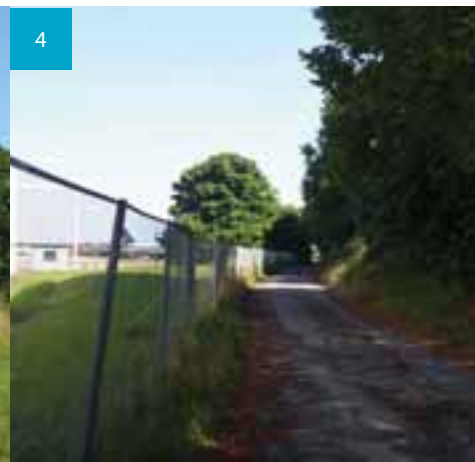
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1. HIGHWOOD ROAD DIVIDES THE SITE FROM THE EXISTING PATCHWAY TOWN CENTRE AREA
2. A NEW LINK ROAD WILL JOIN THE A38 TO THE SOUTH OF THE SITE. TRAFFIC NOISE WILL BE MITIGATED BY WELL POSITIONED LANDSCAPE AND DEVELOPMENT FORMS
3. A MATURE HEDGEROW RUNS APPROXIMATELY NORTH-SOUTH ACROSS THE SITE
4. MATURE PLANTING ALONG THE HISTORIC HAYES LANE WILL BE RETAINED



FIGURE 3.2: DEVELOPMENT CONSTRAINTS AND OPPORTUNITIES

# Summary

## 3.4 Summary

**3.4.1** A thorough site analysis has been undertaken, which has set constraints to development, in addition to identifying opportunities and improvements to the area which the redevelopment of the North Field site can help achieve.

**3.4.2** The analysis of both the site and its context has helped shape the design proposals. Further input into this process has come from the character analysis of Filton, Patchway and three further areas of Bristol, as described in the following section.



1. THE SITE AFFORDS SHALLOW VIEWS ACROSS FILTON TOWARDS THE DISTANT COTSWOLD HILLS

2. THE LISTED 1913 HANGAR LIES CLOSE TO THE SITE'S SOUTHERN BOUNDARY

4. THE SETTING OF BOTH LISTED HANGARS (GENERAL SERVICE SHED 2 SHOWN HERE) WILL BE RETAINED THROUGH NEW PLANTING

3. THE SITE ADJOINS EXISTING HOUSING ALONG CALLICROFT ROAD, AT THE BACK OF WHICH RUN SERVICES WHICH WILL BE DIVERTED WITHIN THE DEVELOPMENT

5. A DEEP DITCH RUNS WITHIN THE SITE'S ESTABLISHED HEDGEROWS AND WILL BE LINKED TO A NEW WATERCOURSE AS PART OF THE DEVELOPMENT'