

Public Consultation 02

Gap House - Affordable Housing Scheme
For Bristol City Council

Bell Close, Horfield

March 2022

BDP.



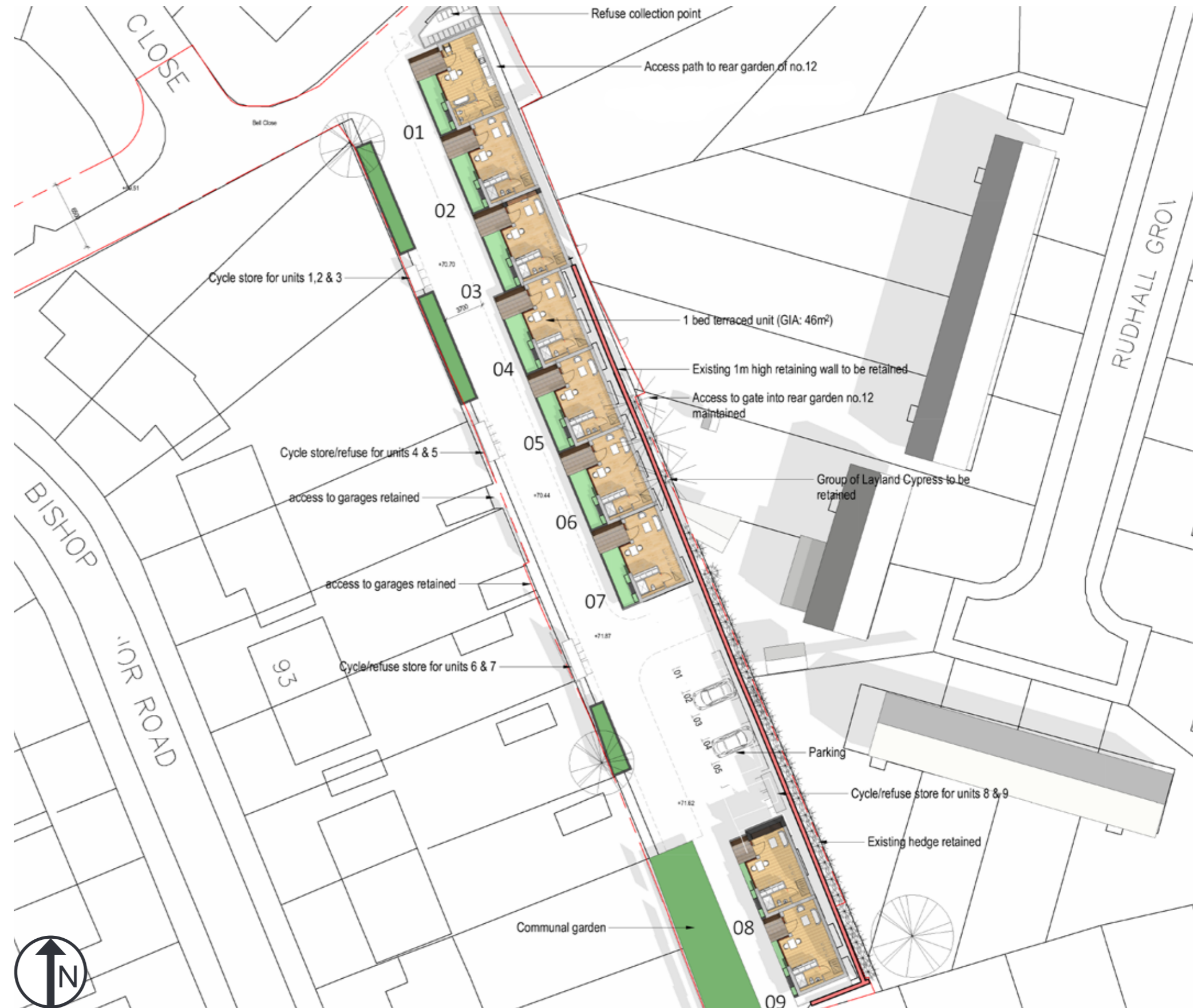
Previous Access Strategy

This initial site strategy proposed the 9no. houses to be lined up along the eastern boundary and split in two groups.

The existing Bell Close access would be widened to create a suitable shared zone.

A communal refuse collection point serving all houses was proposed to the entrance to the site. Shared cycle and refuse stores located to the western boundary was also provided to serve group of dwellings.

Car parking spaces were located off to Bell Close and where the houses split.



Appearance

In line with the design proposed at Bristol Housing Festival, charred timber cladding combined with bright aluminium doors and windows.



Public Consultation Feedback	Response
<ul style="list-style-type: none"> ▪ Concerns about safety of the existing Bell Close road and speed of cars using this road 	<ul style="list-style-type: none"> ▪ The design of site access will be carried out to appropriate design standards and will be subject to audit by an independent road safety auditor. Traffic impact will be reviewed and considered as part of the Transport Statement submitted with the application. Careful consideration has been given to the design of the road in order to deter fast driving, including the provision of traffic calming measures and look and feel of a pedestrian space. The existing private drive would be widened to provide a 6.5m shared surface arrangement, which would serve both the existing dwellings of Bell Close as well as the site. As advocated in manual for streets guidance this will promote the movement of pedestrians and cyclists whilst also encouraging low speeds and vehicles to drive more cautiously.
<ul style="list-style-type: none"> ▪ Number of parking spaces being provided for the scheme 	<ul style="list-style-type: none"> ▪ The design is informed by two parking surveys at key times, one in the morning and one in the afternoon, to ensure the suitability of the parking provision. Whilst both surveys suggest that there is enough in the surrounding network to allow for overspill, we have explored ways to increase parking on the site to reduce the probability of this. The amount of parking required on site is 5 spaces. However, car parking provision will be increased by 3 additional spaces.
<ul style="list-style-type: none"> ▪ Overlooking / overbearing impact concerns to neighbouring properties along eastern and northern boundaries. 	<ul style="list-style-type: none"> ▪ The design of the houses has been discussed with the planning department as part of the pre-application advice feedback to ensure minimal impact on neighbouring properties and gardens. The houses sit at a significant lower level and no windows are proposed to the eastern elevation. Furthermore, privacy screens are carefully located to ensure no overlooking from terraces to neighbouring properties and associated gardens to the east and north of the site.
<ul style="list-style-type: none"> ▪ Concerns regarding the character of the proposed houses (not in harmony with that of the adjoining properties) 	<ul style="list-style-type: none"> ▪ Materials and colours of the houses have been reconsidered to provide a design which better responds to the architectural character of the surrounding area.
<ul style="list-style-type: none"> ▪ Concerns regarding the location and impact of waste and recycling storage. 	<ul style="list-style-type: none"> ▪ Waste collection strategy has been thoroughly revised. Communal collection point to the north has been omitted and replaced by a smaller and discreet storage to the inner corner at the entrance of the site. Shared combine cycle and waste storage to the west boundary have been omitted and replaced by individual on-plot combined storages.
<ul style="list-style-type: none"> ▪ Concerns regarding general security within the site. 	<ul style="list-style-type: none"> ▪ The design has been reviewed by Secured by Design department and it will be continue to be reviewed as the planning progresses. Natural surveillance is provided within the development and areas such as the footpath accesses to the rear of the houses will be provided with safe lights and gates.

Revised Access Strategy

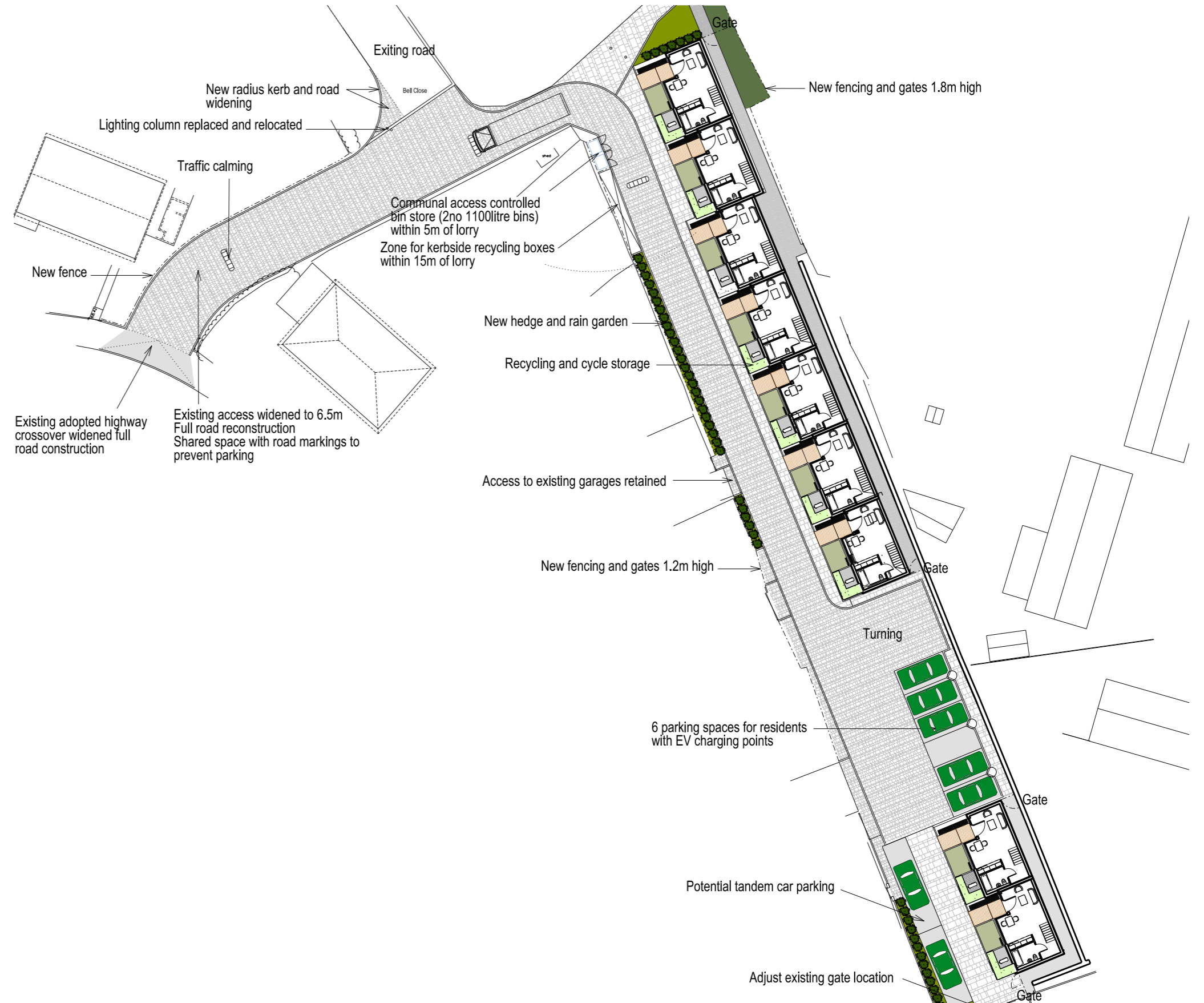
Taking on board feedback from initial conversations with the planning department and the public consultation, the proposal was amended to consider an alternative to the waste and parking strategy.

The communal refuse collection point and the shared cycle and refuse stores have been omitted and replaced by a small and discreet communal bin store located to the inner corner to the north as well as individual on-plot cycle and refuse storages

Split in two zones, on-street parking comprises 3no. electric vehicle charging points serving 6 cars perpendicularly arranged along the eastern boundary and further 2 cars arranged in line along the west boundary.

This results in 3 additional spaces from the original site layout.

This site will be built using modern methods of construction which will minimize time of works on site which will result reduce the impact on neighbours.



Appearance

Due to fire, maintenance and appearance concerns, the previously proposed timber cladding has been replaced by a metal panellised system in a warm shade in conformity with the character of the surrounding area.



View from the entrance of the development



View from the entrance of Bell Close



View from the south of the site



View from Bell Close towards the entrance of the site



Aerial view from North-West

