

Chapter 3

SITE ANALYSIS

SITE CONSTRAINTS

A COMPREHENSIVE ANALYSIS OF THE SITE HAS BEEN UNDERTAKEN AND THE FINDINGS HAVE BEEN EVALUATED TO IDENTIFY KEY CONSTRAINTS AND OPPORTUNITIES RELEVANT TO THE DEVELOPMENT OF THE SITE. THIS WILL ENSURE THAT THE DEVELOPMENT IS AS RESPONSIVE TO THE SITE AS POSSIBLE AND WILL HELP ENABLE DELIVERING A DEVELOPMENT WITH A STRONG SENSE OF PLACE.

The existing development constraints are summarised here as follows:

- Land use and features
- Topography
- Flood Risk & Drainage
- Access & Movement
- Landscape & Ecology
- Landscape Visual Assessment

Land Use & Features

The plan on the opposite shows a number of existing land uses and designations on the site. These include the area of registered park and garden and a number of existing public rights of way.

Markham Brook Woodland, which a Site of Special Scientific Interest and a Wildlife Site runs south-north in the centre of site

There is a historic railway route currently used for freight only, running through the north west of the site.

There is a linear pond to the north of the site which is used for fishing.

It is important that the development responds sensitively and appropriately to these existing land designations and public rights of way so that their character is protected. These existing features will provide useful cues for the character and form of the development.

The existing woodland setting, historic buildings and their setting, watercourses and riverfront in the surrounding context provides an opportunity for connections and integrate with the proposed green infrastructure.

There are also small local centres and shops and services at Pill and employment areas at Ham Green.

Topography

The site forms a 'Dumbbell shape' with roughly two equal halves on either side of Markham Brook Woodland which runs south-north in the centre.

The topography on the east of the site is undulating with further steep slopes

to the top north eastern corner abutting River Avon. The land on the west of the site is generally levelled with gentle slope towards north. There are few high points on the north and north east of site. These higher points are visually exposed but also provide views across the site and surrounding settings of Leigh woods.

There are hedgerows with few mature trees along public rights of way to the west of the site. There are also occasional mature trees to the east of the site, part of the historic settings of Leigh woods.

Flood Risk & Drainage

The landscape to the west of the site is defined by Markham woodlands with land gently sloping towards north. The woodlands run from south to north through the centre of the site. The flood plain associated with the woodlands shown in the plan is well contained within it and as such poses no flood risk to the greater area. The north eastern edge abuts

the River Avon and part of it is liable to flood. Areas near the fishing lake and Markham Brook Woodlands are also identified within the flood plain.

Due to the agricultural nature of the area there is a limited physical drainage infrastructure with surface water typically running towards these identified site features.

Access & Movement:

A number of Public Rights of Way, a Sustrans route and a historic Rail line cuts through the site. The masterplan should seek to retain them and incorporate new connections into the strategic transport strategy.

There are a number of public rights of way along field boundaries with planting on the west of the site connecting to Pill village in the north. These routes will be retained and integrated further with new direct connections to Pill town centre.

A sustrans route passes through north of the site and there is an opportunity to

integrate and provide new cycle routes within the site.

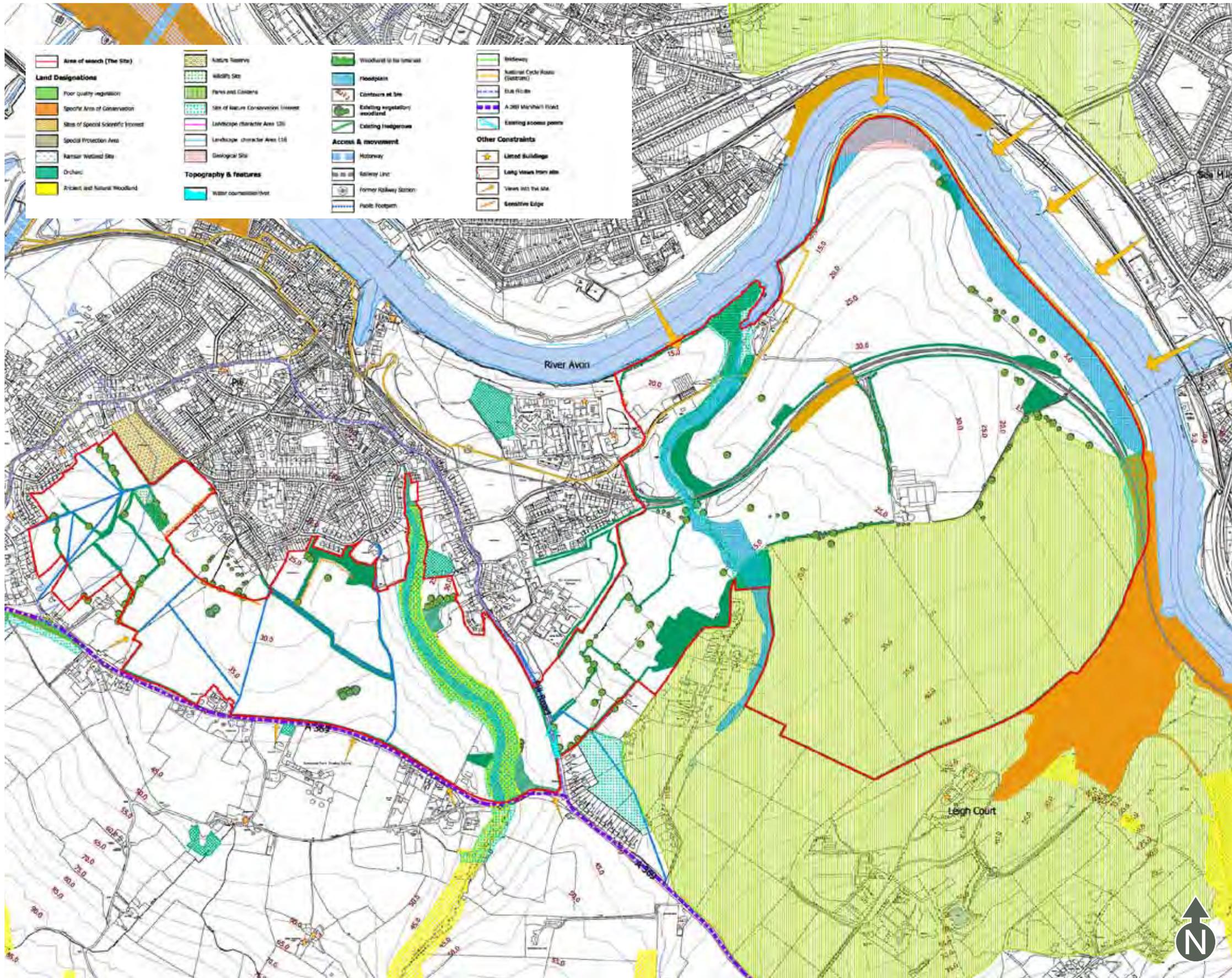
There is potential for a new Rail halt and re-use of the currently disused Historic Pill and Ham Green train stations.

Heritage & Archaeology

There are number of listed buildings around the area of search, their setting will be an important consideration in the masterplanning process

The historic Leigh court within Leigh Woods is listed and currently identified as a registered parks and garden within LDF. The masterplan will consider its historic setting and restore with planting wherever possible.

There are no archaeological sites or monuments within the area of search.



SITE OPPORTUNITIES

THE FUTURE DEVELOPMENT OPPORTUNITIES ARE SUMMARISED HERE.

Topography

There is an opportunity for future development to use the natural topography and intrinsic values and deliver a unique and distinct neighbourhood.

Landscape & Ecology

The south-eastern part of the site is within designated historic Parks and Garden area, there is an opportunity to restore and enhance the historic settings of this area.

There is an opportunity to introduce a new strategic recreational facility to the north east of the site enhancing the historic setting and access to the River.

There is an opportunity to introduce new green corridors along Rail line providing a buffer to noise from Rail movement.

The setting of Leigh Court and Leigh Woods will be respected through landscaped view corridors.

Markham Brook Woodlands will be integrated by introducing new green links to the west.

New planting along A369 Martcombe Road will soften views of the development from SSSI and Wildlife setting to the south of A369.

A number of public right of ways and important hedgerow/vegetation will be retained and integrated within the development.

Retained trees and vegetation, including those with TPOs where possible and desirable will add maturity and vitality to the development.

There is an opportunity for slow food production by extending existing allotment area to the North West corner of site and to build on the success of Leigh Court Farm organic food production.

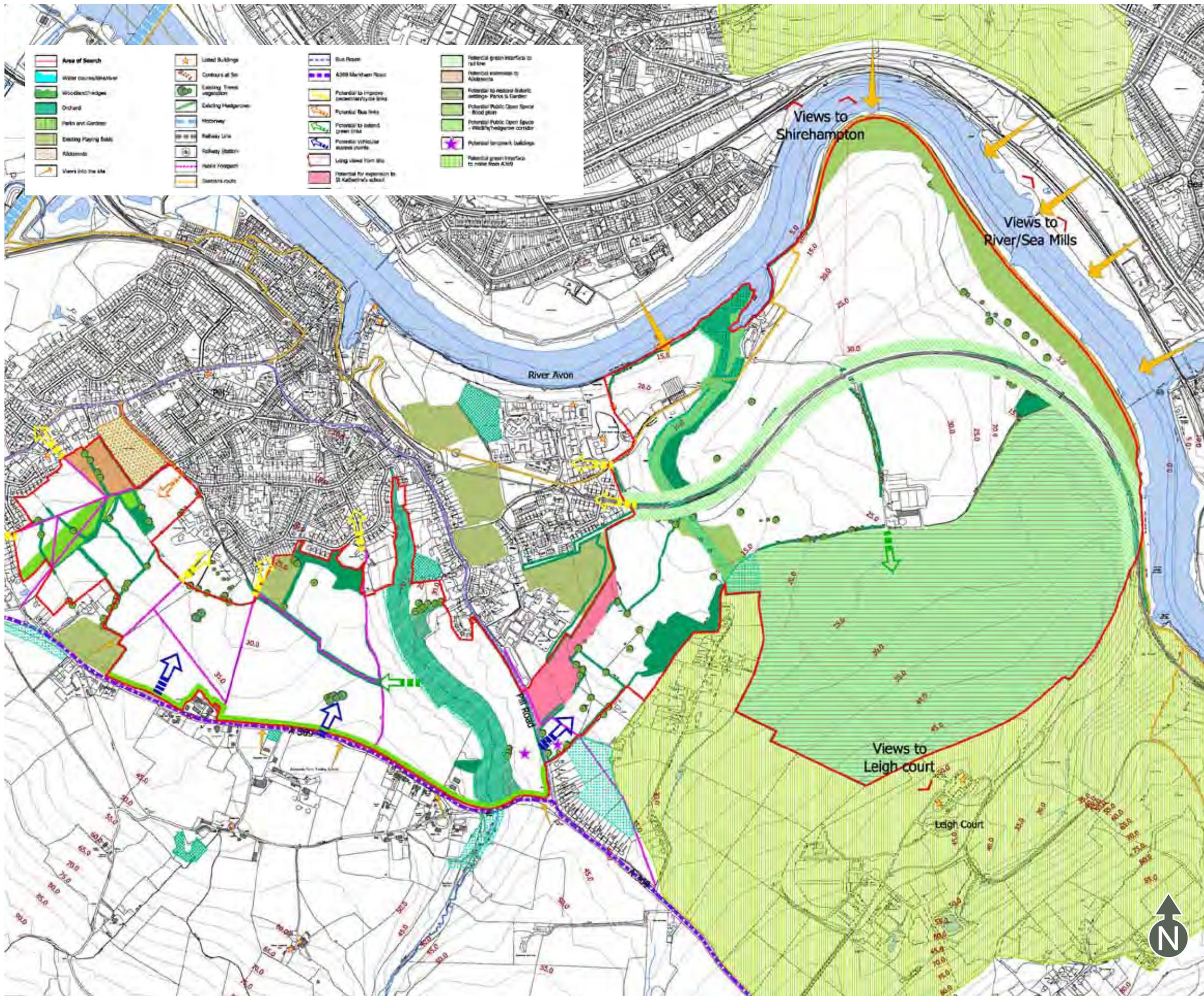
Access & Movement

There is an opportunity to incorporate new bus links through the new development via Cross Lane which further connects to existing bus routes on Pill Road.

Existing Public Rights of Way to the west will be retained and new pedestrian cycle links will be introduced to the east connecting to Chapel Hill Lane and the existing employment park

There is an opportunity to improve the traffic flow at the intersection of A369 Martcombe Road and Pill Road by introducing a new roundabout further north.

Development in this location could also help deliver the desired Portishead to Bristol rail link.



STATUTORY DESIGNATIONS

STATUTORY DESIGNATIONS ON THE SITE ARE SUMMARISED HERE.

There are a number of statutory designations both within the site and in the immediate context that are relevant to the development proposals. These are identified on the plan opposite and summarised below.

Registered Park/Garden

The eastern part of the site forms part of the original Country Estate of Leigh Court and is a Registered Park/Garden. Although there do not appear to be any of the original landscape features within this area it is important that any development respects and protects the setting of Leigh Court.

Listed Buildings

There are a number of listed buildings in the local context. The most important of which is Leigh Court, which is visible from some parts of the site. The setting of this and other listed buildings will need to be carefully considered as part of developing a concept for the development of the site.

Conservation Areas

The eastern boundary of the site which follows the banks of the River Avon forms the edge to a number of conservation areas which cover the river, parts of Shirehampton, Sea Mills and Stoke Bishop.

The character of these conservation areas and any key views from them towards the site will need to be considered as part of the design process.

Public Rights of Way

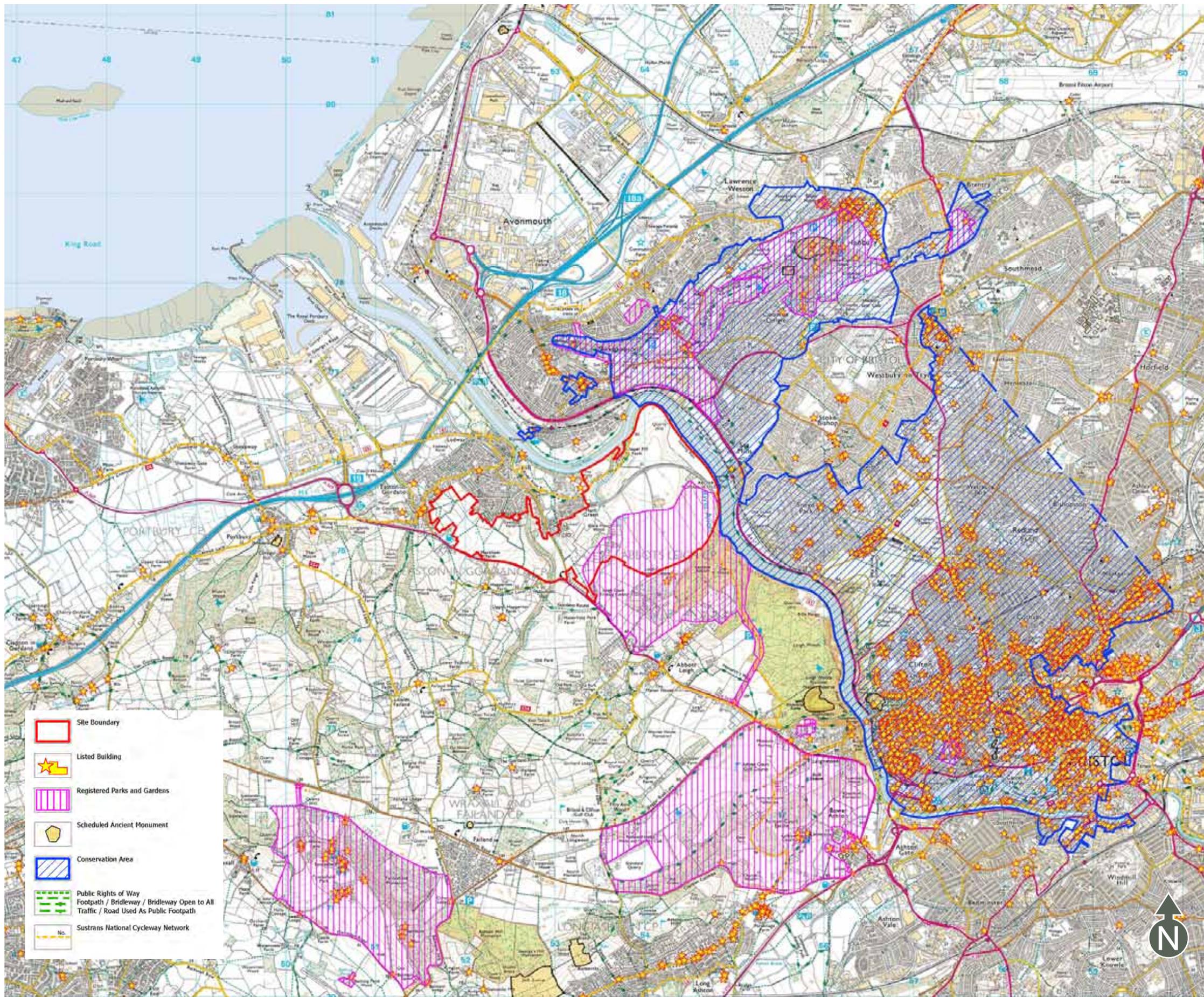
There are a number of public rights of way crossing the site, especially in the area to the south of Pill. These routes which provide for direct pedestrian movement to the centre of Pill will be protected and incorporated into the development wherever possible.

This existing network of routes will provide a structure for the movement network of pedestrians and cyclists.

Sustrans National Cycle Network

Sustrans Cycle Route 41 which connects Portishead and Bristol via a mostly off-road direct route, runs east-west to the north of the site. Part of the route runs through the site in the east before following the river bank towards Bristol.

This route provides the potential for direct bike journeys of 25 minutes from the site into Bristol city Centre along car-free routes. Access to it for cyclists should therefore be maximised and any potential to make the route more direct or attractive to cyclists should be explored.



LANDSCAPE CONSTRAINTS & OPPORTUNITIES

ALTHOUGH THE SITE DOES NOT HAVE ANY SPECIFIC LANDSCAPE DESIGNATIONS OTHER THAN THE AREA WITHIN THE REGISTERED PARK AND GARDEN IT IS IMPORTANT THAT ANY DEVELOPMENT RESPECTS THE LANDSCAPE SETTING AND CHARACTER OF THE CONTEXT. THE PLAN ON THE OPPOSITE PAGE IDENTIFIES KEY OPPORTUNITIES AND CONSTRAINTS RELATING TO LANDSCAPE AND VISUAL IMPACT ISSUES.

An initial visual assessment has been carried out which has identified areas of high, medium and low visual constraint. These areas are identified on the plan opposite. Areas of low visual constraint include the western end of the site which contains a number of mature hedgerows which provide effective screening to the fields, which combined with the topography create an area that is visually well-contained. There is also a linear parcel of land which runs east-west south of St. Katherine's Secondary School and the Railway line which is also visually well-contained by a combination of topography and existing landscape features (such as the planting along the railway corridor).

Both of these areas would be suitable for medium to high density development (35-45 dwellings per hectare).

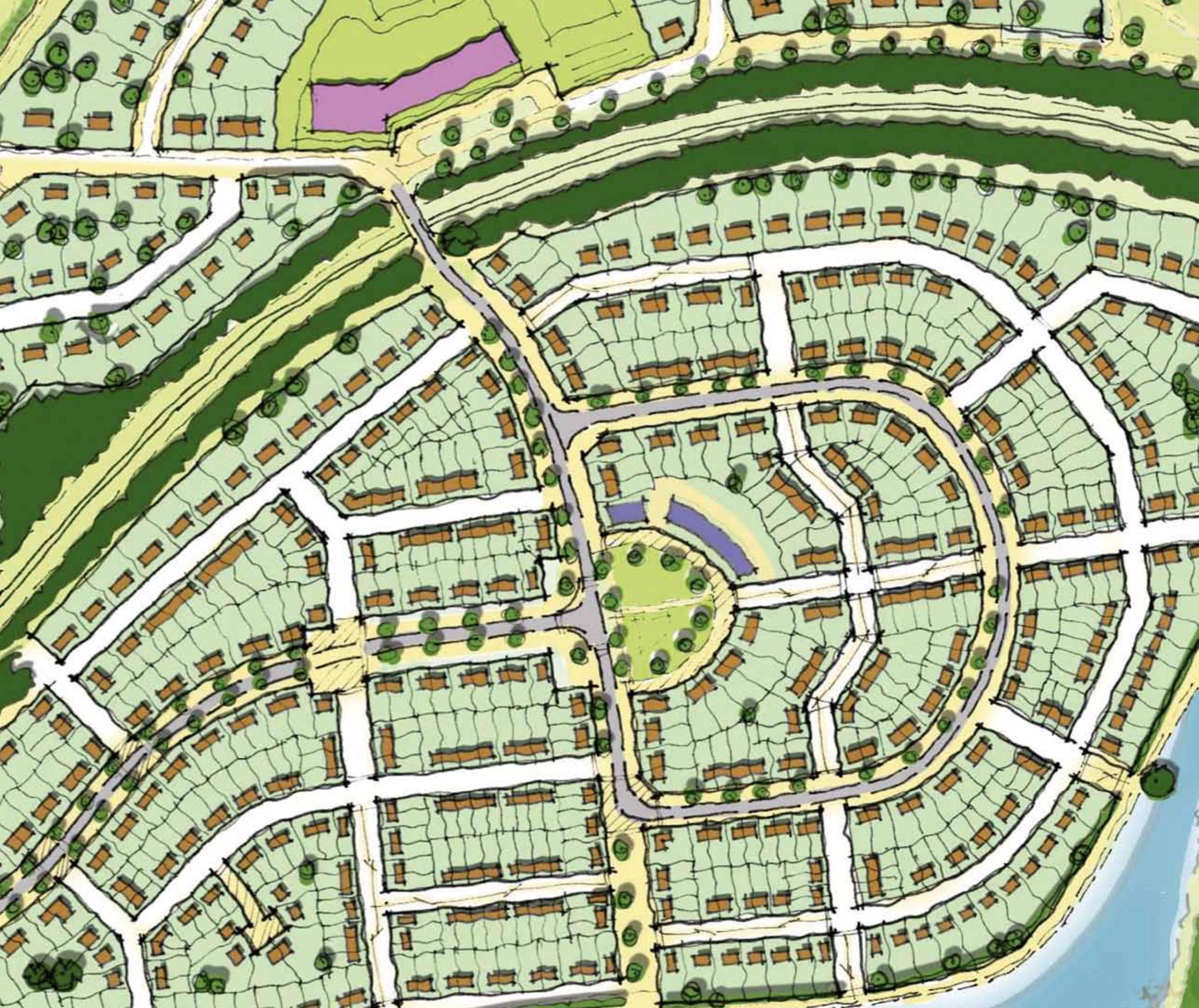
The plan also identifies areas of medium landscape/visual, constraint where lower density development (25-35 dph) with additional advanced planting would be suitable.

These areas include the main area in the western part of the site to the south of Pill which is visible from local views to the south. The plan shows how advanced planting along the A369 could be used to provide screening of this edge.

Other areas of medium landscape/visual constraint include the higher slopes to the

south of the railway on the eastern side of the site and the area immediately to the north of the railway line. Both of these areas could also be screened by advanced landscape planting to provide a softened residential edge.

Areas of high landscape /visual constraint include the area to the north of Leigh Court as well as the northern peninsula which is visible from the conservation areas to the north of the site. Potential strategic green corridors are also identified on the plan.



Chapter 4

CONCEPT MASTERPLAN

DESIGN CONCEPT

THE DIAGRAM ON THE OPPOSITE PAGE SUMMARISES THE STRATEGIC DESIGN CONCEPT FOR THE PROPOSALS. THE STRATEGIC CONCEPT SEEKS TO MEET THREE KEY OBJECTIVES:

1. Maximise connectivity to Bristol City Centre via, bus, train and bike

The proposals seek to minimise the use of the private car by (a) providing for 'containment' through provision of a balanced mix of employment and residential uses and (b) providing a choice of non-car transport modes including a direct cycle route, bus route and potential rail connection.

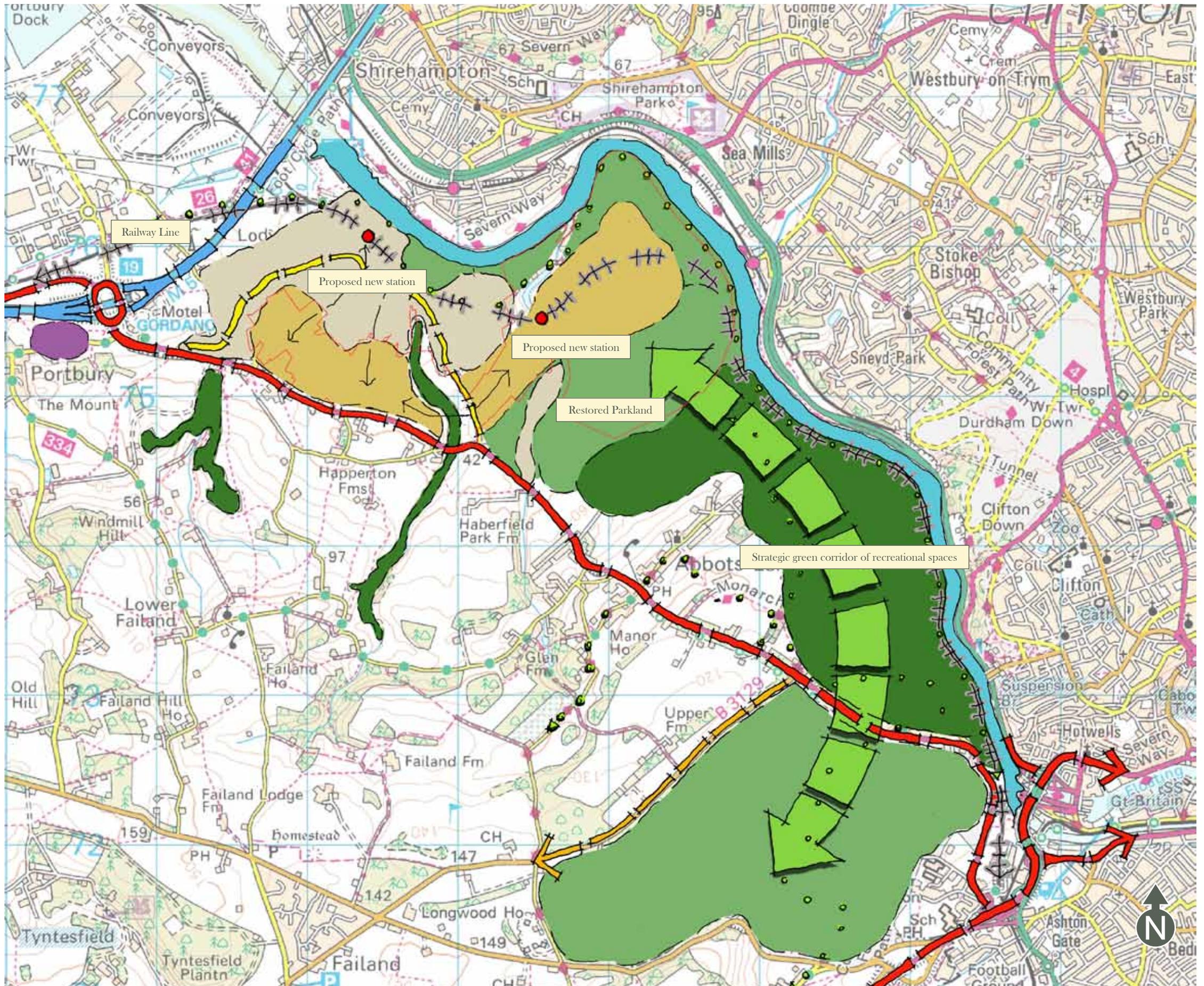
2. Provide for an extension to Pill which will enhance and revitalise the existing local centre.

The existing settlement of Pill has a local centre comprising a range of shops and businesses. The settlement is relatively small (about 2,000 people). Nearby settlements of Easton-in-Gordano and Ham Green have populations of approximately 1,300 and 1,750 respectively).

Any proposed development should maximise connectivity to existing facilities and services to enhance their vitality and viability.

3. Create an extension to the existing public parks, woods and spaces along the southern edge of the River Avon.

The proposed development offers the opportunity to create new publicly accessible parkland and woods which would connect to existing areas of public open space at Leigh Woods and Ashton Court and be easily accessible from the Sustrans route. The new spaces could include parkland in the area to the north of Leigh Court to improve its setting as well as new active parks and areas of woodland, which are characteristic of the area.



LAND USE

THE LAND USE PLAN ON THE OPPOSITE PAGE IS BASED ON THE STRATEGIC CONCEPT SET OUT ON THE PREVIOUS PAGE.

It shows the creation of two new residential neighbourhoods: one focussed on the existing settlement of Pill and one to the east of St. Katherine's Secondary School.

The proposals seek to provide for a balanced community providing new employment opportunities as well as residential.

The Concept Masterplan provides for the following quantum's of land use:

- Residential: 90 hectares
- 2 2-Form entry primary schools (2.2 hectares each)
- An extension to the existing secondary school
- Employment uses: 4.5 hectares
- Public Open Space: Over 120 hectares (including 100 hectares of new parkland).

West Neighbourhood

This neighbourhood would provide for a sustainable extension to Pill of approximately 1300 dwellings. The intention would be to reinforce and support the existing local centre and other services and facilities in Pill through maximising connections to the existing settlement. A new 2-plan entry primary school is proposed together with a small local shop.

East Neighbourhood

This neighbourhood would provide a new community of about 2000 dwellings together with a 2-form entry primary school and 4 hectares of new employment.



ILLUSTRATIVE MASTERPLAN

THE ILLUSTRATIVE MASTERPLAN PRESENTED HERE SHOWS HOW A SENSITIVE AND APPROPRIATE FORM OF DEVELOPMENT COULD BE PROVIDED ON THE SITE, WHICH REFLECTS AND RESPECTS LOCAL CHARACTER AS WELL AS CREATING A NEW PLACE WITH A STRONG IDENTITY AND SENSE OF PLACE.

The form, character and layout of the buildings, routes and spaces are informed by the distinctive characteristics of the site such as the topography and landscape as well as identified in the character appraisal in Chapter 3.

Over the following pages, the various elements of this illustrative masterplan are explained and in Chapter 5, the principles and concepts for 'place-making' are set out.





ACCESS AND MOVEMENT

POTENTIAL ACCESS POINTS FOR VEHICLES, PEDESTRIANS AND CYCLISTS.

The A369 passes to the south of Pill and connects junction 19 of the M5 motorway to the west and Bristol to the north east. Pill Road meets the A369 at a priority junction to the south east of the village. This road continues north with the eastern part of the site to the east through the centre of the village.

To the south west St George's Hill meets the A369 at a further priority junction. St Georges Hill continues north to the south of Easton in Gordano and on to Pill. The St Georges Hill junction with the A369 is to be signalised as part of the current improvement works along the A369 and at the M5 junction 19 to the south.

Vehicular access to the eastern area would be from Pill Road to the south of St Katherine's School. Pedestrian access would also be on to Pill Road with further pedestrian route potential to the north west of the site to Macrae Road.

Vehicular access to the western area could be from a number of locations. Cross Lane to the north provides the most suitable vehicular access position. A number of public rights of way cross the western site. These would be retained with the existing connections to the adjacent residential areas retained. Many of these links are on desire lines to nearby bus stops, the village centre and Crockern C of E primary school.

Proposed Transport

ACCESS STRATEGY

As part of the proposals the A369 could be realigned in the vicinity of existing Pill Road junction. The A369 would continue north to a roundabout within the site area instead of continuing down Haberfield Hill. From the roundabout, access to Pill would be to the north and the A369 would continue across a bridge across Markham Bottom towards Markham Farm.

Bus accessibility could be improved to nearby employment destinations of central Bristol, Avonmouth, Portishead and Nailsea. The potential to increase the proposed capacity on the Portishead train line can also be reviewed.

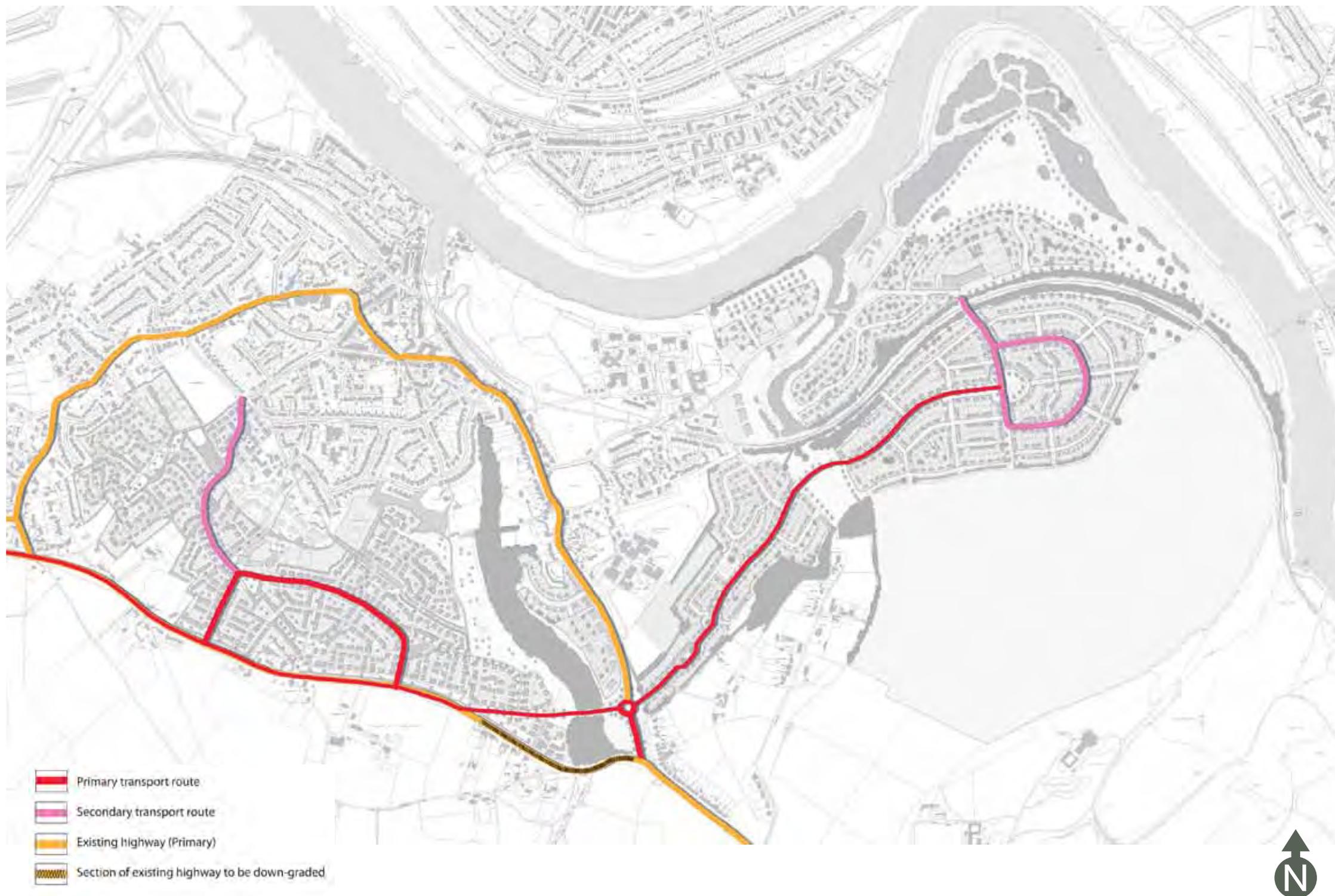
PARK AND RIDE

In order to provide a viable park and ride scheme bus frequencies should be at least every 15 minutes. Bus priority on routes also is an incentive to use the park and ride.

Parking space for 400-500 cars are required to have a commercially viable site. However very few park and ride sites operate without at least some public or developer subsidy.

Park and ride sites should be visible and the buses used branded. Visible sites market themselves.

A site has been identified for a Park and Ride which could attract drivers coming from the motorway network and Portishead. And walk and ride for residents of Easton-in-Gordano, Pill and Portbury.



RAIL, BUS AND BIKE

THE A369 PASSES TO THE SOUTH OF PILL AND CONNECTS JUNCTION 19 OF THE M5 MOTORWAY TO THE WEST AND BRISTOL TO THE NORTH EAST. PILL ROAD MEETS THE A369 AT A PRIORITY JUNCTION TO THE SOUTH EAST OF THE VILLAGE. THIS ROAD CONTINUES NORTH WITH THE EASTERN PART OF THE SITE TO THE EAST THROUGH THE CENTRE OF THE VILLAGE.

To the south west St George's Hill meets the A369 at a further priority junction. St Georges Hill continues north to the south of Easton in Gordano and on to Pill. The St Georges Hill junction with the A369 is to be signalled as part of the current improvement works along the A369 and at the M5 junction 19 to the south.

Vehicular access to the eastern area would be from Pill Road to the south of St Katherine's School. Pedestrian access would also be on to Pill Road with further pedestrian route potential to the north west of the site to Macrae Road.

Vehicular access to the western area could be from a number of locations.

Cross Lane to the north provides the most suitable vehicular access position.

A number of public rights of way cross the western site. These would be retained with the existing connections to the adjacent residential areas retained.

Many of these links are on desire lines to nearby bus stops, the village centre and Crockerne C of E primary school.

A park and cycle facility could be provided close to the existing cycle path with a car park and cycle lockers etc. This would encourage commuting to Bristol by bike.



PARK AND RIDE

A NEW PARK AND RIDE FACILITY IS PROPOSED ON LAND NEXT TO JUNCTION 19 OF THE M5, WHICH WOULD SERVE TO REDUCE THE AMOUNT OF TRAFFIC USING THE A369. THIS MEASURE WOULD, TOGETHER WITH OTHER STRATEGIC TRANSPORT IMPROVEMENTS AND STRATEGIES, MINIMISE THE AMOUNT OF TRAFFIC USING THE A369.

The proposed park and ride facility is located to the east of Portbury. To the north the site is bounded by the M5 and to the east is Gordano services and the A369. The site is approximately 5 hectares and could accommodate approximately 1300 parking spaces, access would be provided from High Street.

Right: concept of proposed park and ride facility





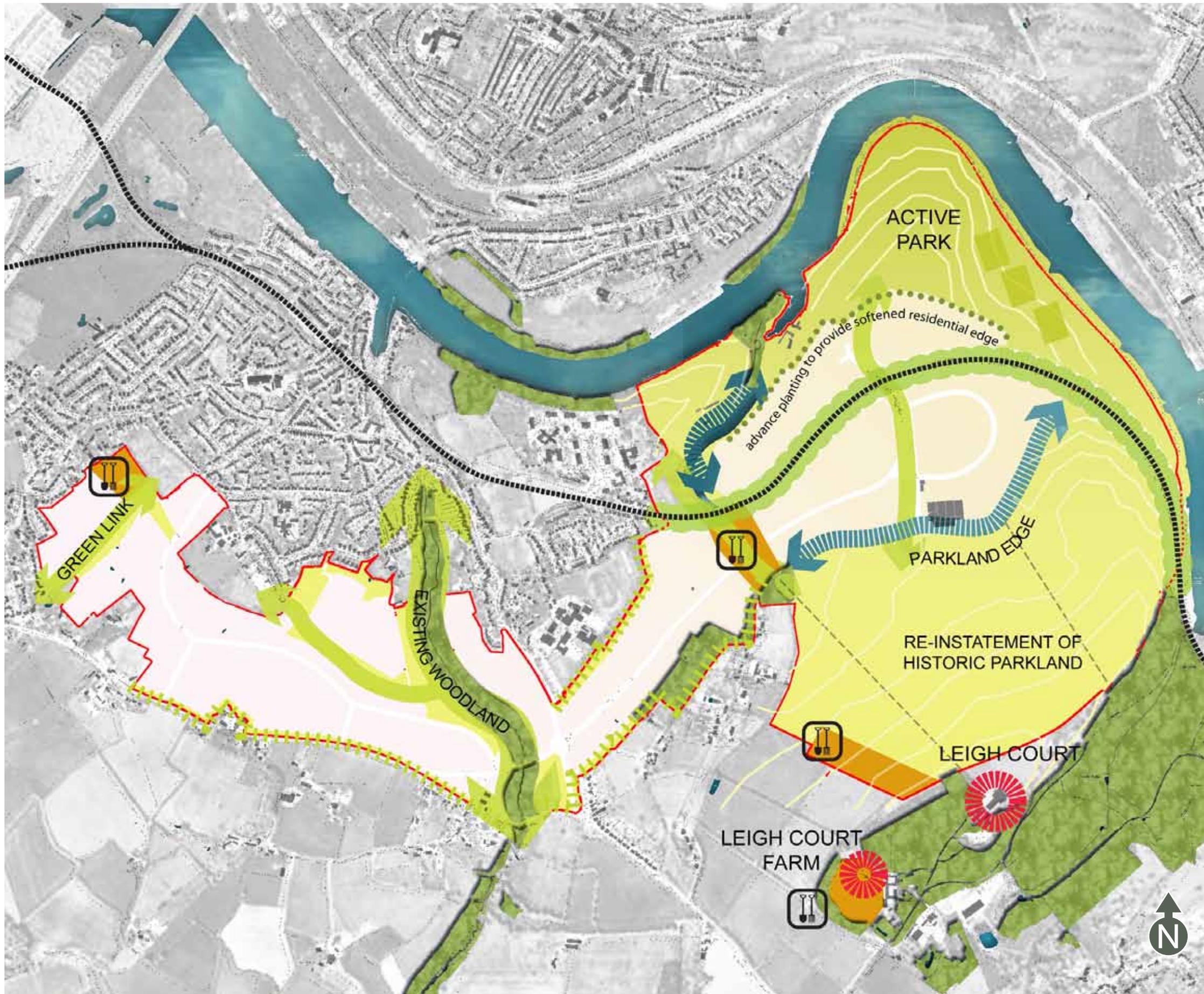
LANDSCAPE CONCEPT

THIS DRAWING ILLUSTRATES THE LANDSCAPE AND GREEN INFRASTRUCTURE CONCEPT FOR THE MASTERPLAN. IT SHOWS HOW AN INTEGRATED AND CONNECTED NETWORK WOULD INCLUDE A WIDE RANGE OF FUNCTIONS AND USES.

The 'top tier' of these green uses would include the new areas of public parkland adjacent to Leigh Court, and on the peninsula next to the river.

The green corridors would include areas for community food production in the form of allotments, community gardens and potential extensions to existing community facilities such as at Leigh Court Farm.

Green links along existing public rights of way and existing hedges create connections for ecology as well as pedestrians and cyclists.





Right: Yellow line indicating approximate location of potential barrage

