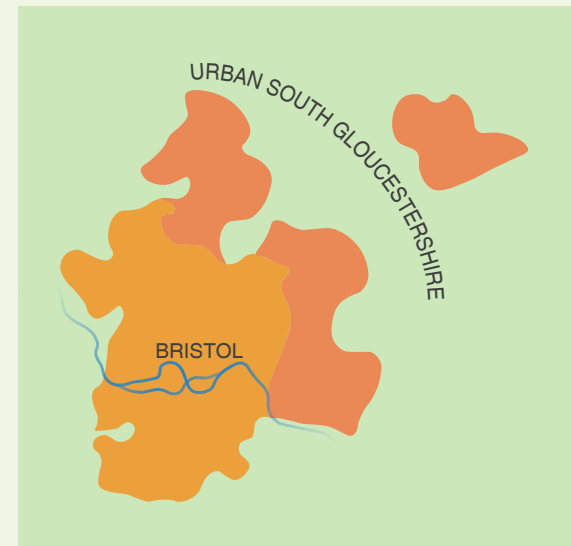


South Gloucestershire Urban Localities: Review of Potential Supplementary Report - Prospectus

August 2018



Contact details:**Bath Office:** 23a Sydney Buildings, Bath BA2 6BZ**Phone:** 01225 442424**Bristol Office:** 25 King Street, Bristol BS1 4PB**Phone:** 0117 332 7560**Website:** www.nashpartnership.com**Email:** mail@nashpartnership.com**Twitter:** @nashPLLP

File Reference	16053_U07_004
Date of Issue	August 2018
Revision	-
Status	Final
Prepared by	Mel Clinton
Design by	Julie Watson
Authorised by	Edward Nash
File Path	16053_U07_004_Review of Potential Report

Contents

	Executive Summary	4
1	Introduction	8
2	Identifying the Placemaking and Regeneration Opportunities	9
3	A Prospectus for the Localities	15
4	Conclusions	25
	APPENDICES	26
	Appendix 1: Schedule of the Potential Opportunities - Details	27
	Appendix 2: Schedule of Land Parcels considered and Rejected for Likely development	30
	Appendix 3: Datasheets for Freestanding Sites	40
	Appendix 4: Datasheets for the New Neighbourhoods	77
	Appendix 5: Datasheets for Yate and the East Fringe Urban Centres	85
	Appendix 6: Analysis of The High-Street Regeneration Prospects for Staple Hill, Kingswood and Yate	89

Executive Summary

Introduction

South Gloucestershire Council is one of the four West of England Region authorities (Bristol City Council, Bath and North East Somerset Council and North Somerset Council) working on a Joint Spatial Plan for the period 2016-2036. This will set out a framework for strategic development as the context for the Local Plans of each authority. It will include proposals for further development within and beyond the established urban areas.

Alongside this, the West of England Combined Authority (Bristol, South Gloucestershire and Bath and North East Somerset) has entered into a devolution deal with Central Government.

Within this context, South Gloucestershire Council has identified the importance of its urban areas performing to a high level to both enable local communities to enjoy a good quality of life and to contribute to the wider prosperity and sustainability of the West of England. Related to this, there is also a need to maximise the potential of existing urban areas in order to meet the need for new homes and jobs.

Currently, within the almost wholly suburban development patterns of urban South Gloucestershire there are some very significant assets, including strong economic and employment contributors. However, the nature and pattern of development that has occurred over recent decades appears to be failing to optimise the potential of a number of localities. The Council has recognised that a continuation of predominantly suburban and standard development models is unlikely to provide the type and quality of urban environments that will enable communities to thrive and best contribute to the growth ambitions of the West of England. More differentiated urban locality hubs are needed, with the densities and mixes of land use that can support multi modal transport, and the amenities expected of more urban patterns of living and working

Consequently, South Gloucestershire Council has commissioned this review of seven urban localities that appear to have a need and potential for significant positive change.

The report covers seven localities which make up approximately 60% of the South Gloucestershire Urban Area:

- Patchway and Filton Airfield
- Harry Stoke
- Emerson Green, Science Park and Environs
- Staple Hill
- Kingswood
- Hanham and Environs
- Yate Station and Environs

These areas, except Yate, all form part of the east and north fringes that directly adjoin Bristol.

This report is supplementary to the initial report on the “South Gloucestershire Urban Localities: Review of Potential” titled “Description, Context and Principles, November 2017.”

This supplementary report identifies the opportunities for development and change on a site-by-site basis and presents a prospectus for the localities. It explains the methodology behind the site selection and how the opportunity sites have come to be identified, before outlining a ‘prospectus’ for placemaking and regeneration based on the cumulative potential of the sites in each locality. Broad dependencies in terms of delivery are also outlined.

Each stage of the work has been undertaken in close consultation with, and benefiting from invaluable contributions from the South Gloucestershire officer team. The study has also been informed by conversations with a number of organisations who have made long term investments in these areas and have informed views on their strengths and weaknesses.

Identifying the Placemaking and Regeneration Opportunities

This report identifies sites that have development potential. However, it is the role of the South Gloucestershire Local Plan, not this report, to further test this potential

(through, for example, the Housing and Employment Land Availability Assessment) and to set out proposed site allocations and planning policy.

In order to identify a full range of opportunity sites, all areas of land in and adjacent to the built-up area which were not within well-established residential neighbourhoods and dominated by private tenure housing were first identified. Following this a three-stage sifting process was applied whereby sites were eliminated if they were unlikely to be developable or be made available for redevelopment over the Joint Spatial Plan period to 2036. The remaining sites were then further sieved according to technical constraints and planning policy provisions and designations.

In addition to this, opportunity areas for redevelopment were identified within some of the town centres. This was done by taking the main commercial and mixed use areas of the individual high streets and identifying where areas were of low value to urban character and/or approaching the end of their functional economic lives, and offered potential for redevelopment which could bring significant Placemaking and Regenerative opportunity.

Through this exercise a list of potential development sites has been arrived at which fall within the following three categories of opportunity: 'Free Standing Sites', 'urban opportunity sites within the New Neighbourhood allocations' and 'Town and District Centre Regeneration Zones'.

Identified Sites

Following the above process the following opportunities were identified:

- **Free Standing Sites** – 36 sites identified across all of the localities except Emersons Green
- **New Neighbourhoods** – 7 sites identified across Filton Airfield, West of Cribbs Causeway and East of Harry Stoke
- **Town and District Centre Regeneration Zones** – 3 zones identified across Yate, Staple Hill and Kingswood

These opportunity sites make up approximately 16% of the initial study area.

In addition to these, sites with much longer-term development prospects were identified in the southern Harry Stoke area. This is already a hot spot of high status employment and institutions, already exceptionally well connected and capable of rapid churn to urban centre densities of use and higher land utilisation.

A full assessment of the suitability of these sites and the potential number of homes that could be delivered on them will need to be tested through the site assessment work that will be undertaken by the Council in support of the new Local Plan.

Category	Number of Sites	Area (Ha)
Free Standing Sites	36	118.76
New Neighbourhoods	7	403.37
High Street Regeneration	3	70.43
Total	46	592.56

Re-development of some of the sites identified would lead to a net reduction in employment land. However, it is assumed that some of this, particularly the large format industrial and storage premises, can be re-provided at other locations where the spatial advantages and accumulated assets are not such as to warrant higher density development. Similarly, the reduction in commercial floorspace on the high streets will be offset by businesses using newly provided space within the regenerated areas at a higher density than the existing floorspace, for example in new 'workhub' formats. In broad terms, urban centres of greater scale and diversity will create higher job densities than traditional employment sites.

Prospectus for the Localities

Having identified individual opportunities, it is evident that the different localities have the potential to play distinct and significant new roles in South Gloucestershire and the wider Bristol urban area. A prospectus for the areas has been identified under four distinct themes:

- **‘The Northern Cluster’ – New Centre and Urban Living**

Based around the Patchway/Filton Airfield and Harry Stoke area, this involves establishing a new mixed use, high density ‘Centre’ at the railway quadrant to link the individual communities together, and encouraging higher density within the new neighbourhoods (particularly Filton Airfield) to establish a more contemporary form of city living and distinct identity for the area within a newly polycentric city. This will require the production of a strategic masterplan for the whole of the Northern Cluster which expands on the existing Cribbs / Patchway SPD, engages with the major employers, landowners and developers with interests in the area, and which would eventually be adopted as an SPD by South Gloucestershire Council. The build out density and urban scale of the East of Harry Stoke New Neighbourhood will be particularly important to this area, which is already unusually well connected in multi modal transport and lies close to untypically high-grade employment.

- **‘The Science Quarter’**

Development of this area is already largely underway with the Science Park maturing and the new neighbourhood at Lyde Green well progressed. As such there is not considered to be significant scope for development of greater scale here. However, the new neighbourhood, Science Park and Emersons Green retail park are poorly integrated and do not offer the kind of quality ‘sense of place’ required to best support economic growth and sustainable living here. Better integration could be achieved by creation of a pedestrian bridge over the A4174 that provides amenity and identity, for example an ‘elevated park’. The introduction of a street market at the Retail Park should also be considered. Over the longer term, the standard business units to the North West may come forward for redevelopment as an extension to the Science Park.

It is important to recognise in the formulation of the JSP the spatio-economic significance of the Science Park which is likely to rapidly fill up its campus. There are both needs and opportunities to spread its influence and growth into currently undervalued areas of Staple Hill, Kingwood/ Warmley and Hanham. Kingwood in particular needs catalysts for its strategic regeneration for which a strong “education for employment”

dimension could be relevant to the future needs of the northern arc economy. It will also be important to build a meaningful strategic connection between the reputation and work of the Science Park and the growth in status and size of Yate and other proximate new housing allocations likely to come over the Plan period.

- **‘The East Fringe Urban Centres’**

Staple Hill, Kingwood and Hanham should become a network of strong and distinctive centres serving as a focal point for their urban neighbourhoods. Particular opportunities exist in the Staple Hill and Kingwood High Streets, land to the south of Kingwood High Street and the former Kleeneze factory site in Hanham. It is proposed that comprehensive strategic regeneration strategies and masterplans are prepared for Staple Hill and Kingwood which incorporate a programme of private/ public sector land assembly, in dialogue with interested parties and supported by allocation within the Local Plan as Regeneration Zones. The masterplans should eventually be adopted as SPDs or enshrined in Local Plan review. The Staple Hill Regeneration Partnership should be supported and developed and a town centre partnership established for Kingwood to deliver a strategy for enhancing the vitality and diversity of the retail areas through events, markets, ‘meanwhile’ uses of empty properties, publicity and promotion.

Kingwood is an urban centre at particular risk of decline but also one that presents a significant opportunity. The mature urban centres have become enveloped within the post-war suburban growth of the wider Bristol area and the majority of it does not provide opportunities for change in the near to medium term future. Where change is possible, such as in Kingwood, the opportunity exists to stimulate indigenous economic, social and cultural regeneration. It is proposed that the regeneration strategy and masterplan here should incorporate a business hub/education offer to facilitate links between businesses and between employers, education and skills training providers. Kingwood has an unusual degree of capacity to take on new economic and urban roles to contribute to a greater urban whole, but needs a strong catalyst to do so. A business, education and skills offer in Kingwood could help provide a focus for the local economy and provide a

bridge between the areas traditional skills and the needs of the wider new economy

▪ **The ‘Yate Gateway Quarter’**

There are major opportunities for change in Yate in the form of freestanding sites at the Beeches Industrial Estate/ adjacent industrial land and the High Street area along Station Road. It is proposed that higher density mixed use development should be pursued here in order to establish a gateway area linking the train station to the main shopping area. This should be supported with a Regeneration Zone allocation within the Local Plan, accompanied by a masterplan framework incorporating a programme of private sector land assembly and possibly council compulsory purchase orders, in dialogue with interested parties and potentially with support from Homes England, the public body with a remit to facilitate delivery of new homes. The masterplan should emphasise provision for pedestrian and cyclists and seek to establish Yate as a walking and cycling town characterised by green streets.

Such a step up in urban status and urban scale will be important to the next stage in Yate’s life. Through this its centre can provide the amenities and facilities future residents will expect from a larger town. Without it the quality drivers for its likely new proposed greenfield allocated housing will not be in place.

Outputs

Delivery of development on the identified sites will produce measurable outputs in terms of:

- New homes
- Business and commercial space
- Spatially generated sustainability
- Jobs
- New businesses
- Gross Value Added (GVA)

Besides the uplift in homes, and associated non residential land uses quantification of these outputs is not provided at this stage as it will only be possible once further work is undertaken to refine and test the development opportunities as recommended. It is considered that improvement in perception of the study areas in general is considered the most significant measure. This is defined by a broader range of factors that extend well beyond the scope of this work, including for example the quality of the education offer and transport provision.

In order to capitalise on these opportunities, a number of key dependencies identified in this report need to be addressed. A number of priority dependencies are identified including (sustainable) transport, land ownership, development models, market conditions and planning policy. Following on from these a number of specific delivery tasks are identified, including using council influence and policy to set a new vision for the study area, carrying out further research into land Ownership and economic trends influencing employment space needs, further exploring individual site viability and auditing existing social and cultural infrastructure.

Again, it should be noted that the sites identified in this report indicate potential. This potential needs to be further tested and refined, including through the process of developing the new South Gloucestershire Local Plan and its evidence base.

1 Introduction

Purpose

- 1.1 The initial report on the 'South Gloucestershire Urban Localities: Review of Potential', titled 'Description, Context and Principles, November 2017' describes the issues identified by South Gloucestershire Council, the purpose of the work and the requirement to focus on seven urban localities. It sets out the description, context and principles through definition of the localities, setting out the strategic context and policy framework that has a bearing on their future, describing how they have developed and what they might become and, from these things, draws together recommended principles to guide future development and change. This document is Part 2 of the report and it identifies the opportunities for placemaking and regeneration, puts forward a prospectus for the localities and sets out a summary delivery plan.

2 Identifying the Placemaking and Regeneration Opportunities

2.1 A central purpose of the project is the identification of opportunities for development and change that can contribute to inclusive growth and sustainable localities with enhanced qualities of liveability, identity and vitality. This report identifies potential and puts forward proposals for realising this potential. However, it is the role of the South Gloucestershire Local Plan, not this report, to further test this potential (through, for example, the Housing and Employment Land Availability Assessment) and to set out proposed site allocations and planning policy.

Methodology and Categories of Opportunity

2.2 In order to identify sites with potential for development, an approach similar to the methodology used for the Bristol City Council, “City Reclaimed Land” study undertaken to identify potential additional urban capacity within the administrative area of the city has been used. The sites search has been targeted through the definition of the localities as set out in Chapter 2 of Part 1 of this report. Within these localities, the principal difference compared to the City Reclaimed Land methodology was the identification of all land within each locality that is not occupied by housing within well-established residential neighbourhoods. These are shown in the insets to the individual site data sheets at Appendix 5, 6 and 7.

2.3 The next stage was to sift out areas identified as being in active and spatially efficient land use and unlikely to have realistic potential for development over the Joint Spatial Plan period to 2036. This was done through a combination of analysing aerial maps of the localities and site visits.

2.4 Following this exercise, the schedule of potential sites included areas of school land that appeared to be particularly under-utilised and areas of open space that appeared to be especially poorly placed, poorly accessed or under used. This included some unusually large roadside verges. Through further assessment and discussion with Council officers these sites were largely removed from the schedule on the grounds that development would be likely to be valued as public open space and may have a potential role in meeting current and future needs arising from their present primary purposes.

2.5 The sites remaining in the schedule were then reviewed in relation to technical constraints and planning policy provisions and designations, including flood risk, landscape value and heritage assets. Those sites that were sieved out through this process are set out in the schedule at Appendix 3.

2.6 Some of the potential sites comprise land occupied by industrial and storage buildings. However, not all such sites were included. Those considered within the process of assessment were selected on the basis of spatial advantage in terms of location close to existing town centres, evident under use and poor condition and consequent potential for development that can contribute to the quality, character, vitality, economic development and long term sustainability of the localities. **However, this report does not change the employment functions of these sites or the planning policies that apply to them. This report indicates potential and any changes in terms of their role and the nature of future development will be determined through the process of producing the new South Gloucestershire Local Plan.**

2.7 In addition to the sites identified through this process, opportunity areas were also identified in some of the town centres and the methodology applied for these is set out below.

2.8 Through this exercise a list of potential development sites has been arrived at within the following three categories of opportunity:

- Free standing sites
- Urban opportunities within the New Neighbourhood allocations
- Town Centre Regeneration Zones

2.9 The sites within these categories have been assessed using the City Reclaimed Land headings of:

- Likely – sites that appear to be developable and deliverable
- Less Likely – sites that appear to be developable and could be deliverable in the future but currently are in active use
- Requires Intervention – sites that could become developable and deliverable through intervention such as regenerative planning policy briefs, land assembly and provision of infrastructure.

- Unlikely – sites where costs, current value and/ or intervention appear unjustified by the potential gains.

2.10 The location of the key opportunities is shown in Figure 2.1 and the schedule of sites and their discounted output assessment resulting from this process is included in Schedule B at Appendix 3.

Free Standing Sites

2.11 A range of free standing sites with potential for development has been identified through the process outlined above for each of the localities except for Emersons Green, Science Park and Environs. A number of those offer the prospect for delivery in the near term and could fulfil an important purpose as demonstration sites, setting a standard for development of good urban quality and character.

New Neighbourhoods

2.12 The New Neighbourhood allocations in the Core Strategy were assessed in terms of delivery progress, the particular characteristics of the allocation, its spatial relationship to clusters of activity and transport infrastructure, the placemaking potential offered by increasing density, the current policy framework, the terms of existing planning permissions and the landowners/ developer's appetite for a higher level of density. A summary of the planning status and associated densities for the New Neighbourhood sites is included at Appendix 7.

2.13 Through this process, potential for increasing density was identified in the following New Neighbourhood locations:

- Filton Airfield
- West of Cribbs Causeway
- East of Harry Stoke

2.14 The purpose of increasing density here is not driven primarily by a desire to increase housing numbers but by the aim of enhancing the quality of place and spatial sustainability of the New Neighbourhoods, around an urban modal model of movement where travel is reduced through mixed use and proximity

and a higher proportion of necessary journeys are by walking, cycling and public transport. The New Neighbourhoods provide an opportunity to offer a living and working lifestyle that achieves a shift away from the overwhelming level of car dependency that currently typifies these localities, with critical mass and proximity between places to live, work, study, meet, shop and socialise facilitating movement by walking and cycling and helping to justify public transport investment.

Town Centre Regeneration Zones

2.15 Following discussions with Council officers over concentrations of sites with regeneration potential, three town centre regeneration zones were identified (Yate, Staple Hill and Kingswood). The primary purpose of assessing the town centres was to identify potential for regenerative change that would bring about a significant step-up in the status, quality, future economic health, employment prospects and the socio-economic nature of the centres. Distinctive places require a centre as a focal point for the community, as well as density, scale and a legible network of streets and spaces. They also need to feel they have indigenous economic worth and identity. Higher development densities can act as an enabler to help to create a sense of place and establish the qualities that make places attractive for urban lifestyles, including bringing a necessary critical mass to economic activity, in building an evening economy and supporting the viability of public transport. It is a long-term process and in some localities this needs an approach of deliberate regenerative change that brings new residential and employment offers and builds a positive picture of the urban lifestyle prospects that can be discovered. In addition to new residential offers, stronger town centres and employment space to support development of the local economy and add to the urban lifestyle offer have an important role to play in this.

2.16 We have therefore undertaken a review of the potential for regenerative-led change in the town centres, using the following methodology:

- A red line was drawn around each the town centres of Staple Hill, Kingswood and Hanham, embracing commercial and mixed use buildings and anything fronting the High Streets before these areas revert to conventional suburban streets.

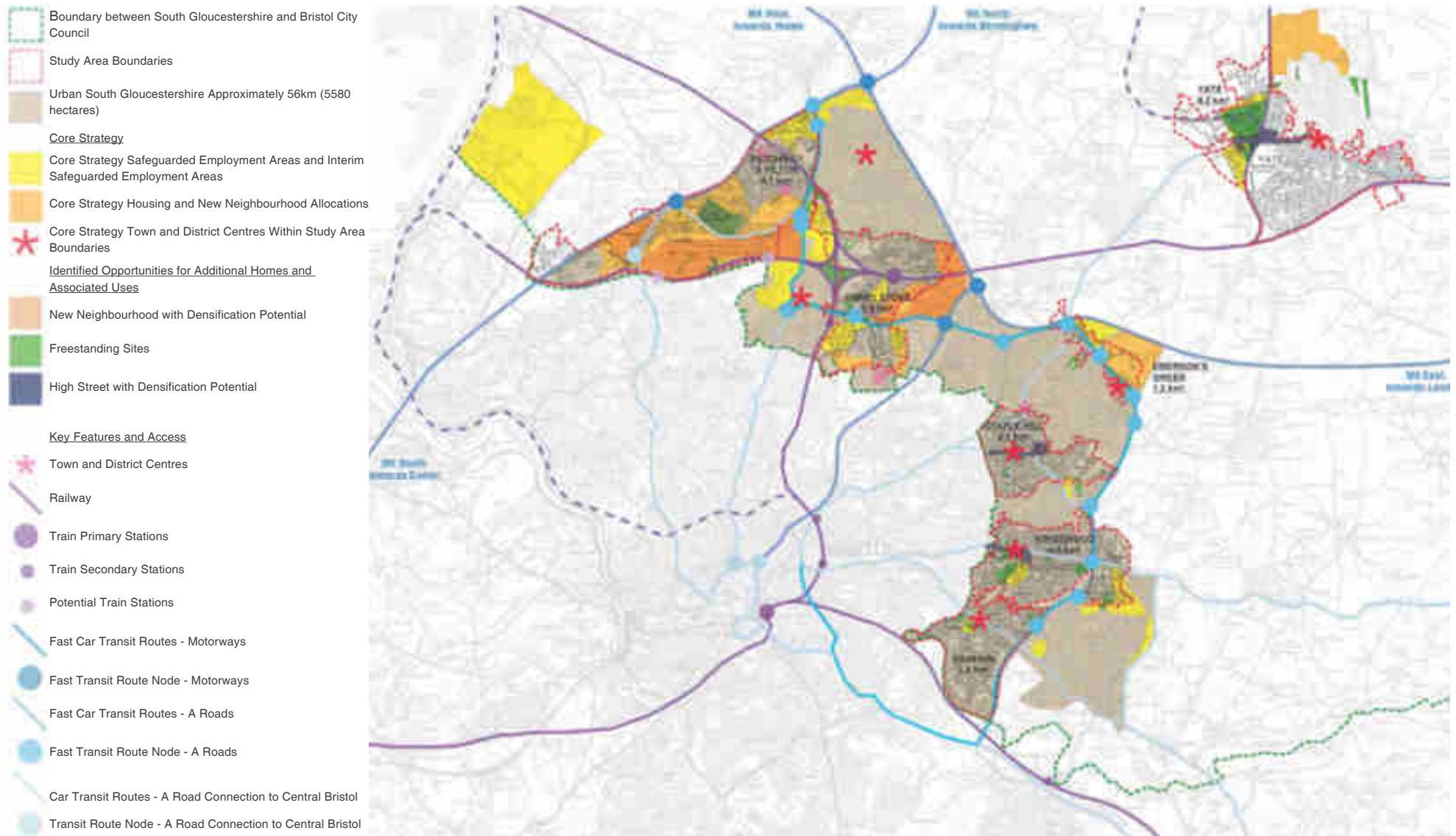


Figure 2.1: Overview of opportunity areas

- Within these areas, the value of the urban fabric was scored, identifying individual buildings of historic or urban streetscape merit whose loss would be unfortunate and which could make a particularly positive contribution to high street regeneration. These sites were categorised as being of low, medium and high urban character value. In parallel to assessing the significance and value of High Street buildings individually and as a group, the quantity of residential and commercial use and the heights of buildings was recorded. A notional redevelopment study was then undertaken, involving only the low/medium categories.

- 2.17 It should be noted that identification of the High Street Regeneration Zones is intended to set a framework for long term, incremental change. Potentially this may include projects of significant size, through a process of gradually bringing together land interests via negotiation and partnership. It will be important that this builds on existing assets and strengths and works with stakeholders. It does not therefore provide a basis for imposing top down solutions.
- 2.18 The High Street study area and analysis is included at Appendix 8.

Other Prospects

- 2.19 A deliberate regeneration strategy applied to the allocated New Neighbourhoods and the historic district centres can directly affect the optimum change and value prospects of proximate free-standing sites. As district centres grow in strength and the New Neighbourhoods bring new lifestyle offers there will be an effect on land values and prospects of stimulating dynamic change in the wider area.
- 2.20 Delivery of development and change on the opportunity sites identified within the categories above, in a manner that achieves a significant sense of urban scale and quality, is likely to build confidence in the future of the localities and result in subsequent development of other, currently occupied land, over the medium to long term. The principal prospects identifiable at this stage are the large areas of surface car parking, the 'big box' retail stores and land adjacent to Abbey Wood Shopping Park within the Harry Stoke area, as shown in Figure 2.3, and the extensive areas of car parking around The Mall at the Cribbs Causeway retail park.

- 2.21 Some of the first wave of the retail warehouse type developments may provide opportunities for redevelopment over the medium term, to create higher quality urban environments that make a greater contribution to the vitality and character of the Harry Stoke area. The land adjacent to Abbey Wood Shopping Park, fronting onto the A4174, plays a role in providing drainage and a landscape setting for the buildings and road infrastructure here, linked to the green infrastructure running through the adjacent Ministry of Defence and University of West England sites. However, the area needs a more identifiable district centre to act as a focal point around which the locality can, over time, develop a greater sense of coherence and identity. This land may provide the opportunity for creating such a centre whilst continuing to incorporate drainage provision and an appropriate degree of greenness. As part of this there may be scope to rationalise the large scale and dominant nature of the highway infrastructure in this location to reclaim some land for development and public realm.
- 2.22 The large areas of car parking shown in Figure 2.3 serve significant occupied premises but may well come to be viewed as opportunities that can provide a higher level of value in environmental, social and economic, as well as financial terms, as the attractiveness of the area for urban living options close to good quality employment grows. This might include development typologies incorporating more efficient use of land with decked parking to release some of these areas for development.
- 2.23 The level of car parking provision at The Mall, Cribbs Causeway, is an important element of the regional shopping and entertainment centre offer here. Again however, there is potential for a more efficient use of some of this land, involving more sophisticated parking solutions within mixed use development to create a greater sense of urban identity and a growing customer base of local needs, that responds to the development at Filton Airfield and other land around. The role of any such development and its relationship to both the locality and the wider urban area is a key issue and much will depend on the outcome of the Secretary of State's decision on the current planning application for a mixed use development including new retail, restaurant and leisure, residential and infrastructure provision

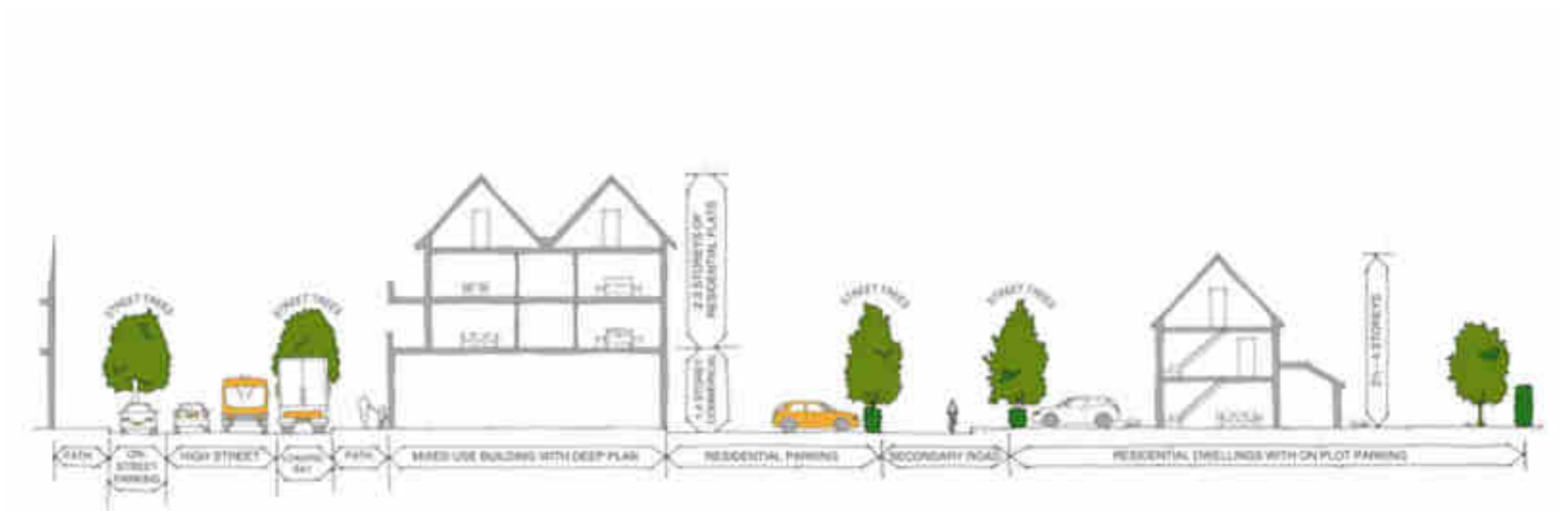


Figure 2.2: High Street densification: a typical approach to redevelopment of deep plan sites with high street frontage



Figure 2.3: Surface Car parking Harry Stoke

3 A Prospectus for the Localities

The Rationale for Investment in a New Approach

- 3.1 Across much of the area, the prevailing character of low-density suburbia results in patterns of movement dominated by car travel, a lack of neighbourhood identity and a mono-culture of land use that is not economically fertile. 'Business as usual' in housebuilding in the study areas is likely to further solidify the low density, suburban character of urban South Gloucestershire through residential development, albeit modified to some extent through the placemaking requirements of established planning policy. This would remove the capacity of these areas to stimulate new indigenous economic change and build social identity. Realisation of the development and regeneration potential identified within the localities will require significant focus and coordination by the Council and potentially public investment through Homes England (the public body with a remit to facilitate the delivery of sufficient new homes where they are needed), as well as Council owned land assets and use of City Deal powers and resources to enable delivery and lever investment. In this respect, it is noted that an Interim Housing Package has been agreed between the Government, Homes England and the West of England Combined Authority. Nonetheless, given the challenging public sector financial climate, it is particularly important that the results justify the effort that will be required to deliver on the approach set out here.

Outcomes

- 3.2 The identified localities comprise approximately 51% of the combined urban South Gloucestershire area fringing north and eastern Bristol and in the free standing town of Yate. Of this area, around 16% has been identified as holding realistic prospects for development and regeneration. The principal rationale for focusing on the sites that make up this 16%, is that the extent of the localities with such prospects of change is limited and they represent the most promising opportunities for both instigating new, housing led development, and creating a process of change. The importance of this for the areas of the existing urban fabric of South Gloucester is heightened by the competition for people, talent and investment presented by the regeneration of Bristol's centre and inner fringe areas and the investment that has taken place in other cities. Similarly at a time when models of urban living and working, in and close to

city centres, are driving the lifestyle expectations of younger generations, the planned New Neighbourhoods of urban South Gloucestershire have a need and a rare opportunity to recognise this in how these areas are brought forward.

- 3.3 In the longer term, beyond the JSP period up to 2036, possibly sooner, significant change on these sites placemaking or re-making is likely to establish confidence and encourage more widespread development or redevelopment that creates places of higher quality and contributes to an ongoing process of urban regeneration on a broader scale.
- 3.4 Urban South Gloucestershire contains significant assets, not least its communities, businesses and institutions. There are environmental assets too, including heritage assets and contemporary buildings of quality, such as those at the Science Park. However, broadly speaking, the form of the urban area constrains potential due to a lack of compactness and concentration in the localities, a relatively weak sense of place and high degree of 'sameness', weaknesses in integration and coherence and an overall sense of utilitarian functionality.
- 3.5 The assessment of the localities illustrates a relatively limited mutability in the established built environment. Much of it is fixed for the foreseeable future as a result of existing uses and occupiers, associated values, fragmented householder ownerships and, in some places, the relative newness of development. Often, the regenerative change that happens in urban areas has only been possible because redundant industrial land has provided fertile ground for the seeds of new activity to grow. When the locational opportunities for change are limited, then what that change is, it's economic, social and environmental contributions really matter. Whilst the proportion of the localities that is amenable to change over the foreseeable future is limited, the potential impact of that change can be significant in bringing a greater sense of identity, a more productive use of land and making the localities more attractive as places of choice for lifestyle and business investment.
- 3.6 The alternative is a development process that focuses on greenfield opportunities to perpetuate a generic, fragmented and car dominated suburbia, lacking in sustainability, under performing in terms of economic potential and

which risks losing talent, investment and entrepreneurial energy to central Bristol and other towns and cities. A scenario of no change therefore poses very significant risks.

Precedents

- 3.7 Patterns of 'mono-type' suburbia around a main centre can be found in many cities, often a legacy of car based infrastructure put in place in the 1960s and 1970s. European planning in cities outside the UK however, is often now focused on the multi-centre model which seeks to create a network of centres around and connected to the main centre. In the UK too, this model is gaining prominence as a response to growing pressure for greenfield development and a need to optimise the potential of established urban areas. It can bring significant benefits in terms of reducing the need for travel, stronger local economies, convenience and a quality of life offer attractive to a broader range of people. Croydon, on the periphery of suburban south London, is an ambitious example. This is summed up in the words of the Council's Chief Executive, Jo Negrini – "Croydon has been the butt of jokes for a very long time now. What we've tried to do, my team have tried to do, is develop a whole series of projects that will change people's perception of Croydon and try and promote it as somewhere that's not just a cheap alternative to central London, but a place where actually people want to hang out and to live and to work"^[1].
- 3.8 This involves making better use of brownfield land and introducing greater scale and density in the central area. It is supported by investment in public transport, including a tram system, cultural investment and the establishment of Brick by Brick, a housing delivery company wholly owned by the Council.
- 3.9 Lessons can also be learnt from historic and new development in more central areas. Clifton in Bristol, for example, is a centre that offers a high quality of urban lifestyle. Here buildings rise in places to four or more storeys to create distinctive urban streets with a strong sense of identity. At Millennium Promenade leading to the harbourside in Bristol new residential buildings of up to six storeys provide for a good quality of life on a street characterised by generous planting and convenient access to a range of facilities and services.

1 International Business Times, 01.09.16



Figure 3.1: Clifton town centre, Bristol



Figure 3.2: Millennium Promenade, Bristol



Figure 3.3: Hammarby Sjöstad, Stockholm (source wiki commons, credit Hans Kylberg)



Figure 3.4: Live-work homes, Midsomer Norton

In the market town of Midsomer Norton to the south of Bath, three storey live-work homes bring scale and identity to a new residential development in a neighbourhood characterised by standard two storey volume-build houses. Looking further afield, the world renowned Hammarby Sjöstad new neighbourhood in Stockholm is founded upon strong attributes of sustainability in terms of energy, water, waste and transport in an urban environment of scale and status with generous green landscaping.

Outputs

- 3.10 The approach set out in this report seeks to create good quality urban environments within which communities and local economies can thrive. The proposals will help boost the supply of new homes. Also, in the right locations, development at higher densities than has historically been the case is one of the tools for creating places of good quality and character, including in their green infrastructure, public realm, character, variety, social mix, walkability and sense of community.
- 3.11 Delivery of development on the identified sites and increasing density on some of the currently identified new neighbourhood or urban district centre sites will also produce measurable outputs in terms of:
 - New homes
 - Business and commercial space
 - Spatially generated sustainability
 - Jobs
 - New businesses
 - Gross value added (GVA)
- 3.12 It should be noted that the sites identified in this report indicate potential. This potential needs to be further tested and refined, including through the process of developing the new South Gloucestershire Local Plan and its evidence base. **It will be the role of the Local Plan to set out policies and proposals for development in the localities and to establish any target for residential development within the urban areas of South Gloucestershire.**

- 3.13 In terms of economic development, the proposals could result in a net reduction in land and floorspace in non-residential use. However, some of this, in particular large format industrial and storage premises, could be re-provided at other locations where the spatial advantages and accumulated assets are not such as to warrant higher quality urban development. This Review simply identifies the potential. **It does not alter current local planning policy, with any changes to be considered through the process of developing the new South Gloucestershire Local Plan.**
- 3.14 Within the localities, in areas that are spatially advantaged, single use, single storey business premises often contribute less than they could do to the vitality and well-being of places and communities. In such places the provision of multi-level premises for businesses can make more effective use of land, increase business activity and provide more jobs. New models of business premises provision can also result in use at higher densities of occupation than existing floorspace in conventional 'shed' style industrial units. The workhub format, for example, accommodates small and micro businesses at a high density of occupation and further increases economic activity by virtue of multiple businesses making use of the premises at different times through a membership subscription arrangement.
- 3.15 Broad quantification of the full range of outputs set out above will be possible once further work is undertaken to refine and test the development opportunities as recommended in chapters 3 and 4.
- 3.16 The purpose of this localities review is to not only identify development potential, but also the potential for enhanced quality of place and contributing to a process of regenerative change that can bring increased economic performance and community well-being. These things are closely interrelated and will need to be addressed through the development of the new South Gloucestershire Local Plan.
- 3.17 Changes in perception is perhaps the most significant measure because, if as a result of development, the localities come to be viewed differently as places to live, work and invest in, this will carry through to a change in socio-economic profile in favour of enhanced prosperity and economic well-being, and in the long-term, a more resilient and flexible local economy.

This is difficult to quantify. We have given consideration to the potential for adding a neighbourhood 'liveability' matrix but have concluded that this is not appropriate because the 'liveability' characteristics of the localities are defined by a broad range of factors that extend well beyond the scope of this work, including for example the quality of the education offer and public transport provision.

Strategic Concept

- 3.18 The overarching concept for urban South Gloucestershire is to build upon its established assets to create a more evident and stronger network of district centres and neighbourhoods which perform to a higher level economically, socially, culturally, environmentally and educationally and that are places people want to live, work and invest in by choice. This is illustrated visually in Figure 3.5.
- 3.19 The areas of opportunity in each of the categories, New Neighbourhoods, Free-Standing Sites and High Street areas are shown in Figure 2.1 on Page 11. The number of sites and the total area for category are shown in Table 3.1 **The identified potential will need further testing and refinement and it will be the role of the new South Gloucestershire Local Plan to establish urban capacity targets for planning policy purposes.**

Category	Number of Sites	Area Ha
Free Standing Sites	36	118.76
New Neighbourhoods	7	403.37
High Street Regeneration	3	70.43
TOTAL	46	592.56

Note: see paragraph 3.12

Table 3.1: Sites and total area by category

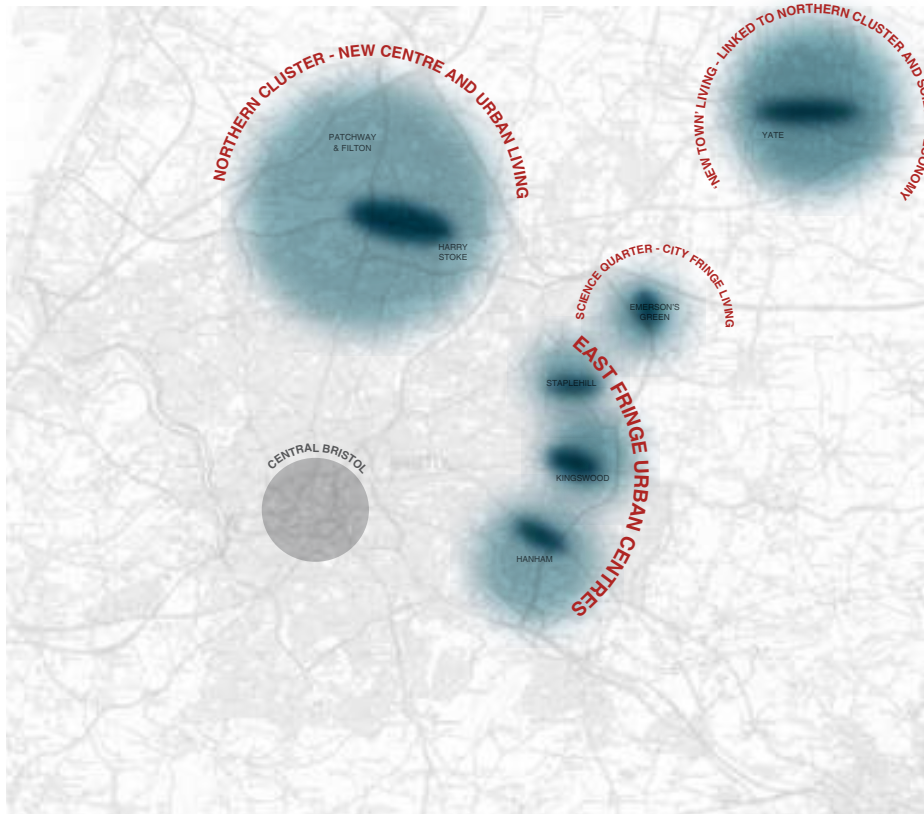


Figure 3.5: Strategic concept

Strategic Dependencies

- 3.20 In order to capitalise on these opportunities, there are a number of key dependencies that need to be addressed.

Transport

- 3.21 The principle dependency is enhanced provision for sustainable means of travel. The character of the Bristol North Fringe area is to a large degree a reflection of previous design and planning based around car-based travel. In the communities to the east of Bristol traffic and congestion are significant characteristics and impact on quality of life.
- 3.22 The Metrobus and associated transport investment that is currently underway will begin to address this issue in a significant way. Beyond this, the emerging West of England Transport Vision sets higher ambitions for a modern urban public transport system, supported by major improvements in provision for pedestrians and cyclists. It is important to delivery of the proposed development and regeneration in the localities that significant improvement in transport infrastructure continues to be made alongside other service and user enhancements such as integrated ticketing and potentially a MaaS initiative (see Part 1, para. 3.94).

Land Ownership, Development Models and the Market

- 3.23 Land ownership is a fundamental determinant of whether or not development takes place and if it does, what form this takes.
- 3.24 The predominant development model for providing new homes won't deliver the density and type of environment required without measures to create confidence in a vision for the future of the localities as significantly different to the low density suburban character that currently prevails.
- 3.25 Some of the opportunity sites are held by institutional investors with a focus on long-term rental streams rather than realising a one-off capital receipt. In these circumstances, much will depend on the status of leases, their length and the lifespan of the properties on the land. These sites may offer long-term potential and this might include joint venture approaches to development that

re-provides rental properties as part of higher density redevelopment together with a share in land value uplift.

- 3.26 There will therefore need to be a proactive approach to land ownership, through engagement with landowners, acquisitions through public sector mechanisms or special purpose vehicles and consideration of the use of compulsory purchase powers backed by public sector funding and/or development partner funds. There is potentially a role for the public sector in delivering development with private sector partners to help set different standards and shape the local market.
- 3.27 In some cases the identified opportunities will not be immediately attractive to the market and bringing them forward will be dependent on de-risking the sites.

Planning Policy

- 3.28 A need for planning policy change and new evidence is also a potential area of dependence. In broad terms the current planning policy framework is flexible enough to enable delivery. However, there is a role for policy to specifically set a positive framework to build confidence and help address other dependencies such as market perceptions.

Regeneration Policy

- 3.29 Planning policy is an important tool in managing and regulating the use of land and the form of development that occurs. It needs to be informed and supported by a regeneration strategy incorporating a narrative that understands how the localities came to be as they are, their assets and potential and what is required to realise this potential. This needs to be delivered via a range of measures, including leadership, engagement and partnership.

The Northern Cluster - New Centre and Urban Living

- 3.30 The Patchway and Filton Airfield and the Harry Stoke localities comprise a cluster of very significant assets in the north Bristol fringe area of urban South Gloucestershire. Within these two localities there are also significant opportunities for change through development of large free-standing sites

and through increasing the scale of development in parts of the New Neighbourhood areas. These opportunities can help fulfil the future potential of the localities, particularly in marrying both mature and new residential areas to create convenient relationships between home and work life, with the associated increase in movement by walking, cycling and public transport.

A New Centre

- 3.31 At the centre of these combined localities are large quadrants of land defined by the intersection of railway lines. These sites present the opportunity for mixed use development of significant density and scale to create a central focus that links the Filton Airfield, Patchway and Harry Stoke areas in order to better connect the New Neighbourhoods and these with the established communities. Development here could begin to establish a clearer sense of urban structure, hierarchy and identity, providing a focal point that serves the substantial population and its businesses and institutions, adding to the status inherent in the defining presence of major employers.
- 3.32 This 'railway' land constitutes a strategic opportunity that can potentially act as a key demonstration project, but also faces significant technical and market perception constraints. Its significance is such that it warrants action in the short term. Technical assessment is needed to understand better what needs to be done to gain access and to connect the land with the adjoining urban areas. Land ownership is controlled by Terramond/Network Rail. The latter established Network Rail Property Ltd in 2016 to accelerate the release of value from Network Rail's property portfolio. The principle of this land being brought forward under the Government drive to unlock 'public sector' brownfield land for development should be pursued as a priority through engagement with Network Rail and the Homes England.
- 3.33 It is recognised that the south east quadrant performs a role of ecological mitigation in relation to the railway facilities developed on the north eastern quadrant. However, there may be scope for development here whilst safeguarding habitat interests and this needs to be explored.
- 3.34 Subject to agreeing the principle of pursuing the opportunity, we would suggest production of a masterplan framework should also be considered in order to articulate the role that development can and will be expected to play. Currently

the Core Strategy does not identify this land as an opportunity, although it does not resist development here either. Given the complexity and potential significance of the opportunity it should receive positive planning policy support through the new Local Plan if further work establishes the potential for delivery.

Category	Number of Sites	Area Ha
Free Standing Sites	14	39.92
New Neighbourhoods	7	403.37
High Street Regeneration	0	-
TOTAL	21	443.29

Note: see paragraph 3.12

Table 3.2: The northern cluster (Patchway, Filton and Harry Stoke) identified sites

The New Neighbourhoods

- 3.35 Filton Airfield provides a major opportunity through its potential for a new neighbourhood providing for contemporary city living and acting as a major catalyst for change. It forms part of the wider Cribbs/Patchway New Neighbourhood identified to deliver approximately 5,700 new homes, with the airfield anticipated to accommodate around 2,700 of these. However, it is considered that the capacity of Filton Airfield could be considerably greater than this.
- 3.36 The Greenfield site east of Haw Wood and west of Cribbs Causeway has prospect of higher density development than so far planned and this could help establish a greater sense of identity. There is also, over the longer term, the potential of raising the urban presence and status of the A38 corridor from Aztec West to Filton Airfield as an important gateway to the Northern Cluster.
- 3.37 The process of planning policy development is too protracted to enable new adopted policy to be put in place for the New Neighbourhood opportunities because work is already advanced in progressing development proposals.

However, there is still great value in a process of policy review in order to establish an emerging 'direction of travel' that can help set the agenda for negotiations and inform decisions.

The Established Patchway Neighbourhood

- 3.38 Enhancement of the established Patchway neighbourhood is an important part of realising the potential of the area to live, work and invest in. Only a couple of development sites within the established neighbourhood have been identified. However, there may be further scope for beneficial change through review of the land and property portfolio owned by Bromford Housing Association (formerly Merlin Housing Association). Any proposals here will need to emerge through a process of consultation with existing residents. Similarly, the Patchway Vision led by Patchway Town Council, with Southern Brooks, in consultation with South Gloucestershire Council and others, offers additional potential for new homes and a strengthening of the identity and sustainability of the area. It will be important that these components of change are linked together whilst allowing the flexibility for phased delivery. In the southern part of the neighbourhood we suggest the district centre has the opportunity to grow its role through a larger critical mass of social, cultural and economic provision, in response to the changing nature of its hinterland through the development of Filton Airfield and at Charlton Hayes.

Science Quarter

- 3.39 The new residential neighbourhood at Lyde Green, adjacent to the Science Park is well advanced and due to this and the nature of the housing offer dictated by its peripheral and semi-rural character, there is not considered to be significant scope for development of greater scale. Over time, as the Science Park matures the more standard business units to the north-west, off Folly Brook Road, may become attractive for redevelopment as an extension to the Science Park or for related activity, but this is a long-term prospect. At a more strategic level, the Science Park could become the hub that connects the economies and provides added purpose to Yate and the communities served by the A4174, through both physical connection and business and educational linkages. In preparing this report there has been initial discussion

with the Science Park about this and it is recommended that the strategic potential of this important facility in relation to the communities of urban South Gloucestershire is explored further.

- 3.40 The separation of the new neighbourhood and the Science Park from Emersons Green Retail Park is a significant issue in relation to the coherence of the locality, its sense of place and potential for the businesses at the Science Park to enjoy the benefits of a sense of place. The identity of the area and the use of the shopping centre by employees at the Science Park and new residents at Lyde Green may be enhanced by provision of a weekly street market at the Retail Park. It is recommended that the potential for this is explored.
- 3.41 The new pedestrian bridge will help in improving connectivity between the Science Park/new residential neighbourhood and the Retail Park but its impact in terms of perceptions of proximity and sense of place is likely to be limited. The potential for a long-term project to create a bridge that provides amenity and identity, for example an 'elevated park' could be considered.

East Fringe Urban Centres

- 3.42 Staple Hill, Kingswood, and Hanham have a distinct role to play in the vision for the greater Bristol area characterised by a network of strong, historic and distinctive centres as the focal point for their urban neighbourhoods. They are now diminished in some respects through the effects of suburban growth and weaknesses in connectivity (eg. the closure of the railway in Staple Hill). However, there are particular opportunities in Staple Hill and Kingswood High Streets, land to the south of Kingswood High Street and the former Kleeneze site in Hanham. The potential in the high street areas is as significant for the future sustainability and well-being of the wider neighbourhoods as it is for development quantum. However, given their disconnection from the drivers of the established city centre and edge of centre economies, they need a concerted regeneration strategy focus.

Category	Number of Sites	Area Ha
Free Standing Sites	4	3.74
New Neighbourhoods	0	-
High Street Regeneration	1	19.80
TOTAL	4	23.54

Note: see paragraph 3.12

Table 3.3: Staple Hill identified sites

Category	Number of Sites	Area Ha
Free Standing Sites	9	9.03
New Neighbourhoods	0	-
High Street Regeneration	1	17.04
TOTAL	10	26.07

Note: see paragraph 3.12

Table 3.4: Kingswood identified sites

Category	Number of Sites	Area Ha
Free Standing Sites	4	5.34
New Neighbourhoods	0	-
High Street Regeneration	0	-
TOTAL	4	5.34

Note: see paragraph 3.12

Table 3.5: Hanham identified sites

WDM Site, Staple Hill

- 3.43 This is a substantial site, at just under 1ha. The site is not identified separately within the appendices but is a key opportunity within the Staple Hill Town Centre Regeneration Zone. It is currently occupied by a local business and the Council supports retention for this or similar employment uses, however it is also appropriate to consider the contribution it could make should part or all of the site become vacant during the plan period.
- 3.44 It is very well placed in relation to bus routes and the Bristol/Bath Cycleway and has good potential in terms of aspect, amenity and character by virtue of its position immediately opposite Page Park and the tree lined Staple Hill to the east. It provides an opportunity for a mixed-use development of some scale, potentially up to 5 or 6 storeys to act a demonstration site for delivery of the wider strategy for the neighbourhoods. This could be delivered either through a private sector developer lead or a public sector land acquisition, within a planning brief for the site that sets out the principles of the approach advocated in this report. Achieving a good quality development of the right scale and mix would be helped by preparing concept proposals to test capacity and illustrate the ambition for the site.

Staple Hill and Kingswood Town Centre Partnerships

- 3.45 In order to build confidence and momentum as the context for the substantial change that is proposed, each of the centres should develop a strategy for vitality and diversity that is owned by a partnership of stakeholders.

Raising Kingswood's Profile and Confidence

- 3.46 Kingswood is at particular risk of a continuing process of decline. It needs a catalyst for change and this should be focused on capitalising on the assets of the area, supporting the existing community and making Kingswood an attractive destination for new residents, particularly younger people. The history of its manufacturing economy is important and it remains a place where skilled trades are significant. However, there is not a clear sense of economic identity or direction that gives Kingswood a valued place in the modern economy of the wider urban area. It appears that from secondary education level aspiration amongst young people is relatively low.

- 3.47 Kingswood's history of skilled trades and employment is something to celebrate and could provide a basis for developing a current day foundational economy business and skills offer. It is recommended therefore that the potential is investigated for creation of a focal point for business interaction, celebration of Kingswood's economic role, skills development, fostering of a culture of entrepreneurialism and building links with other hubs of modern economic activity and development, such as the Science Park. A primary role of a facility of this nature would be to raise the profile of Kingswood, build confidence in its future and support the development of the local economy, including through the development of skills. Such a facility could be linked to Kingswood Heritage Museum and might be created within redevelopment of the industrial and commercial areas to the south of the High Street.
- 3.48 The first step in considering the potential for such a hub would be dialogue with key stakeholders in business, education and skills development.

Kleeneze Site Hanham

- 3.49 The principal opportunity in Hanham is the vacant former Kleeneze site on Anstey's Road, just to the south of the High Street. It's current owners, Tesco, are currently in the process of disposing of the site and the strategy for its future development will depend upon the outcome of this process.
- 3.50 Homes England is in the process of acquiring the site and if successful this would provide a basis for producing a masterplan to achieve a mixed-use development to diversify Hanham's housing and business premises offer and support the vitality of the 'village' centre.

Yate

- 3.51 In Yate, there are major opportunities for development and change that can help realise the town's potential set out in Section 5. These opportunities are the free-standing land at Beeches Industrial Estate and the 'High Street' area along Station Road. Again this represents a potential that needs to be further tested and refined with any capacity figures to be established by the new South Gloucestershire Local Plan.

A New Gateway Quarter

- 3.52 The Beeches Industrial Estate is an important economic asset in providing for businesses that require standard industrial type premises. However, it is a spatially advantaged area of land at the western gateway to Yate, adjacent to its station and with potential to support a stronger connection to the town centre. It should therefore be performing to a higher level and offers the opportunity for higher density mixed use development to create a stronger sense of place and a more productive use of land.
- 3.53 Along Badminton Road and Station Road, behind the existing frontage buildings there are also areas of opportunity for making more effective use of land and creating a scale of development that provides stronger identity to this gateway area linking the station to the main shopping centre of Yate (see Appendix 9).
- 3.54 It is recommended that these areas are designated a Regeneration Zone through the emerging new Local Plan with accompanying policy requirements in terms of mix and scale.

Category	Number of Sites	Area Ha
Free Standing Sites	5	60.11
New Neighbourhoods	0	-
High Street Regeneration	1	32.99
TOTAL	6	93.76

Note: see paragraph 3.12

Table 3.6: Yate identified sites

4 Conclusions

- 4.1 The established urban areas of South Gloucestershire on the north and east fringe of Bristol and at Yate have an important role to play in meeting the need for new homes and creation of additional jobs. However, the future of these areas is equally important in terms of quality of life for local communities and the prosperity and sustainability of the wider urban area.
- 4.2 Within the seven urban areas considered within this report there are some very significant assets. But, the predominantly suburban model of development that has prevailed over recent decades constrains the ability of these areas to fulfil their potential. It dilutes character and sense of place, creates car-based patterns of movement and limits the range of lifestyle offers available, as a result, limiting the attractiveness of the localities to a diverse range of people.
- 4.3 In the future there is a need for development to contribute to creation of more distinct and significant urban centres, with densities and mixes of use that can support multi-modal transport and the amenities, convenience and opportunities expected of good urban living.
- 4.4 This report identifies potential for a new approach to better realise the potential of the seven urban localities as places of choice for living, working and investing in.
- 4.5 The seven localities considered in this report account for approximately 51% of urban area of South Gloucestershire within the north and east Bristol fringe and Yate. Of this area, around 16% has been identified as holding realistic prospects for development and regeneration. The scope for meaningful change is therefore limited but nonetheless significant. For this reason it is important that there is a focus on these opportunities and the potential they offer. The importance of this is heightened by competition for people, talent and investment that is presented by regeneration of central areas of Bristol, including the plans for the Temple Quarter, and from other cities.
- 4.6 In the north fringe there are significant opportunities for bringing greater coherence, identity, sustainability and a range of lifestyle offers, building upon the very significant but fragmented assets represented by the established communities, University of the West of England, major employers, railway infrastructure and motorway access.
- 4.7 At Emerson's Green there is potential for expansion of the Science Park over the long-term and for it to become a hub that connects the economies and provides added purpose to Yate and the communities served by the A4174.
- 4.8 The established urban centres of the east fringe have an inherent sense of character and status as focal points. Whilst this has been eroded they have the potential, centred around the High Streets, to become more distinct, diverse and stronger hubs for their local communities.
- 4.9 Yate has seen significant investment in its centre over recent years and it's 'new town' character offers a different type of lifestyle offer compared to the wider Bristol urban area. These are things to build upon. Yate has a significant opportunity to create a new gateway quarter around its station, connected, by a more recognisable and stronger 'High Street, to its shopping centre.
- 4.10 To take these opportunities forward, there is a need for the identified sites to be assessed through the process of formulating the new South Gloucestershire Local Plan. Delivery will then need to be supported by a range of other actions, including investigation of technical issues, provision of necessary development guidance and establishment of delivery arrangements that harness the resources and expertise of the public, private and community sectors.

APPENDICES

Appendix 1: Schedule of the Potential Opportunities - Details

Appendix 2: Schedule of Land Parcels considered and Rejected for Likely development

Appendix 3: Datasheets for Freestanding Sites

Appendix 4: Datasheets for the New Neighbourhoods

Appendix 5: Datasheets for Yate and the East Fringe Urban Centres

Appendix 6: Analysis of The High-Street Regeneration Prospects for Staple Hill, Kingswood and Yate

1 Schedule of the Potential Opportunities - Details

The development capacities for the sites identified in this appendix will need to be assessed through the Local Plan process. This report does not change the functions of these sites or the planning policies that apply to them. It will be the role of the new South Gloucestershire Local Plan to set out policies and proposals for development within the localities and to establish any target for the number of new homes within the urban areas of South Gloucestershire.

Potential Opportunities

Site	Description	Area Hectares	Ownerships
Patchway & Filton Airfield			
PF7	Arlingham Way	0.13	SGC.
PF8	Land adjacent to allotments	0.52	Believed Patchway TC or SGC.
PF13B	The Mall	-	Potential for stacked car parking and PRS Bristol Alliance -capacity reflects densification trends. Elements of residential use is included in current planning application.
PF17	Taylor Wimpey/Deeley Freed	51	DF alone own southern triangle. Most is Taylor Wimpey, DF and others.
PF25	Filton Airfield	143	YTL who are keen to develop an urban quality and character neighbourhood.
PF30	Land Off Charlton Road	4.3	Optioned to Redrow mostly - is close to centre and first phase of YTL development.
PF28	Fish Pool Hill	53.8	Persimmon and Ashfield land - lower probability of denser development.
PF43	Depot north of Gilford Road	1.206	SGC.
Harry Stoke			
HS1 +HS 1C	Parcels north of Rolls Royce & motor trade dealership	5.08	4 x freeholders involved - leases appear short.
HS1A	Bend of Redfield Road & scrubland	1.18	4 x freeholders.
HS5	Northwest rail quadrant	5.71	Network Rail.
HS11	Oxbarton Mead Road	0.25	2 x freeholders.
HS12	Southwest rail quadrant	7.62	Owned by Terramond, option to Network Rail.
HS13	Southeast quadrant	12.24	Reptile mitigation for N/E quadrant. Network Rail.
HS14A	Station Road/New Road	0.52	Part of Highway Record - may be services.
HS14B	Travis Perkins	0.77	1 x freeholder - TP lease to 2020.
HS16	East of Harry Stoke	120	Majority of Crest - large number of smaller owners.
HS17	South of Crest development by A4174	4.63	All Crest.
HS18	West of No 17 (No 18)	26.64	999 year lease to Moben Investments Ltd
HS19	North of Sainsbury's	1.6	Represented by AXA RE. 40% of developments to be non-RSL.
HS19A	B&Q - when redeveloped	3.1	Canada Life - likely to redevelop at end of 15 year lease.
Emersons Green Science Park & Environs			
-	-	-	
Staple Hill			
SH3	Downend Shops	1.08	2 x freeholders including SGC. 9 x leases.
SH22	South of Midland Road	1.34	Approximately 15 x freeholders.
SH23	Apex Pumps	0.43	One freeholder and appears local. Site lease recently renewed.
SH24	North of IC Express	0.89	SGC - lease to 2020.

Site	Description	Area Hectares	Ownerships
Kingswood			
KW4	Behind Horseshoe pub	1.12	Appears 3 or 4 x freeholders - last option in 2008.
KW13A	Storage compound - North of Kings Oak	0.31	Kingswood RFC? Unsure.
KW22C	Rawlings	0.15	Rawlings.
KW23 + KW33	South of Derrick Road	2.65	Complex.
KW26A	Bond Motors and environs	0.83	1 x freeholder.
KW26B	Kingswood C+C	0.23	1 x freeholder.
KW13	A42 frontage of Kings Oak Academy	0.25	Kings Oak Academy.
KW29	Warmley House estate	1.49	May be road widening constraints, 17 free holders and multiple leases.
KW29A	South of A29 Tower Lane	1.96	3 freeholders.
Hanham & Environs			
H1	Magpie Bottom Lane	0.68	?
H8	Kleeneze Seal Tech	3.22	Tesco
H9D	Tollgate Hill Depot	0.16	?
H11	Aspects Leisure Park	1.28	L&G
Yate Station & Environs			
Y8	East/north of Broad Lane	2.54	5 x freeholders plus SGC.
Y9	Triangular field	4.3	Quarry owned, in call for sites.
Y14/Y15/Y23/Y24	The Beeches	48.58	50/50 split between owner/occupier and leaseholds from estate.
Y27	Two steel suppliers	4.93	Complex interests.
Y39	South of Kennedy Way	0.42	Taylor Wimpey plus Council: Chipping Sodbury.

High Street Regeneration Zones			
SH12	High Street Regeneration zone	19.8	Complex.
KW22	High Street regeneration	17.64	Complex.
Y29B	A432 corridor (High Street study)	32.99	Complex.

Colour Code	
	New Neighbourhood with Densification Potential
	Freestanding Site
	High Street with Densification Potential (Capacity based on net increases only)

2 Schedule of Land Parcels Considered and Rejected for Likely Development

South Gloucester Urban Localities Study

Schedule of land parcels considered and rejected for likely development within the JSP plan period to 2036

Harry Stoke

Parts of site HS1: terrace of cottages south of site HS1C and adjacent pocket sites unlikely to yield density increase unless site 1C redevelops to urban centre density; part already in housing use.

Site HS4: the Viridor Depot; isolated and lacking residential context. More likely to be put to non-residential use.

Site HS6: unlikely any part of this quadrant would be available for residential use alongside the active new rail depot.

Site HS7: land south of Bush Avenue Allotments. Unlikely to come forward.

Site HS8: too small and flood vulnerable.

Site HS10: well-placed as informal public open space.

Site HS14: sports activity sites and education establishments; as the southern Harry Stoke area densifies it is conceivable sports areas will move to urban periphery. But higher urban densities on land around here can be expected to bring new utility and community value to such areas also, so likely to stay in such uses.

Site HS15: undeveloped land to north of Parkway Station; sports land associated with Stoke Gifford Village Hall and scrubland of high ecological value. Both unlikely to come forward for development and if so likely to service Parkway Station. The ISG Pearce site now has planning permission for offices.

Site HS20: likely to stay in current use.

Site HS22: MOD; no prospect of coming forward in JSP period.

Site HS23: former Hewlett Packard site now all UWE; long-term pattern of use uncertain as UWE still have to decide their long-term plans beyond the present masterplan. Conceivable part could be residential, most likely as student housing. Omitted as UWE future plans unclear.

Site HS24: the main UWE campus; reasonable prospects consolidation may yield further student housing here but no such plans at present.

Site HS25: Bristol Business Park; likely to intensify in density of employment use over time as surrounding housing and employment activity densifies.

Patchway/Filton

Sites PF1 and PF6: land adjoining Coniston Primary School; is over rail tunnel blighted by motorway or active public open space use.

Plot PF2: last undeveloped plot of Aztec West; employment protected.

Plots PF4 and PF5: land associated with Patchway Community College; appears excessive for needs in extent and not all in sports pitch use. Well placed for development with prospects of independent access. We've concluded school land is generally unlikely to come forward for housing use unless a school actually

closes. Such sites tend to have a reserve value for expansion or other comparable community focus assets unless they come forward upon closure for allocated housing use.

Plot PF9: land at Eagle Drive – part of Patchway Trading Estate ownership development.

Plot PF10: Gorse Covert Local Nature Reserve; in active and well-placed community use and unsuitable as such.

Plot PF11: Callicroft Primary School. Unlikely to be brought forward for reuse.

Site PF12: Patchway Trading Estate; although allocated within Filton Airfield site is in active commercial use and investment owners show no wish to release for sale.

Plot PF13: Bristol Water Reservoir; advised important to water distribution to north Bristol.

Plot PF13a: elements of Cribbs Causeway Retail Park other than the Mall; these sites are fragmented and it seems will recycle over time with different kinds of commercial use. Unlikely to consolidate for residential development as in investment ownership. We think there is more prospect of The Mall car parking areas coming forward for development however, as Filton Airfield site develops and The Mall progresses to a district as well as a regional function model.

Plots PF18/PF19: south of Lysander Road, popular for retail show rooms and likely to remain so in view of recent rebuilds.

Plot PF20: attracting a lot of investment interest with recent new builds for housing and leisure mostly subject to recent planning permissions now being built out.

Plot PF17, PF23 and PF27: the Taylor Wimpey/Deeley Freed option land; designated as a New Neighbourhood and coming forward for housing. A case for building to higher more city scale densities is reasonable here but unlikely to be attractive to national housebuilder for whom high urban densities is not a dominant model. Parts of this land have an attractive open aspect that could be attractive to high rise well landscaped apartment living giving good access to improved transportation links with Bristol City centre.

Plot PF28/PF29: Ashfield land/Persimmon site south of Filton Airfield; as newly designated New Neighbourhoods this could be considered for higher density development than the outline planning application anticipated but a less likely proposition for a developer before Filton Airfield is well advanced and unlikely to be of interest to Persimmon in view of their standard housing offer. If Persimmon do not proceed with involvement here within a medium-term timescale possibilities for density of this site may change.

Site 30 option to Redrow; unlikely to want to build at higher densities than envisaged to date.

Emersons Green

Plot EG6: Business Park sites; likely to be used as expansion capacity for Bristol and Bath Science Park and which is needed here to prove critical mass.

Plot EG9: public open space and part of the Leap Valley site; flood vulnerable.

Plot EG10: public open space and part of the Leap Valley site; flood vulnerable.

Plot EG20: Emersons Green Retail Centre; as housing at Emersons Green continues to grow the retail centre will come into its own as urban district centre more than the out of town retail park aspects of it currently present as. We believe there are densifying forces at work here that would in time make development over if not instead of car parking attractive and which might include an element of apartments. But this is not likely within the JSP Plan period.

Plot EG16: Four Fields off Black Horse Lane; all occupied by Emersons Green Football Club marked out for pitches except for an area to the north which slopes.

Staple Hill

Site SH1: Dial Lane Allotments; fully utilised. Wood to south is a memorial site to aircraft crash here and an important landscape feature.

Site SH5: car parking areas north of Vinney Green care facility.

Site SH11: a house with a large garden, so low probability of coming forward.

Site SH25 and SH31: green space due east of Siston Common spur.

Site SH8: Hill House Park; public open space.

Sites SH9 and SH10: generous roadside verges but hard to develop and small gain.

Kingswood/Warmley

Site KW9: land south east of New Cheltenham Community Centre; scrubland south of hard play area onto Southey Avenue and hard paved area.

Site KW11: back land with no obvious access, with topography challenges.

Site KW16: Kings Chase Shopping area; we have established the present site owner has plans for densification but in non-residential use. The car park to the west of here is also a candidate for development but believe a case for densifying development in Kingswood is high and such car park sites are unlikely to come forward.

Site KW42: Beacon Rise School upper field and public open space; public open space north of Pettigrove Road is fully enclosed.

Site KW46: part of Southey Playing Fields.

Hanham

Site H2: Gunning Close; limited opportunity.

Site H4: Jeffries Bottom; back land with no obvious access point and topographical challenges.

Site H4a: Beacon Rise School Field; land associated with an active school.

Site H5: car park south of High Street; too small.

Parcel H6: land locked rear gardens; too small.

Parcel H7: Christchurch Vicarage; large garden but no obvious access point.

Site H9: informal public open space; largely land locked with narrow access. Used and maintained for local sport.

Site H10: field north of AEK Boco; understood to be coming forward for residential development now.

Parcel H17: cottage with large garden and trees west of Hanham Wood School and Memorial Road; loss of trees would be significant in planning terms.

Yate

Site Y2 and Y7: land to the west of Engine Common and Yate. Land in this area to be considered as part of strategic scale development proposed by the emerging Joint Spatial Plan.

Site Y3: SGC Depot currently allocated for employment development.

Site Y4: land associated with Brimsham Green Secondary School and Yate’s Sport Complex.

Site Y5: public open space west of Randolph Avenue.

Site Y12A: land south of Rockwood House; highly elevated in landscape rendering it unsuitable in policy terms.

Site Y12: former quarry; very deep and shadowed with unstable rock faces and ground water rendering it unsuitable for development.

Site Y10 land south of Goose Green Way; the most recent employment development in the area. Visibility makes this attractive in commercial use and likely to remain so in JSP plan period.

Site Y11: public open space and at flood risk.

Site Y16: Tyndale Primary School; in active use.

Site Y29: sports pitches, tennis and bowling greens.

Site Y31: the shopping centre; no site capacity for residential use.

Site Y41: close to St Johns Mead School; exceptionally long rear gardens of historic properties in the main street have rear access and might consolidate but unlikely as burgage plots of heritage value.

Site Y44: the land to the south is a potential location for strategic development and this site may have a role to play in providing access.

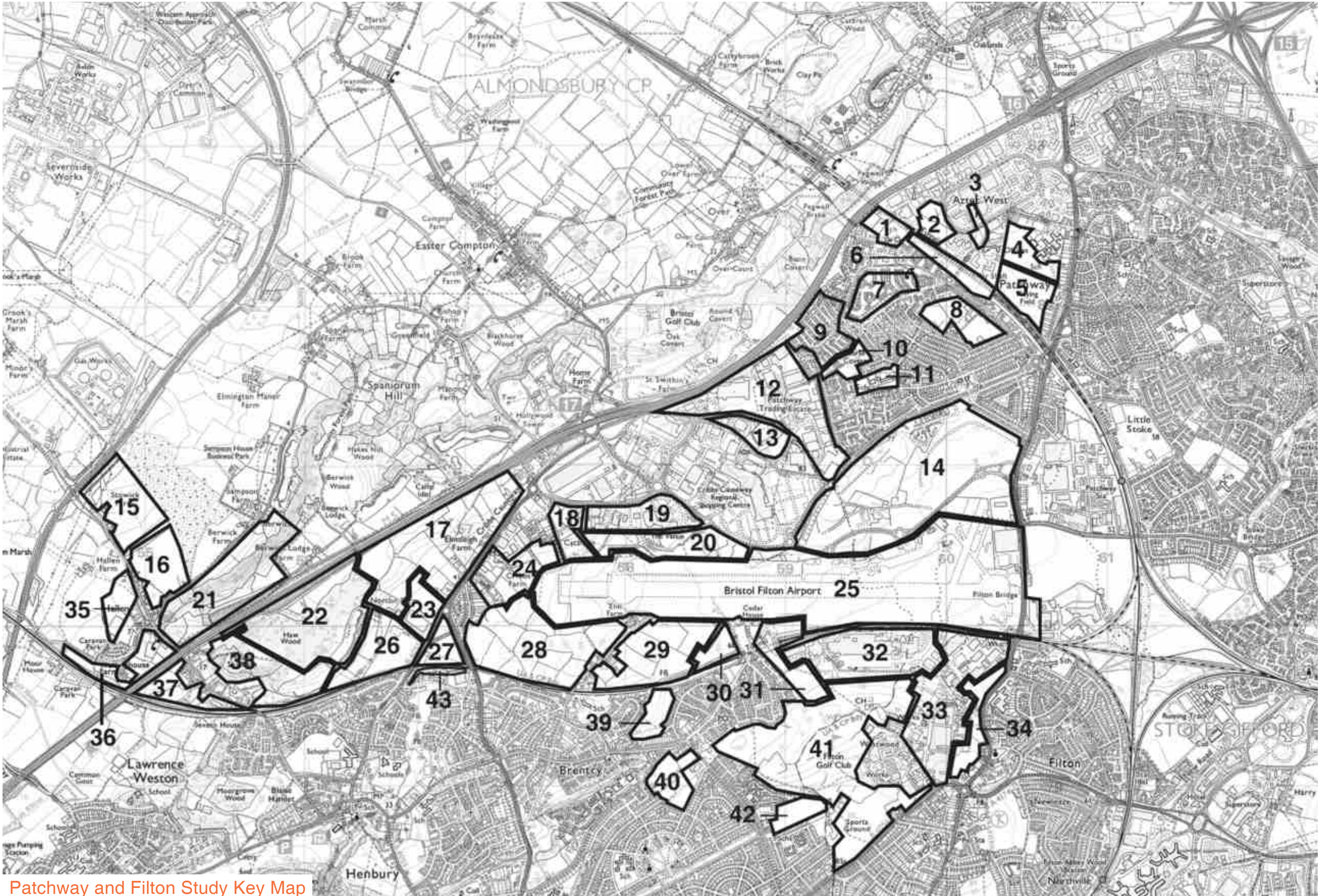
Site Y51a: yard to east of Chipping Sodbury School registered as Showman’s site and unavailable.

Site Y50: Raynsford Infant and Junior School; public open space.

Note: The maps following show all the land parcels our first capacity search examined. In preparing these maps areas already in highly fragmented residential use, or obviously in active other use, such as most schools, and business parks were eliminated.

Our first examination of all the parcels in these maps rejected many others as allocated for protected landscape, environmental or Public Open Space Use, or in Green Belt, or in active use with no obvious prospect of imminent change.

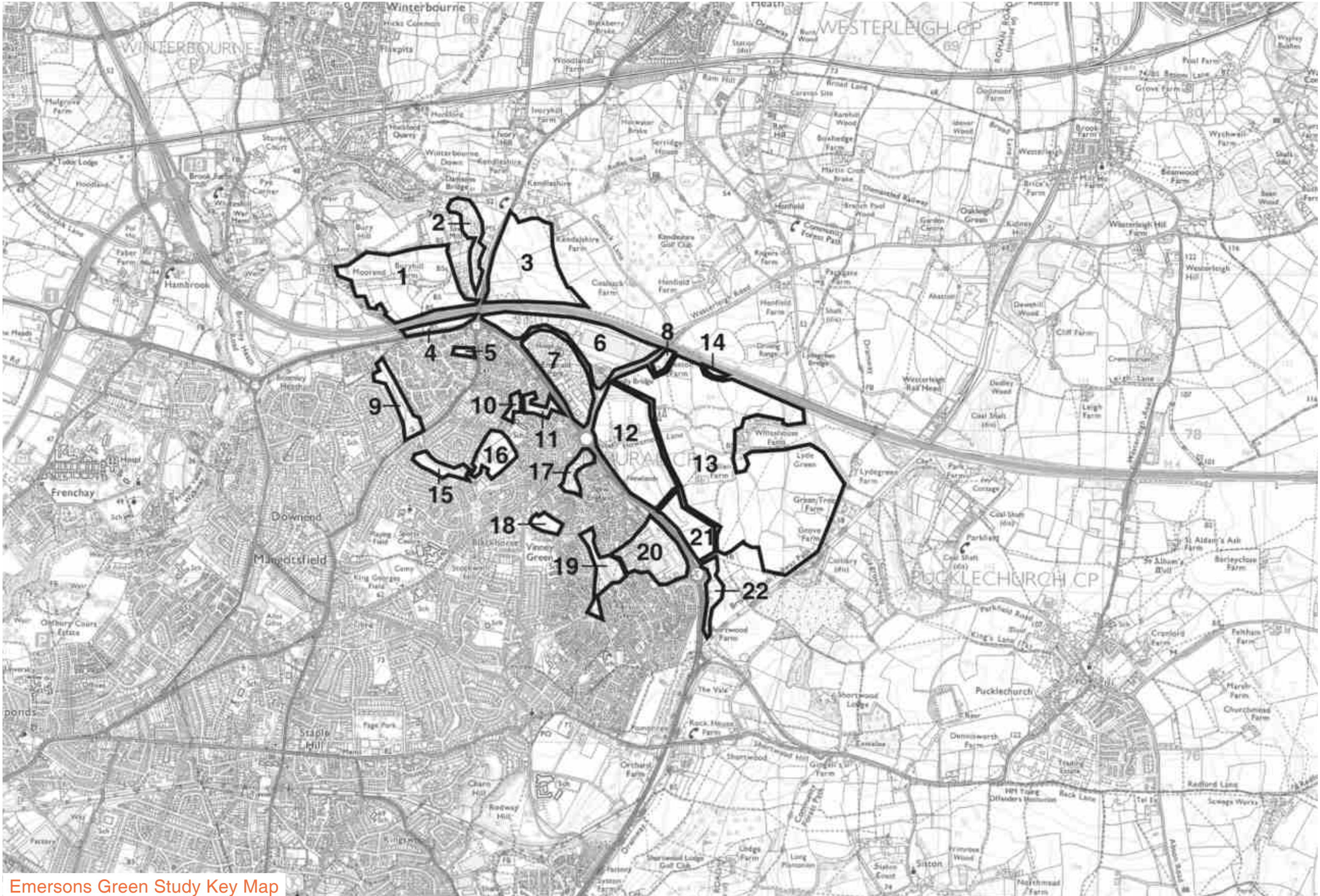
Those that remained were studied closely and those recorded above were then eliminated for the reasons stated.



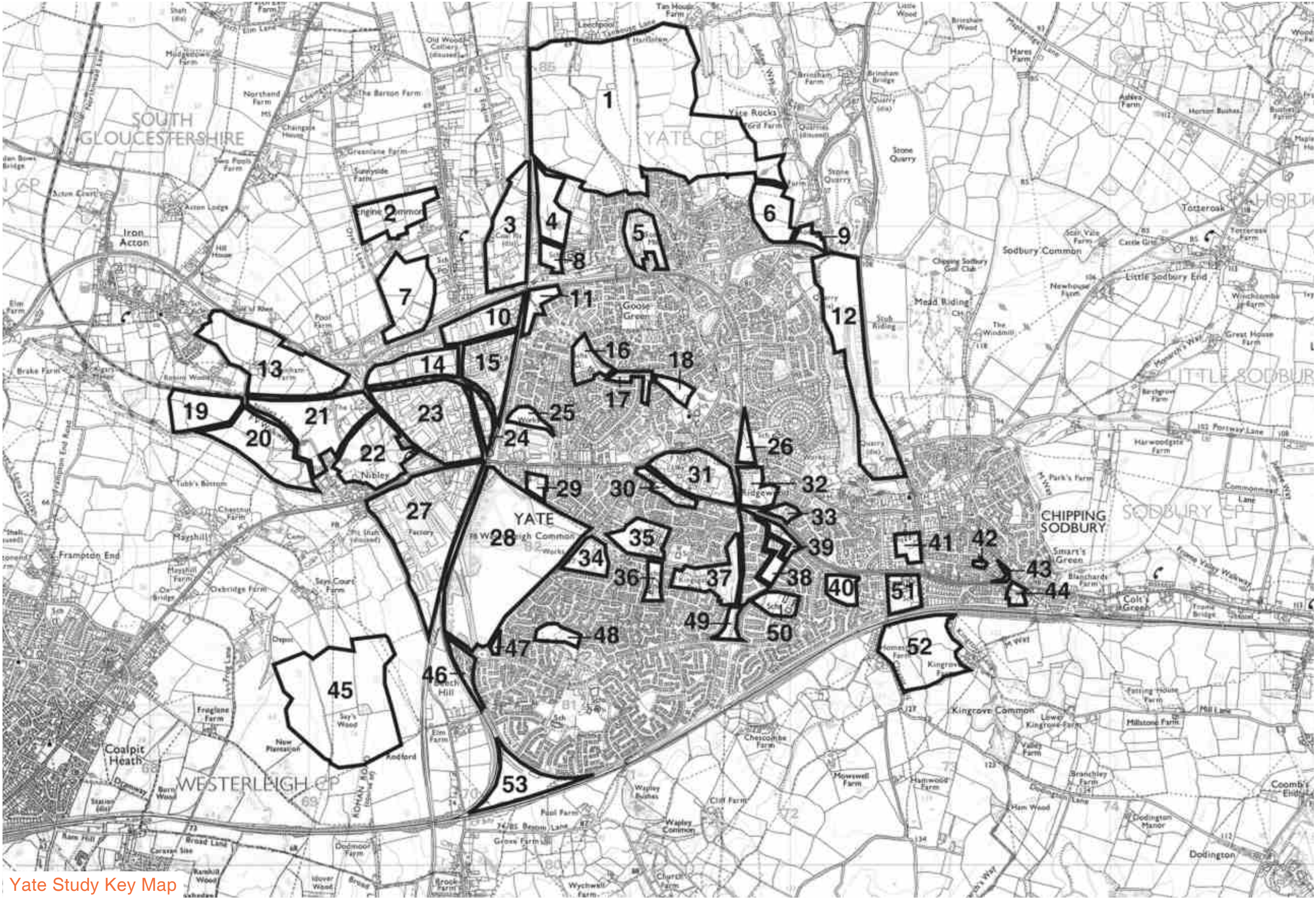
Patchway and Filton Study Key Map



Harry Stoke Study Key Map



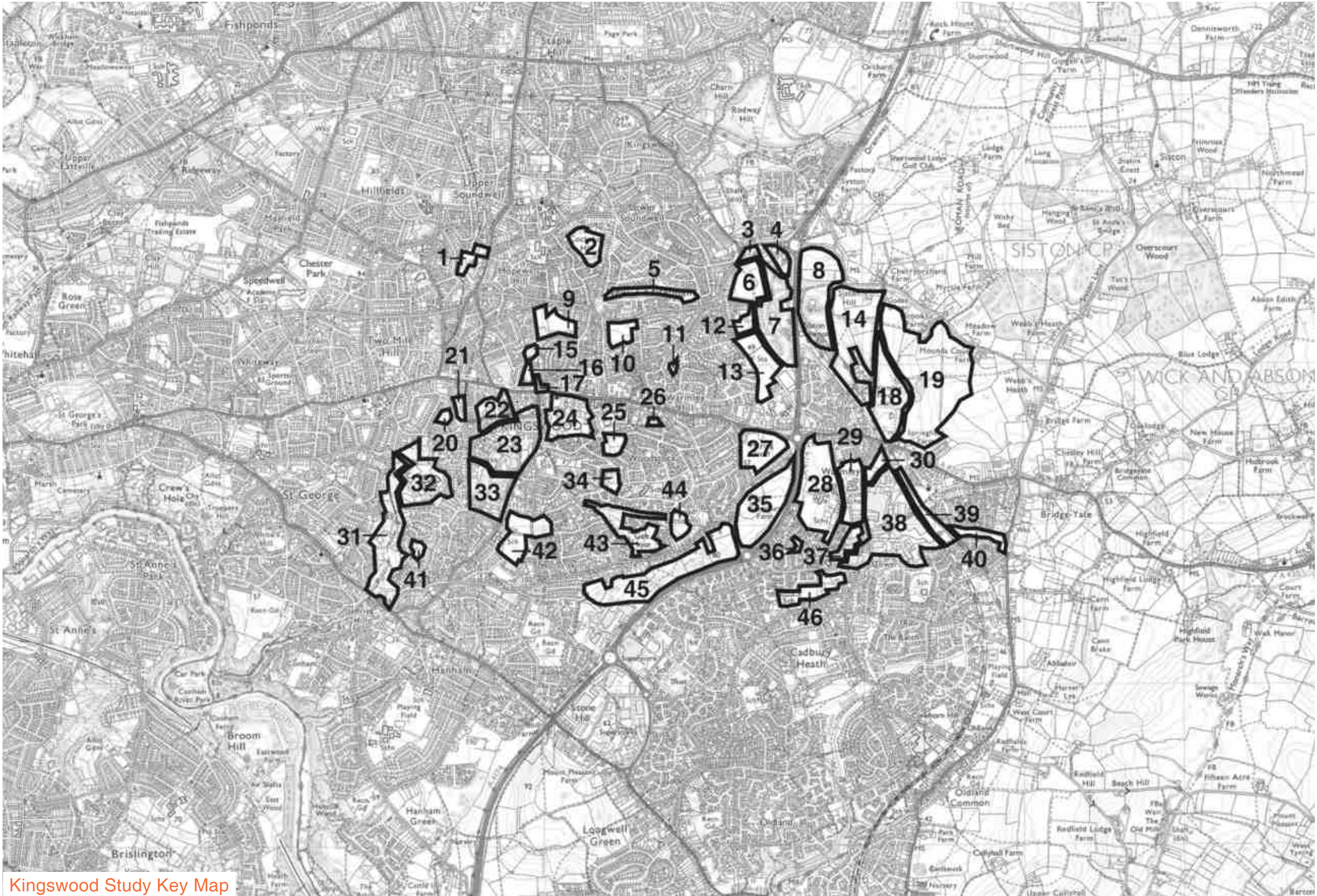
Emersons Green Study Key Map



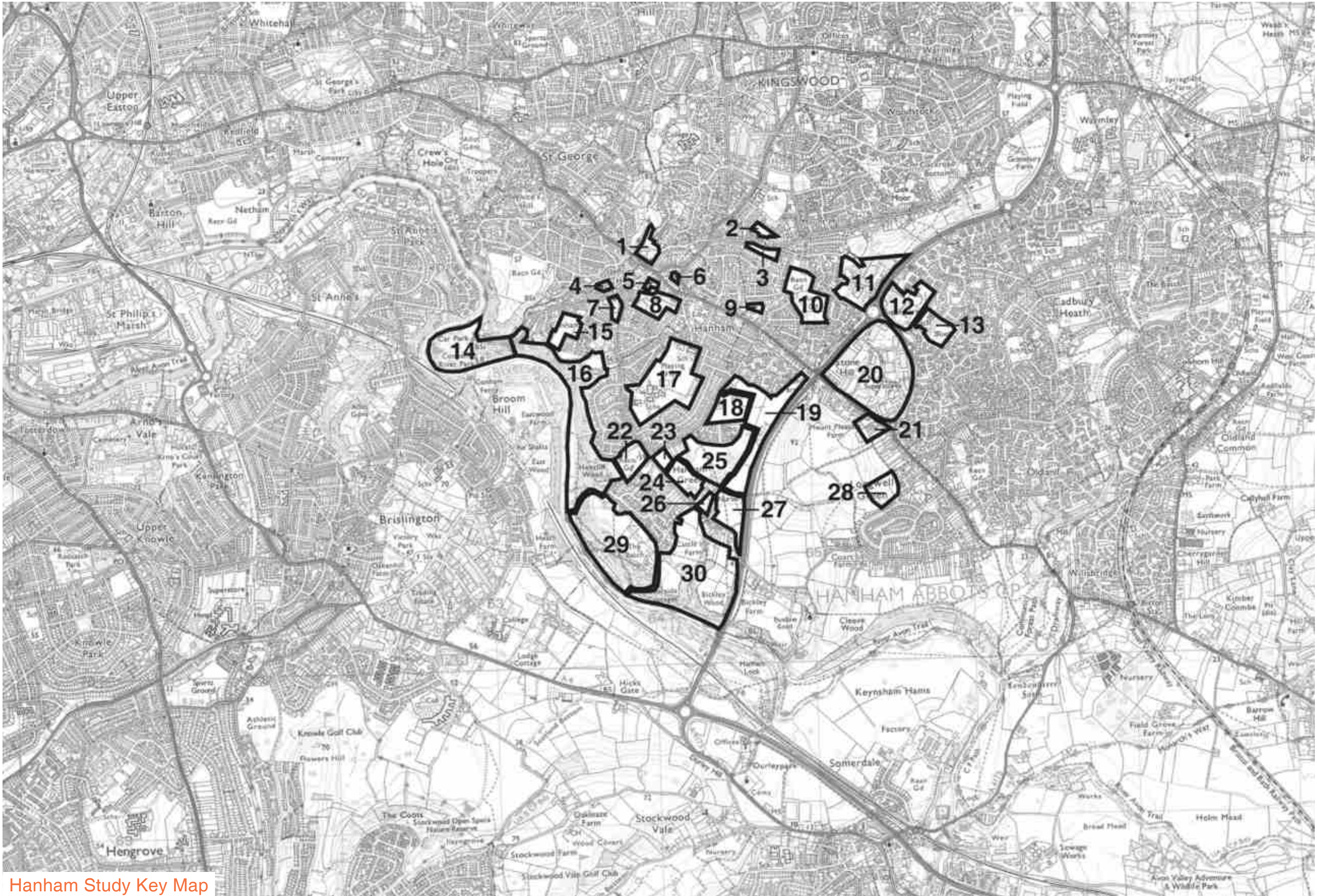
Yate Study Key Map



Staple Hill Study Key Map



Kingswood Study Key Map



Hanham Study Key Map

3 Datasheets for Freestanding Sites

Patchway and Filton Airfield

Harry Stoke

Staple Hill

Kingswood

Hanham

Yate

The development capacities for the sites identified in this appendix will need to be assessed through the Local Plan process. It will be the role of the new South Gloucestershire Local Plan to set out policies and proposals for development within the localities and to establish any target for the number of new homes within the urban areas of South Gloucestershire.

It should be noted that through the assessment process, some of the site boundaries have altered compared with the originally identified site areas summarised on the maps in Appendix 2 above.



Locality	Patchway & Filton	No	7
Description	Arlingham Way		
Area (Hectares)	0.19 ha		
Ownership	South Gloucestershire Council		



Locality	Patchway & Filton	No	8
Description	Land adjacent to allotments		
Area (Hectares)	0.52 ha		
Ownership	Believed to be Patchway TC or South Gloucestershire Council		



Locality	Patchway & Filton	No	13 B
Description	The Mall		
Area (Hectares)	-		
Ownership	Potential for stacked car parking and PRS - Bristol Alliance.		



Locality	Patchway & Filton	No	43
Description	Depot north of Gilford Road		
Area (Hectares)	1.21 ha		
Ownership	Could be allocated for housing		



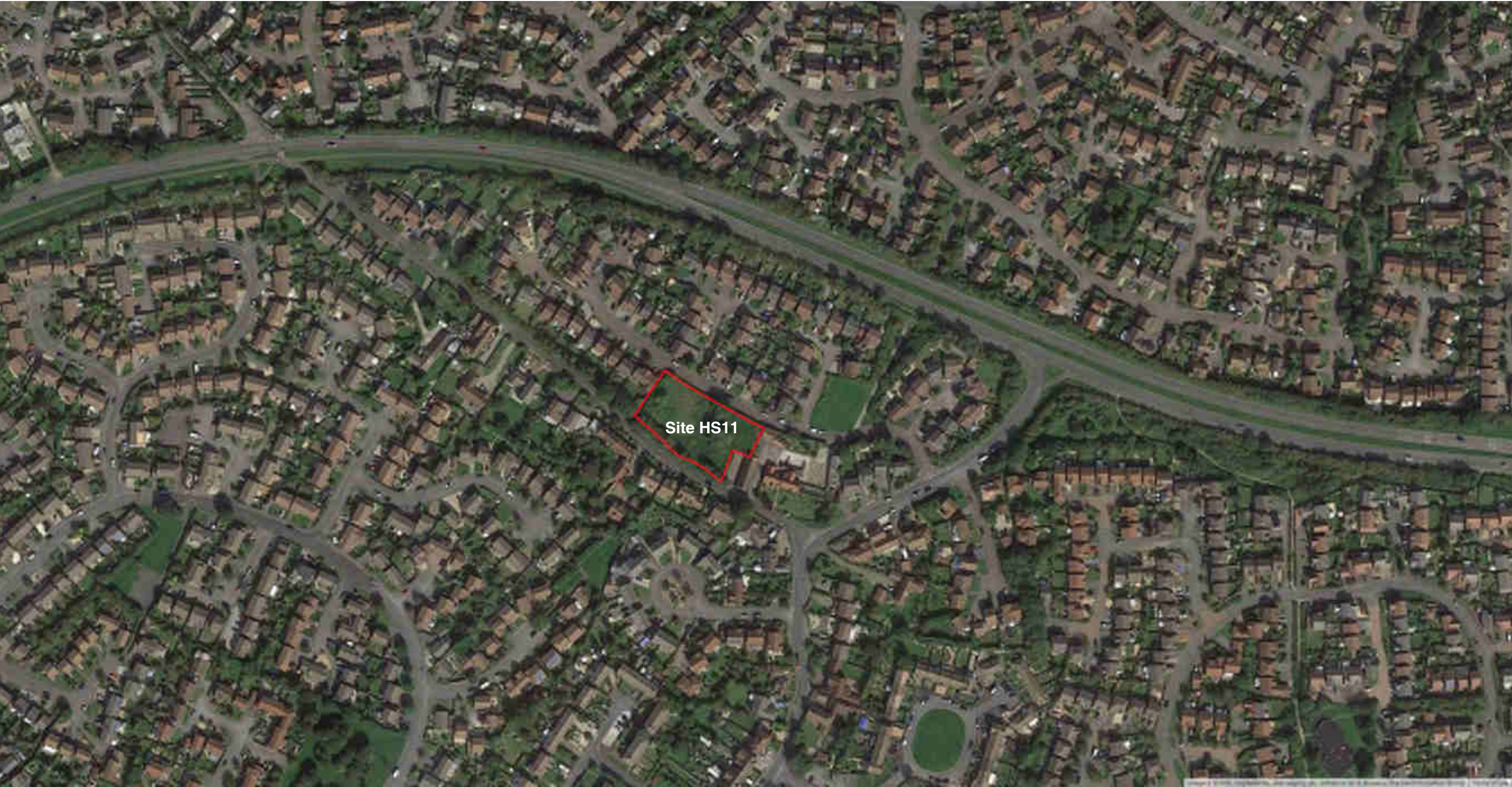
Locality	Harry Stoke	No	1 + 1C
Description	Parcels north of Rolls Royce & motor trade dealership		
Area (Hectares)	5.08 ha		
Ownership	4 x freeholders involved - leases appear short.		



Locality	Harry Stoke	No	1A
Description	Bend of Redfield Road		
Area (Hectares)	1.18 ha		
Ownership	4 x freeholders.		



Locality	Harry Stoke	No	5
Description	Northwest rail quadrant		
Area (Hectares)	5.71 ha		
Ownership	Network Rail		



Locality	Harry Stoke	No	11
Description	Oxbarton Mead Road		
Area (Hectares)	0.24 ha		
Ownership	2 x freeholders.		



Locality	Harry Stoke	No	12
Description	Southwest rail quadrant		
Area (Hectares)	8.28 ha		
Ownership	Owned by Terramond, option to Network Rail.		



Locality	Harry Stoke	No	13
Description	Southeast rail quadrant - assumed relocated pitches from site 14		
Area (Hectares)	-		
Ownership	Reptile mitigation for N/E quadrant. Network Rail.		



Locality	Harry Stoke	No	14A
Description	Station Road/New Road		
Area (Hectares)	0.58 ha		
Ownership	Part of Highway Record - may be services.		



Locality	Harry Stoke	No	14B
Description	Travis Perkins		
Area (Hectares)	0.77 ha		
Ownership	1 x freeholder - TP lease to 2020.		



Locality	Harry Stoke	No	19
Description	North of Sainsbury's		
Area (Hectares)	1.69 ha		
Ownership	Represented by AXA RE.		



Locality	Harry Stoke	No	19A
Description	B&Q - when redeveloped		
Area (Hectares)	3.2 ha		
Ownership	Canada Life - likely to redevelop at end of 15 year lease.		



Locality	Staple Hill	No	3
Description	Downend Shops		
Area (Hectares)	1.08 ha		
Ownership	2 x freeholders including SGC. 9 x leases.		



Locality	Staple Hill	No	22
Description	South of Midland Road		
Area (Hectares)	1.37 ha		
Ownership	Approximately 15 x freeholders.		



Locality	Staple Hill	No	23
Description	Apex Pumps		
Area (Hectares)	0.43ha		
Ownership	One freeholder and appears local.		



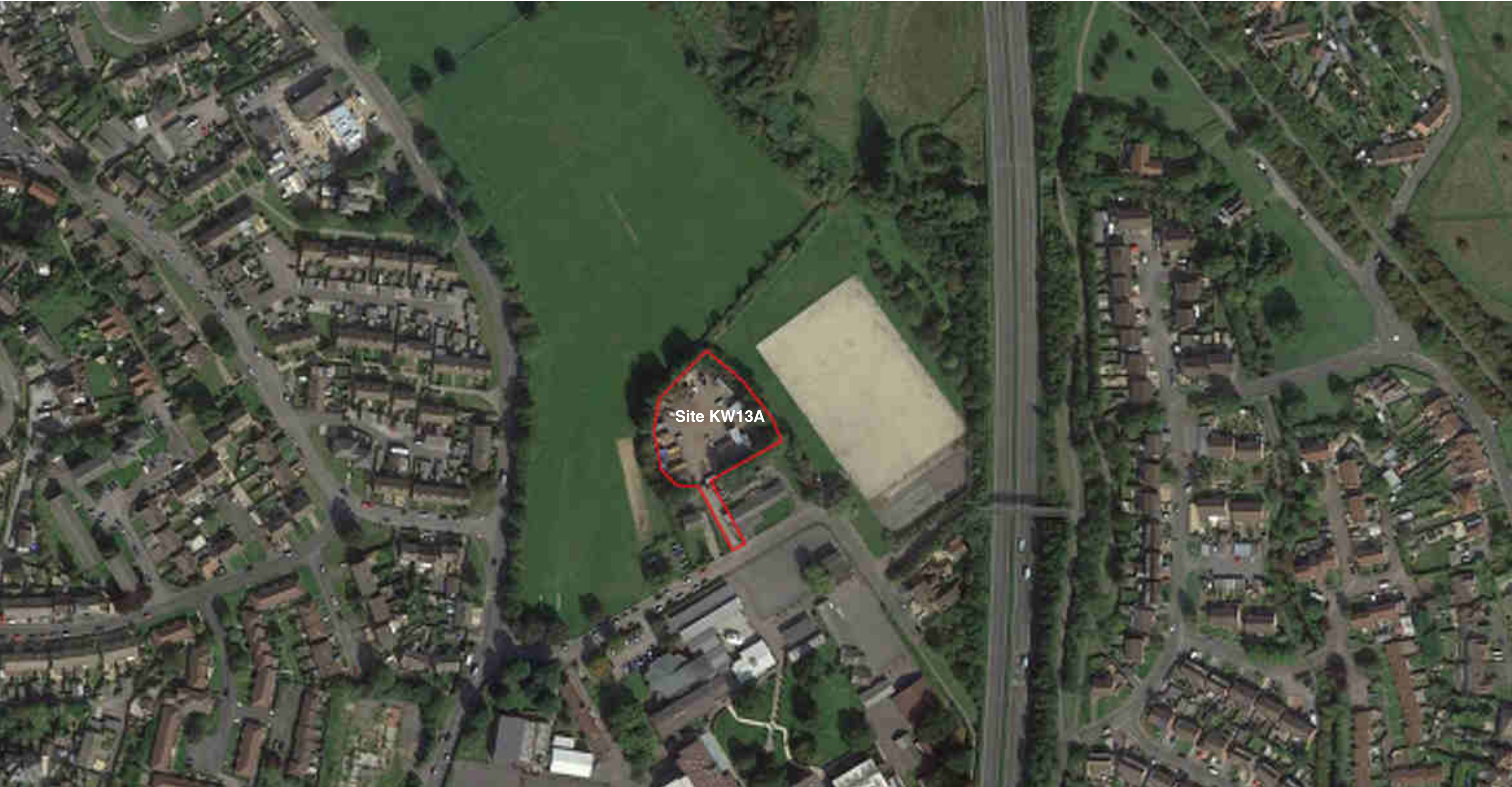
Locality	Staple Hill	No	24
Description	North of IC Express		
Area (Hectares)	0.90 ha		
Ownership	SGC - lease to 2020.		



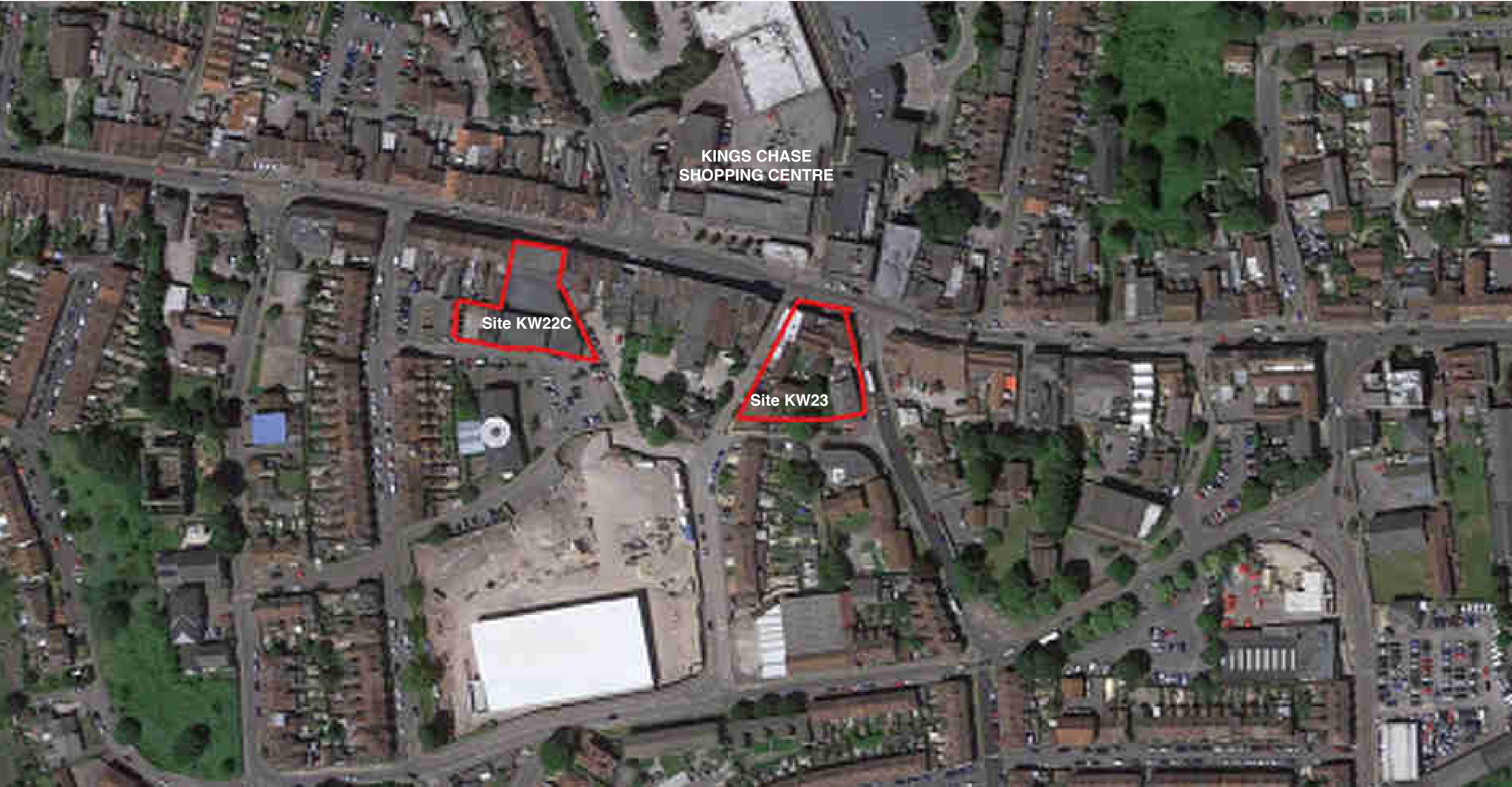
Locality	Kingswood	No	4
Description	Behind Horseshoe pub		
Area (Hectares)	1.12 ha		
Ownership	Appears 4 x freeholders - last option in 2008.		



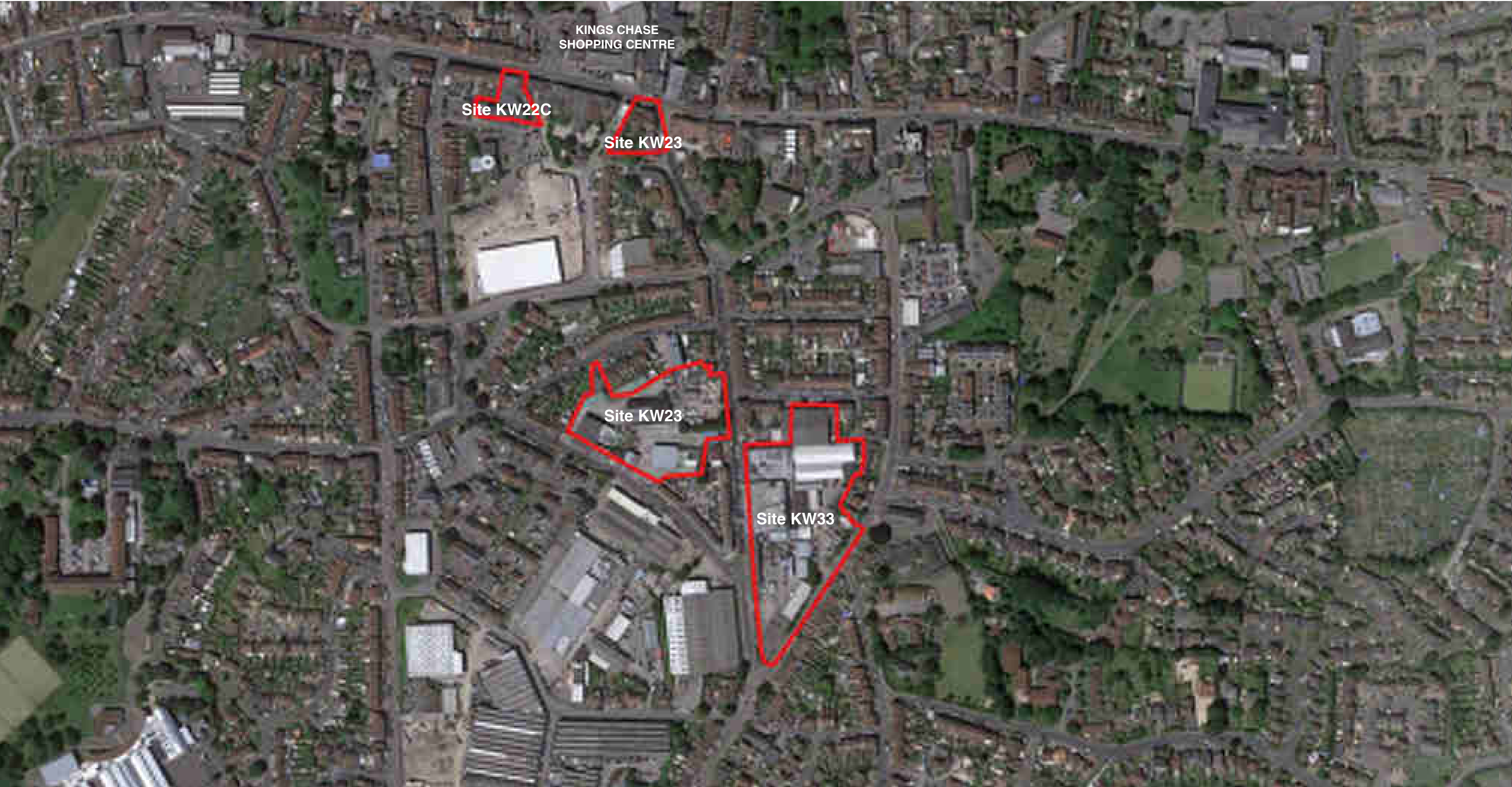
Locality	Kingswood	No	13
Description	A42 frontage of Kings Oak Academy		
Area (Hectares)	0.26 ha		
Ownership	1 x freeholder		



Locality	Kingswood	No	13A
Description	Storage compound - North of Kings Oak		
Area (Hectares)	0.31 ha		
Ownership	Kingswood RFC? Unsure.		



Locality	Kingswood	No	22C
Description	Rawlings		
Area (Hectares)	0.15 ha		
Ownership	Rawlings		



Locality	Kingswood	No	23+33
Description	South of Derrick Road		
Area (Hectares)	2.65 ha		
Ownership	Complex		



Locality	Kingswood	No	26A
Description	Bond Motors and environs		
Area (Hectares)	0.87 ha		
Ownership	1 x freeholder		



Locality	Kingswood	No	26B
Description	Kingswood C+C		
Area (Hectares)	0.24 ha		
Ownership	1 x freeholder		



Locality	Kingswood	No	29
Description	Warmley House estate		
Area (Hectares)	1.49 ha		
Ownership	May be road widening constraints, 17 freeholders and multiple leases.		



Locality	Kingswood	No	29A
Description	South of A29 Tower Lane		
Area (Hectares)	1.96 ha		
Ownership	3 x freeholders		



Locality	Hanham	No	1
Description	Magpie Bottom Lane		
Area (Hectares)	0.68 ha		
Ownership	?		



Locality	Hanham	No	8
Description	Kleeneze Seal Tech		
Area (Hectares)	3.14 ha		
Ownership	Tesco		



Locality	Hanham	No	9D
Description	Tollgate Hill Depot		
Area (Hectares)	0.17 ha		
Ownership	?		



Locality	Hanham	No	11
Description	Aspects Leisure Park		
Area (Hectares)	1.28 ha		
Ownership	L&G		



Locality	Yate	No	8
Description	East/north of Broad Lane		
Area (Hectares)	2.54 ha		
Ownership	5 x freeholders plus SGC.		



Locality	Yate	No	9
Description	Triangular field		
Area (Hectares)	4.41 ha		
Ownership	Quarry owned in call for sites.		



Locality	Yate	No	14/15/23/24
Description	The Beeches		
Area (Hectares)	50.83 ha		
Ownership	50/50 split between owner/occupier leaseholds from estate.		



Locality	Yate	No	27
Description	Two Steel Suppliers		
Area (Hectares)	7.85 ha		
Ownership	Complex interests - needs further study.		



Locality	Yate	No	39
Description	South of Kennedy Way		
Area (Hectares)	0.42 ha		
Ownership	Taylor Wimpey plus RDL Sodbury.		

4 Datasheets for the New Neighbourhoods

Patchway and Filton Airfield

Harry Stoke

The development capacities for the sites identified in this appendix will need to be assessed through the Local Plan process. It will be the role of the new South Gloucestershire Local Plan to set out policies and proposals for development within the localities and to establish any target for the number of new homes within the urban areas of South Gloucestershire.



Locality	Patchway & Filton	No	17
Description	Taylor Wimpey/Deeley Freed		
Area (Hectares)	47.68 ha		
Ownership	DF alone own southern triangle. Most is Taylor Wimpey, DF and others.		



Locality	Patchway & Filton	No	25
Description	Filton Airfield		
Area (Hectares)	147.29 ha		
Ownership	YTL		



Locality	Patchway & Filton	No	28
Description	Fish Pool Hill		
Area (Hectares)	58.06 ha		
Ownership	Persimmon and Ashfield Land.		



Locality	Patchway & Filton	No	30
Description	Land Off Charlton Road		
Area (Hectares)	4.3 ha		
Ownership	Optioned to Redrow mostly.		



Locality	Harry Stoke	No	16
Description	East of Harry Stoke		
Area (Hectares)	120.48 ha		
Ownership	Majority of Crest - large number of smaller owners.		



Locality	Harry Stoke	No	17
Description	South of Crest development by A4174		
Area (Hectares)	4.48 ha		
Ownership	All Crest.		



Locality	Harry Stoke	No	18
Description	West of No 17		
Area (Hectares)	26.65 ha		
Ownership	999 year lease to Moben Investments Ltd		

5 Datasheets for Yate and the East Fringe Urban Centres

Staple Hill

Kingswood

Yate

The development capacities for the sites identified in this appendix will need to be assessed through the Local Plan process. It will be the role of the new South Gloucestershire Local Plan to set out policies and proposals for development within the localities and to establish any target for the number of new homes within the urban areas of South Gloucestershire.



Locality	Staple Hill	No	12
Description	High Street Regeneration zone		
Area (Hectares)	10.03 ha		
Ownership	Complex		



Locality	Kingswood	No	22
Description	High Street regeneration		
Area (Hectares)	17.79 ha		
Ownership	Complex		



Locality	Yate	No	29B
Description	A432 corridor (High Street Study)		
Area (Hectares)	32.74 ha		
Ownership	Complex.		

6 Analysis of The High-Street Regeneration Prospects for Staple Hill, Kingswood and Yate

Staple Hill

- Extent of Study Area
- Commercial and Residential Use
- Building Heights
- Building Value

Kingswood

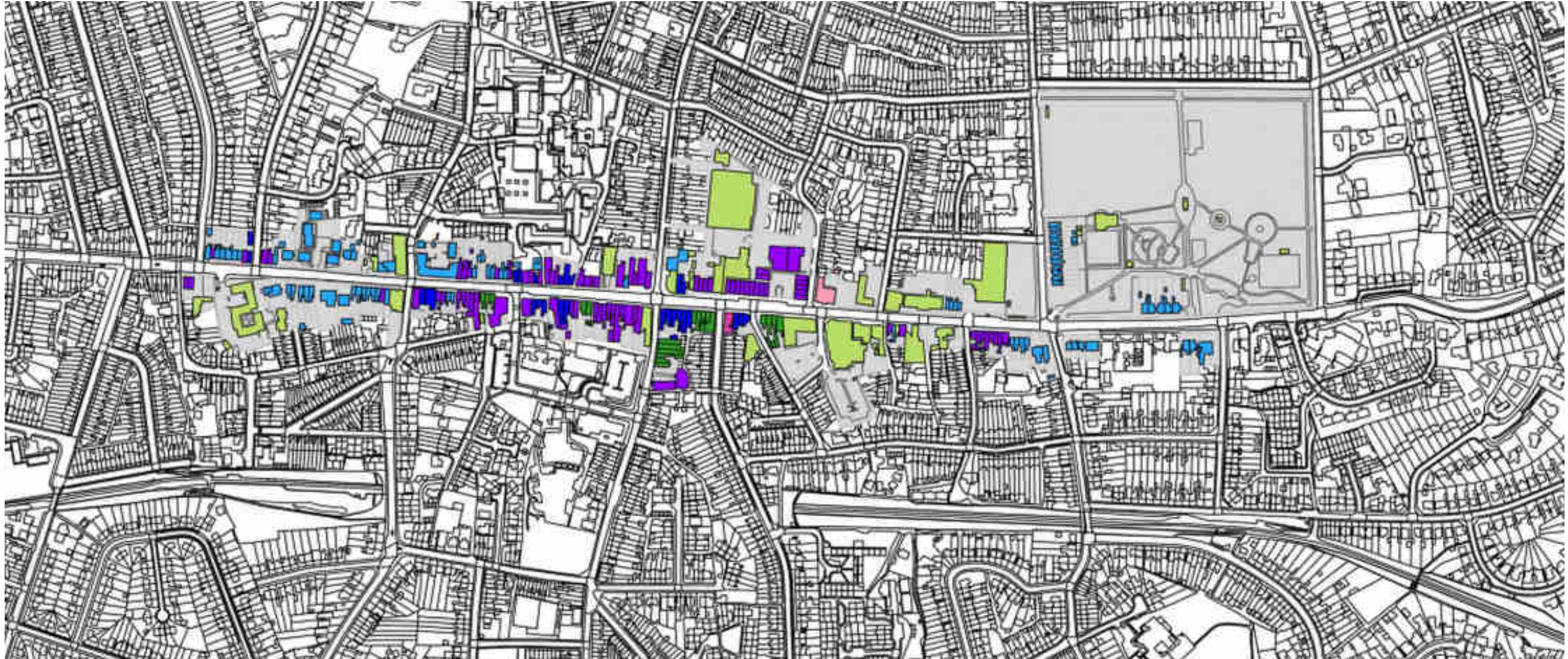
- Extent of Study Area
- Commercial and Residential Use
- Building Heights
- Building Value
- Regeneration

Yate

- Extent of Study Area
- Commercial and Residential Use
- Building Heights
- Building Value
- Regeneration

The development capacities for the sites identified in this appendix will need to be assessed through the Local Plan process. It will be the role of the new South Gloucestershire Local Plan to set out policies and proposals for development within the localities and to establish any target for the number of new homes within the urban areas of South Gloucestershire.





KEY

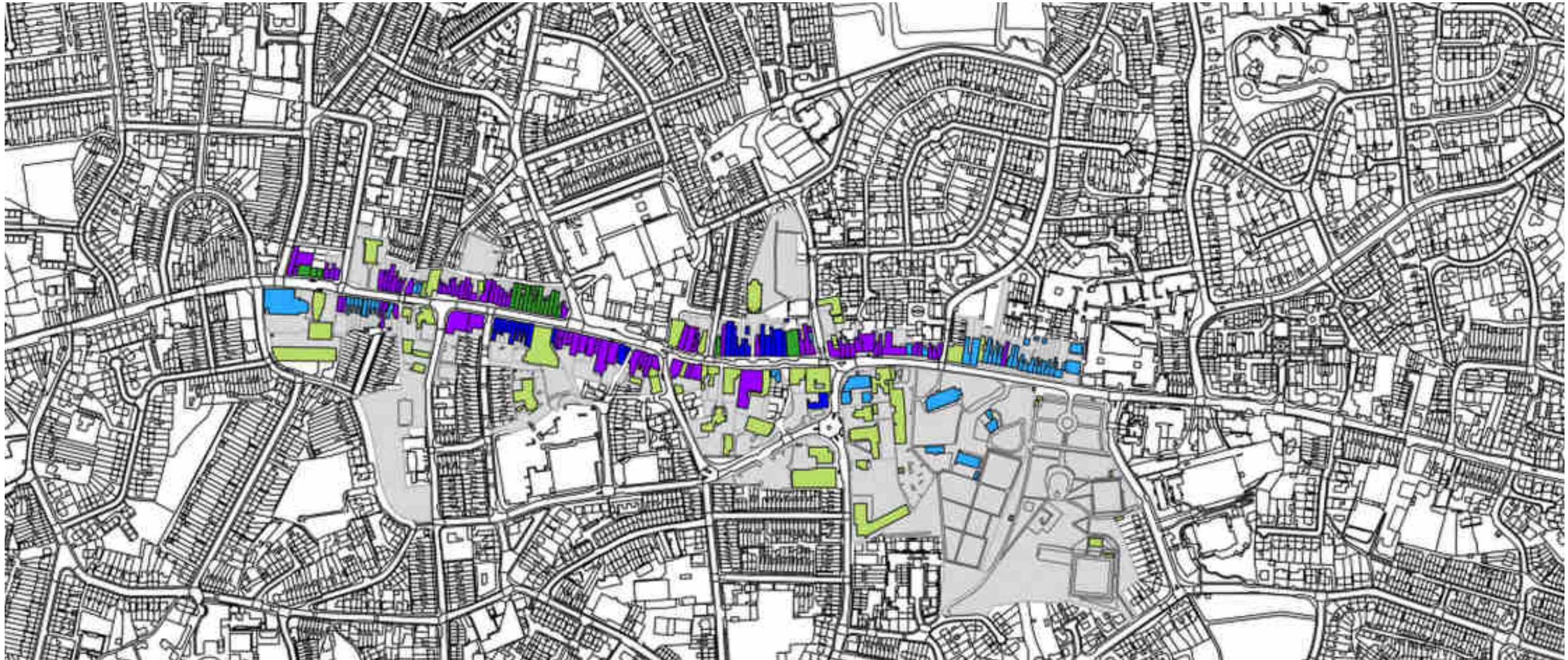
■	100 % Commerical - 0% Residential
■	75 % Commerical - 25% Residential
■	66 % Commerical - 33% Residential
■	50 % Commerical - 50% Residential
■	40 % Commerical - 60% Residential
■	33 % Commerical - 66% Residential
■	0 % Commerical - 100% Residential



KEY

- 1 Storey
- 1 ½ Storeys
- 2 Storeys
- 2 ½ Storeys
- 3 Storeys
- 4 Storeys





KEY

- 100 % Commerical - 0% Residential
- 50 % Commerical - 50% Residential
- 40 % Commerical - 60% Residential
- 33 % Commerical - 66% Residential
- 0 % Commerical - 100% Residential

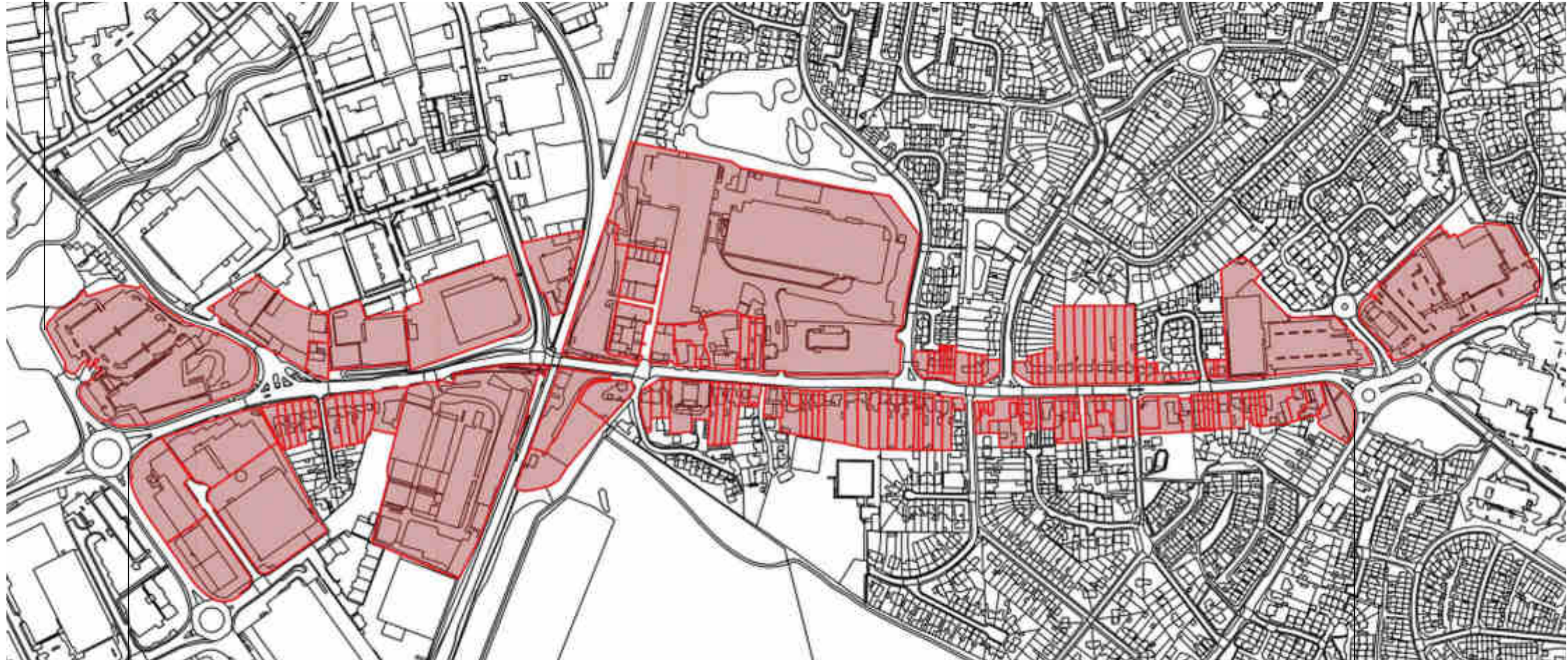


KEY

- 1 Storey
- 1 ½ Storeys
- 2 Storeys
- 2 ½ Storeys
- 3 Storeys

South
Gloucestershire
Council Offices

Morrisons (Newman
Industries Site)



Badminton Road
Trading Estate
Units 1-5

132 Station Road



KEY

- 100 % Commerical - 0% Residential
- 80 % Commerical - 20% Residential
- 50 % Commerical - 50% Residential
- 30 % Commerical - 70% Residential
- 0 % Commerical - 100% Residential



KEY

- 1 Storey
- 1 ½ Storeys
- 2 Storeys
- 2 ½ Storeys

nash partnership

Bath Office: 23a Sydney Buildings, Bath BA2 6BZ
Phone: 01225 442424

Bristol Office: 25 King Street, Bristol BS1 4PB
Phone: 0117 332 7560

Website: www.nashpartnership.com
Email: mail@nashpartnership.com
Twitter: @nashPLLP

