

MASTERPLAN REPORT APPENDICES

SOUTHMEAD MASTERPLAN

ON BEHALF OF SOUTHMEAD DEVELOPMENT TRUST OCTOBER 2018

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APPENDIX 1: TRANSPORT TECHNICAL NOTE BY JUBB



Title: Technical Note#01
Date: 20th September 2018
Prepared by: AK

1.0 Introduction

- 1.1 Jubb have been appointed by Bristol City Council's (BCC) Housing Delivery Team to provide highways and transportation advice in relation to the emerging masterplan proposals for the development of Glencoyne Square, Southmead, Bristol which are being brought forward by the Southmead Development Trust (SDT) in partnership with BCC.
- 1.2 The area covered by the masterplan proposals is shown in **Figure 1** below (which is extracted from the plan at **Appendix A**).



Figure 1 – Extents of the Glencoyne Square Site, Southmead

- 1.3 The Glencoyne Square site currently takes the form of a large public open space just north of the existing local centre which is formed to the north of the junctions between Arnside Road, Greystoke Avenue and Ullswater Road.
- 1.4 A number of roads radiate out from the square. Between these roads run several parallel radial routes which provide links between the Square, the Local Centre and the surrounding residential uses.

2.0 Summary of Development Proposals

- 2.1 The Masterplan for Glencoyne Square would see the development of up to 350 new homes and between 10-15,000 sqm of non-residential floorspace, alongside associated public realm works.
- 2.2 The 350 new homes would predominantly comprise 1- and 2-bedroom dwellings with some housing and senior living accommodation in a mix of tenures – social rented, intermediate (shared ownership, rent-to-buy, key worker accommodation etc.)
- 2.3 The proposed mix would seek to address the stated local need for these properties as there is currently abundance of 3-bedroom post-war housing stock.
- 2.4 Of the non-residential uses this is likely to include a mix of replacement community (community centre, youth centre, library, health centre, and possibly place of worship uses, workspace, retail and food and beverage space.
- 2.5 Hence, a significant proportion of the 'new' accommodation will seek to provide modern, up-to-date accommodation into which several existing use classes will simply be 'decanted'.
- 2.6 The vacated spaces, along with some of the existing green open space that comprises Glencoyne Square would then be used to bring forward the masterplan in a series of phases.
- 2.7 The existing Local Centre car park will be expanded, providing additional car parking spaces to serve the Local Centre.
- 2.8 The car park expansion would be realised through the rationalisation of the existing 'Arnside Road' bus stops on Greystoke Avenue – these extra wide laybys here facilitated a turning head for bus services that previously terminated here but these are now no longer used for this purpose.

3.0 Existing Accessibility

Pedestrians

- 3.1 The area surrounding the development site is predominantly residential in nature and hence benefits from a wide, permeable network of footways and footpaths that link between the Glencoyne Square, the surrounding areas.
- 3.2 These links provide pedestrian access to the Brentry area to the north, Filton area to the east, Southmead Hospital area to the south and Westbury-on-Trym area to the south west.
- 3.3 The footways in the residential areas surrounding Glencoyne Square range in width from 1.5m to around 2.0m, though through the Local Centre frontage (i.e. on Arnside Road and retail frontage along Greystoke Avenue) the footways are significantly wider at up to around 7.0m in width providing a safe and attractive space for pedestrians along the Local Centre frontage.
- 3.4 Several junctions, though not all, in the surrounding area benefit from pedestrian crossing facilities – where these are provided within the residential area these take the form of uncontrolled crossings comprising dropped kerbs often supplemented with tactile paving to assist the visually impaired.
- 3.5 At the main signal-controlled junction between Arnside Road, Greystoke Avenue and Trowbridge Road pedestrian crossing facilities are incorporated onto each of the four arms providing pedestrians with a safe means of crossing Greystoke Avenue.
- 3.6 In addition, at several crossroad junctions within the residential area to the south of Greystoke Avenue, speed tables are provided which effectively create a level surface thus facilitating pedestrian movement across the junction as well as assisting in reducing vehicle speeds through the junction.

3.7 Beyond the identified network above, footways connect into the wider network which provides access to the surrounding areas. **Figure 2** below (extracted from **Appendix B**) shows the extents of the 2.0km pedestrian isochrone which is taken as the reasonable maximum walking distance

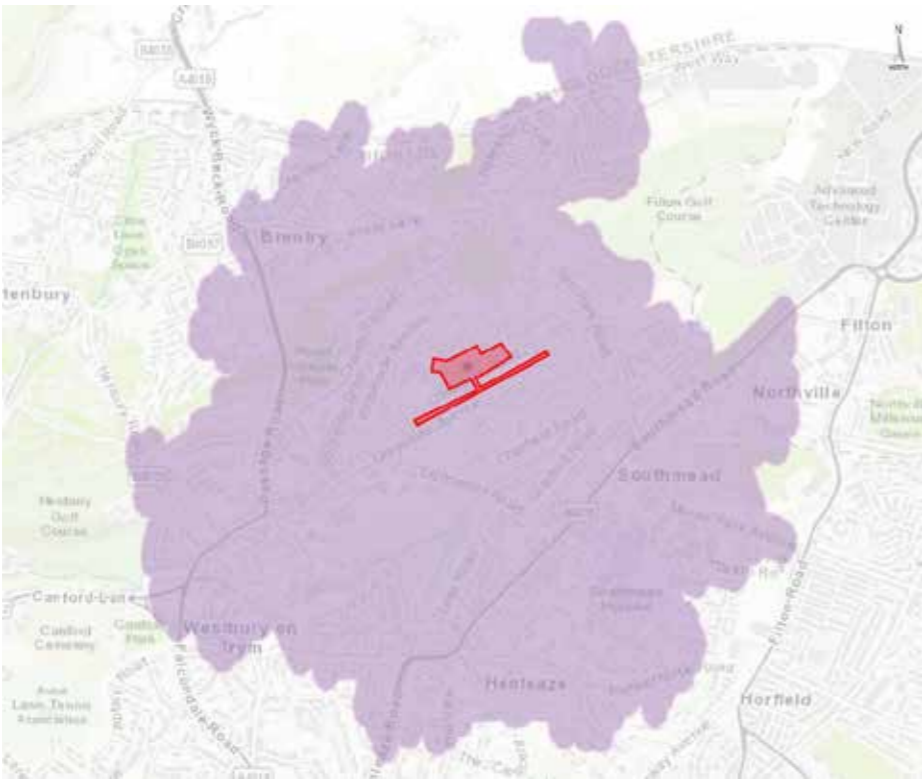


Figure 2 – Pedestrian Isochrone Plan

- 3.8 As can be seen from Figure 2, the 2.0km pedestrian isochrone plan covers a significant area which includes Southmead Hospital to the south, Westbury-on-Trym to the west, Brentry to the north and touches the very fringes of the employment area of Airbus at Filton to the east.
- 3.9 As will be demonstrated later, there are many day-to-day facilities well within a 2.0km walk from the site which include healthcare, education and food retail.
- Cyclists
- 3.10 National Cycle Route (NCR) 4 passes to within 1.2km of Glencoyne Square site (at the western end of Greystoke Avenue).
- 3.11 NCR4 is a long-distance cycle route between London and Fishguard via Reading, Bath, Bristol, Newport, Swansea, Carmarthen, Tenby, Haverfordwest and St. Davids.
- 3.12 In the local context it is one of the main north-south cycle routes between Bristol City Centre and Cribbs Causeway via Brentry, Westbury-on-Trym, Stoke Bishop, Redland and Clifton – it also provides links to the employment areas in Severnside and Avonmouth (via Route 41).

3.13 A plan showing the route of NCR 4 in the context of Bristol is shown in **Figure 3** below which is extracted from the mapping data available on the Sustrans website (<https://www.sustrans.org.uk/ncn/map>)



Figure 3 – Route of NCR 4 (source Sustrans - <https://www.sustrans.org.uk/ncn/map>)

- 3.14 It comprises on-road and off-road sections and includes cycle friendly infrastructure along its route. In Bristol City Centre is connects with several other routes that radiate out from the centre.
- 3.15 As part of the West of England's long-term transport infrastructure investment strategy, a range of new cycling and walking networks are being developed across the city through the Cycling Ambition Fund.
- 3.16 One such scheme is the 'Southmead Quietway' – this route, which was installed in 2017, provides a quiet on road link between 'The Arches' on the A38 Gloucester Road and Southmead Hospital and comprises improved crossing points for cyclists at junctions and enhanced route finding and signage.
- 3.17 A plan showing the route of the 'Southmead Quietway' is provided below at **Figure 4** on the following page and is taken from the Bristol City Council website (https://s3-eu-west-1.amazonaws.com/travelwest/wp-content/uploads/2016/12/southmead_QW_route_10012017.pdf).

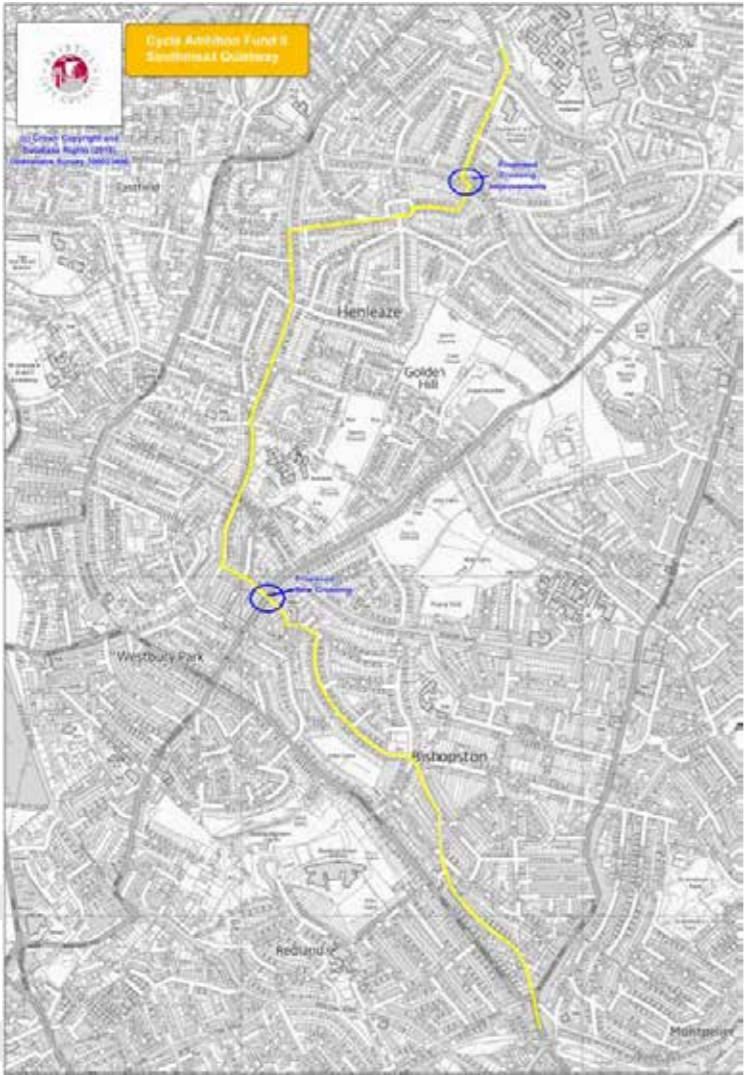


Figure 4 – Route of Southmead Quietway – source Bristol City Council Website

- 3.18 Beyond the identified networks, a significant proportion of Bristol is within a 5km cycle ride of the site. **Figure 5** on the following page (which is extracted from the drawing at **Appendix C**) shows the extents of a 5.0km cycling isochrone from the site.
- 3.19 As can be seen from **Figure 5**, while the City Centre lies just beyond the 5.0km cycle distance from the site, significant proportions of major employment areas of the north Bristol fringe are within reach including Airbus, Royal Mail, Rolls Royce the Ministry of Defence (at Abbeywood) and the University of the West of England (UWE). Cribbs Causeway too is within reach.
- 3.20 As will be seen later in this note, accessibility to the north is set to improve due to the forthcoming development of the Cribbs Patchway New Neighbourhood and, in particular, the Filton Airfield site.

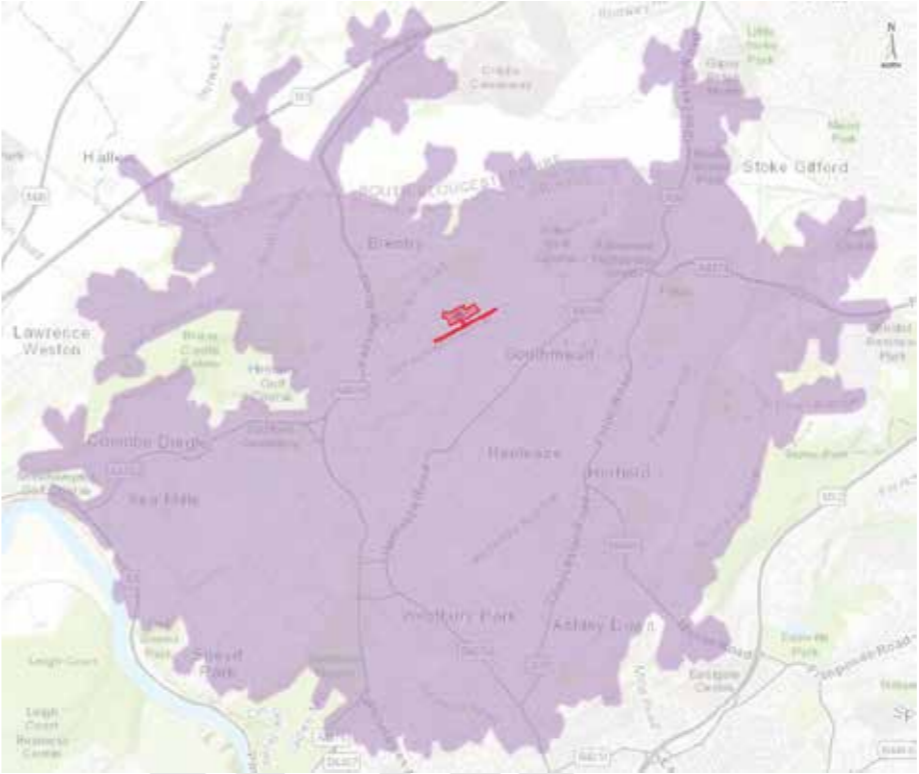


Figure 5 – 5km Cycling Isochrone

- 3.21 As can be seen the site is well placed to access the Bristol Cycle network with two routes being located nearby and only a short cycle ride away from the site thus connecting the site with Bristol City Centre and Cribbs Causeway to the north.
- 3.22 Beyond the identified network, a significant proportion of Bristol is within a 5km cycle ride of the site, hence it can be concluded that the site is in a sustainable and accessible location.
- Bus
- 3.23 The closest bus stops to the site are the 'Arnside Road' stops which are located on Greystoke Avenue which is located immediately south of the development site.
- 3.24 The 'Arnside Road' stops provides two stops, one in each direction. Both stops are provided with bus shelters (incorporating timetable information) with seating and bus boarder kerbs (to access to buses) and currently provide an extensively wide bus laybys which were previously used to enable buses to 'U-turn' in the road, though it is understood that buses no longer use the turning facility.
- 3.25 The 'Arnside Road' bus stops are served by three bus services which are summarised in **Table 1** on the following page.

Service	Route	Monday – Friday			Saturday			Sunday			Typical Journey Time
		Freq. (Day)	First	Last	Freq. (Day)	First	Last	Freq. (Day)	First	Last	
2	Cribbs Causeway – Stockwood	12-14 mins	0521	2350	15 mins	0533	2350	20 mins	0752	2320	Centre – 35 mins
	Stockwood – Cribbs Causeway	12-14 mins	0627	0015	15 mins	0628	0015	20 mins	0737	2345	Temple Meads – 45 mins Stockwood – 90 mins
76	Cribbs Causeway – Hengrove	12 mins	24hr service		12 mins	24hr service		20 mins	24hr service		Centre – 40 mins
	Hengrove – Cribbs Causeway	12 mins	24hr service		12 mins	24hr service		20 mins	24hr service		Hengrove – 75 mins
77	Bristol – Thornbury	60 mins	0639	1943	60 mins	0833	1943	No service			Centre – 35 mins S'mead Hospital – 7 mins
	Thornbury – Bristol	60 mins	0536	1817	60 mins	0646	1817	No service			UWE – 20 mins Bristol Parkway – 30 mins

Table 1 – Summary of Bus Services from 'Arnside Road' Bus Stops

- 3.26 As can be seen from **Table 1**, the Arnside Road bus stops enjoy frequent bus services which link the site with Bristol City Centre, the railway stations of both Bristol Parkway and Bristol Temple Meads and with Southmead Hospital as well as other communities around Bristol.
- 3.27 A plan showing the routes of these three services is shown in **Figure 6** below which is extracted from the plan at **Appendix D**.

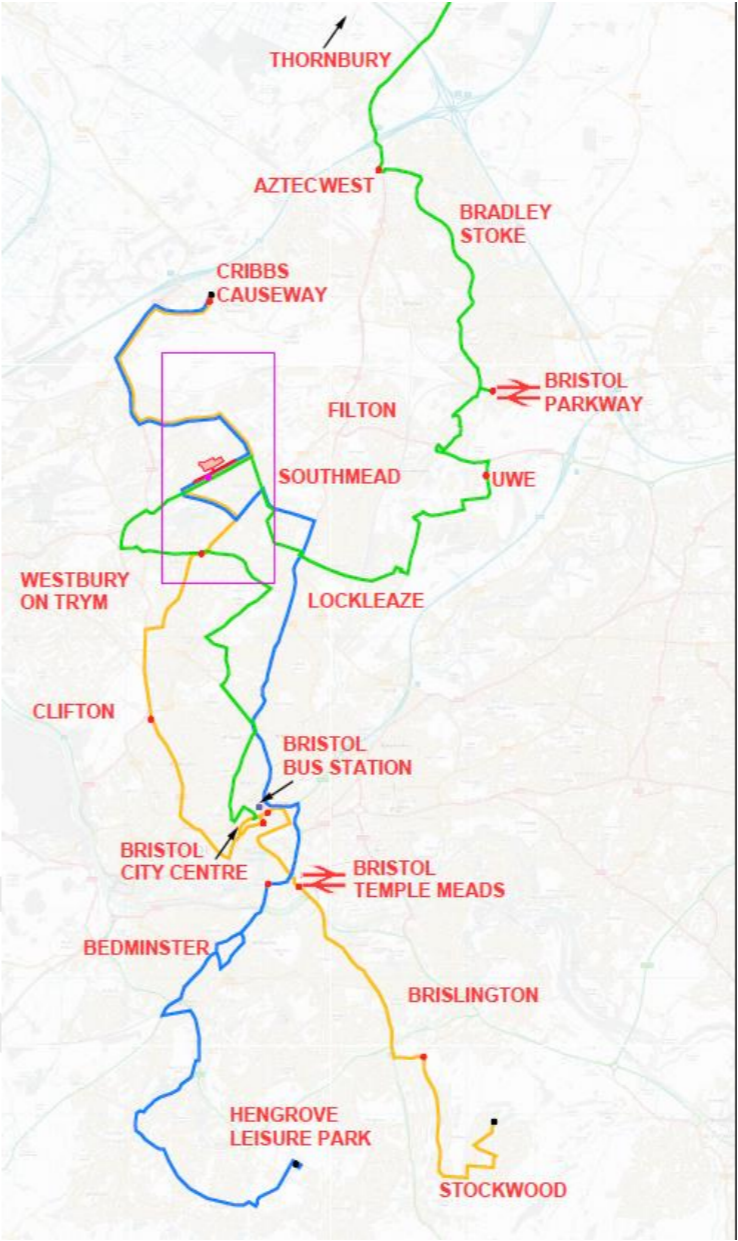


Figure 6 – Bus Routes plan

- 3.28 As can be seen from the above Glencoyne Square enjoys regular bus services and provides links to Bristol City Centre as well as other key locations and facilities including railway stations, hospitals, and retail areas.

Local Facilities

- 3.29 The area around Glencoyne Square benefits from the numerous local and community facilities and shops many of which are focussed along Greystoke Avenue and Arnside Road .
- 3.30 **Table 2** below summarises a list of key local facilities within walking and cycling distance of the site as well as the walk/cycle distance and walk/cycle time based on the recognised speeds of 1.4m/s for pedestrians and 4.0m/s for cyclists.

Service/Facility	Postcode	Type	Distance (m)	🚶 (mm:ss)	🚲 (mm:ss)
Iceland	BS10 6AT	Retail – Food store	100m	01:11	00:25
St Peters Hospice Shop	BS10 6AT	Retail – Non-food	100m	01:11	00:25
Day Lewis Pharmacy	BS10 6AT	Healthcare – Pharmacy	100m	01:11	00:25
McColl's	BS10 6AT	Retail – Convenience	100m	01:11	00:25
Post Office (@ McColl's)	BS10 6AT	Services – Post Office	100m	01:11	00:25
PayPoint (@ McColl's)	BS10 6AT	Finance – Payment Service	100m	01:11	00:25
ATM (@ McColl's)	BS10 6AT	Finance – ATM	100m	01:11	00:25
Aldi	BS10 6AS	Retail – Food store	100m	01:11	00:25
Greggs	BS10 6AT	Retail – Bakery	100m	01:11	00:25
Lloyds Pharmacy	BS10 6AT	Healthcare – Pharmacy	100m	01:11	00:25
BS10 Barbers	BS10 6AT	Services – Hairdressing	100m	01:11	00:25
Cash Generator	BS10 6BA	Retail – Non-food	100m	01:11	00:25
Lubczyk	BS10 6BA	Retail – Delicatessen	100m	01:11	00:25
Paragon – Hairdressers & Barbers	BS10 6BA	Services – Hairdressing	100m	01:11	00:25
Liquor & Wine	BS10 6BA	Retail – Off-licence	100m	01:11	00:25
Backhouse Bet	BS10 6BA	Leisure – Gambling	100m	01:11	00:25
Express Café	BS10 6BA	Leisure – Restaurant	100m	01:11	00:25
Taste Good	BS10 6BA	Leisure – Food Take-away	100m	01:11	00:25
Greystoke Convenience Store	BS10 6BA	Retail – Convenience	100m	01:11	00:25
SCART Shop	BS10 6AS	Services – Local Community	100m	01:11	00:25
Southmead Project	BS10 6AS	Services – Local Charity	100m	01:11	00:25
Reg's Kebabs	BS10 6AS	Leisure – Food Take-away	100m	01:11	00:25
Pizza Hut	BS10 6AS	Leisure – Food Take-away	100m	01:11	00:25
Southmead Library	BS10 6AS	Services – Public Library	100m	01:11	00:25
Southmead Youth Centre	BS10 6AS	Services – Youth Centre	100m	01:11	00:25
Little Mead Primary Academy	BS10 6DS	Education – Primary	100m	01:11	00:25
Southmead & Henbury Family Practice	BS10 6DF	Healthcare – GP Surgery	100m	01:11	00:25
Pentecostal Holiness Church	BS10 6EA	Religion – Pentecostal Church	100m	01:11	00:25
New Brunswick Church	BS10 6DY	Religion – URC Church	140m	01:40	00:35
The Church of Jesus Christ of Latter-day Saints	BS10 6DY	Religion – Mormon Church	140m	01:40	00:35
St Vincent de Paul Church	BS10 6DS	Religion – Catholic Church	190m	02:16	00:47
St Stephen's Church	BS10 6DP	Religion – CoE Church	260m	03:06	01:05
The Pegasus	BS10 6BQ	Leisure – Public House	370m	04:24	01:33
Tesco Express	BS10 6BQ	Retail – Convenience	370m	04:24	01:33
ATM (@ Tesco Express)	BS10 6BQ	Finance – ATM	370m	04:24	01:33
Bethany Southmead Baptist Church	BS10 6BQ	Religion – Baptist Church	370m	04:24	01:33
Badock's Wood Community Primary School	BS10 5PY	Education – Primary	800m	09:31	03:20
Greenway Centre	BS10 5PY	Services – Community Hub	800m	09:31	03:20
Southmead Community Centre	BS10 6BQ	Service – Community Centre	960m	11:26	04:00
Doncaster Road Park	BS10 5PP	Leisure – Playing Fields	1120m	13:30	04:40
Bristol Free School	BS10 6NJ	Education – Secondary	1280m	15:14	05:20
Southmead Hospital	BS10 5NB	Healthcare – Hospital	1580m	18:49	00:06
Fonthill Primary School	BS10 5SW	Education – Primary	1770m	21:04	07:23
Fonthill Park	BS10 5FD	Leisure – Playing Fields	1770m	21:04	07:23

Table 2 – Summary of Local Facilities

- 3.31 As can be seen from the above table, there are a significant number of day-to-day facilities that support the local community all within a 2.0km walk from the site, though clearly many are well within a 5-minute walk from the site.

Summary

- 3.32 In summary, it can be seen from the above that the site is in a highly sustainable location. It enjoys good access to a wide pedestrian network which provides good quality footway connections to the local area and uses surrounding the site, it enjoys good access to the existing public transport with several bus services passing the site offering high frequency services which link the site to key areas including the city centre. There are numerous day-to-day services and facilities within easy reach of the site, hence is an ideal location for residential development.

4.0 Trip Generation and Distribution

- 4.1 As set out earlier, the proposed development will consist of around 350 new dwellings and between 10-15,000 sqm of non-residential floorspace.
- 4.2 The non-residential floorspace would, for the most part, provide new accommodation for several existing surrounding uses including, but not limited to, the existing Heath Centre and Community Centre.
- 4.3 It may also provide some limited additional retail and leisure space, the new accommodation would largely be complimentary to the existing local centre offering so as not to impact on quality, vibrancy and sustainability of the existing offering.
- 4.4 Hence, the new dwellings will be the main generator of new trips to the local network and while the new non-residential accommodation will generate some additional trips, many of the trips associated with the non-residential space already occurs on the network by virtue of the fact that existing uses would be decanted into the new accommodation.
- 4.5 To understand the level of trips that could be generated by the proposed development that which would use the local highway network in the Weekday AM and PM peak or 'rush hour' periods which are typically the most sensitive, have been calculated
- 4.6 In SATURN modelling work previously undertaken by BCC the following trip rates have been used to assess the level of trips generated by residential development.

Time Period	Vehicular Trip Rate per Dwelling			Trip Generation for 350 dwellings		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak	0.127	0.316	0.443	44	110	154
PM Peak	0.286	0.178	0.464	100	60	160

Table 3 – Summary of Local Facilities

- 4.7 As can be seen from the above table, the new dwellings would generate only 154 two-way trips in the AM peak and 160 two-way trips in the PM peak.
- 4.8 In the AM peak this equates to, on average, 1 additional outbound car trip around every 30 seconds and 1 additional inbound trip around every 80 seconds.
- 4.9 In the PM peak this equates to, on average, 1 additional inbound car trip around every 35 seconds and 1 additional outbound trip around every 60 seconds.
- 4.10 However, these new trips would be dispersed onto the local highway network, so the trips generated by the development won't be concentrated at a single junction before routing onto the

4.11 Using the data extracted from the 2011 Census a preliminary car-trip distribution onto the local highway network has been calculated – the results of this exercise is summarised in Table 4 below – please note that 4.79% remains in the confines Census area surrounding the site and so hence is assumed to be internalised on local roads.

Road	Distribution (%)	AM Peak Trips		PM Peak Trips	
		Arr	Dep	Arr	Dep
A38 (N)	6.03%	3	7	6	4
A4018 (N)	18.45%	8	20	18	11
Doncaster Road	11.86%	5	13	12	7
Falcondale Road	11.65%	5	13	12	7
Monks Park Ave	7.78%	3	9	8	5
Passage Road	21.76%	10	24	22	13
Ring Road	11.97%	5	13	12	7
Southmead Road	2.65%	1	3	3	2
Trowbridge Road	3.06%	1	3	3	2
TOTAL	95.21%	41	105	96	58

Table 4 – Summary of Car Trip Distribution

4.12 As can be seen from the above table the traffic is broadly distributed and generally would result in a low impact on the local highway network and any interventions to mitigate the impact of the development would be minor given the anticipated flows above.

5.0 Masterplan Development

- 5.1 Building on the description of the development the masterplan proposals place pedestrians and cyclists at the core of the development to both enhance the existing space and maximise the sustainable opportunities that are presented by the location of the development.
- 5.2 Proposals being brought forward by Bristol City Council will see the existing space on Arnside Road re-defined and will see parking and loading spaces rationalised to a single side of the road (where currently it occurs on both sides.
- 5.3 Additional space will then be allocated to pedestrian and cyclist movement and the street scene will be enhanced through hard and soft landscaping to create a more attractive pedestrian and cycle friendly road.
- 5.4 The improved Arnside Road would then effectively be extended and project into the heart of the new development offering pedestrian and cyclist access to it. 'Sitting Steps' could be incorporated into the design of the entrance.
- 5.5 A new public space in the centre of Glencoyne Square would route between the two new buildings developed on the south-eastern and south-western corners of the square – this new space could would be flexible and could be used to stage public gatherings or events.
- 5.6 To the north of the public space two shared use paths would branch off diagonally to link with the Lanercost Road to the north-east and Embleton Road to the north-west. North of these link a Central Play Area could be provided – this would provide a replacement facility for the on currently provided off Embleton Road.
- 5.7 Enhancements wouldn't just be confined to Glencoyne Square and Arnside Road as the proposals also include improvements to Greystoke Avenue.

- 5.8 Greystoke Avenue is characterised by the wide verge set between the main carriageway and a smaller parallel carriageway. This wide verge offers the opportunity to provide a new 'Greystoke Trail' which would provide opportunities for reactional activities (including plays space) and act as a community space.
- 5.9 Moving to the transport opportunities presented by the masterplan, the proposals offer the chance to alter the movement and routes for motor vehicles in and around Glencoyne Square which include the potential for one-way operation in whole or in part as well as closing sections of the road to through traffic.
- 5.10 Any such changes would alter the movement pattern for motor vehicles around the square, however given that several parallel radial routes connect with the road around the square, any changes to the movement around Glencoyne Square will be unlikely to be detrimental to movement in the area generally.
- 5.11 The masterplan also offers the opportunity to improve the movement patterns in an around the Local Centre Car Park. The car park, which would be expanded, currently suffers from poor circulation, in part driven by the current layout but also by its access arrangements.
- 5.12 The masterplan offers an opportunity to review these issues and could see the opening new points of access (as shown on the Masterplan) changes to the layout and operation of the car park (for example to provide) one-way operation.
- 5.13 The enhancements to the public space on Arnside Road also open opportunities to revise access opportunities from Greystoke Avenue. This could include, for example alterations to the layout of the junction between Greystoke Avenue, Arnside Road and Trowbridge Road including the potential to limit access off Arnside Road with new accesses formed from the main carriageway of Greystoke Avenue.
- 5.14 Clearly, there are several opportunities that present themselves to support development at Glencoyne Square, however for any treatment to the movement of traffic in and around the development area would be carefully considered and developed as part of any planning application lodged to support development. It would also informed by the wider opportunities that will be present in the future as will be touched upon in the following section.

6.0 Future Opportunities

- 6.1 Beyond the area immediately surrounding the site, there are several other potential transport opportunities that the development is well placed to connect with and potentially enhance.
- 6.2 In the neighbouring unitary authority area of South Gloucestershire is a large scale residential led mixed use scheme called the Cribbs Patchway New Neighbourhood or the 'CPNN' for short.
- 6.3 This new neighbourhood will see the development of around 5,700 new dwellings which will be developed over the next decade.
- 6.4 A major development within the CPNN are the 'Filton Airfield' development which will deliver around 2,500 dwellings on the site of the former airfield.
- 6.5 A significant part of these proposals is the development of new road links through the site which include the development of a sustainable transport link.
- 6.6 This link, which will route from the San Andreas Roundabout to Charlton Road, would enable buses pedestrians and cyclists to cross what is currently the land occupied by the airfield and would open a new link between Southmead and Brentry areas of the city and Cribbs Causeway.

- 6.7 In addition, a route is also safeguarded within the Filton Airfield site for the Bristol MetroBus network which would be extended through the CPNN providing a link between it and Bristol Parkway Railway Station. Also, as part of the Filton Airfield proposals a new railway stations near the former 'Brabazon Hangers' (currently being promoted by YTL as a new Arena for Bristol).
- 6.8 This north-south sustainable transport link is a major link which, critically will form part of the backbone of the link between the CPNN and Southmead Hospital.
- 6.9 A plan as extracted from the application for the Filton Airfield site is included below at **Figure 7** (which itself is extracted from the plan at **Appendix E**) shows these proposals in the form of an Access Parameter Plan.

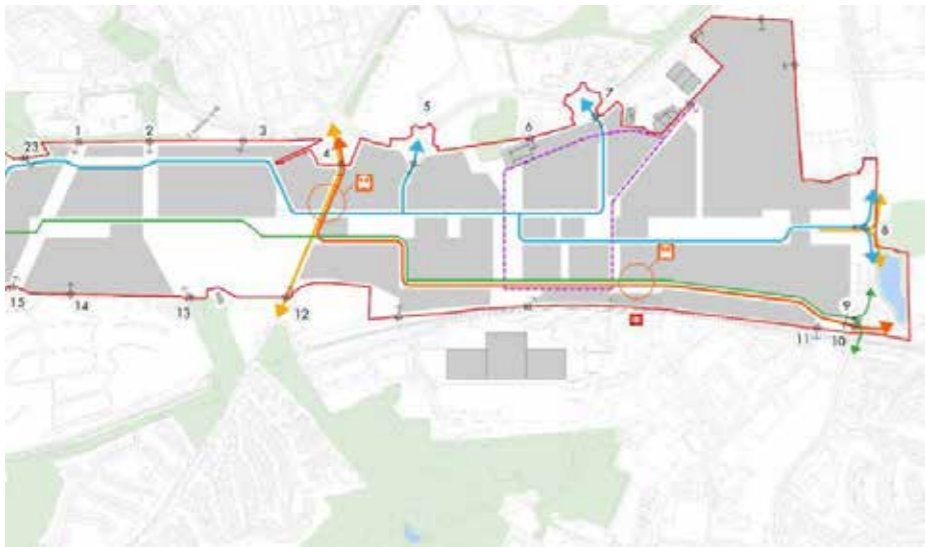


Figure 7 – Summary of Car Trip Distribution
(source PJA Filton Airfield Transport Assessment Appendix D – April 2017)

- 6.10 Clearly the development at Glencoyne Square is well placed on the arc between the CPNN and Southmead Hospital and sustainable transport infrastructure could be delivered to tie in with the wider infrastructure that is being delivered to support the airfield site and the CPNN.
- 6.11 For example, a bus service from Cribbs Causeway could route via through the Glencoyne Square development area and on through to Southmead Hospital as well as enhancements to the pedestrian and cycle links between the CPNN and Southmead.
- 6.12 Another opportunity in the local area is that of the MetroWest scheme. Phase 2 of the MetroWest scheme would see the re-opening of the Henbury line (providing an hourly rail service) and opening a new rail stations at Henbury as well as the one at Filton Airfield.
- 6.13 The area of the network covered under Phase 2 is shown in **Figure 8** on the following page.

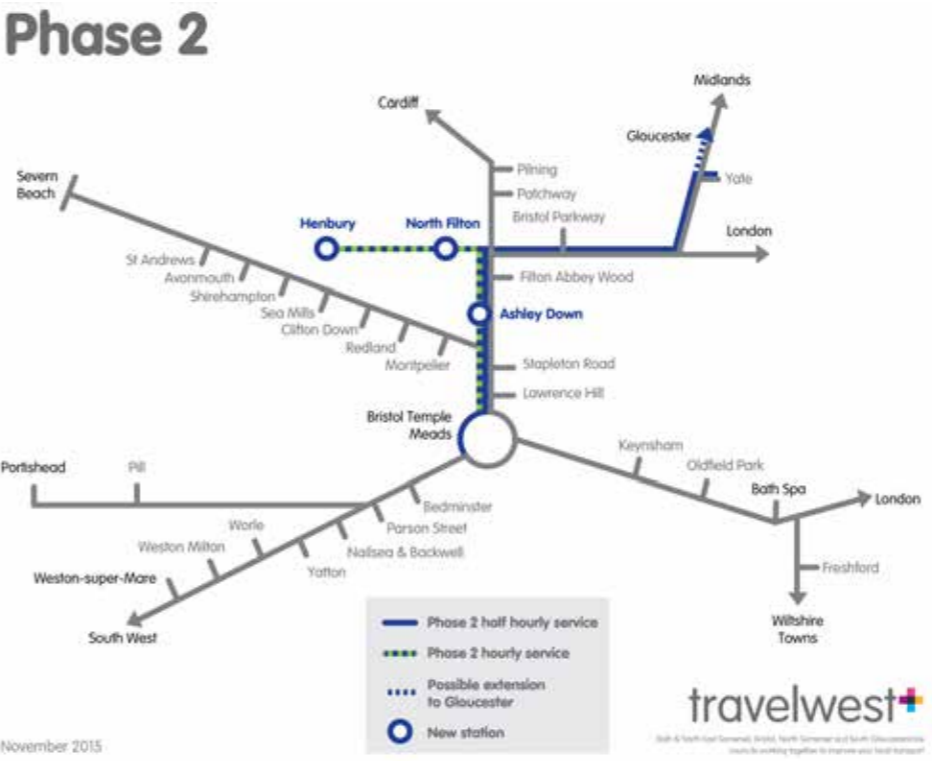


Figure 8 – MetroWest Phase 2 (source <https://travelwest.info/projects/metrowest/metrowest-phase-2>)

- 6.14 The preferred location for a new railway station at Henbury is on land east of the A4018 Wyck Beck Road as shown in **Figure 9** on the following page.
- 6.15 The station is located adjacent the existing routes of both the No. 2 and No. 76 bus services which link Southmead with Cribbs Causeway, hence when the railway line and New Henbury Station are opened, the Glencoyne Square development, as well as wider Southmead area, will have improved access to the local rail network.
- 6.16 Potential may also exist to provide to link the development at Glencoyne Square to the new Henbury Station for cyclists through the provision of a signed cycle route.
- 6.17 Such a route could be developed in the same way as the 'Quietway' scheme referred to earlier which is largely an on-road route with enhanced wayfinding and signage as well as cyclist friendly infrastructure at key points.
- 6.18 Finally, while the site is near both the Southmead Quietway and NCR4, the links between the site and these cycle routes could potentially be enhanced.
- 6.19 Recalling the opportunities for the 'Greystoke Trail' which is presented by the wide verge along Greystoke Avenue, this could also be used to deliver, in part, a cycle link to both the Southmead Quietway and NCR 4.



Figure 9 – Location of New Henbury Railway Station
(source Google Earth © 2018 Google © 2018 Europa Technologies)

- 6.20 Clearly, the Glencoyne Square development is well placed to not only benefit from future developments that will come forward in the coming years but can also play its part in assisting with the delivery of sustainable transport links to not only mitigate its impact but also to provide some of the 'missing links' in the chain.
- 6.21 Of course, any potential interventions will be carefully considered and developed as part of any planning application lodged to support development

7.0 Summary and Conclusion

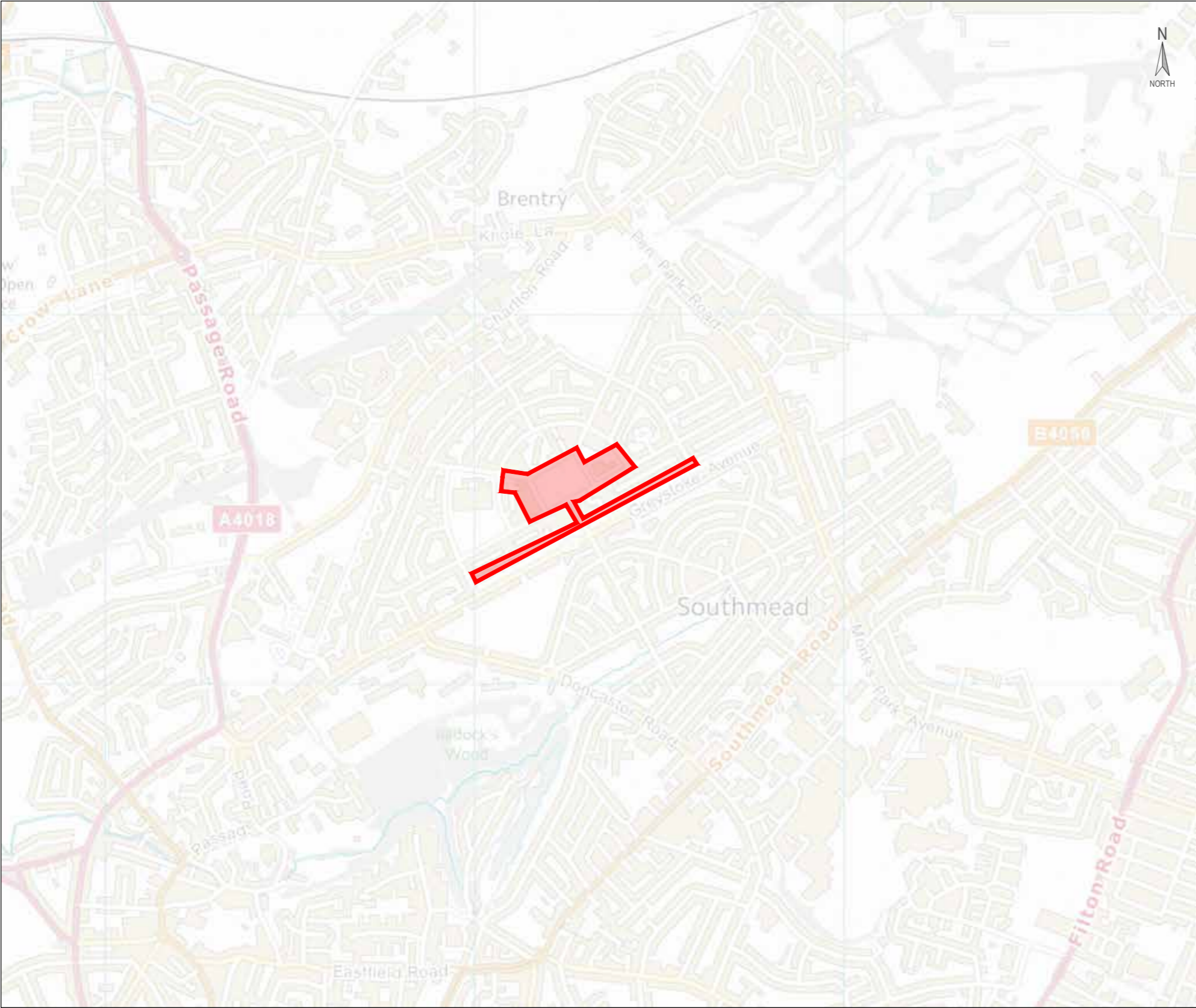
Summary

- 7.1 Proposals for a new development of 350 new dwellings along with 10-15,000 sqm of non-residential floorspace are emerging at Glencoyne Square, Southmead, Bristol. The plans are being developed and promoted by the Southmead Development Trust and Bristol City Council.
- 7.2 The site is in a highly accessible and sustainable location; it has good pedestrian and bus links and is near good quality cycle links. There are numerous day-to-day facilities within a reasonable walk distance including healthcare, education and retail facilities, indeed many of the retail facilities are within only a 5-minute walk of the site.
- 7.3 The development would largely generate residential car trips as much of the proposed non-residential floorspace is to provide modern, UpToDate floorspace for existing facilities and uses already located around Glencoyne Square and hence is simply decanted into the new accommodation, while retail uses will be complementary to the existing local offering.
- 7.4 The development would generate relatively few trips and these trips would be dispersed across the local highway network. It would result in a low impact on the local highway network and any interventions to mitigate the impact of the development would be minor.

- 7.5 The masterplan would enhance the existing space in and around Glencoyne Square and would provide numerous opportunities to improve and enhance transport and movement in the area. Several potential schemes have been identified and would be developed carefully as part of any planning application to support the site.
- 7.6 The area to the north of Southmead in the neighbouring unitary authority area of South Gloucestershire is undergoing a huge transformation with the development of the CPNN which will deliver around 5,700 new dwellings. The forthcoming Filton Airfield development will deliver around 2,500 of these new dwellings.
- 7.7 To support the Filton Airfield development, new sustainable transport links will be forged including an extension to the MetroBus system. The potential development at Glencoyne Square is well placed to tie in with the wider infrastructure that is being delivered to support the airfield site and the CPNN.
- 7.8 Other developments locally include the MetroWest Phase 2 rail enhancements which would see new stations at Filton Airfield and Henbury built – again development at Glencoyne Square is well placed to access the new stations.
- 7.9 Opportunities also exist to link the development at Glencoyne Square to the existing identified cycle routes of the Southmead Quietway and NCR4 which will further enhance cycle links with Bristol City Centre.
- 7.10 Clearly, the Glencoyne Square development is well placed to not only benefit from future developments that will come forward in the coming years but can also play its part in assisting with the delivery of sustainable transport links.

Conclusion

- 7.11 In conclusion, the potential development at Glencoyne Square, Southmead provides a unique opportunity in Bristol for a highly accessible and sustainable residential development.
- 7.12 It is well placed not only to benefit from the significant investment that is being made in sustainable transport locally but can also play a part in helping to provide some of the 'missing links' in the chain which would not only help to mitigate its impact but also provide benefit to the wider community.



KEY

Site Location

P1	20.09.18	Preliminary issue	BJ	AK
Rev	Date	Description	By	Apvd

PROJECT:
GLENCOYNE SQUARE,
SOUTHMEAD

TITLE:
EXTENT OF THE GLENCOYNE
SQUARE SITE, SOUTHMEAD

CLIENT:
BRISTOL CITY COUNCIL

SCALE@A3:
NTS

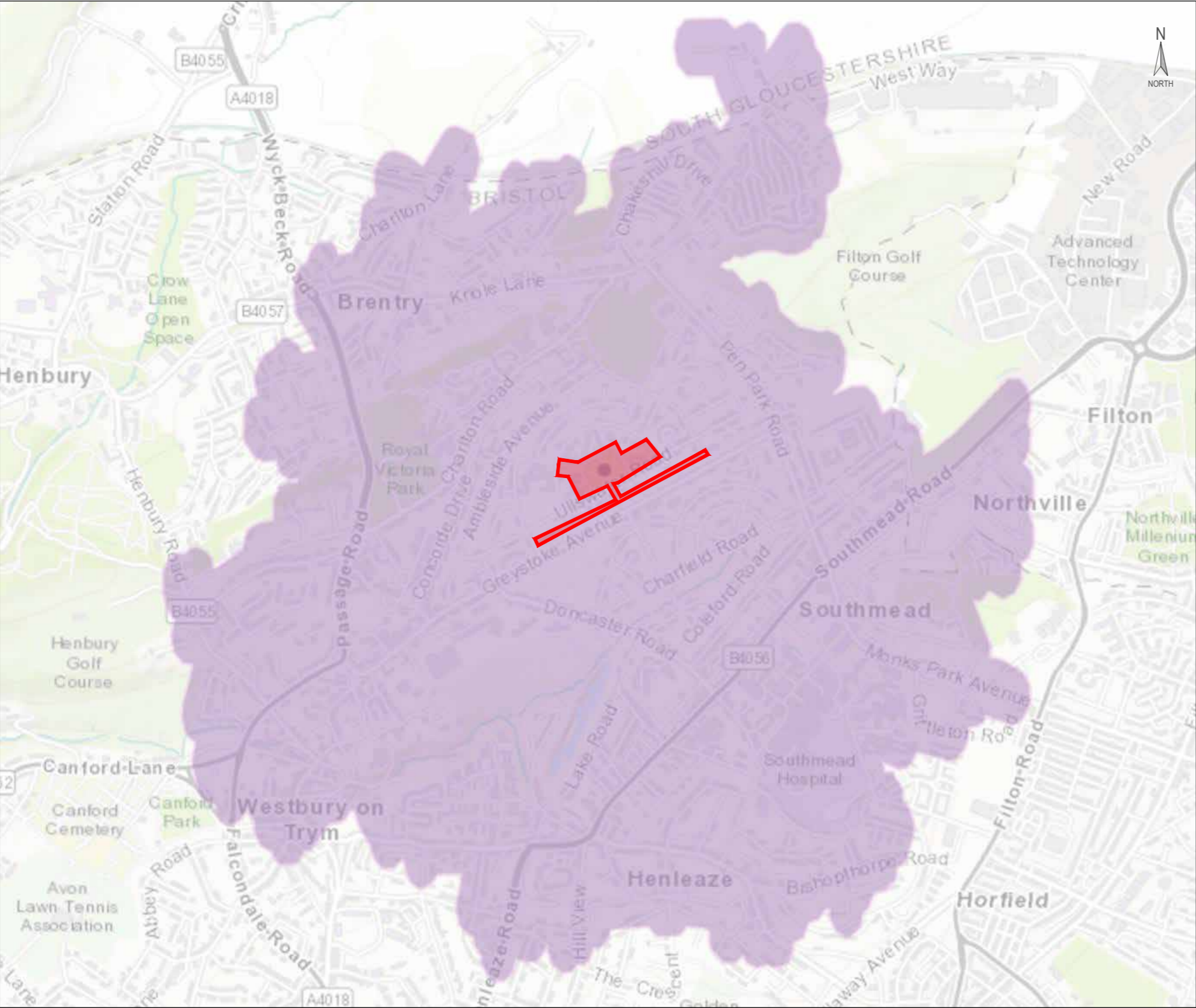
PROJECT REF:
18283
DRAWING No:
FIGURE 1

REV:
P1

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

Jubb

Bristol, Cardiff, Plymouth, Winchester
St James Court, St James Parade, Bristol BS1 3LH +44(0)117 922 6266
jubb.uk.com



KEY

- Site Location
- Isochrone Origin
- 2000m Walking Isochrone

P1	20.09.18	Preliminary issue	BJ	AK
Rev	Date	Description	By	Apvd

PROJECT:
GLENCOYNE SQUARE,
SOUTHMEAD

TITLE:
2KM WALKING
ISOCHRONE PLAN

CLIENT:
BRISTOL CITY COUNCIL

SCALE@A3:
NTS

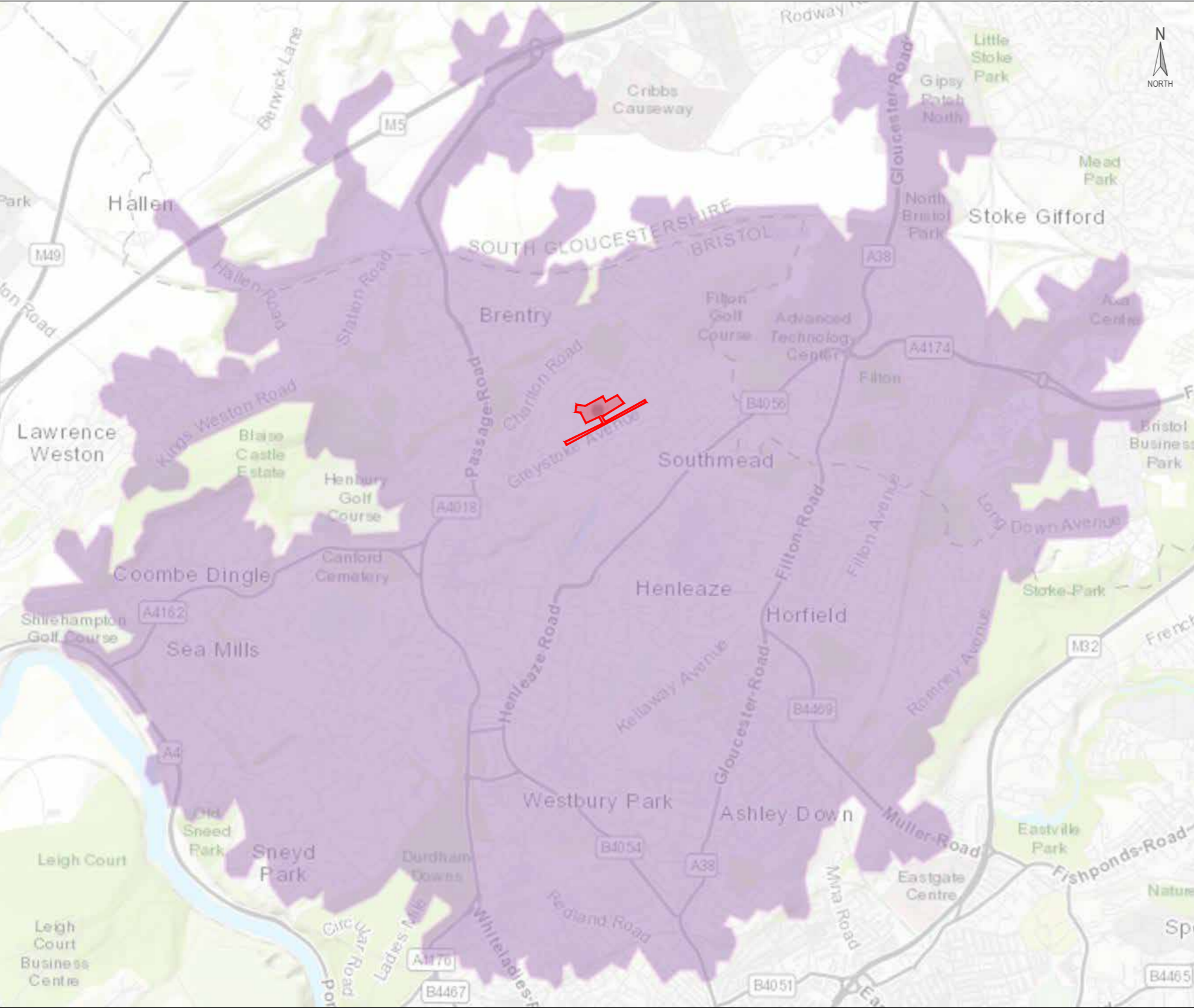
PROJECT REF:
18283

DRAWING No:
FIGURE 2

REV:
P1

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

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jubb.uk.com



KEY

- Site Location
- Isochrone Origin
- 5000m Cycling Isochrone

P1	20.09.18	Preliminary issue	BJ	AK
Rev	Date	Description	By	Apvd

PROJECT:
GLENCOYNE SQUARE,
SOUTHMEAD

TITLE:
5KM CYCLING
ISOCHRONE PLAN

CLIENT:
BRISTOL CITY COUNCIL

SCALE@A3:
NTS

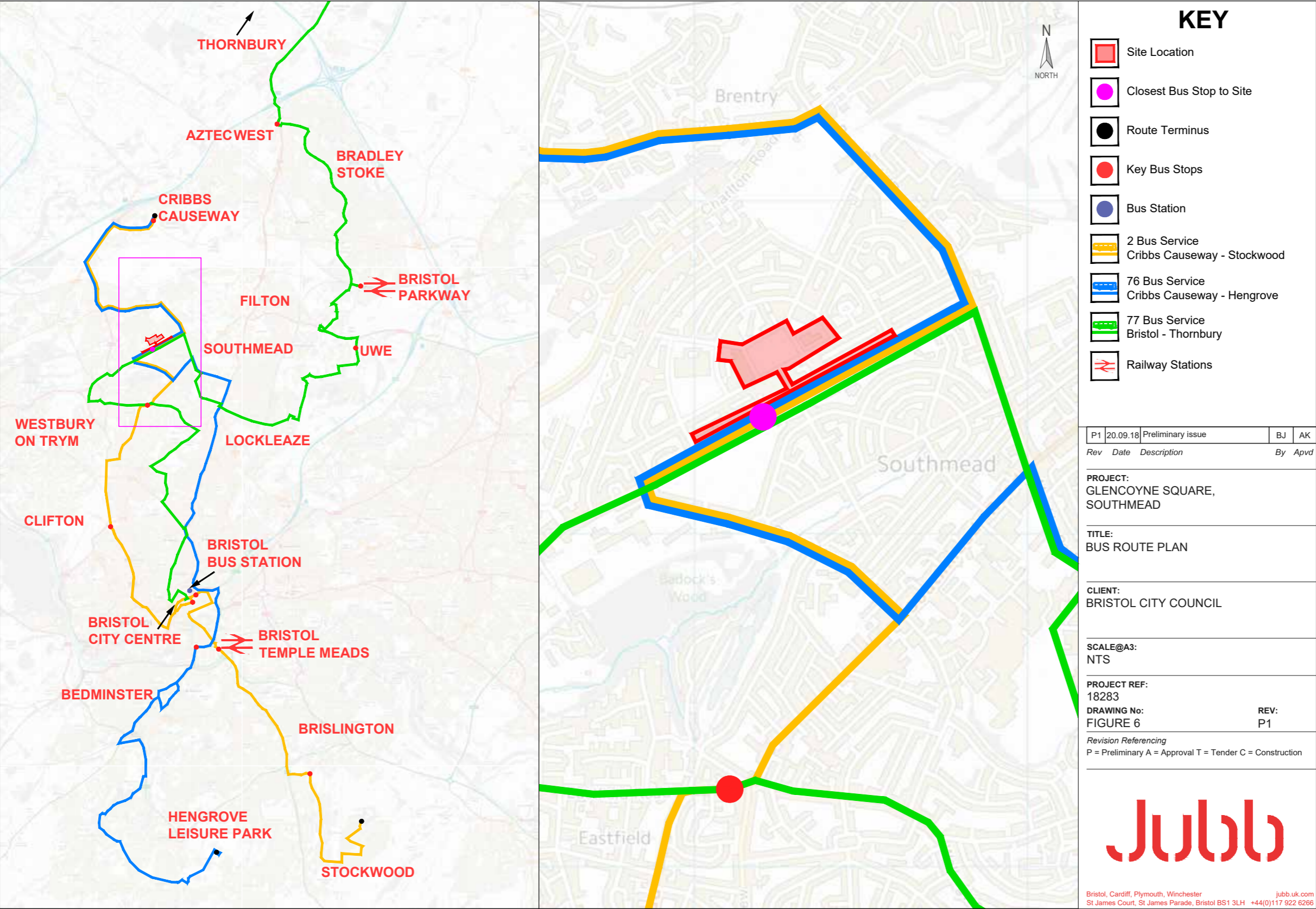
PROJECT REF:
18283

DRAWING No:
FIGURE 5

REV:
P1

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

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APPENDIX 2: KEY POLICY ISSUES SUMMARY TABLE

24/10/2016

Key Policy Issues - Summary

18061_Southmead Masterplan

Issue		NPPF	WoE Joint Spatial Plan	Local Plan Adopted Policy	Emerging Policy	Guidance (Adopted and Emerging)
Regeneration of Southmead	Delivering Housing	Para.92	Policy 1	BCS3	CDS12	
	Optimising use of Land	Para.118-119	Policy 2	BCS3, BCS20	CDS12	
	Upgrading existing facilities	Para.92, 121		BCS3	CDS12	
	Delivering employment opportunities			BCS3		
	Enhancing the physical environment			BCS3	CDS12	
	Improving the viability of services, facilities, infrastructure	Para.121,		BCS3	CDS12	
Loss of open space	Principle of building on open space	Pra.97, 118		BCS9, DM17		
	Quality of existing open space	Para.98		BCS9		
	Making efficient and effective use of land			BCS9, BCS20		
	Quality and quantity of replacement open space			BCS9, DM15, DM17		
Proposed uses	Providing housing – tenure, types and sizes	Para.64	Policy 1, Policy 3	BCS5, BCS17-18, DM4	ULH1-2, ULH8-10	
	Replacing and upgrading existing community facilities			BCS7, BCS12, DM5		
	Retail – amount, type and potential impact on existing	Para.85, 86, 87, 89,		BCS7, DM7, DM9-11		
	Office/ workspace – amount, type and impact			BCS7		
Design	Density	P.122-123	Policy 2	BCS20	ULH1, ULH3	
	Character	Para.127, 130-131	Policy 5	BCS21, DM26		Urban Living SPD
	Layout and form		Policy 5	BCS21, DM27		Urban Living SPD
	Public realm, landscaping and open space provision		Policy 5	BCS21, DM16-17, DM28		Urban Living SPD
	Architecture		Policy 5	DM29		Urban Living SPD
	Residential quality			BCS21, DM32		Urban Living SPD, Space standards are national space standards
Sustainable design and energy generation	Sustainable design	P.150		BCS13-15	RES3-4	Climate Change and Sustainability Practice Note September 2011; Climate Change FAQ sheet
	Energy generation	P.151-153		BCS13-14	RES1-2	Climate Change and Sustainability Practice Note September 2011; Climate Change FAQ sheet

24/10/2016

Issue		NPPF	WoE Joint Spatial Plan	Local Plan Adopted Policy	Emerging Policy	Guidance (Adopted and Emerging)
Flood risk	Flood risk	P.155, 157-159, 165		BCS16		Flood Risk Sequential Test Practice Note
	Sustainable drainage			BCS16		
Transport	Promoting travel by sustainable modes	Para 102-103, 110-111		BCS10		
	Highways impacts	Para.109		DM23		
	Parking			DM23		
Health impacts				DM15		Assessing Health Impacts of Development Practice Note
Neighbouring amenity				DM29		
Heritage (Archaeology)		Para.189-196		BCS22, DM31		Archaeology and Development SPD
Ecology		Para.170, 175.		BCS9, DM19		
Other	Air Quality	Para.170		BCS23, DM33		
	Noise	Para.170		BCS23, DM35		
	Contamination	Para.170		BCS23, DM34		
	Utilities			EC4		
Planning obligations				BCS11		Planning Obligations SPD
Process	Departures from the Development Plan	Para.12				
	Planning Performance Agreements/ front-loading and community engagement	Para.39-46, Para.128,				The Bristol Planning Protocol

APPENDIX 3: 'A DAY IN THE LIFE' OBSERVATIONAL STUDY ARNSIDE/GLENCOYNE SQUARE

‘A day in the Life’ Observation Study Arnside / Glencoyne Sq.

17.07.18 / 18.07.18



Introduction

Arnside Road and Glencoyne Square form a local shopping centre within the neighbourhood of Southmead, Bristol.

In support of a community-led master plan process an observation exercise was undertaken over two days in mid July 2018 (17th / 18th).

The aims of this research exercise were:

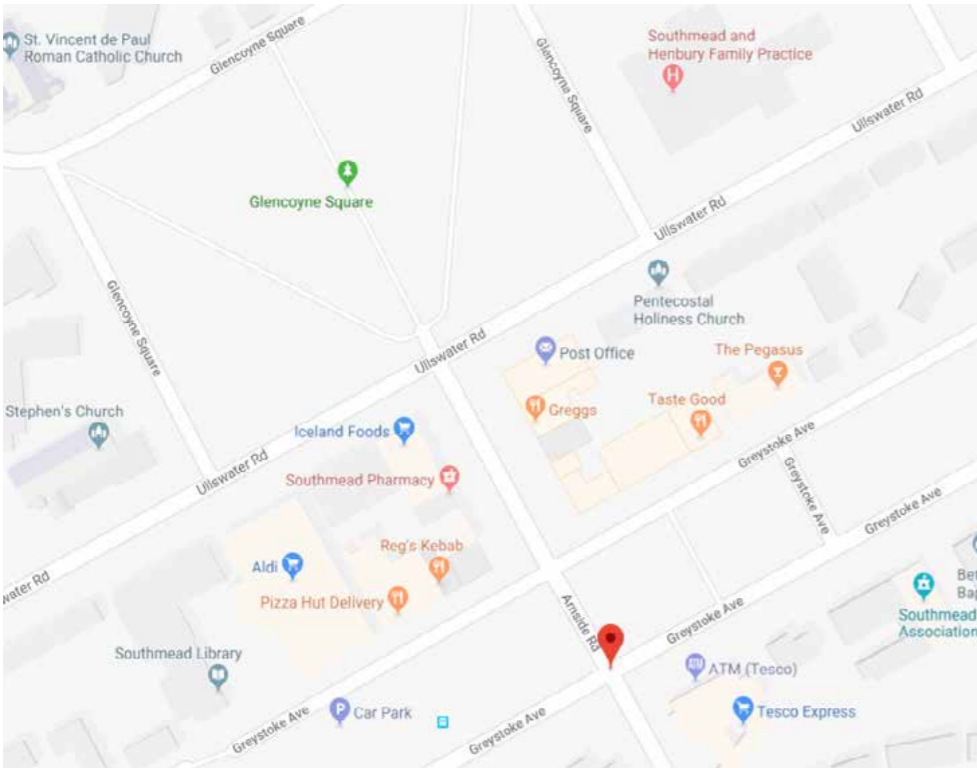
- To increase understanding of the current usage and human behaviour in this area at different times of the day.
- Identify any potential patterns of behaviour or areas for further research
- To inform thinking on the evolving master plan.

To record these observations field notes were written and photos were taken at frequent intervals throughout the course of the two days.

Site Conditions & Context:

Over both days of the exercise conditions were warm and dry.

Site location



Map: Google

08.00

WEATHER: WARM / SUNNY

FIELD NOTES:

- Steady flow of pedestrians fan through Glencoyne Square. The current alignment of pathways (NE / SW and NW / SE) appear to respond to pedestrian ‘desire lines’ i.e direct walking routes to where people want to go.
- Arnside Road has a steady flow of traffic, with the majority travelling to/from the eastern arm of Ullswater Road.
- Greggs bakery is busy with workers stopping for breakfast.
- Bus stops on Greystoke Avenue are very busy in both directions.





12.00 - 13.00

WEATHER: SUNNY / WARM

FIELD NOTES:

- A few people sit in the south-east corner of Glencoyne Square where there is seating but the majority of the green space is not used. People don't appear to sit on the grass.
- Arnside Road is busy with traffic and pedestrians pass between moving cars to cross the street.
- Whilst the street is busy with people coming and going, very few people spend time in the large open pavement spaces directly outside the shops.
- Pedestrian flows continue through Glencoyne Square along the designated paths.



16.00 / 17.00

WEATHER: WARM / SUNNY

FIELD NOTES:

- No-one is using Glencoyne Square or the Greystoke Avenue green space. Generally the area is a lot quieter than earlier in the day.
- The area in front of shops are largely empty and underused.





20.00 / 21.00

WEATHER: VERY WARM EVENING

FIELD NOTES:

- A group of younger people gather on the green space and a number have bicycles.
- The majority of Arnside Road Shops have shutters down and there is very little pedestrian activity here.
- The car park by Arnside is still close to capacity.





Summary

This research exercise offers a snapshot of activity at different times over the course of two days. Alongside desktop research, analysis and community engagement it has helped to build a picture of how people currently use this area.

General observations include:

- There is a ‘rush hour’ at the start of the day, with many people walking through Glencoyne square to school or to work. These people take the route of established paths, which would suggest they are in the right location. Bus Stops are busy at this time, with people waiting for public and school buses. However, the bus shelters aren’t always of adequate size for the number of people using them. There are also a large number of commuters driving through the area, particularly along Arnside Road and along the eastern arm of Ullswater Road (in both directions). A number of drivers stop off to visit Greggs bakery on Arnside Road in particular. This being a key hub of activity at this time in the morning.

- Arnside Road continues to have a steady flow of traffic throughout the day and evening. The parking bays on Arnside seem to be occupied for the majority of the day even after the shops have closed.
- A few people were observed using the seating in the south-east corner of Glencoyne Square for short period of time in the middle of the day. However, generally speaking the green areas of Glencoyne Square were under-utilised. In fact, no-one was seen sitting on the grass during the day time despite the weather being warm and sunny. At the end of the day, as light was fading, one grouping of teenagers did sit down on the grass, perhaps indicating there is a lack of places for young people to come together in the evening. At no time, was there a mix of age groups using the green space at the same time.
- People pass through the large pavement areas in front of the shops but very few dwell in these spaces and generally there is little activity here throughout the day and evening.
- In the evenings most shop shutters come down and there are very few people about.

These observations help to guide the design process in the following ways:

- Any proposed street layout needs to consider the high flows of commuter traffic cutting through the area at busy times. This might include traffic calming features and safe places for pedestrians to cross.
- Consideration needs to be given to the design of the bus stop waiting areas to cater for users at busy times. This might include more places to sit for example.
- The large pavement space in front of the shops should be re-designed to encourage more people to use these spaces and to animate the street.
- The design needs to consider the experience of being in the street environment in the evenings when shop shutters are down and there are few people about. For example, this might include improved lighting, painting shutters in bright colours, murals or making them transparent.
- The designs for open space should consider how they could be more welcoming and convivial to a wide-range of people. This might include for example, more inviting places to sit and things to see and do. New buildings could also be designed to overlook open space, making it feel safer to use.

APPENDIX 4: COMMENTS TRACKER

COMMUNITY COMMENTS TRACKER

Community Comments Tracker

Sum of comments					
291					
Likes	Tally	Dislikes	Tally2	Changes	Tally3
Green space (looked after)	11	nowhere for kids/young adults to go after youth centre	10	better shops / more diversity (market / butcher / baker / grocer / DIY)	17
Glencoyne the way it, is don't build on it	8	lack of maintenance (by community & council)	8	Playable environments (parks and streets)	13
the shops on arnside	8	doesn't feel safe	7	skate park	12
Location of SCA as is	6	poor access / Poor disabled access	6	more trees / planters / flowers / better quality green space	10
library not to be moved	4	gangs loitering	5	upgrade / move existing playground	9
(successful) independent businesses	3	Glencoyne, wasted space	5	public realm to be attractive / something to be proud of / needs a "facelift"	8
friendly community	3	Anti social behavior	4	social seating. Eg. Circles	6
Location of Bethany Church	2	Alleyways	4	more parking / reduced traffic	6
trees	2	needs to be more of a police presence	4	more social / affordable housing for young people	6
likes having a library	1	poor road surface / quality of crossings	3	quality housing	4
having garden space	1	too many takeaways	3	indoor basketball court /dance studio / gym	3
open space	1	no free covered space eg. A band stand	2	colour and vibrancy	3
The way the houses look	1	lack of housing type diversity	2	bring back the florist	3
green on greystoke	1	vandalism	2	outdoor sports facilities	3
Aldi	1	current layout	2	community farm / space for wildlife	3
golf	1	too much open space	2	more bins	3
		old buildings need modernising	2	need a community hub	3
		library needs to be more accessible	1	laundrette	3
		greystoke "wasteland" (no real function)	1	more school facilities	2
		Embleton road park (wasted opportunity)	1	don't build on greystoke	2
		no banks close by	1	communal garden	2
		lack of public transport	1	public WC needed	2
		don't build more than 2 stories on GC	1	build on doncaster road	2
		littlemead park neglected	1	fence off green on greystoke to make it usable	2
		the example photos of gainsbourough (lego houses)	1	do something with whitehall	2
		people driving across the green on GC	1	Encourage more multi cultural cohesion	2
		loss of sense of community	1	community café	1
		arnside is a wind tunnel	1	build a hostel	1
				dropped kerbs	1
				controlled speed	1
				move health centre	1
				different levels for play zones	1
				move SCA	1
				open Ullswater rd up	1

	inclusive space that everyone can use	1
	more homes	1
	Open up the railway to mitigate traffic	1
	upskilling workshops / centre	1
	put shops at the top of glencoyne	1
	swimming pool	1
	shoe shop	1
	need more activities to happen on the green	1
	need housing that is attractive for downsizers	1

"Glencoyne is the heart of the new estate"

Overwhelming response towards emphasis on young people

Arnside has no identity, people use it but have no idea what IT is.

"we are talking to people about the arnside area"

"where's that? I don't use it"

Do you ever go to the pharmacy, Aldi, take aways etc?"

"yes I use them all often"

"The crows need to be dealt with"

"Where is Arnside?" ... "We are stood on it"

YOUTH COMMENTS TRACKER

Youth Community Comments Tracker

Sum of comments					
56					
Likes	Tally	Dislikes	Tally2	Changes	Tally3
space to hang out -youth centre	3	southmead is dead (boring) nothing to do	4	a new park / better park	4
Living near friends	2	people doing drugs	3	skatepark	3
busy with people	2	"Crackheads" in the street	3	nandos	3
Close community	1	drinking in the streets	2	bike track	2
space to ride bikes	1	places like Henleaze (they are snobby)	1	more police	2
there are kind people	1	littering	1	drive through macdonalds	1
parks	1	stalkers or stange people hanging around	1	make southmead more fun	1
nothing	1	teenagers smoking- bad influence	1	less police	1
having familiarity	1			casbos shop	1
				more places to eat	1
				shops on greystoke	1
				clean up the area	1
				places to by clothes - JD sport	1
				more jobs	1
				swimming pool	1
				less rubbish	1
				safe spaces for younger children	1
				something to do after the youth centre closes	1

BIG REVEAL COMMENTS TRACKER

Likes	Tally	Dislikes	Tally2	Changes	Tally3	Comments	Tally4
better looking	7	moving the community centre	7	more parking	5	Housing should be for local people	3
Better quality green	7	building on greystoke	5	diverse range of shops	3	Flytipping on Arnside flats needs addressing	2
Good amount of housing	7	too many homes	2	don't move it	3	parking / traffic is currently congested	2
opening out at the top	5	Loss of green space	2	bins should be consiered in the proposal	2	The space the SCA is moving into is not big enough	2
Pedestrian priority Arnside	5	over vulnerable adults	2	More for young people	2	buildings - brick faces	2
extending the high street	4	too open	2	more lighting	1	Well done!	1
moving the playground	4	cars on Arnside	2	more wild flowers	1	not too many trees in kids play areas obstructing vision	1
keeping green space	4	too many car parks	1	bigger ALDI	1	properties should have drying rooms	1
improving Arnside + capping shops	4	traffic may struggle with additonal homes	1	change and improve the existing buildings on Arnside	1	Keep small part of communtiy centre on current site and build a pedestrian bridge between the two	1
clearly laid out	3	lack of clarity around library	1	More green space	1	Adapted housing is important	1
Dunmail rd. opened up	3	themselves	1	Calm traffic on greystoke	1	Anything to make the area friendly is good	1
enhancing current assests	2	pedestrian access to Greystoke	1	less parking	1	Doesn't want a link to Dunmail	1
new access to ALDI	2	The works could be very disruptive	1	More green space	1	Concerns over active play	1
That it is a community project	2	Southmead?	1	Play area closer to cafes	1	shouldn't causing problems in new car parks	1
positive impact / safety	2	moving the baptist church	1	Public toilet	1	Only can be better, it will be nice... Quite impressed	1
more parking	2	Where do residents above shops park?	1	Don't move the park	1	safe crossing to community association	1
New buildings overlooking green	2	Bicycle and pedestrians mixed	1	Electric charge points for cars	1	I like it a lot	1
easy to understand	1			Library in the centre	1	want could fit on the new site	1
Location of community facilities	1			separate bike lanes	1	Looks promising	1
drink to discourage them	1					concerns removed over loss of all green space	1
Disabled parking on Arnside	1					more focus on the blocks on the corner of Arnside	1
moving SCA - more visibility	1					change peoples perception and bring positive change	1
nothing	1					Don't need to care for pedestrians as much	1
People have been listened to	1					deal with intimidatiting groups	1
active play for young people	1					The new location of SCA is too close to antisocial area	1
Smaller homes available	1					Buildings should not go higher than the church	1
space	1					anxious about houses on the green	1
having concerns allayed	1					involved with the community	1
Good apart from SCA	1					would appreciate news by leaflet more often	1
						"green" parking on greystoke eg. Queen square	1
						Sheep, goats and skatepark on Greystoke	1
						Keen to have separate space for young people	1
						More employment and opportunity needed	1
						Keep feeling of open space	1
						do more education facilites need to be provided?	1
						ALDI should contribute	1
						Greystoke should be a community hub	1
						New SCA location too far for old estate residents	1
Sum of comments							
184							

APPENDIX 5: SOUTHMEAD OPTIONS APPRAISAL AGPR SCORING MATRIX

Scenarios A and B2 scored by AGPR attendees 24/08/2018

Theme	Criteria	Group 1		Group 2		Group 3		Group 4		Group 5		Group 6		Totals	
		Scenario		Scenario		Scenario		Scenario		Scenario		Scenario		Scenario	
		A	B2	A	B2	A	B2	A	B2	A	B2	A	B2	A	B2
1. Providing a range of community facilities in perpetuity	a. Enhance the range and quality of community facilities in Southmead and maximise opportunities for synergies between different facilities to be captured	5	3	4	4	4	4	3	3	5	0			21	14
	b. Improve access to jobs and training for all members of the community	3	3	3	3	3	3	3	3	3	3			15	15
	c. Enhance quality and range of businesses and retailers	5	3	3	3	4	4	3	3	3	3			18	16
2. Creating safe, accessible, healthy and fun streets and spaces	a. Make spaces safe and accessible for all.	5	4	4	4	3	4	3	4	5	0			20	16
	b. Create playable and fun spaces that encourage interaction between all members of the community	5	4	3	3	4	4	3	4	5	0			20	15
	c. Maximise access by 'active' (i.e. walking and cycling) and public transport modes throughout the centre and beyond.	3	3	3	3	4	3	3	3	3	3			16	15
3. Create a diverse, happy and thriving community	a. Increase the diversity of housing sizes and types to reflect the needs of existing and future residents.	5	4	4	3	4	4	4	3	5	0			22	14
	b. Provide housing of a sufficient density to improve the vitality and viability of community facilities, services and infrastructure.	5	4	4	3	4	4	4	3	5	3			22	17
	c. Provide attractive, sustainable buildings and architecture that will stand the test of time.	?	?	4	4	3	4	4	3	-	-			11	11
		36	28	32	30	33	34	30	29	34	12	9.75	10.75	174.8	143.8

*Out of 5 as follows:

0 - Fails to meet any aspects of the criteria

3 - Meets the criteria

5 - Clearly exceeds the criteria in all aspects

Notes:

Group 6 only scored the first theme, did not write scores for all criteria and only gave a verbal final score

Group Scenario Comments:

Scenario B2 scored higher in one group as it had better overlooking of the children's play area, but they preferred the layout for Scenario A

Scenario A achieves greater concentration/clustering of community uses at south end of Arnside

Scenario A position of playground is better as closer to school

Overall prefer symmetrical layout in Scenario A of Glencoyne blocks

The north south vista on Scenario A was liked.

Group General Comments:

Request that the children's play area have good security and overlooking

Request for new buildings to be brick faced.

Key factor in scoring was the retention of the trees

Consider time restriction on potential delivery to shops to maximise feeling of pedestrianisation of Arnside

Check provision for parking

**nash
partnership**

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