

05 Site history and built heritage

05.1 Roman and Pre-Roman settlements

The area provides evidence of Roman, and potentially Pre-Roman settlements, notably in Filwood and the Inns Court areas. Filwood Park is the site of a small Roman settlement, possibly with a significant industrial element, recorded in the early 1980's. Inns Court is the site of a significant Roman building complex. These settlements are possibly linked and there is potential for further archaeological evidence from not just the Roman Era, but also the late Iron Age.

05.2 Up to 1920

As shown in Figure 22, referencing the OS map of 1921, the area called Knowle West today was predominately rural; the area consisted largely of agricultural and allotment land interrupted by a handful of small farmhouses (Filwood Farm, Inns Court Cottage, Hengrove House etc.), and the Nover's Hill Isolation Hospital. The small settlements in the area existed at least from the medieval period and have undergone only gradual change.

The farm complexes of Inns Court and Filwood Farm are both thought to date from medieval times. The 15th century stair case tower of the Inns Court Farmhouse complex is today a Grade II* listed building, believed to be the remains of the above mentioned much larger medieval complex.

Two quarries are evident within the site boundary and a distinct agricultural landscape, structured by a number of footpaths, springs and brooks. The historic field boundaries are evident and by reference to later maps one can appreciate how these medieval and post medieval field boundaries have framed and influenced the urban structure.

05.3 The 1920s to 1940s

The OS map of 1938 (figure 23) illustrates that the area's urban history stems from waves of inter-war housing, built between 1928 and the 1940s. Earlier development is located around Knowle Park East, later spreading westwards into Knowle West. Many of the properties in Knowle West were developed for people being relocated due to inner city clearance (Malpass, 2005). From the outset, Knowle West Estate was erected in order to provide healthier living conditions for large families on low incomes. The houses were relatively small but provided large gardens with an abundance of fresh air and daylight. The area was considered a desirable place to live (Jones, Knowle West Pages, 2007) although facilities such as shops, community centres and facilities were not available until the late 1930s.

The vast majority of the housing was built in the 1930s and set out on Garden City principles, using elements

from the work of Parker and Unwin, as typified in earlier developments such as Hampstead Garden Suburb in Barnet and Letchworth. Based on working with the landscape and building in the Arts and Crafts tradition, the informal, spacious and green layout was devised to create beauty and promote well being. Variation is introduced through detailing, alignment of buildings and setting blocks back one from another. The use of traditional natural materials such as red brick, clay tiles and painted timber windows is consistent with this theme.

However, there are failings of the urban structure, notably in terms of legibility, provision of public open space, amenity centres, and connectivity. These are explored in more detail in the Townscape chapters of this report. Whilst the area was considered a desirable place to live in its early genesis, it has, over recent times, suffered significant deprivation, concepts that are developed in more detail in the socio-economics section of this report.

Whilst it is accepted that there are finer examples of Garden City estates, the special character and local distinctiveness of Knowle West, in the Bristol context, should be celebrated through informed adaptation and to an extent strengthening Garden City principles that appear to have been lost through gradual infill and piecemeal development. This will enable that solutions are derived from this special character

05.4 Post-war development

During WWII Bristol became one of the most heavily bombed cities outside London. By the end of the war, an unseen shortage of housing put the Council under enormous pressure to build and provide new housing.

Inns Court, built in the 1960s, departed from the Garden City layout. It was developed on Radburn principles, named after an American Town designed by Clarence Stein and Henry Wright in 1929. In principle, Radburn estates were built with the intention to create neighbourhoods that were economically viable communities, accommodating modern lifestyles whilst providing amenities of open space and community services. Common features were grouped houses arranged around a cul-de sac street layout thus the street layout broke away from the conventional street grid pattern. This was replaced by short cul-de-sacs accessed off a circuitous feeder road which in our context is Inns Court Drive. Pedestrians were widely segregated from vehicular traffic.

The lack of distinction between public and private spaces, as well as low housing densities, means that Inns Court

has, like many other neighbourhoods set out on Radburn principles, failed to provide a safe and well-overlooked environment. The layout has resulted in a physical environment that contributes to isolation rather than facilitating community interaction and linkages across adjacent neighbourhoods. The system of cul-de-sacs also causes poor legibility and permeability of the area.

05.5 Built Environment Policies and Guidance

Recent excavations uncovering Roman and possibly pre-Roman settlements, suggest that Inns Court and Filwood lie in an area that might have considerable potential for discovery of further evidence for early settlements.

The national planning framework for archaeology and conservation is set out in the planning context section 07 in this report.

PPG16: Archaeology and Planning. This states that archaeological remains should be viewed as a non-renewable resource (paragraph 6). Appropriate management is therefore essential to ensure that such remains survive in good condition and are not needlessly or thoughtlessly destroyed.

It is recognised, however, that with ever increasing modern pressures, the preservation of all archaeological remains may not be feasible or indeed desirable. An appropriate balance between preservation and development is therefore required. PPG16 states that "development plans should reconcile the need for development with the interest of conservation including archaeology." The Knowle West Regeneration Framework must therefore include policies for the protection, enhancement and preservation of sites of archaeological interest and of their settings.

Although the study area does not consist a conservation area we provide in the following a brief summary covering National and Local Policy Guidance.

Guidance about conservation areas is provided at national level within PPG15: Planning and the Historic Environment (PPG15). This states that local planning authorities have a duty to prepare proposals for the preservation and enhancement of conservation areas (paragraph 4.9). In other words the special character of conservation areas must be actively identified and protected.

While PPG15 recognises that the historic environment is by its very nature irreplaceable, it is also noted that in

practice it cannot be preserved unchanged. The guidance calls for the identification of what is special in the historic environment, and the capacity for change, as well as an assessment of the impact of development on the historic environment. PPG15 emphasises that conservation of the historic environment and sustainable economic growth are complementary objectives.

The Bristol Local Plan states that Bristol's rich heritage "is a non-renewable resource and the City Council wishes to ensure that buried and standing remains are protected and managed adequately and sympathetically within new developments" (4.4.63). The Council's presumption is in favour of preserving any archaeological features, whether scheduled or not, and developments that could adversely affect the archaeological sites and their settings will require an assessment of the archaeological resource. In accordance with policy B22 of the Local Plan, the Knowle West Regeneration Framework will need to demonstrate that the archaeological features of the site will be satisfactorily preserved in situ or that the impacts of the redevelopment on the archaeological site will be mitigated satisfactorily.

Bristol's Local Development Framework SPD 7 Archaeology and Development (adopted March 2006) refers to Policy B22 in the Local Plan and provides further guidance to the policy approach in order to assist in securing both local and national objectives. Appendix 4 of the SPD mentions archaeological excavations in the Filwood and Inns Court area.

Figure 22: South Bristol in 1921

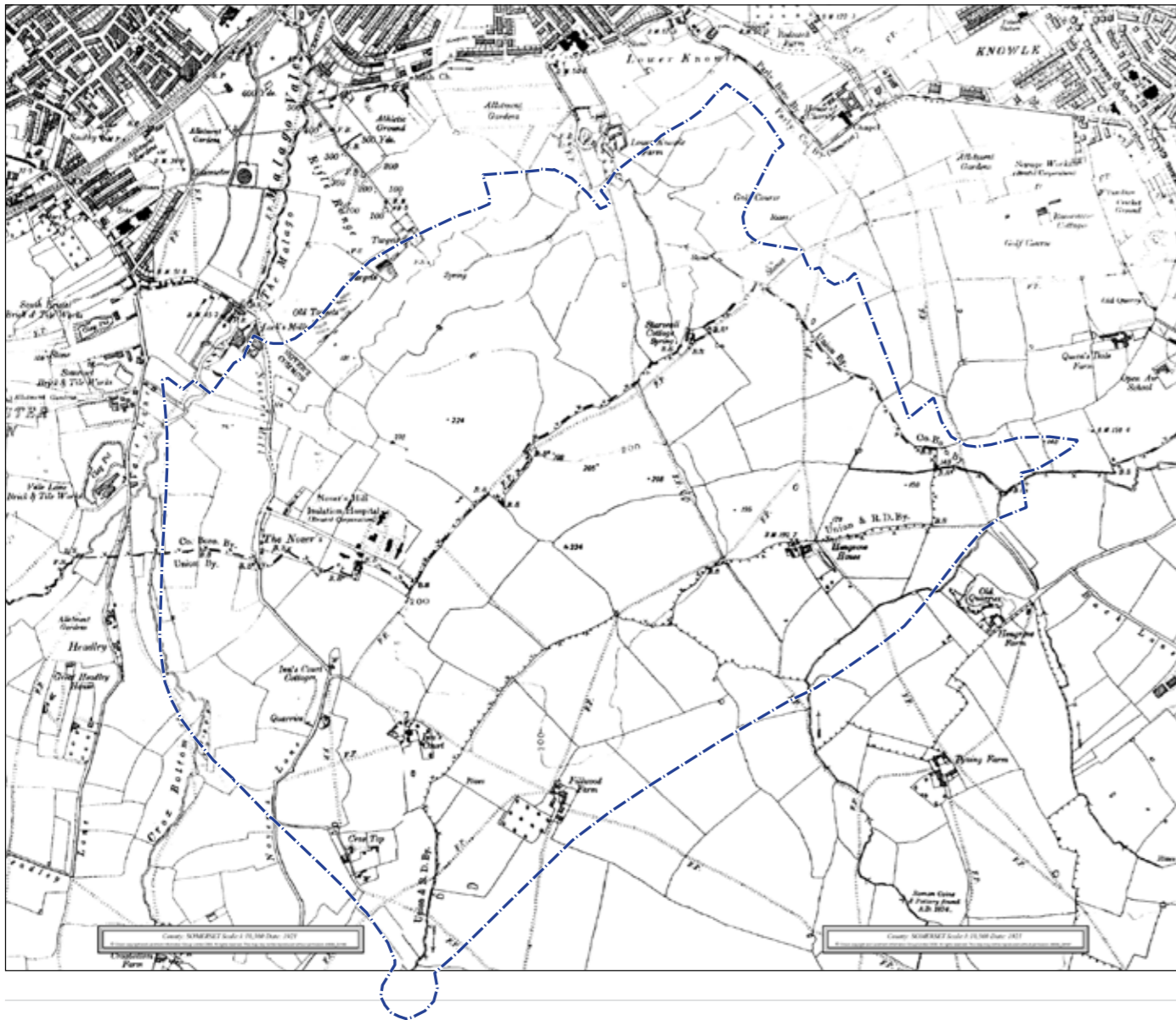
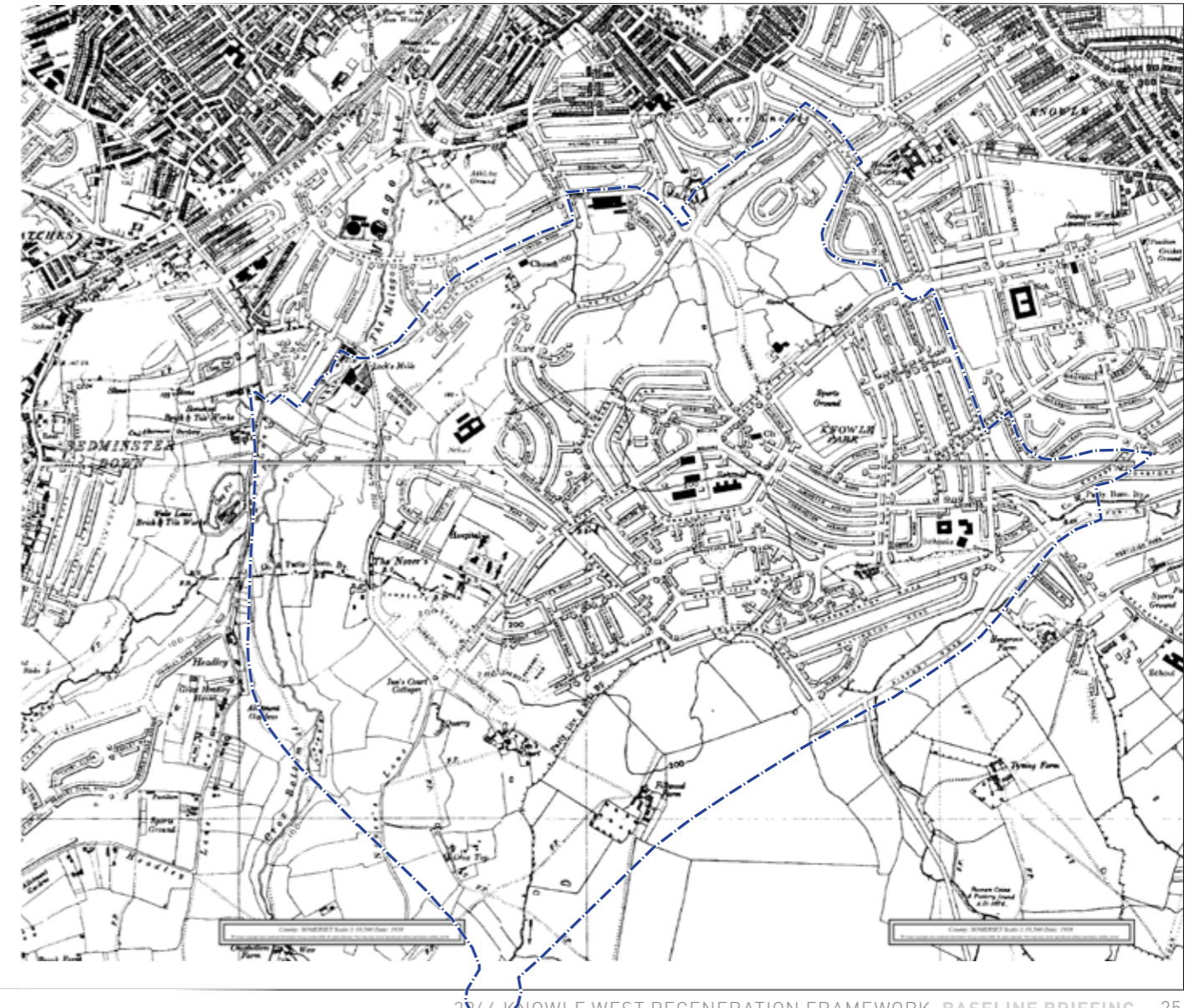


Figure 23: South Bristol/ Knowle West in 1938



06 Movement: Provision

This section will establish the provision of facilities in and around the Knowle West study area for all modes of travel, both existing and proposed. It will identify the key issues facing the area in terms of movement, and the opportunities which present themselves.

06.1 Pedestrian routes

Our analysis identifies primary pedestrian routes within the study area as being located along the main streets. There is little useful data regarding pedestrian numbers. The data that does exist suggests that pedestrian footfall within the study area is low.

Pedestrian attractors

Pedestrian attractors within the study area are currently limited, but would include the local schools, the employment sites, the retail clusters in Melvin Square, Filwood and the Broadwalk, and the Media Centre.

There are no major public transport attractors in the study area. Parson Street and Bedminster rail stations are located to the north-east of the site but too far for people to walk.

Areas of pedestrian priority

There are no areas where pedestrian priority is provided over and above the usual facilities provided at signalised junctions and standard pedestrian crossing facilities (e.g. zebra crossings).

Barriers to pedestrian movement

Within the study area, pedestrian movement is constrained by the street layout and the lack of permeability it provides.

Also, the scale, usage and layout of many of the surrounding distributor roads present barriers to pedestrian movement across them, effectively severing the study area from much of the surrounding area.

This, in conjunction with the size of the study area makes walking to other areas unattractive. Starting from Filwood Broadway, it is difficult to walk to almost anywhere outside the study area, which contributes to the isolation of the area from the surrounding urban fabric.

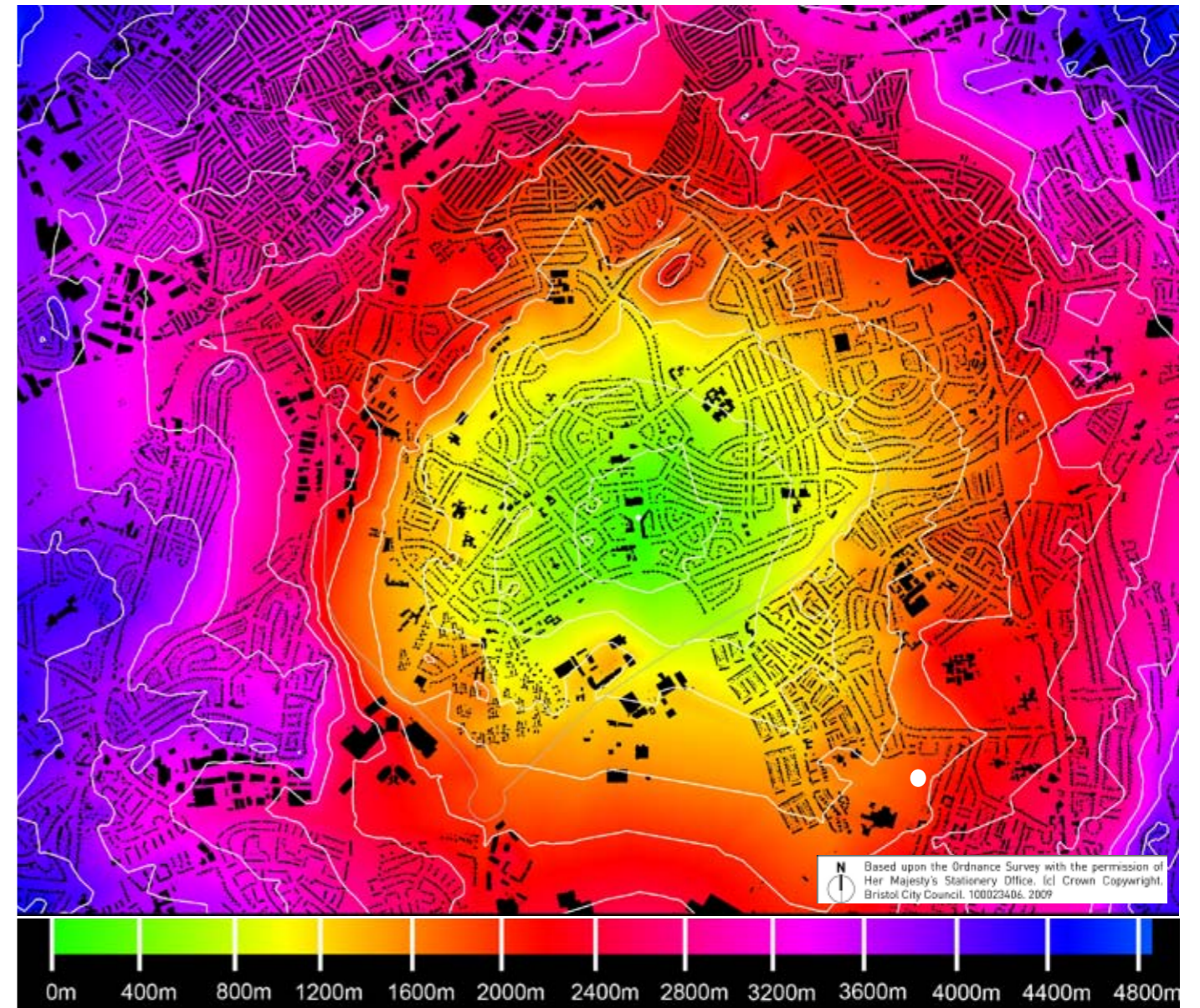
Some pedestrian-only routes are provided, most obviously between Kenmare Road and Totterdown. However, these are compromised by the steep slopes between those two places, which make walking along them (particularly uphill) strenuous at best. Many of these routes do not benefit from a great deal of natural surveillance, and so potentially present issues around crime and fear of crime.

In summary, Knowle West is not a very walkable area, either within the study area, due to the illegible street layout, or to and from the area, due to the impermeability of the area, the severing impact of the boundary distributor roads and the local topography.

Figure 24: Knowle West Street Network (Blue line = Study area)



Figure 25: Distance from Filwood Broadway measured in meters to walk/drive (green= up to 800m walking distance = comfortable walking distance)



06 Movement: Provision

06.2 Cycling

While Bristol has a higher than average level of cycling, there are no identified cycle routes through Knowle West, although a number of roads are identified as quiet streets suitable for cyclists.

There are facilities of differing standards on the border of the study area (A37 and A4174), and nearby, the National Cycle Network Route 3 passes to the east of the area and runs from Bristol to Padstow in Devon (105 miles/168kms).

To the north is found the Malago Greenway Route, which – although only partially completed – runs from Bedminster to Hartcliffe Way and through to Bishopsworth. This alignment has been identified as a potential corridor for the proposed Bus Rapid Transit service between Hengrove and the City Centre, although the intention is to retain the cycling facilities here.

There are relatively few cyclists within the study area. For example, Salcombe Road is used by just 73 cyclists per day (7am – 7pm) and Leinster Avenue by just 60. By comparison, cycle numbers on Hartcliffe Way (which benefits from cycle facilities along its length) over the same period total 255.

06.3 Vehicular movement

Primary routes

The study area is broadly enclosed by distributor or local distributor roads:

- the A4174 (Hengrove Way/Airport Road) borders the site to the south;
- the A37 (Wells Road) to the east; and
- the A4174 (Hartcliffe Way) to the west.

Traffic flows are high on each of these roads. Two-way peak hour flows are shown below, but it should be recognised that traffic flow remains high through the day.

Traffic Flows (Primary routes)

Street	Two-way peak hour flows	
	AM Peak	PM Peak
Hartcliffe Way	1388	1912
Hengrove Way	1711	2043
Wells Road	1530	1359

The key junctions around the study area are:

- The Hartcliffe roundabout (on the A4174)
- The Wells Road (A37)/ Airport Road (A4174) junction, and
- The Wells Road (A37) junction with the A4 to the northeast of the study area.

According to the Joint Local Transport Plan 2006/7 – 2010/11 (JLTP), congestion (defined there as a link operating at 85% or more of capacity in the a.m. peak period) is experienced on the Hengrove Way (A4174), on both the east and west sides of the Hengrove Way roundabout, and on Wells Road (A37) towards the junction with the A4.

Secondary routes

The B3122 (Redcatch Road/St. John's Lane/Bedminster Road) is located to the north of the study area and runs east-west between the A37 and the A4174/A38.

Local routes

Direct routes through the study area are limited to Leinster Avenue (between the A4174 and the A37), and Salcombe Road between the A4174 and the B3122). Traffic flows here, though less than half of the primary routes, are nonetheless significant.

Traffic Flows (Local routes)

Street	Two-way peak hour flows	
	AM Peak	PM Peak
Salcombe Road	745	685
Leinster Avenue	616	619
Melvin Square	921	910

No through roads

The study area is difficult to navigate, with a significant proportion of streets either ending in dead ends or operating as part of a 'cell'. There are, for example, a very limited number of vehicular entry/exit points into or out of the entire study area. Further, there is only one entry/exit point along the whole of the eastern border of the area (at Novers Lane).

Controlled parking zones

The study area is not subject to any controlled parking zones. Parking is provided both on-street and off-street, and is largely uncontrolled.

06.4 Public Transport

Existing provision

Public transport within the study area is limited to bus provision, as the nearest rail service is at Parson Street station.

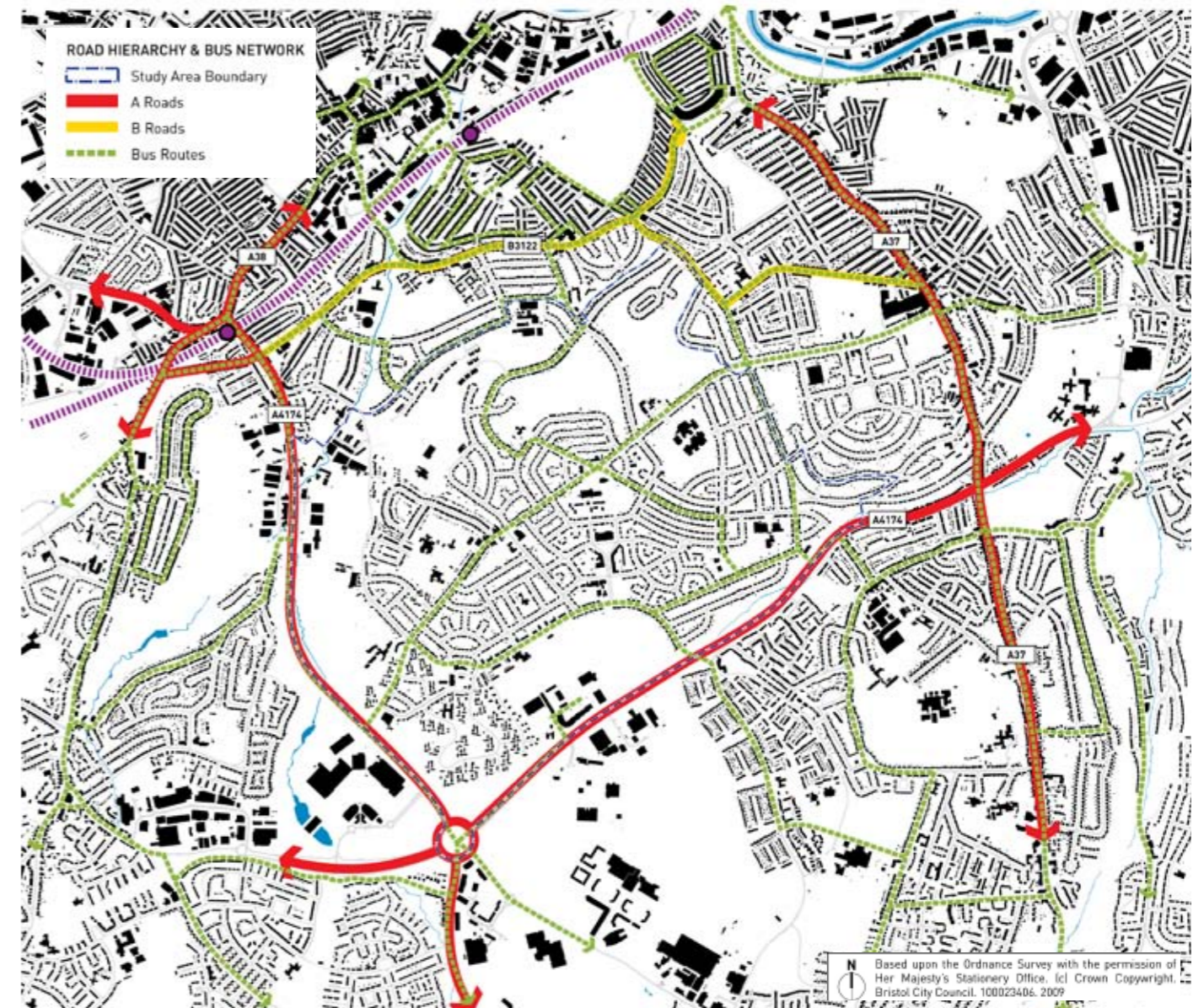
There are a number of bus services which pass in and around the study area, but although the coverage is widespread, the multiplicity of routes and their relative infrequency makes the bus network as a whole difficult to comprehend. In addition, many of the routes are indirect and therefore slow. These factors render the existing services unattractive to many potential passengers.

Currently, there are sixteen separate bus services in and around the study area. They are:

Route	From – To
20	Rookery Farm – Westbury
21	Rookery Farm – Westbury

36	Withywood – City Centre
50	Rookery Farm – City Centre
51	Rookery Farm – City Centre
52	Inns Court – Hengrove Depot
54	Stockwood – Cribbs Causeway
54a	Stockwood – Cribbs Causeway
75a	Cribbs Causeway – Hartcliffe + Whitchurch
76	Southmead – Hartcliffe
77	Henbury – Hartcliffe
90	Hengrove – Broadmead

Figure 26: A and B Roads and Bus routes



06 Movement: Provision

503	Windmill Hill + Totterdown – Broadmead
510	Bedminster Down – Hotwells
511	Hengrove – Bedminster
559	Knowle – Brislington

In addition, ABUS Ltd run a service from Tesco Brislington into Melvin Square vis the Broadwalk shopping centre. This service operates twice a day on Monday to Friday.

As mentioned above, journey times to and from the City Centre are sometimes longer than might be expected given its proximity to the study area. For example, the 36 service takes 52 minutes to travel from Melvin Square to Wine Street in central Bristol. By comparison, the 20 service takes just 11 minutes from Broadwalk Square to Broad Quay.

Bus fares are considered high. For example, a Daily Pass for Zones 1 and 2 (which covers the Knowle West area) costs £4.20 per day.

Taken together, this means that access to jobs and services can be limited for residents of Knowle West. The Joint Local Transport Plan (JLTP) sets headline targets to improve accessibility to health, employment and education, using Accession software to map areas of good accessibility, and where it is poor.

As regards Health, the JLTP defines good access as “the ability of an individual to travel by public transport to a facility that provides treatment to outpatients for minor injuries and diagnostics” within 30 minutes.

Within Bristol as a whole, some 85% of all households are identified as having good access, including the majority of Knowle West. The south-western corner of the study area (close to the Hengrove Way roundabout) does not qualify as having good access to healthcare.

With regard to Employment, the JLTP sets three levels of accessibility; defined as access to the main employment centres (over 5,000 jobs) by public transport within 20 mins, within 40 mins or 40 mins and above.

Within Bristol as a whole, 50% of households are within 20 minutes of employment centres, and nearly all (99%) within 40 minutes. Almost the whole of the study area falls within the latter category, demonstrating a link between the public transport provision and the poor economic performance of the Knowle West area.

Access to Further Education paints a rosier picture for both Knowle West and the city as a whole, as the entire city (100%) is identified as having good access to education (defined here as being within 30 minutes by public transport of a Further Education College offering a ‘range’ of courses).

Road Safety

There are relatively few identified road safety problems within the study area. In the three years between October 2005 – 2008, there was one fatal accident at the junction of Creswicke Road and Filwood Broadway.

There were also sixteen serious accidents in the same three-year period across the study area, although very few of these occurred in any kind of identifiable cluster that might indicate a trend. Two serious accidents occurred at each of the following:

- Hartcliffe roundabout
- Chilton Road
- Wedmore Vale
- Hartcliffe Way (though very far apart)

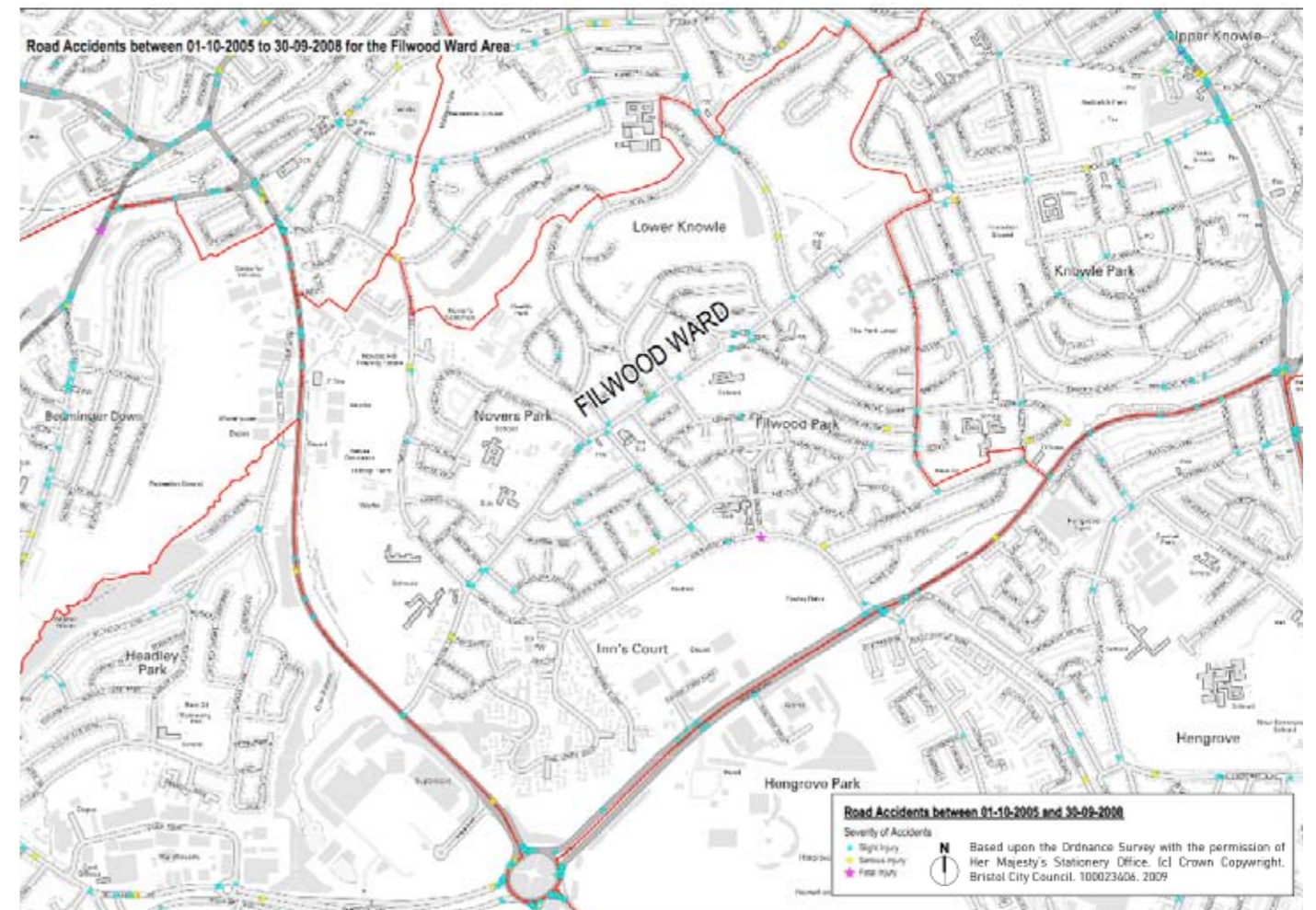
Individual serious accidents occurred at:

- Lynton Road
- Novers Lane
- Salcombe Road
- Novers Hill
- Wallingford Road
- Throgmorton Road, and
- Hengrove Way

Accidents resulting in only slight casualties are also recorded. When these are factored in, clusters start to emerge.

There is only one cluster site (defined as a 40m radius within which five or more personal injury accidents have occurred) within the main study area - at the junction of Leinster Avenue and Novers Park Road. There are eleven other cluster sites within the study area. Each of these is located on the boundary roads of the study area, and five of them are at junctions of Hartcliffe roundabout. There are also a number of additional cluster sites close to the study area, including one at the junction of Salcombe Road and Broad Walk.

Figure 27: Accident sites (2005 - 2008)



06 Movement: Proposals

06.5 Cycling Proposals

In June 2008, Greater Bristol was chosen to be England's first Cycling City, and will receive substantial funding over three years to increase cycling in the city. Infrastructure improvements in the Knowle West area as part of the Cycling City award are:

Southern Route - Hartcliffe Way

The provision of a 4 metre wide segregated shared use path down the west side of Hartcliffe Way linking the crossing of Hartcliffe Way to the signal crossing of Novers Lane is proposed. This will be upgraded to incorporate a crossing facility linking to the existing shared provision on the east side of Hartcliffe Way. This Southern section will be improved as part of the Hengrove Park development.

Hengrove Park links

Shared provision with pedestrians is to be implemented on the northern side of Whitchurch Lane (which will be widened to a dual carriageway as part of the enabling works for the Hengrove Park development) to link into the Hengrove Way roundabout.

At-grade signal crossings are to be provided on the Hengrove Way roundabout to provide an alternative to the subway system for pedestrians and cyclists, and signals provided on the roundabout making it safer for those who use the carriageway to do so.

06.6 Public transport proposals

Greater Bristol Bus Network

There are proposals for a Greater Bristol Bus Network (GBBN), intended to ensure a first class bus service for all main routes.

This proposal focuses on bus priority measures on ten corridors serving 37 showcase bus routes in partnership with the major bus operator First. The package includes:

- More bus lanes and improvements to traffic junctions to give buses priority over other traffic;
- Ticketing improvements to speed up boarding and make buses easier to use;
- Real time information on major bus stops with information available on the internet and potentially via mobile phones;
- Modern new low-floor buses with enhanced bus stops to allow easy access and new shelters;
- Higher standards of driver training and customer services;
- Enforcement of bus priority measures including new powers to use cameras to enforce bus lanes;
- Bus information made available in new formats to public

and businesses, including mailing to households;

- Improvements for walking, cycling and road safety linked to these improvements.

None of the proposals enter the study area. Corridor 6 (A37 Bristol to Norton- Radstock) runs closest, and serves residential areas in south east Bristol, as well as Broadwalk shopping centre and Hengrove Secondary School. It could also provide fast access to the Hengrove Park development site. It then continues to Norton - Radstock, serving intermediate villages. The corridor runs south to connect towns in Somerset and link with bus improvements in that county.

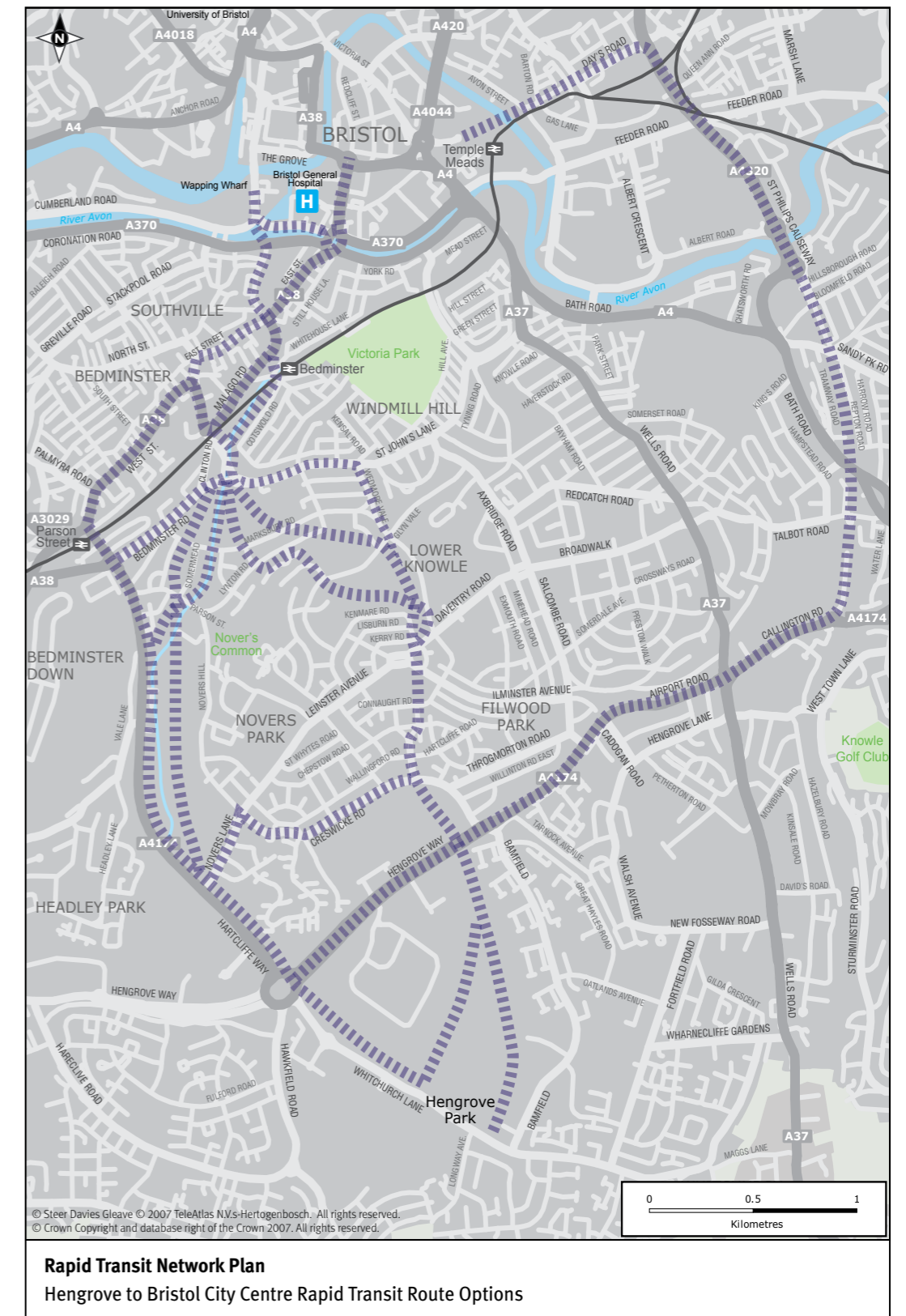
Park and Ride

There are proposals for a new Park and Ride facility at Whitchurch, to the south of the study area. This could be linked to an extension of the proposed BRT service, currently part of a Major Scheme bid to Government.

Bristol Rapid Transport

A network of rapid transit lines is proposed within the Joint Local Transport Plan (JLTP) area. Work is still at the early stages and the exact nature of the rapid transit, still has to be established and no routes have been agreed at this stage. However, four potential routes to and from the city centre are being investigated with a route from Ashton Vale in the south-west being prioritised. One of these routes would run from Hengrove, linking the Hengrove Park development proposals with Bedminster and the city centre. This offers the potential to provide speedy and direct access from Knowle West to the City Centre.;The map below shows potential routes.

Figure 28: Potential BRT routes in and around Knowle West



06 Movement: Conclusions

06.7 Key issues

Perhaps the biggest single movement issue for the Knowle West study area is the lack of connectivity between it and the city centre, and even the surrounding urban fabric. The area is severed on almost all sides, either by topography or highway infrastructure. Even within the study area, it is difficult to get about given the illegible street layout. This situation is at the heart of most of the major movement problems of the area

Given the lack of permeability into and across the study area, it is perhaps unsurprising that vehicular congestion occurs on the surrounding roads.

The street layout makes it very difficult to provide a bus service from the heart of the study area that connects to the city centre within a reasonable time. As a result, access to employment is poor within Knowle West, contributing to its social problems.

Addressing the severance experienced by residents of the area, as well as the lack of permeability and legibility within it, will be the key movement priorities for Knowle West.

06.8 Opportunities

There are a number of major transport projects that might have an impact on the study area, including:

- Greater Bristol Bus Network
- Park and Ride
- BRT
- Cycling City
- South Bristol Link

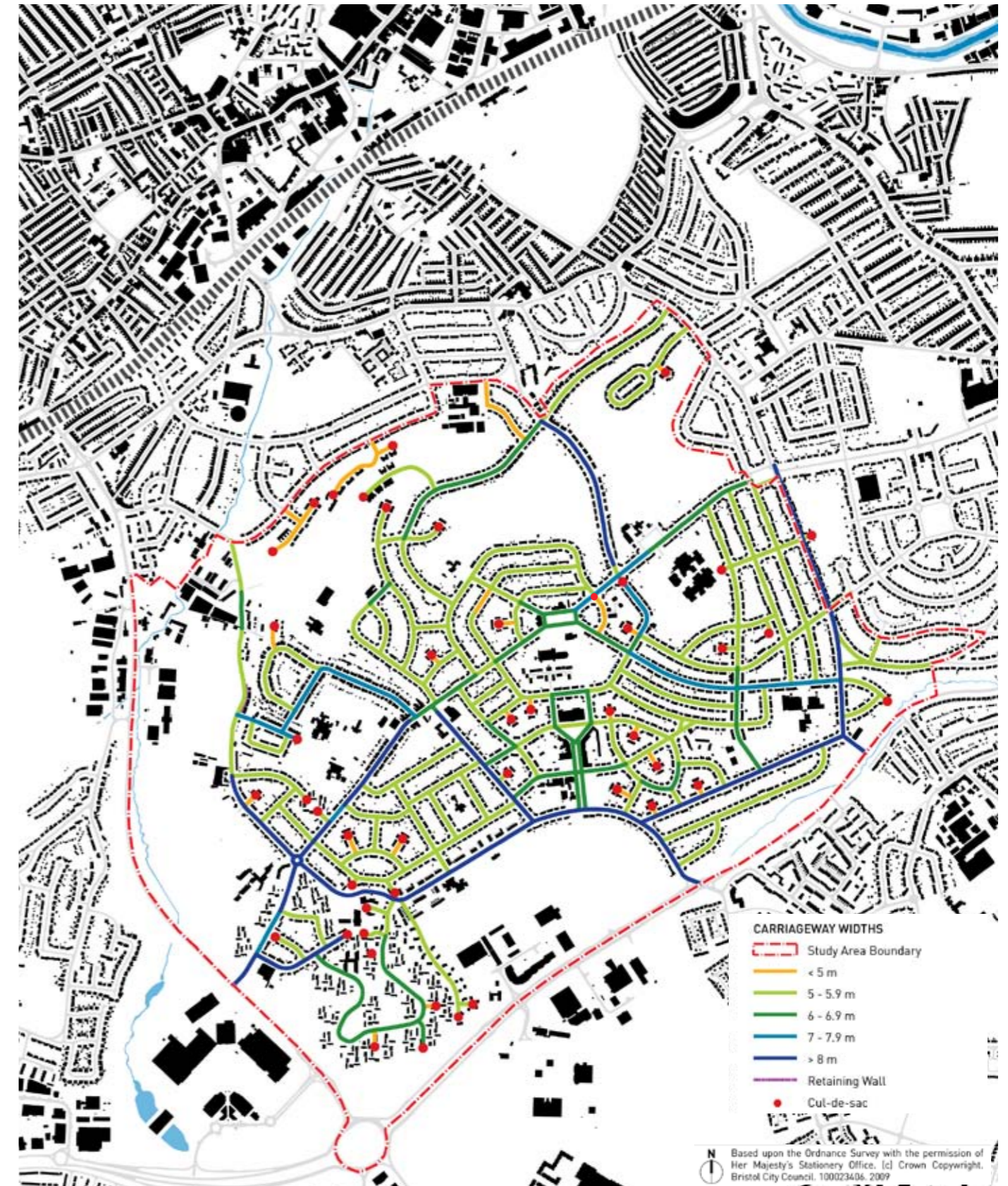
However, all of these initiatives, with the potential exception of the BRT, continue the current situation whereby facilities are provided on the borders of the site rather than within it.

It is essential to the regeneration of the area that the proposals for Bus Rapid Transit routes, and for the Greater Bristol Bus Network are amended to provide high quality, fast connections to the city centre from within Knowle West itself. However, accommodating the necessary BRT infrastructure through the area will likely prove challenging.

Further, bus provision within the area should generally be rationalised to make the system easier to understand, and therefore easier to use.

In addition, increased permeability for all modes should be provided, while protecting against rat-running by motorised traffic, and the surrounding streets should be re-profiled to reduce the severance impact that they currently cause.

Figure 29: Carriage way width and cul-de sacs



07 Land uses: Overview

07.1 Land uses

A high level analysis of land uses in the study area shows the following mix:

- 8% Buildings of which the majority are of residential uses
- 35% Private gardens
- 33% Public open spaces
- 13% Streets and parking
- 11% Paths and other

This pattern highlights the low ratio between built-up areas and open spaces. The plans shown opposite illustrate this abundance of open spaces on the fringes of the study area, coupled with housing types, consistently provided with gardens in the front and back of the houses.

In terms of land uses representing destinations for work, education and shopping, the study area contains:

- Two large industrial estates (production, trade, office)
- Filwood Broadway and three small retail parades
- A number of larger buildings and sites accommodating facilities for education, police, health and faith services etc.

A number of vacant sites at Filwood Broadway, as well as some of the larger sites within the built up area, provide opportunities to increase housing densities and strengthen the centrality of Filwood Broadway and Melvin Square, located within easy walking distance for the majority of the residents and people working in the area.

Crucially, improving access to, and quality of green infrastructure by providing new or enhanced parks, street greens, natural play areas, land art and water features will play an important role in creating an attractive and easy-to-read hierarchy of local and neighbourhood centres, and the links between them.

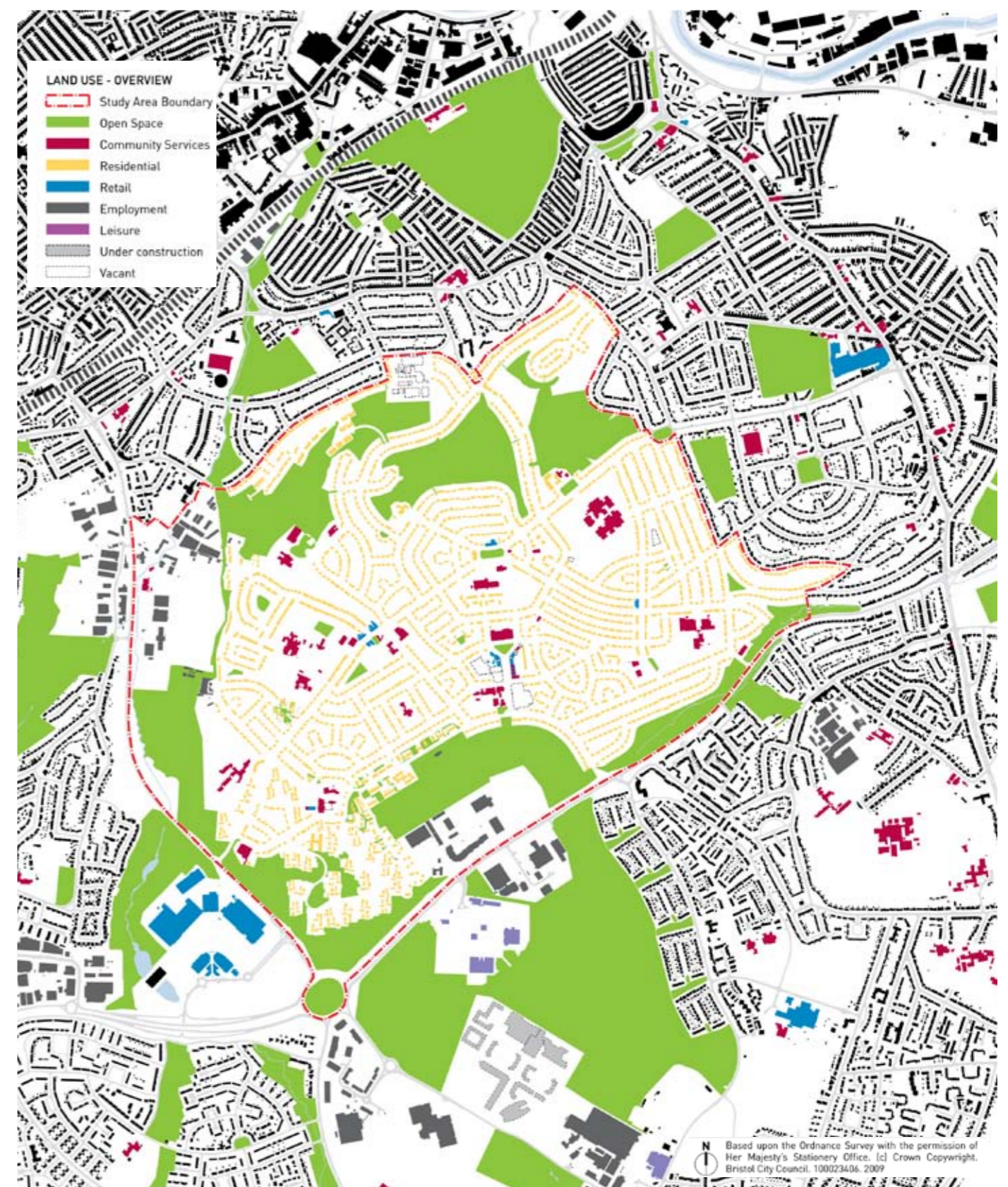
Figure 30: Retail and Employment clusters



Figure 31: Residential: houses and sheltered housing



Figure 32: Land uses - Overview



07 Land use: Public Open Spaces

07.2 Public Open Spaces - Amount and Type

The study area consists of around 57ha public open spaces. As shown in the plan, a variety of public open spaces are located within Knowle West and its vicinity. The 18 spaces within the study area are listed in the table opposite, providing information on name, size and reference code of the location of the space.

The analysis shows that there are a few very large spaces (>6ha) and numerous very small spaces (<1ha). Those that are publicly accessible include Filwood playing fields, Filwood Park, the natural spaces of the Northern Slopes, the informal spaces bounding the A4174 to the south, the site of Nature and Conservation Importance to the west, as well as small neighbourhood spaces throughout.

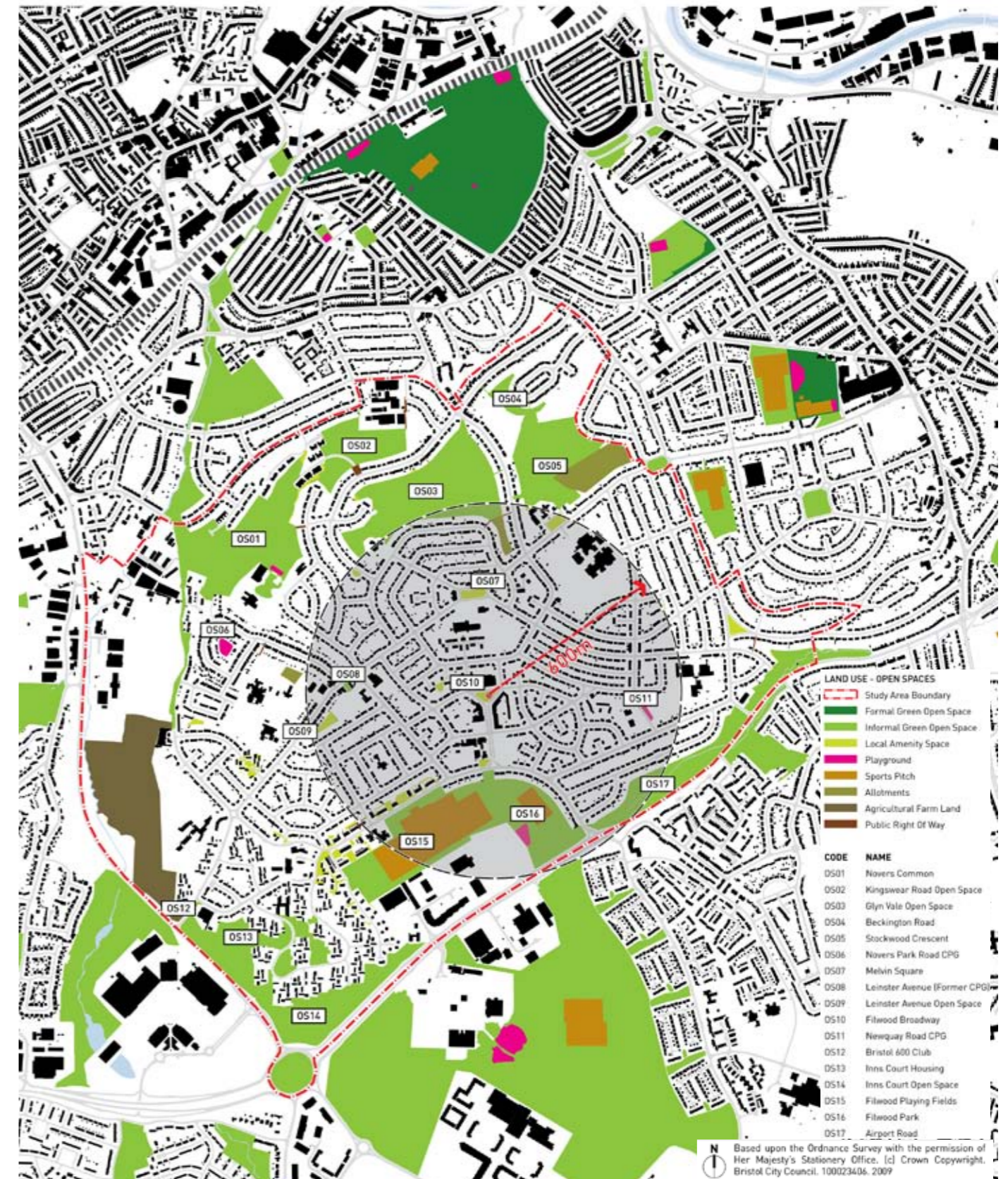
Notably, there is no formal open space situated within the 600m radius measured from Filwood Broadway, or indeed within the study area over all. A lack of medium sized public open spaces is also evident. This assumes that Filwood Park is a truly informal open space. There are a number of small children's play spaces at Novers Park, Newquay Road and Filwood Broadway. Throughout the site, accessibility standards in terms of type of open space offer and distance (see planning paper) are not met.

Further significant open green spaces can be found to the south (Hengrove Park), north (Victoria Park) and east (Redcatch and Broadwalk Park). The east of the Northern Slopes contains some allotments sites, located around Kenmore Road and Andover Road.

These spaces provide a variety of uses and typologies, creating important areas for play, rest, planting and for movement, but this enjoyment is limited due to accessibility and anti social behaviour (Community Safety and Liveability Survey, 2008).

Figure 33: Land uses - Public Open Spaces (Parks and Green Space Strategy, 2008)

CODE	NAME	m2	ha
OS01	Novers Common	68,600	6.86
OS02	Kingswear Road Open Space	34,300	3.43
OS03	Glyn Vale Open Space	91,000	9.1
OS04	Beckington Road	7,300	0.73
OS05	Stockwood Crescent	54,700	5.47
OS06	Novers Park Children's Play Ground	1,700	0.17
OS07	Melvin Square	2,200	0.22
OS08	Leinster Ave (Former CPG)	450	0.045
OS09	Leinster Ave Open Space	1,800	0.18
OS10	Filwood Broadway	1,500	0.15
OS11	Newquay Rd Children's Play Ground	660	0.066
OS12	Bristol 600 Club (Novers Lane)	1,400	0.14
OS13	Inns Court Housing	22,600	2.26
OS14	Inns Court Open Space	75,400	7.54
OS15	Filwood Playing Fields	87,900	8.79
OS16	Filwood Park	46,100	4.61
OS17	Airport Road	56,800	5.68
OS18	Hartcliffe Way Roundabout	13,300	1.33
TOTALS		567,710	57



07 Land use - Open Spaces: Quality

07.3 Open Space Quality

The results from the Quality of Life in Your Neighbourhood Survey, 2005-07 provide some evidence that green open spaces are perceived as being of poor quality and show signs of neglect. An open space quality assessment, forming part of the Parks and Green Space Strategy (Bristol Parks, Culture and Leisure, 2005/06) confirms these perceived quality issues. None of the open spaces within the study area scored 'Good' or 'Excellent' under the citywide approach of assessing green space quality. According to the 'Quality of Life' survey, Knowle West residents visit open green spaces outside the study area more frequently than the spaces within. Many of the residents stated that the quality of the parks and green spaces is poor, with 52% considering that they have gotten worse over the years. Safety is also an issue with only 56% of people feeling safe in the local parks during day time. Many of the people interviewed believed local green space made them feel better about where they lived. In contradiction to the earlier described abundance of green space provided within the study area, the majority of respondents stated that a lack of green space was one of the worst things about the local area, and that an attractive park twenty minutes away was better than two unattractive parks close by. This review indicates that spacial distribution and quality of open spaces within the study area needs to be significantly improved. The figure opposite shows that within a 600m radius from Filwood Broadway no formal park is currently provided. This does not conform with the Council's aspiration for accessibility to formal green spaces. Hengrove park, located south of the Knowle West study area, is very popular with the residents of Knowle West. This is particularly related to the Wheel's Park play area within Hengrove park (highlighted in amber and located just south of the cinema complex). Wheel's Park is the only open space in this part of Bristol that scored a 'Good' in the Parks and Green Space Strategy Quality Assessment. Within the Knowle West study area Filwood Fields with its playing pitches is also very popular. This suggests that providing clear programmes for open spaces represents a successful way to attract users.

Figure 34: Land uses - Open Spaces: Quality (Parks and Green Space Strategy, 2005/06)



07 Land use: Local Amenities - Retail Offer and Community Facilities

07.4 Local Amenity

Knowle West is not well supplied with convenience shopping facilities. Limited retail offer is provided around Melvin Square and Newquay Road and there are a few smaller convenience stores located throughout Knowle West.

Filwood Broadway provides the central shopping centre within the framework area. It contains a range of facilities, including a bakery, butchers, a newsagent, a pharmacy, a betting shop and a convenience store.

In close vicinity to the study area there are two large retail centres which undoubtedly further weaken the ability of local traders to offer competitive prices.

In general, the amount of floorspace and actual offer in Knowle West is very limited, particularly in light of the number of people living in walking distance of Filwood Broadway. In March 2009 seven out of the 21 shop units at Filwood Broadway are vacant. This is one additional vacant unit in 2009 comparing it with 2006 data (DTZ, 2006). The value of the retail market has declined over time and a downwards spiral effect has generated a retail and service offer that cannot be considered adequate for a neighbourhood with over 13000 residents and an estimated number of 1200 local jobs.

Filwood Broadway Retail Composition

Filwood Broadway	number of units	floorspace (m2)
Comparison	4	325
Convenience	4	279
Retail Service	2	492
Leisure	3	279
Finance/ Business	2	158
Vacant	6	1068

DTZ Retail Health Check 2006

A mapping exercise showed that the Knowle West area offers a significant number of community services (over 40). They form a vital part of the community infrastructure and are spread out across the study area. Some of those facilities such as the schools, the Knowle West Health Centre, Community Centre, The Parks, Churches, the Library, the Police and Knowle West Media Centre occupy large sites. Others community services like nurseries, social clubs and youth facilities are smaller in scale and can be found across the study area. There are five areas where community facilities are clustered. These are Filwood Broadway, Inns Court, around the Media Centre, Illminster Avenue Primary School and the area around The Parks.

07.5 Local Amenities: Qualitative Surveys

The Engaging Residents in Knowle West (Bristol Citywide Retail Study, Phase 2, DTZ, 2007) questioned residents on facilities and services. It found that only 26% liked the area for its shops. This is well below the benchmark of Easton where 66% use the local facilities, including the shops (52%). It highlighted the fact that most people in Knowle West shop at supermarkets outside the area, mostly at ASDA at Whitchurch (72%). Many did still use the local shops, half on a daily basis, with the most popular shops located on Newquay Road (60%) and Filwood Broadway (28%).

The survey also highlighted the lack of pubs, struggling retail and limited childcare provision. Although access is generally not considered high, Knowle West contains a number of important community facilities. The Engaging Residents workshop participants sought resident-led solutions to the area and found a strong desire (42%) for more youth activities and venues.

The Liveability Survey (Community Safety and Liveability Survey, Involving Residents in Solutions, 2008) highlighted that access to childcare and sports centres was only seen as "easy" by around half of the respondents.

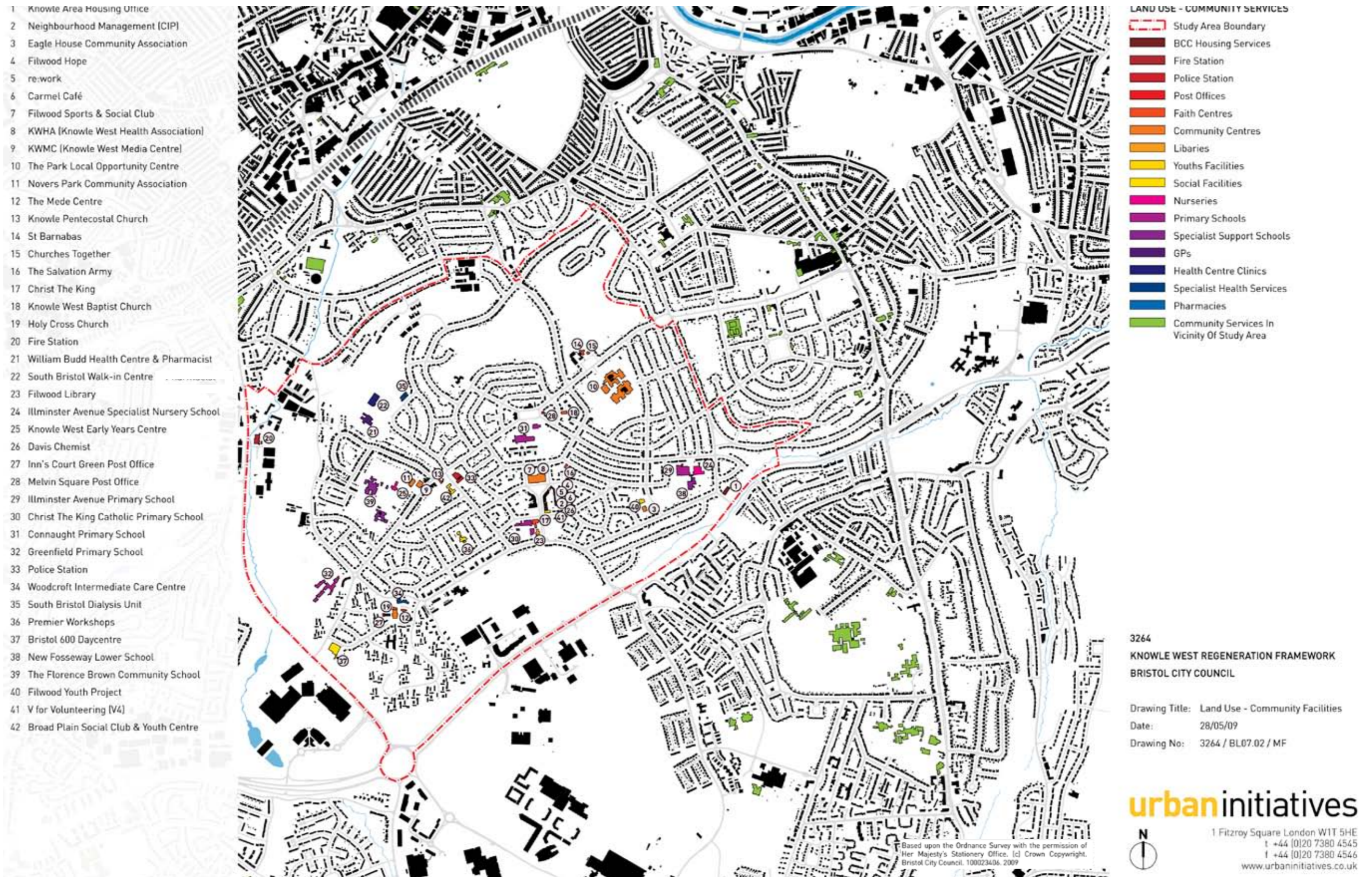
In essence, and based on the findings of the surveys carried out over the last couple of years, we can conclude, that there is a fairly high level of dissatisfaction with leisure services and facilities, for teenagers, adults, the elderly and disabled, with many perceiving that availability of activities for young people has declined.

This must be targeted in order to offer better facilities and greater opportunities for recreation, learning and leisure activities, likely to generate positive impacts on health, well-being, social skills and reduce anti-social behaviour.

The findings of the Community Buildings Audit (due in July 2009) will inform the agenda of the Regeneration Framework with regard to this.

07 Land use: Local Amenities - Retail Offer and Community Facilities

Figure 35: Land uses - Local Amenities



08 Density: Dwellings and Occupancy

The study area is approximately 325 ha in size and home to over 13,000 people, living in around 5,500 dwellings. The average gross density is measured as 17 dwellings per hectare, representing very low density, even within a suburban context.

Figure 36 and 37 show, however, significant variations within the area, both in terms of dwellings per hectare and occupancy per dwelling. A maximum of around 30 dwellings per hectare is achieved in the following areas:

- Leinster Avenue
- Illminster Avenue East and West and Broadwalk

Inns Court and Novers show 10 to 14 dwellings per hectare, the lowest densities. This is partly due to the large amounts of open spaces in these areas. However, a review of occupants per dwelling shows an average occupancy level of 2.2 and 2.3, confirming the very low density in these two areas.

The Glyn Vale area shows an average of 3 occupants per dwelling, the highest occupancy levels within the study area.

In line with emerging planning policy, it is expected that any new development at Knowle West will be at around double the current density (between 50 and 65 dwellings per hectare). Delivering this kind of medium density is likely to result in significant shifts in local density patterns.

Figure 36: Dwellings per ha by LSOA (2001)

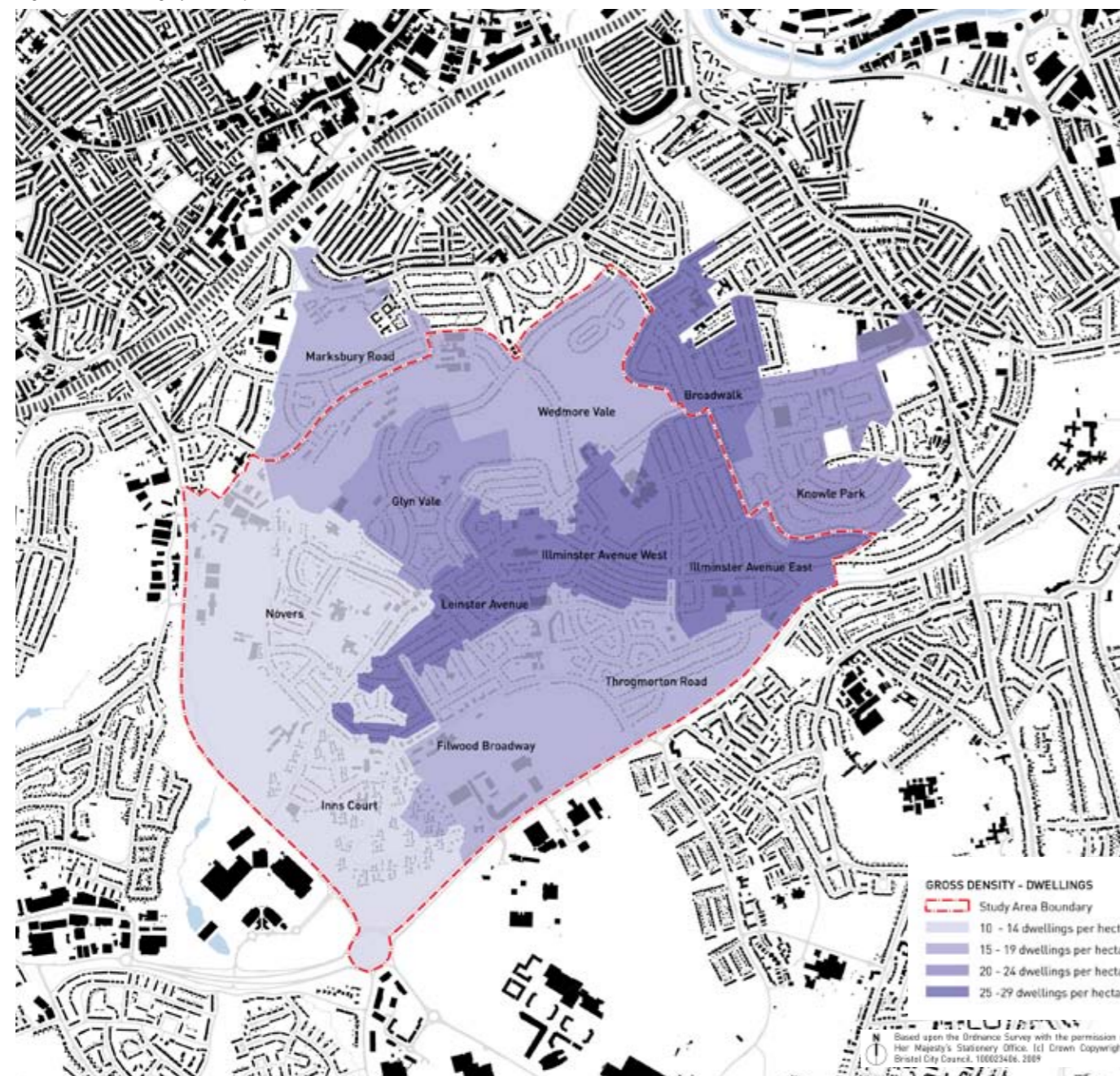


Figure 37: Average Occupancy per dwelling by LSOA (2001)



09 Townscape: Connectivity and Legibility

09.1 Connectivity and Legibility

The study area's townscape is strongly defined by its topography and hill-top setting. Large parts of Knowle West are situated on a plateau south of Bristol City Centre, providing vistas across Lower Knowle, Windmill Hill, Bedminster. Headley Park and the City centre.

As indicated in Figure 38, the study area is severely disconnected from its surrounding neighbourhoods to the north, west and south. Topography and bands of mature vegetation, reinforced by a dual carriage way (A4174) and impermeable industrial estates, represent layered barriers. The green buffer with relatively mature trees and hedges, combined with low building heights, prevents for instance visual connections from the A4174 into the study area. As indicated in the plan opposite a number of views reach in and out of the study area. The Church spire of Christ The King is the only aspect of Knowle West visible from Hengrove Way. From Knowle Park the spire as well as the silhouette of Filwood Broadway makes a good contribution to orientation. However, visual connections need to be strengthened by emerging design proposals.

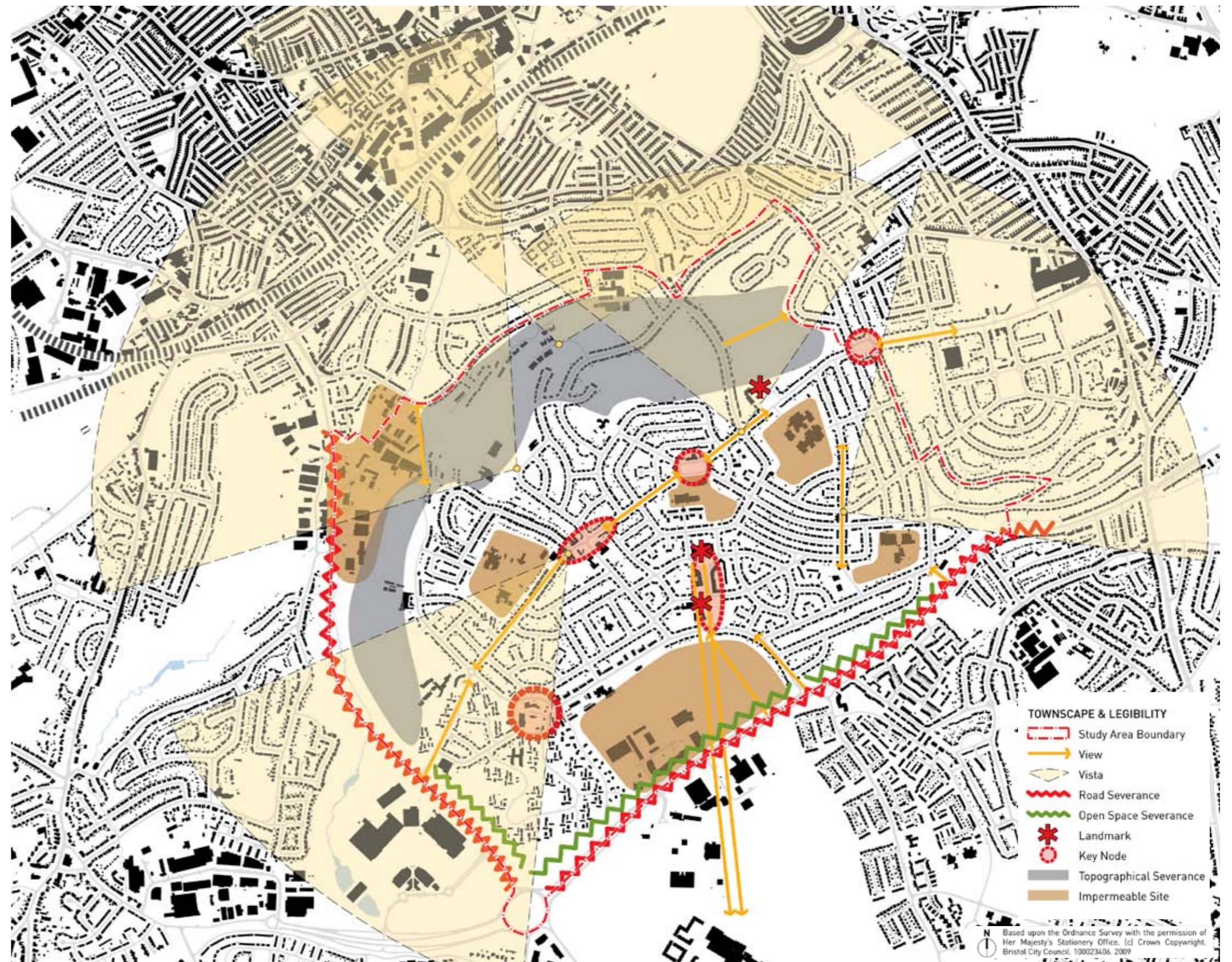
Significant long reaching views from Kingswear, Health park, Filwood Broadway, the junction Leinster Avenue/Broadbury Road and the junction Sommerdale Avenue/Newquay Road as well as from the junction Daventry Road/Wedmore Vale toward the surrounding ridges and across the city are particularly notable and their potential to create an improved sense of orientation will be explored further.

Orientation within the study area, particularly for visitors, is challenging. This is due to a number of townscape characteristics including a built form with uniform building heights and architectural style, lack of landmarks and little variation in street width, surface treatments and landscape features across the site. Within the built up area, public realm and streetscape attributes such as street trees, levels of enclosure, street furniture and distinctive open spaces facilitating a sense of arrival, public life and gatherings are sparse and in parts absent.

Nodes, mostly performing badly, are formed by the street junctions at Leinster Avenue and Broadbury Road, Melvin Square, Broadwalk Square, Filwood Broadway and Inns Court. Melvin Square, Inns Court and Filwood Broadway shopping parades are not supported by sufficient local footfall and passing trade. The church buildings of Christ the King and St Barnabas act as visual landmarks, while the Filwood Social Centre and its surrounding buildings act as an orientation point due to their location at the highest point within the site. Filwood Social Centre is however not visible from nor well connected to Melvin Square which severely dilutes the ability of the place to function as a local centre for Knowle West

Six large sites providing facilities for over 1000 primary school pupils, health care and leisure and local employment are possibly the most active and alive parts of the estate during day time. However, they tend to have only one access/egress point, set back from the public street and are therefore hidden from the street, highly impermeable, acting as barriers to movement.

Figure 38: Townscape



09 Townscape: Character Areas

09.2 Character Areas

As shown in the Figure 39, the study area broadly consists of five broad character areas;

- The Green Fringe: the green open spaces at the edges
- The residential maze: urban fabric mainly built during the 1930s
- The Second Wave: Inns Court estate to the south west dating from the 1960s/1970s.
- The Fragmented Heart: the axis of Filwood Broadway to Melvin square
- The Industrial Employment Islands: two large scale industrial areas

The identified character areas are based on a distinct combination of the following six elements:

- Layout and grain of street, blocks and plots
- Landscape features
- Scale and massing (building heights, form and footprint)
- Use
- Material and detail
- Construction period

The following text provides thumbnail descriptions of each character area, supported by a series of diagrams and sections. Section 05 Site History and Built Heritage provides additional historic context.

The Green Fringe

The character of the green fringe is derived from prevailing natural site conditions, mainly topography, orientation and natural water courses. Built up areas are sparse and only found along a small number of streets, which connect the estate with the surrounding main road network. A limited footpaths network provides access to the green spaces and the surrounding neighbourhoods. The green fringe is punctuated by large scale buildings that are often used for community services. Overall, permeability and accessibility of the green fringe is poor. The possible benefits of Knowle West's green fringe with its varied topography, dramatic views over the city, natural water courses, mature vegetation, meadows and allotments are not developed to their full potential. Proposals currently developed for Kingswear and Torpoint site, located toward the slopes in the north of the study area, are starting to address some of these issues which will provide a set of design solutions that can be further explored in the other parts of the Green Fringe.

The residential maze

The vast majority of the existing Estate was built in the 1930s, broadly set out on Garden City principles. During that time Knowle West expanded from Filwood Park towards the edges of the hill plateau, converting flat and slightly sloping fields into a network of residential streets.

The homes were based on a set of model design ('The Ideal Home'), resulting in thousands of semi-detached hipped and

gable roofed houses, built of red brick and with often generous front and back gardens. Generally, the construction methods applied and materials used are reminisced of Arts and Crafts Movement. The Knowle West Estate has a striking coherent character.

The street layout and streetscape is of uniform character too with a distinct lack of the hierarchy that usually results from variation in street width, street furnishing and material, building heights and landscaping elements such as street trees and privacy strips. The network of well connected civic spaces and a central park where public life and community spirit could thrive, supporting the important social agenda of Garden Cities and suburbs, was never truly visible in the original layout of the estate. It was further diluted by adding more houses and semi-public facilities, meaning that open and public spaces were gradually filled up with private dwellings and larger buildings such as schools. Many of Knowle West's streets frequently change direction and are of relatively short length. This, combined with a lack of a clear street hierarchy, distinctive corner buildings and landscape features, results in a poor sense of orientation. The lack of variation in built form in addition to the required street layout re-configurations, will be addressed in our design proposals. The under-provision of public spaces that could act as focal points for local amenities, public life and neighbourhood identity, contributes to the experience of walking or driving through a maze.

The fragmented heart

Filwood Broadway and Melvin Square form the heart of the Knowle West Estate, providing a range of services including shopping and community facilities. Building heights at this location are the highest in the estate emphasising the special character and overall significance of this centrally located axis. The parade at Filwood Broadway provides a distinct row of small shops in up to 4 storey high buildings. Filwood Social Centre, the vacated cinema building, and the shopping parades, date back to the late 1930s and form an ensemble worth retaining as they mark the history of the neighbourhood. They are good examples of the craftsmanship and ornamental detail typical of that time. The later addition of the church Christ The King (1952) with its distinctive spire is an important landmark, contributing to character, orientation and is visible for instance from neighbouring Knowle Park.

The old school, formerly located north of Melvin Square, and the swimming pool building, formerly located opposite Christ the King, have been demolished.

The visual and physical connection between Melvin Square and Filwood Broadway is fragmented.

Although possibly never intended by the original plan, we recognise the importance of this axis as a key structural intervention, creating a local centre and possibly a park in walking distance for many of the residents, and linked with the only local through-route (Nover's Lane, Leinster Avenue, Daventry Road, Broad Walk). Connecting this main east-west route with the north-south axis will enable a clearly defined focus for public life, improved permeability, orientation and passing trade.

The second wave

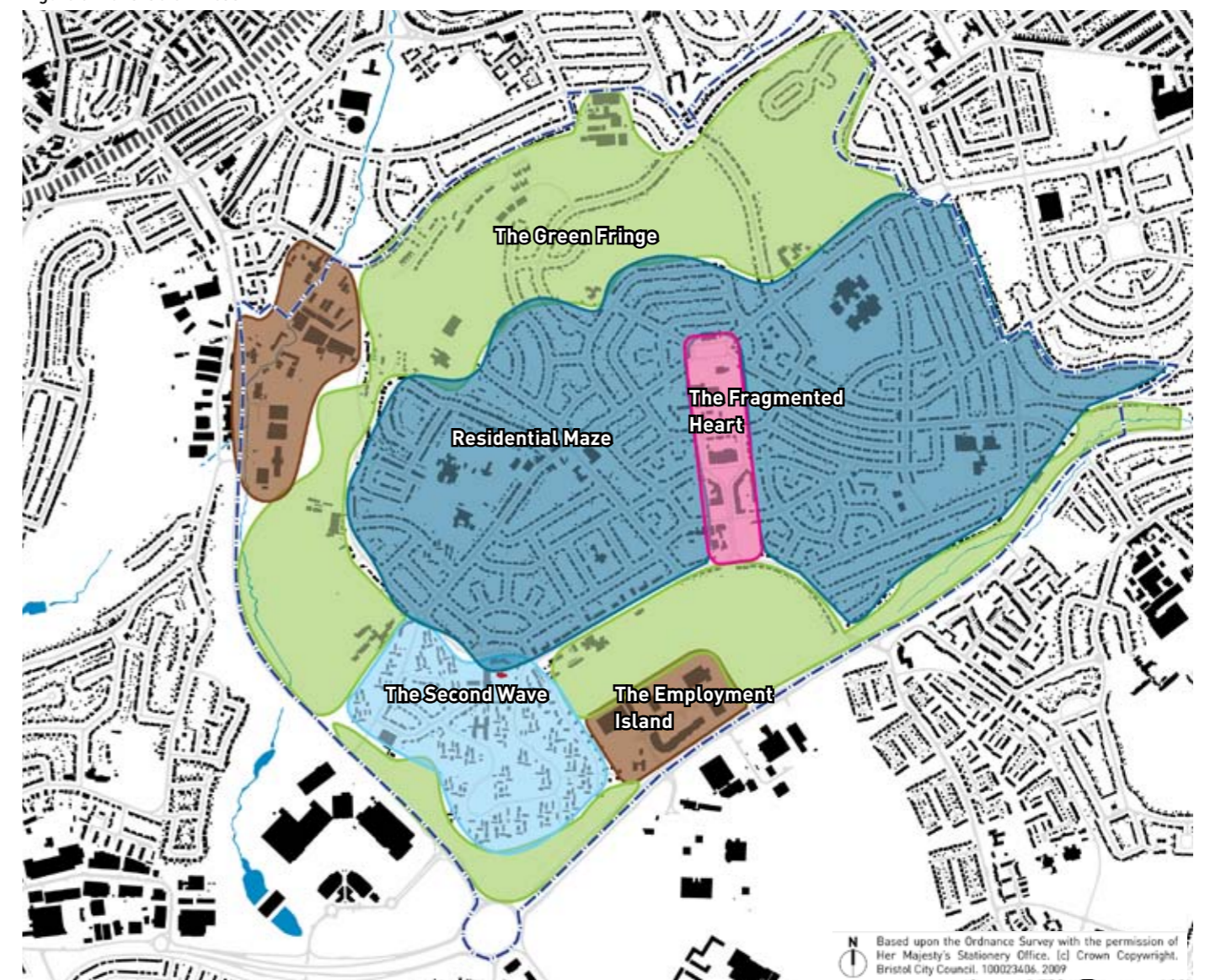
Inns Court is a housing estate built in the 1960s on the principles of an American town called Radburn, characterised by features such as grouped houses set in landscaped spaces arranged around a cul-de-sac street layout separated from the main road network. This street layout broke away from-conventional street patterns where pedestrians and vehicles shared a street space framed by terraced or semi-detached

houses. Instead short cul-de-sacs are accessed off a circuitous feeder road, Inns Court Drive, and pedestrian paths are widely segregated from vehicular traffic. This layout resulted in a very inefficient ratio between land used and number of homes, poorly lit and unsupervised spaces, and difficulties with orientation, permeability and way finding. The houses at Inns Court are also of distinctive built form, mainly using a prefabricated panel system with mono-pitched roofs and a limited number of small windows.

Industrial employment islands

The two industrial areas are located toward the north western and southern edge of the study area and provide local job opportunities. Both sites are characterised by loosely clustered one to two storey industrial units used for storage, trading and depot purposes. The buildings have large footprints with yards and parking areas and are of no significant heritage value.

Figure 39: Character Areas



09 Townscape: Character Areas



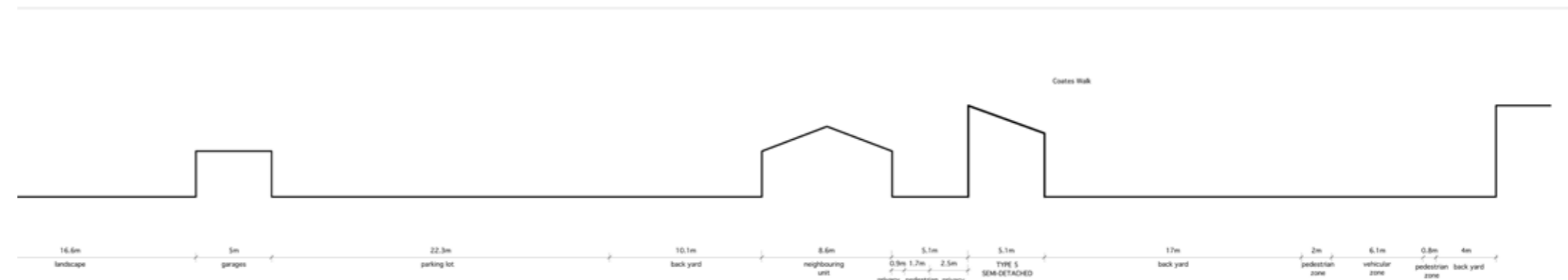
The green fringe: the green open spaces at the edges



The residential maze: urban fabric dating mainly from the 1930s



The second wave: Inns Court estate dating from the 1960s



The second wave: Inns Court estate (typical section)



The fragmented heart: View from Filwood Social Centre across Filwood Broadway



The fragmented heart: Christ The King church with its large and distinctive bell tower visible from afar

09 Townscape: Street dimensions and block typologies

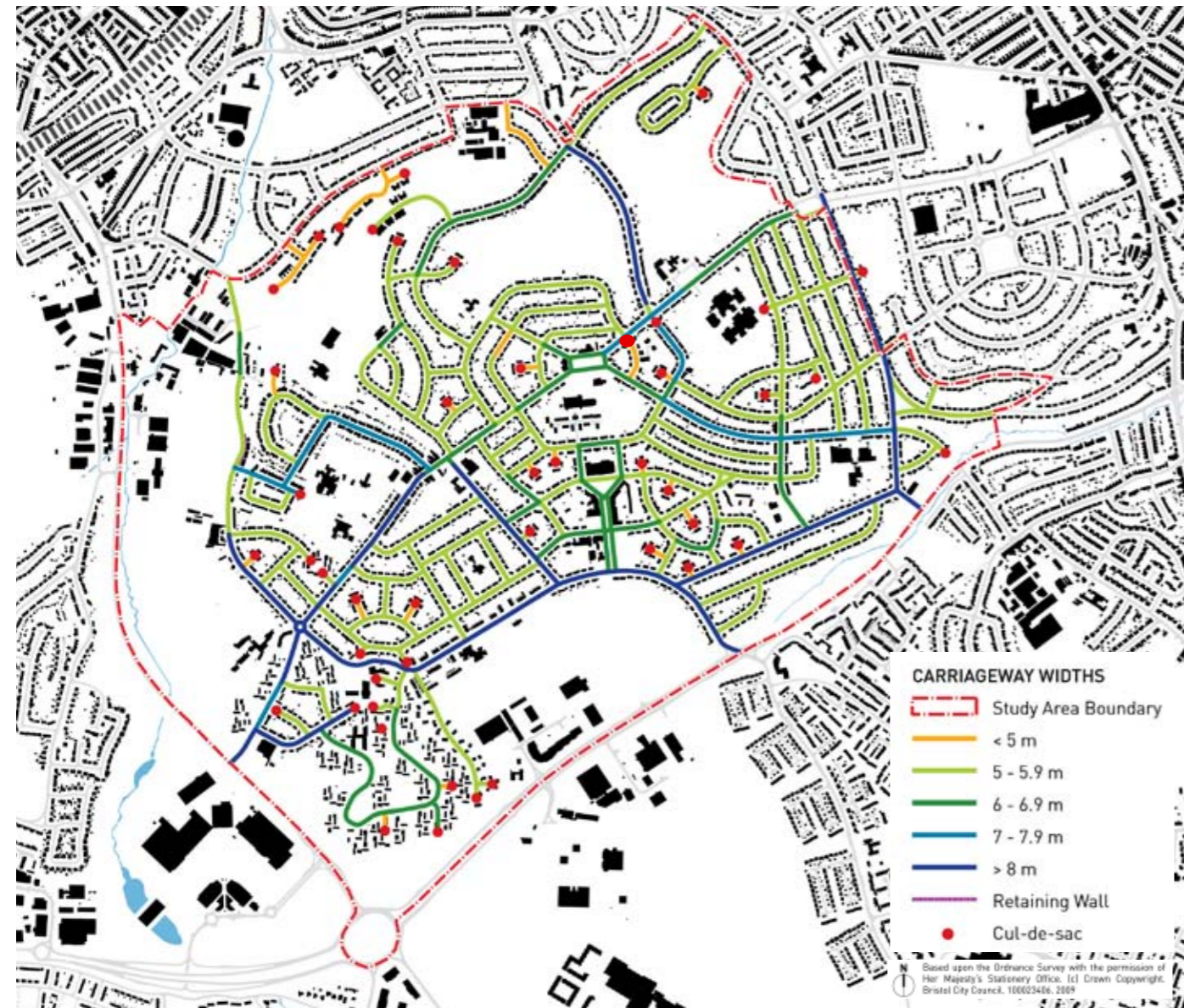
09.3 Street dimensions

An obvious hierarchy of streets, measured here in carriageway width, is only one aspect of improving a sense of orientation, connectivity and accessibility to the local centres, however, it is an important one with impacts on walking, cycling, public transport and car movement patterns. The streets of Knowle West do not follow a legible street hierarchy. For instance, the carriageway width along the shortest east-west link (Nover's Lane, Leinster Avenue, Daventry Road, Broad Walk) varies significantly in carriageway width (5 to >8m). A longer route around the built-up area (Inns Court Avenue, Creswicke Road, Throgmorton Road, Salcombe Road, all in blue) provides one width which makes it easier to navigate and to be understood as perimeter road. The carriageway width

analysis also demonstrates how severely disconnected Filwood Broadway shopping centre is from passing trade and activity. It demonstrates that introducing a north-south link facilitating public transport access into the centre will only be achievable through a significant re-configuration of the street layout. Carriageway dimensions of below 6.9m are very challenging for the facilitation of parallel on-street parking arrangements. Increasing residential density and car ownership in the built up areas of Knowle West requires therefore very careful planning and management of parking arrangements from the outset.

As part of Chapter 10, we present a number of typical street sections providing more detailed illustrations on street dimensions including spaces used for front gardens and parking.

Figure 40 Carriageway width pattern



09.4 Block typologies

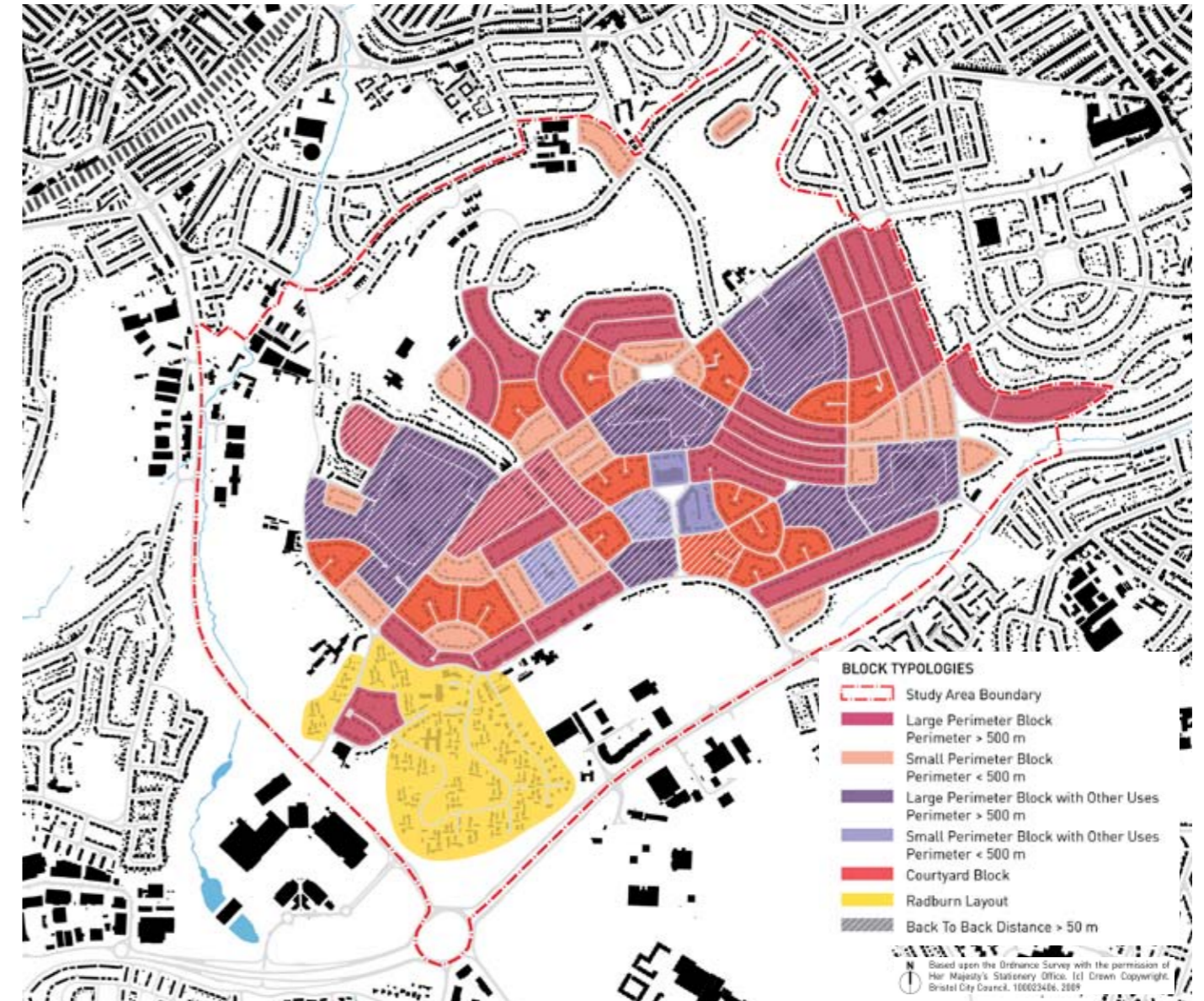
The analysis of block typologies, illustrated in detail in Figure 41 shows that Knowle West is made up of a patchwork of two main traditional block types:

- very large residential and mixed use blocks with perimeter streets of longer than 500m
- a smaller block type arranged around a cul-de-sac/court yard

Both block types facilitate a good distinction between public and private realm. The plan below also shows the blocks that are deeper than 50m (measured from the backs of buildings). These blocks have the greatest potential to improve permeability in the neighbourhood, provide space for increased densities, and provide land for public spaces.

The Inns Court Estate, built in the 1960s in a Radburn layout, breaks away from the perimeter block pattern. Instead, the houses are arranged in clusters, separated from a feeder street. They form a third block type which does not facilitate a clear distinction between public and private spaces.

Figure 41: Block typologies



09 Townscape: Impressions



View from Knowle Park toward Knowle West with the spiral of Christ The King clearly visible



Houses built in the early 1930s



Houses built in the late 1930s



The spiral of Christ The King and Filwood Broadway's silhouette



View from the junction Daventry Road/Wedmore Vale toward the City

09 Townscape: Impressions



Large green spaces: Filwood Park



Medium sized open spaces: The Parks



Green corridors: Edge between the large spaces and private back gardens



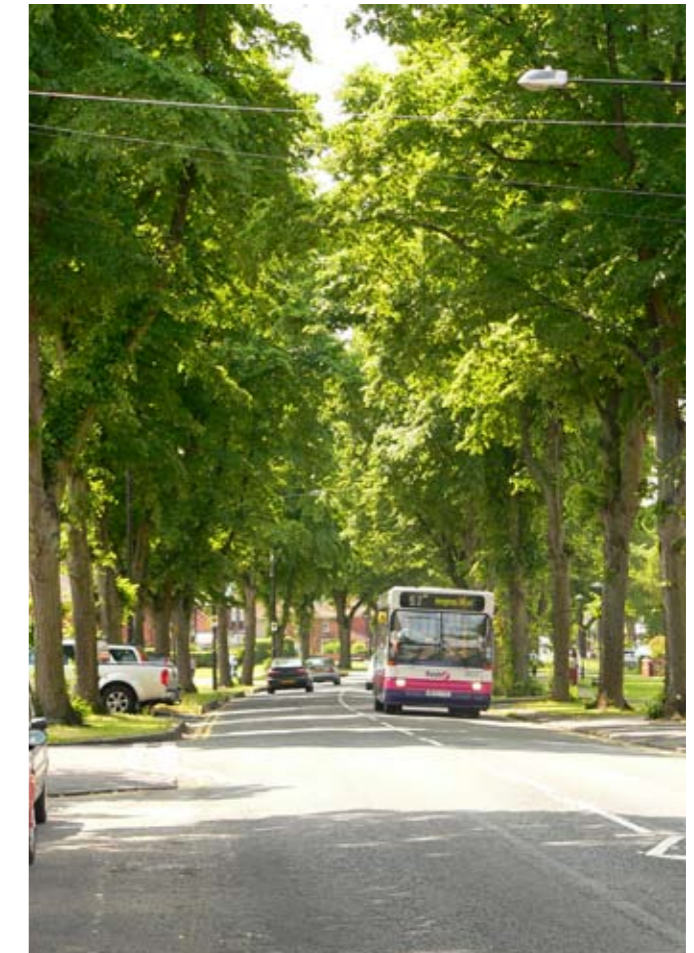
Large green spaces: Northern Slopes



Medium sized open spaces: St Barnabas



Medium sized green spaces: Private Gardens and allotments



Green corridors: Broad walk

10 Housing Typologies

10.1 Housing mix

Knowle West consists of 5,500 homes, most of which were constructed in the 1930s to cater for Bristol's growth at that time. The majority of the houses are semi-detached (62%) or terraced (27%) homes. There very few flats in the area - around 7% - of which most are in purpose-built blocks. The table below highlights the limited variation in the building types. The mix of units is typical of a low density 'Garden City' style development.

Filwood Ward - Housing mix

	Number	%
Detached	105	4.30%
Semi-detached	2,835	61.80%
Terraced	1,218	20.80%
Flats – purpose build block	240	5.20%
Flats – conversion	75	1.80%
Flats – commercial building	21	0.50%
Mobile or temporary structure	3	0.10%
In a shared dwelling	0	0.00%

Bristol City Council

10.2 House types

Figure 42 provides an overview of the spatial distribution of typical house types identified. The plan also shows where the examples used to describe reoccurring house types (1 to 7) are located within the study area.

The following table provides an overview of identified house types:

No	Type description	Primary external variation
1	Semi-detached, hipped roof (1930s)	roof design
2	Semi-detached, gable fronted (1930s)	roof design, projections
3	Semi-detached, mono pitch roof (1960s)	roof design
4	Semi-detached, pitched roof (1990s)	rear extensions
5	Terraced, gable fronted end houses (1930s)	roof design
6	Terraced, hipped roof (1930s)	projections
7	Terraced, pitched roof (1960s)	garage, extensions

10.3 House sizes

The majority of homes have 4 to 6 rooms (85%) which equates to 2 to 4 bedroom properties. As indicated in the typology sheets in the appendix, the sizes of the properties vary, with some listed as 3 bedroom houses with only 70m² living space. House sizes appear to be significantly below current new build English Partnership standards, and bedroom sizes are particularly poor.

Filwood Ward - Number of rooms (housing)

Number of Rooms	Number	%
1 room	15	0.30%
2 rooms	70	1.80%
3 rooms	309	6.90%
4 rooms	591	13.10%
5 rooms	2,474	54.80%
6 rooms	812	18.0%
7 rooms	142	3.20%
8 or more rooms	97	2.20%
Total	4,510	100.00%

Bristol City Council

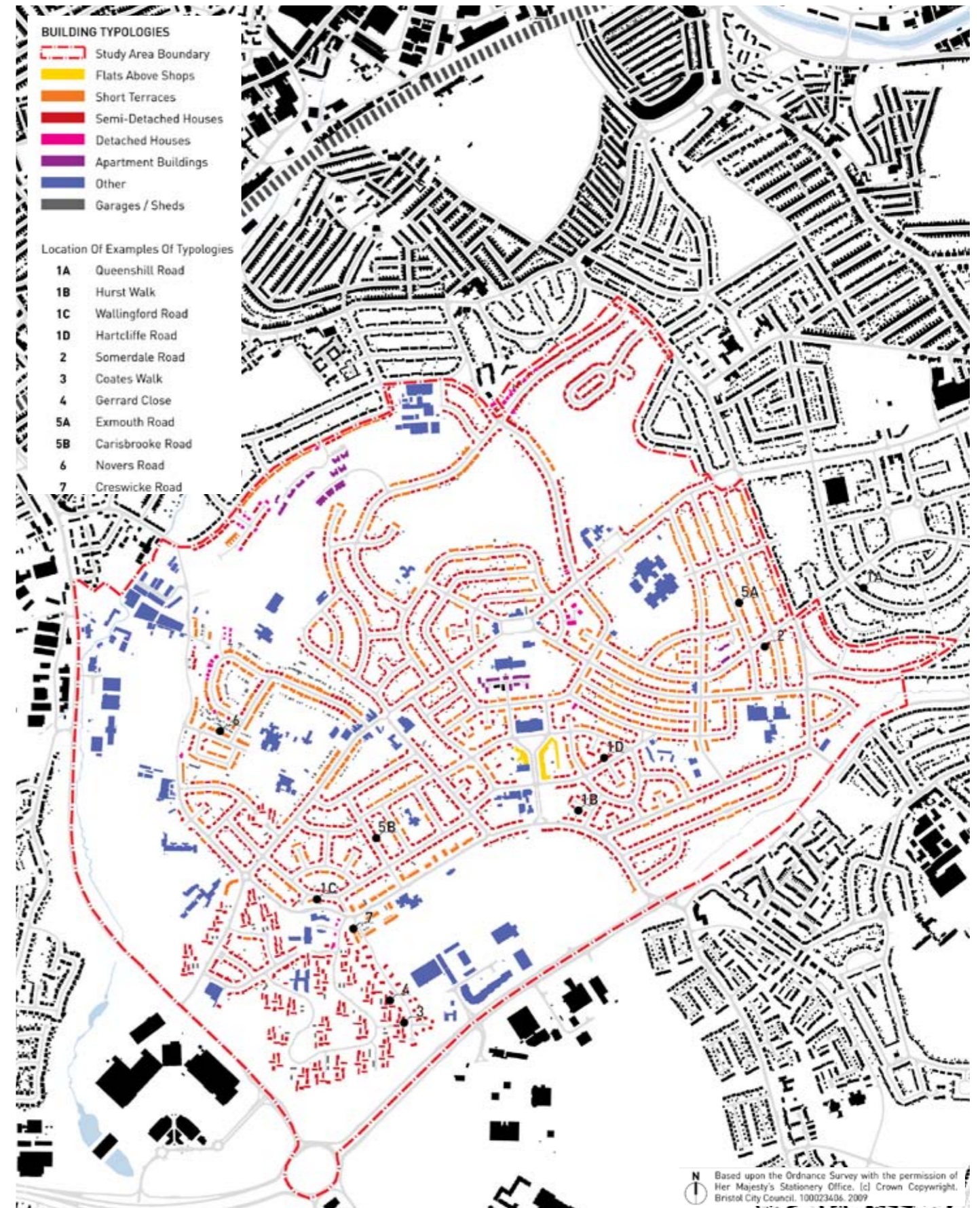
10.4 Construction and Energy Performance

Of the house types set out above, there are two broad forms of construction, both of which perform poorly against current energy performance specifications. The mid 20th century homes are built using single skin brick construction, often with some render and traditional tiled roofs. The 1960s homes are built using concrete panels. More local data on the issue of energy performance of homes will be made available at the Options Stage of the design process.

10.5 Key observations at this stage

- Many homes have been altered, but the size and arrangement of homes within the plot could allow for considerable improvements and variation in typologies.
- A very limited number of homes appear to have been extended within the loft space. Further investigation is required to establish the feasibility of loft extensions.
- On-street parking is limited and increased population through infill etc is likely to result in increased parking particular if public transport provision stays low.
- Energy efficiency ratings are scored as low to medium and are in many cases a result of poor insulation standards. Furthermore, Inns Court (type 3) shows very low current levels coupled with little or no potential for improvements in the future. More baseline information on housing quality / decent home standards will be used into the design process using data supplied by BCC on the 30/05/09.

Figure 42: Housing Typologies



10 Housing Typologies: Semi-detached homes

TYPE	SEMI-DETACHED hipped roof (1930s) 1A	SEMI-DETACHED hipped roof (1930s) 1B	SEMI-DETACHED hipped roof (1930s) 1C	SEMI-DETACHED hipped roof (1930s) 1D
AVERAGE PLOT SIZE (m ²)	280	220	200	240
AVERAGE PLOT WIDTH (m)	9	9.4	8.1	8.8
AVERAGE PLOT DEPTH (m)	30.8	23.6	24.3	26.7
PRIVACY STRIP (m ²)				
	Total Area (m ²) Distance to Street (m)	62 8.3	50 8	45 7.8
BUILDING HEIGHT (m)				
NUMBER OF STOREYS	2,5	2	2,5	2,5
AVERAGE FOOTPRINT (m ²)	50	36	34,5	44
DWELLING SIZE	91	72	69	88
NUMBER OF BEDROOMS	3	3	3	3
	ESTIMATED SIZES (m ²)			
	Bedroom 1 Bedroom 2 Bedroom 3	3,94 x 2,84 = 11.2 3,23 x 3,15 = 10.2 3,35 x 2,24 = 7.5	3,94 x 2,84 = 11.2 3,15 x 2,64 = 8.3 2,97 x 2,41 = 7.2	3,81 x 3,33 = 12.7 3,25 x 3,15 = 10.2 3,33 x 2,26 = 7.5
Number of Units	1	1	1	1
ENERGY PERFORMANCE (%)				
Efficiency rating:	Current Potential	47 71	56 62	62 73
Environmental Impact rating:	Current Potential	41 66	54 60	60 72
OFF-STREET PARKING	1/2 cars	Up to 3 cars, attached garage & front parking	2 cars; Attached garage, uncovered front parking	Uncovered, 1/2 cars
PLANS				
SECTION				
ADDRESS	Queenshill Rd, BS4 2XL	Hurst Walk, BS4 1HG	Wallingford Rd	Hartcliffe Rd
SOURCE	http://www.taylorsestateagents.co.uk/property-details-rpsTYW-BEI090105	http://www.findaproperty.com/displayprop.aspx?edid=00&salerent=0&pid=3637531	http://www.cjhole.co.uk/	http://www.findaproperty.com/displayprop.aspx?edid=00&salerent=0&pid=3698896

10 Housing Typologies: Semi-detached

TYPE

SEMI-DETACHED

gable frontage (1930s) **2**

SEMI-DETACHED

mono pitch roof (1970s) **3**

SEMI-DETACHED

pitched roof (1990s) **4**

AVERAGE PLOT SIZE (m²) 250
AVERAGE PLOT WIDTH (m) 11
AVERAGE PLOT DEPTH (m) 23
PRIVACY STRIP (m²)

Total Area (m²) 60
Distance to Street (m) 8.3

BUILDING HEIGHT (m)
NUMBER OF STOREYS 2.5
AVERAGE FOOTPRINT (m²) 34.2
DWELLING SIZE 68.3
NUMBER OF BEDROOMS 3

ESTIMATED SIZES (m²)
Bedroom 1 3.78 x 2.84 = 10.7
Bedroom 2 3.15 x 2.31 = 7.3
Bedroom 3 2.77 x 2.84 = 7.9

Number of Units 1

ENERGY PERFORMANCE (%)

Efficiency rating: **Current** 61
Potential 74
Environmental Impact rating **Current** 54
Potential 70

OFF-STREET PARKING



160
8
18

20.6
Enclosed off cul-de-sac

2.5
37.4
74.8
2

4.88 x 2.74 = 13.4
 4.72 x 3.04 = 14.3
 -
 1

58
60
52
53

Yes, Communal parking lot on Coates Walk Close



190
7
27

33
7.7

2.5
36
72
3

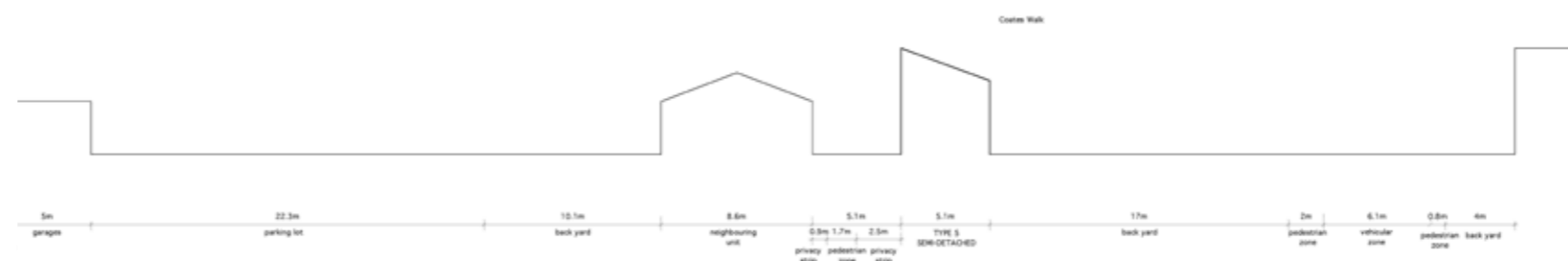
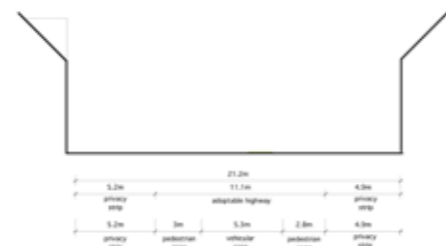
4.19 x 2.49 = 10.4
 3.25 x 2.49 = 8
 2.74 x 2.08 = 5.7
 1

78
81
75
79

PLANS



SECTION



ADDRESS

5
<http://www.findaproperty.com/displayprop.aspx?edid=00&salerent=0&pid=3372494>
 Ocean Home Estate Agents

SOURCE

<http://www.andrewsonline.co.uk/buying-selling/property-details.aspx?ID=52383>

10 Housing Typologies : Terraced homes

TYPE	TERRACED	TERRACED	TERRACED	TERRACED
	gable fronted end houses (1930s) 5A	gable fronted end houses (1930s) 5B	hipped roof (1930s) 6	pitched roof (1970s) 7
AVERAGE PLOT SIZE (m²)	250	165	215	145
AVERAGE PLOT WIDTH (m)	8	5.5	6.5	6
AVERAGE PLOT DEPTH (m)	30	30	33	24
PRIVACY STRIP (m²)				
	Total Area (m²) 62	29	47.52	57.2
	Distance to Street (m) 10.5	8.6	8.9	11.7
BUILDING HEIGHT (m)				
NUMBER OF STOREYS	2.5	2.5	2.5	2
AVERAGE FOOTPRINT (m²)	47	35	40	49 (63.5 garage included)
OVERALL DWELLING SIZE (m²)	90	71	80	80
NUMBER OF BEDROOMS	3	3	3	3
	ESTIMATED SIZES (m²)			
	Bedroom 1 3.84 x 3.43 = 13.2	5.9 x 3.1 = 18.3	4.01 x 3.02 = 12.1	4.04 x 2.97 = 11.2
	Bedroom 2 3.43 x 2.72 = 9.3	3.8 x 2.4 = 9.1	4.01 x 3.38 = 13.6	3.76 x 2.72 = 10.2
	Bedroom 3 2.95 x 2.44 = 7.2	2.7 x 2.3 = 6.2	2.21 x 2.92 = 6.5	No info. provided
Number of Units				
ENERGY PERFORMANCE (%)				
Efficiency rating	Current	57	54	54
	Potential	71	72	70
Environmental Impact rating	Current	51	48	47
OFF-STREET PARKING				
PLANS	 	 	 	 
SECTION				
ADDRESS	Exmouth Rd, BS4 1BD	Carisbrooke Rd, BS4 1SB	Novers Rd, BS4 1QI	Creswicke Rd, BS4 1UG
SOURCE	http://www.besleyhill.co.uk/propertyDetails.php?pid=107750	http://www.taylorsestateagents.co.uk/property-details-rpsTYW-BEI090156	http://www.oceanhome.co.uk/Default.aspx?TabId=104&CompanyID=OCEAKNOW&AgencyID=OCEAKNOW&ID=OKP02024	http://www.besleyhill.co.uk/propertyDetails.php?pid=107750

11 Property Market

11.1 Residential

Although the residential sector has been one of the worst affected sectors in the property market, there has been a reasonable level of activity in south Bristol and it is likely that this sector has one of the greatest roles to play in the regeneration of Knowle West. The existing stock has seen price deflation of around 30% from the peak in 2007, higher than most other areas in Bristol. A typical 3 bed house can be purchased for around £80,000, which represents value for money for the size of the accommodation. There is reasonable demand for housing still in the area, some from private investors attracted by the low values and internal demand created by the existing population who have a strong preference to remain in the area close to their roots and family. Despite the low values in Knowle, due to low average incomes in the area, affordability is still a real issue for those present to purchase their own homes.

Housing Need

A housing need assessment and affordability assessment for the West of England Sub-Region was completed in May 2005. The report provides high level detail regarding need and affordability for Bristol, which is then broken down further into regions (rather than wards) of the city. The tables below identifies affordability measures and components of need for Bristol.

Can Buy Income	Can Buy wealth-adj	Can Buy working	Can Buy All<60	Shared Own	Homebuy 75%	Private Rent	
Bristol Inner NW	25.7	31.9	32.0	24.5	7.1	14.8	38.7
Bristol Outer NW	32.3	38.4	41.9	36.9	5.2	15.9	50.3
Bristol Outer NE	27.9	32.7	38.5	34.3	10.8	13.1	35.3
Bristol Inner E	31.0	36.5	40.9	32.4	13.8	13.6	37.7
Bristol Outer E	33.2	38.0	42.4	36.4	18.0	15.7	45.2
Bristol South	31.3	35.8	41.0	35.6	11.3	14.8	40.0
Bristol	30.6	35.9	39.7	33.7	11.2	14.9	41.9

Source: West of England Sub Region -Housing Need & Affordability Assessment 2005

Components of Need for 2006

New hhd unafford	Net migrants unafford	Owners -> soc rent	Backlog @ 10%	Shared Own	Homebuy	
Bristol Inner NW	439	75	38	110	53	112
Bristol Outer NW	277	9	44	98	8	24
Bristol Outer NE	201	15	20	56	17	20
Bristol Inner E	286	45	27	156	15	15
Bristol Outer E	374	25	59	164	116	101
Bristol South	567	33	75	188	35	46
Bristol	2145	202	263	772	244	317

Source: West of England Sub Region -Housing Need & Affordability Assessment 2005

The assessment uses forecasting to predict demand for the future, which indicated that the level of need would fall for Bristol between 2006-2009, although the need would still be there, and that affordability to buy would worsen. The current economic downturn will have an effect on the supply of affordable housing, particularly through S106 agreements, where the supply will reduce as a result of scheme viability and slower rates for housing completions. Although, it is also worth noting that the affordable housing sector has rescued a number of schemes, with housing associations and Housing Corporation grant securing standing speculative developer stock.

The report highlights that housing need in Bristol is greatest for one bed accommodation, 50.5% (2 beds=23.5%, 3 beds=26.1%) and that the ability of the under 35's age group to buy was the most acute.

Net need for affordable housing was predicted to be in surplus in 2009 for South Bristol, which is a reflection of the amount of affordable accommodation in Knowle West and the surrounding areas.

Bristol City Council's Affordable Housing Delivery Plan for 2006-2010 is targeting 400 new affordable homes to be completed per year by 2010, with an extra 10% affordable housing for intermediate/First Time Buyers at Hengrove Park and Hartcliffe Campus.

There has been some new residential development in Knowle West, which has demonstrated good demand for new property of higher standards. One of these developments offered for sale, private apartments, but was not successful in selling any of these first time round, indicating that the values sought at £100,000+ struggle to compete with values for existing housing stock. Some Housing Association have proven the need for affordable intermediate housing, allowing access to good quality new property. Values for new homes inside the Framework Area appear to be in the order of £170-£180 per square foot.

New developments on the periphery of Knowle West demonstrate a reasonable uplift in value achievable, although the recent downward trend in the property market has had an affect, particularly the apartment schemes. Evidence indicates that 3 bedroom properties are one of the most popular unit types. Values for private sale units are now in the order of £200 - £220 per square foot, although at the peak of the market in 2007, these were over £300 per square foot.

There is good private rental demand, with evidence indicating rents around £550 per month for a 3 bed house. Purchasers of residential accommodation in Knowle West at present are predominantly local investors with cash who are seeking to take advantage of the area's low values for investment, while constraints on the availability and cost of credit are limiting the ability of those buyers requiring mortgages. Local residential agents report that demand is supported by the area's links and proximity to the city centre (3 miles to the north). Furthermore, the Symes Avenue regeneration scheme has created jobs for local residents which has had the effect of supporting demand throughout the current economic downturn.

Having said that, repossessions have nevertheless become an issue for some residents, but offer an opportunity to others providing supply to the market.

11.2 Industrial/warehousing

There is currently a good supply of industrial/warehousing space of varying sizes in the area. There is potential demand for new good quality space as indicated by the Employment Land Survey. Existing rentals range between £5.00 - £9.00 per square foot, depending upon the age and type of space, with yields in the order of 8-9%.

11.3 Office

There is a reasonable amount of surplus space currently available in the immediate vicinity of the Framework Area offering differing sizes and specification. Rental values typically range between £10-£12 per square foot and yields of 9% for existing stock. There is a reasonable amount of land/development opportunity available in the area, such as Imperial Park and Hawkfield Business Park, as well as that proposed on Hengrove Park. On the basis of the amount of space currently available and potential for new build already in the area, we believe that there is limited opportunity for office accommodation in Framework Area.

11.4 Retail

Activity at Symes Avenue, Broadwalk Shopping Centre and Imperial Park have largely taken much of the capacity in the area and any loose requirements. The provision of retail in Knowle West is poor, with lettings at Filwood Broadway achieving just £4-£5 per square foot. The retail offer here is now lacking any critical mass or general attraction, so has, in effect, entered a downward spiral. Given the proximity to such a large area of housing, there is pent-up demand for convenience retail and prospects for some niche/specialist/independent provision. Such demand is however likely to require more than just a revamp of the existing Filwood Broadway area.

Current transactional evidence is limited, but we consider yields have been in the order of 7.5% to 8.0% in areas adjoining Knowle West. There appears to be plenty of food retail on offer in the vicinity around Knowle West as well as additional space for A1, A3 uses at Imperial Park.

Discussions with agents have not revealed any outstanding demand for significant amounts of retail accommodation, either within, or in the immediate vicinity of the framework area. Panther Securities' regeneration of Symes Avenue (approximately 1 km south of the framework area's southern boundary at Hengrove Way)

provided a new c. 80,000 sq ft Morrisons superstore (which opened in November 2007), a petrol filling station and 8 other retail outlets as well as a community centre and play area. We are unaware of any plans to bring forward more retail accommodation anywhere in the framework area, or its immediate vicinity.

11.5 Leisure

There is limited leisure provision within Knowle West and no specific requirements from operators of which we are aware. There is some great leisure facilities available at Hengrove as well as more planned, from which Knowle West can benefit. There is a lack of public houses in the area, however the trend appears to be for decline in this sector across the country.

11.6 Opportunities

- There is potential for greater provision of accommodation for the elderly, which could also provide job opportunities in the area.
- The existing green spaces offer opportunity for improved landscaping and recreational areas, as well as offering development prospects.
- Public realm improvements and a strategy to deal with untidy front gardens, could have a real impact upon improving the visual quality and attractiveness of the area.
- The relocation of companies from constrained or more valuable city centre sites could improve the job offer in the area, although Hengrove Park is likely to capture the majority of this.
- Convenience retailing is required, however change of significant scale is required to facilitate this, together with an employment base to support such provision.
- Residential accommodation of all types, but through wide ranging tenures, particularly shared ownership models, is required. There is a need for critical mass to be created from any development within the Knowle West area in order to attract a more diverse population. The need for improved linkages to Hengrove Park will be important to ensure greater connectivity and access to the facilities and opportunities that will grow from there.
- Knowle West has some good and positive attributes and the need for both private and public investment to penetrate the area is very much required. Whilst there are limited requirements in the area, any regeneration proposals will need to seek to create its own demand and identity. The area needs to offer value for money in order to compete with its neighbours, but significantly standards need to improve across the area.

More detail is set out in the Property Market Paper.

12 Ownership & Tenure

As demonstrated in chapter 09 and 10, the mix of house types found in the area is limited. Knowle West is dominated by semi-detached properties representing approximately 62% of the total offer, with an additional 27% represented by terraced housing. The lack of choice, as well as the small size of the homes, are key issues within the existing stock.

In total, 45% of all households own their home outright or with a mortgage. This proportion is around 15% below the regional average. The majority of these units were purchased through right-to-buy and it is estimated that approximately 20-30 homes per year are purchased from the local authority via this mechanism.

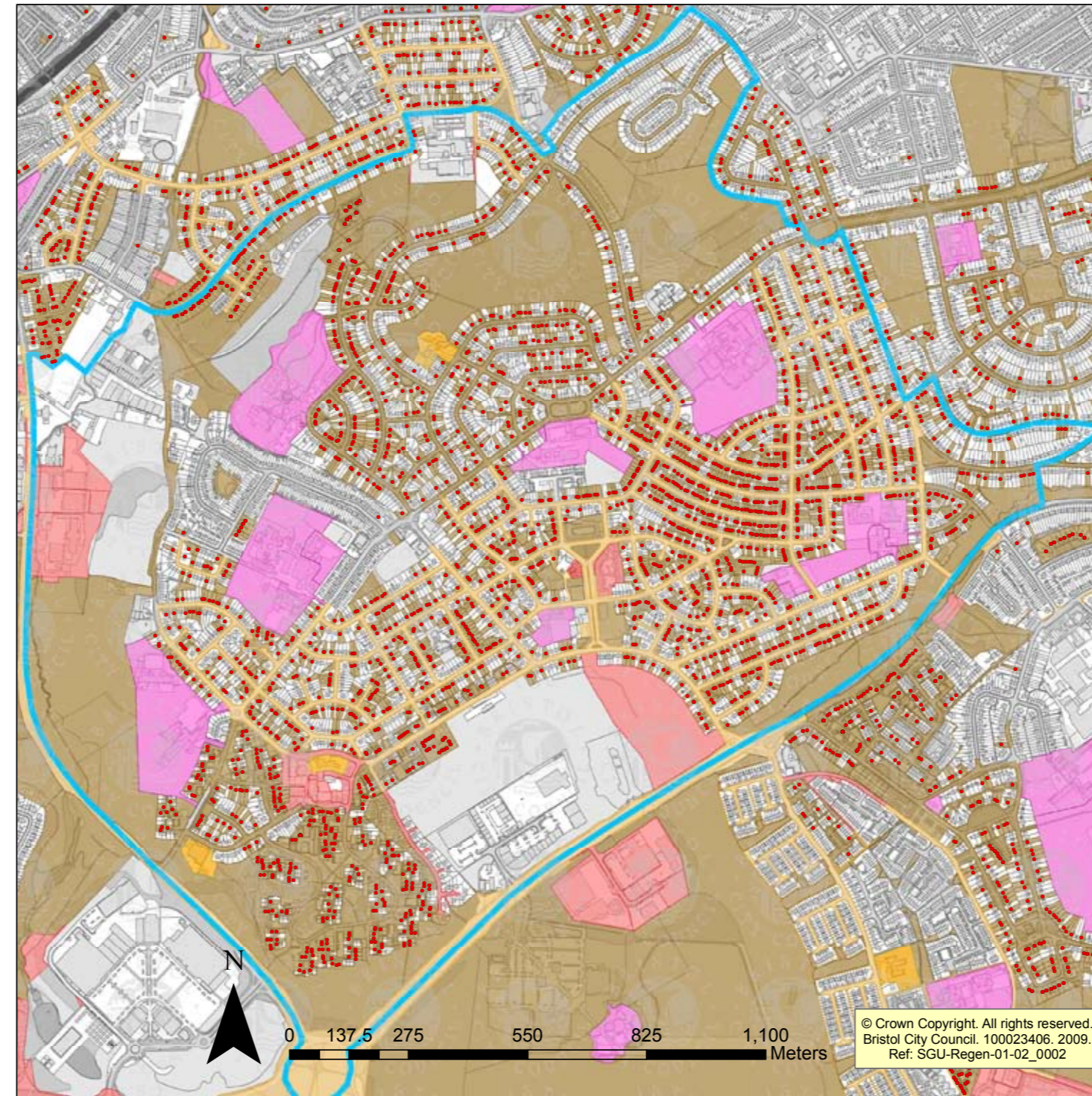
As shown in Figure 43 over 41% of dwellings within Filwood ward are rented from the local authority.

Figure 43: Filwood Housing tenure

	Number	%
Owns outright	720	16.00%
Owns with a mortgage or loan	1,317	29.30%
Shared ownership	13	0.30%
Private rented – landlord or letting agency	136	3.00%
Private rented – employer	8	0.20%
Private rented – friend or relative	30	0.70%
Rented from Council (Local Authority)	1,855	41.30%
Other social rented	151	3.40%
Living rent free	253	5.60%

Figure 44 shows properties and land in public ownership. Homes in public ownership are scattered throughout the estate with Novers the only area showing very high levels of private home ownership through out. The pattern of ownership will have significant impact on the pace of implementation and delivery strategies. Large parts of Filwood Broadway is in public ownership which will facilitate a degree of certainty in terms of delivering the proposals to be developed as part of the Outline Planning Application for Filwood Broadway. However, individual plots and lands north of Melvin Square are not in public ownership and are likely to require discussion and negotiation with landowners and tenants. A similar approach is required for private lands located in particular suitable strategic locations to unlock significantly improved links, wayfinding, public space provision and improved housing choice.

Figure 44: Land ownership as provided by BCC, April 2009



Map of Knowle West Regeneration Area

Legend

- Council Houses
- Knowle West Management Area
- Current Ownership Department**
- CD - City Development
- CYPS - Children And Young People's Services
- HSC - Health And Social Care
- NH - Neighbourhoods
- RE - Resources
- Non Bristol

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13 Next Steps

This briefing document summarises key outputs to date and marks the transition from project stage 1 to project stage 2.

Stage 2 involves the identification of any significant data and knowledge gaps and a number of decisions/activities under the following headings:

- Planning status of the Regeneration Framework
- Final Community Involvement programme and publicity of activities
- Extent of Outline Planning Application for Filwood Broadway and subsequent decision on Environmental Impact Assessment
- Clarification on status/significance of Site Allocations Plan for Filwood with regard to options and 'soft' sites (see Figure 45)
- Starting the work on delivery aspects of the framework, based on market review baseline findings
- Best practice review and possible generation of early options with the Client and the Community
- Completion of Community Buildings Audit

In Stage 2 and Stage 3, we will carry out intensive consultation and engagement, working closely with the community and key stakeholders.

The Community Involvement Plan (draft status) provides details on stages, events/activities, objectives, audiences, key dates and key deliverables of the agreed consultation process. We have assumed that we will work closely with the Knowle West Team and other key stakeholders over a period of 12 months (Feb 2009 to Feb 2010). It is anticipated that we will assist BCC in carrying out study tours over the summer prior to the activities outlined below.

Key activities by month:

September/October 2009

- Knowle West Futures Conference (1 day, Conference): Vision/Objectives/Options
- Knowle West Conversations (3 days, local presence and outreach activities as well as twitter profile to engage with younger residents)
- Knowle West Futures Exhibitions I

October 2009

- Knowle West Team Options Workshop 1
- Study tour (max 50 people)

November 2009

- Knowle West Team Options Workshop 2
- September 2009
- Knowle West Team meeting

November/December 2009

- Knowle West Team meeting
- Knowle West Futures II: Public Exhibition
- Leaflet (2xA3) informing on preferred options and questionnaire (household drop, possibly online)

December to February 2009

- Knowle West Team meeting
- Two power point presentations
- Two local newsletter and local press articles
- Publication Final reports on websites

Figure 45: Site Allocations - Call for sites, June 2008

