

# Strategic Assessment of Land Availability (SALA)

Gloucester City Council – August 2019



Gloucester  
**City Council**  
*Transforming Your City*

## Strategic Assessment of Land Availability – August 2019

### Disclaimer

In relation to information in this report and any previous reports relating to Gloucester City Council's Strategic Assessment of Land Availability the Council makes the following disclaimer:

- This 2019 Strategic Assessment of Land Availability (SALA) Report forms part of the evidence base for the preparation of the Gloucester City Plan. It represents a 'snapshot' in time and draws on and updates information contained in earlier SALA, SHLAA and SELAA documents produced by the council.
- This SALA only identifies sites that may have future development potential. It does not *allocate* sites to be developed for housing or employment purposes as that is the role of the Gloucester City Plan.
- The identification of a site in the SALA as suitable, available and achievable/viable does not imply that the Council will grant planning permission on the site. Any planning applications made prior to the adoption of the Gloucester City Plan will be assessed against the appropriate national and local policies at the time, taking into account any other material considerations that may apply.
- The inclusion of potential housing and employment sites within the study does not preclude them from being developed for other purposes.
- The information contained in the site assessment table is based on information available at the time of writing and whilst every effort has been made to present accurate information, there may be some omissions and/or factual inaccuracies. The council does not accept liability for omissions and/or factual inaccuracies. Users of the study should appreciate that there may be additional constraints on some sites that were not identified at the time of the survey. It is therefore important to note that any future proposals will need to be assessed **on their own merits** at the time of submission rather than on the information contained in the SALA.
- Likewise, some of the identified constraints may have been removed or addressed since the assessment was compiled. Issues may arise during the course of a detailed application that could not/were not foreseen at the time of the SALA study. Applicants are therefore advised to carry out their own analysis of sites to identify any constraints or other information for the purposes of planning application and not rely solely on the findings of the assessment.
- The purpose of this report is to give a broad indication of sites with housing and employment development potential. It is impossible to identify all sites that may be delivered.
- The exclusion of sites, buildings or areas from the study does not preclude the possibility of planning permission being granted for development on these sites. In Gloucester,

sites will continue to come forward which will be suitable for development, and which have not been identified in this assessment.

- The SALA will be subject to annual review and will be a key evidence document in the preparation of the City Plan with regard to the supply of deliverable and developable sites within the administrative area of Gloucester City.
- The delivery of dwellings and employment land will continue to be monitored through the council's housing monitoring and employment land monitoring reports.

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<b>Abbreviations</b>
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**SHLAA: Strategic Housing Land Availability Assessment**

**SELAA: Strategic Employment Land Availability Assessment**

**SALA: Strategic Assessment of Land Availability**

**SAP: Sites Assessment Panel**

**AONB: Area of Outstanding Natural Beauty**

**LCA: Landscape Conservation Area**

**SSSI: Site of Special Scientific Interest**

**TPO: Tree Preservation Order**

**PDL: Previously Developed Land**

**JCS: Joint Core Strategy**

**CP: City Plan**

**NPPF: National Planning Policy Framework**

**NPPG: National Planning Practice Guidance**

**DCLG: Department of Communities and Local Government**

**SPD: Supplementary Planning Document**

**RSS: Regional Spatial Strategy**

**PAS: Planning Advisory Service**

**SFRA: Strategic Flood Risk Assessment**

**OAN: Objectively Assessed Need**

## Executive Summary

- This is the 2019 Strategic Assessment of Land Availability (SALA) report for housing and employment land for Gloucester City. It updates the 2018 SALA report and follows on from the 2019 SALA Panel which was held on Wednesday 3<sup>rd</sup> July in Gloucester.
- At paragraph 67 the National Planning Policy Framework - February 2019 (NPPF) requires that: *Strategic policy-making authorities should have a clear understanding of the land available in their area through the preparation of a strategic housing land availability assessment. From this, planning policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability. Planning policies should identify a supply of:*
  - a) *specific, deliverable sites for years one to five of the plan period, and*
  - b) *specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15 of the plan.*
- This assessment therefore considers sites within Gloucester City that are considered potentially capable of delivering housing and/or employment within the City over the next 15 years and beyond. The assessment is part of the evidence base informing the preparation of the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS) and the Gloucester City Plan. The JCS was adopted in December 2017 but there is an immediate review of certain aspects of the plan including housing supply for Tewkesbury Borough and Gloucester City.
- The purpose of the SALA is to help the council identify specific sites that may be suitable for allocation for housing and or employment development within the administrative area of the City.
- The SALA methodology has been jointly prepared by Gloucester City, Cheltenham Borough and Tewkesbury Borough Council in accordance with the most up to date iterations of the National Planning Policy Framework and National Planning Practice Guidance.
- The methodology is set out in Section 2 of this report.
- Appendix 1 lists the sites for easy reference and shows (in a lilac shading) the SALA sites that have become 'commitments' i.e. that have got planning permission.
- The table in Appendix 2 provides the detailed assessment of each site.
- The 2019 SALA identifies 67 sites, 32 of which (in full or in part) are potentially suitable, available and achievable and therefore 'deliverable' within the first five years for housing and/or employment or other specialist uses e.g. for education, retail, sports uses or car parking.

## Section 1: Introduction

- 1.1 This report provides a comprehensive review of sites within Gloucester with the potential for housing and employment development.
- 1.2 The assessment has been published as part of the evidence base for the JCS and City Plan and is not subject to statutory public consultation. Any comments on this report or the methodology used will be considered during the on-going annual reviews of the SALA.

### *What is the Strategic Assessment of Land Availability?*

- 1.3 Paragraph 67 of the NPPF requires local planning authorities to prepare Strategic Housing Land Availability Assessments to assess land availability over a plan period. National Planning Practice Guidance suggests that local authorities undertake assessments of housing and employment land concurrently.
- 1.4 To that end the three JCS authorities have produced a joint methodology for the assessment of housing and employment land, with each authority undertaking its own individual assessment of sites in order to provide an evidence base for on going development plan preparation (see Appendix 1). This methodology was updated over the summer of 2019.
- 1.5 The strategic development plan for the City is the adopted JCS which will provide a strategic framework for future development across Gloucester, Cheltenham and Tewkesbury up to 2031. Gloucester's City Plan will set locally specific policies and identify housing and employment allocations within the administrative area of the City for the same plan period. The SALA will therefore help the Council to identify specific sites that may be suitable for allocation in the City Plan.
- 1.6 The definition of 'employment' for the purpose for this assessment has been informed by the NPPF and includes the traditional 'B class' uses of B1 (offices, research and development and light industry), B2 (general industry) and B8 (storage and distribution) as well as job generating uses such as retail, education, health and leisure.

### *How much housing and employment provision is Gloucester City expected to deliver?*

- 1.7 The JCS was adopted on the 11<sup>th</sup> December 2017. Through policies: SP1 The Need for New Redevelopment and SP2: Distribution of New Development the JCS area needs to provide approximately 35,175 dwellings during the plan period. For Gloucester this means delivering 14,359 new homes up to 2031 which equates to 718 dwellings per year.
- 1.8 In terms of employment land the JCS area aims to provide a minimum of 192 ha of B-class employment land to support approximately 39,500 new jobs. Much of this will be provided at Strategic Allocations. Gloucester's contribution is c.29 ha made up of SALA sites and sites with extant permissions.

- 1.9 Further information on the adopted JCS and its evidence base can be found on the JCS website at [www.qct-ics.org](http://www.qct-ics.org)

## **Section 2: Site Assessment Process / Methodology**

### *Sources of Sites*

- 2.1 In order to provide a comprehensive assessment of housing and employment potential across the City, the report considers sites (delivering 5 or more dwellings or covering at least 0.2 ha) from the following sources:
- Sites submitted by landowners or developers
  - Sites identified by officers
  - Sites from sources such as the National Land Use Database and other similar
  - Sites from previous SHLAA/SELAA/SALA studies
  - Expired planning permissions yielding 5 or more units
  - Sites with extant planning consents for residential uses
- 2.2 The development potential of all housing and employment and mixed-use draft allocations from the LDF documents described above has been assessed. While many of the draft allocations were subject to a preferred options consultation, they were not formerly subject to an examination in public and consequently not formerly adopted.
- 2.3 Draft housing sites are identified in the site table at the Sites Assessment Table, Appendix 2 with the prefix 'HA' and employment allocations as 'EMP'.

### *Sites submitted for consideration and assessment*

- 2.4 The Council has an on going 'call' for sites that have the potential to contribute housing and employment development in the City.
- 2.5 Some older sites that have been submitted are identified with the prefix 'SUB' in the sites assessment.
- 2.6 Older sites that were previously considered in the Strategic Employment Land Availability Assessment 2012 but were not considered by the 2012 Strategic Housing Land Availability Assessment are identified with the prefix 'ED'.

### *Sites found through further study*

- 2.7 Some SALA sites that have come to the attention of officers through internal joint working with other teams and departments within the Council. Such sites include amongst others, vacant buildings known to officers, sites that have expired planning permissions and sites known to officers with development potential. A small number



of officer found sites were added to the 2016 and 2017 SALA reports. Older officer found sites are identified with the prefix 'FS'.

- 2.8 For the 2017, 2018 and this 2019 report, a new simpler reference system is used. New sites added to SALA are now labelled e.g. 01NEW17, 03NEW18 etc. This system enables a) the quick identification of how many new sites have been added and b) the identification of the year they were published in the SALA Report). The detailed site schedules provide information about the origin of the site e.g. submitted, officer found, NLUD etc.

*Carrying out the survey*

- 2.9 Where sites have been previously assessed the findings have been reviewed in order to ensure accuracy.
- 2.10 The Council's GIS mapping system is interrogated in order to ascertain certain constraints such as flooding and heritage assets.

## 2.11 JCS Authorities' Joint Methodology

Component	Approach
<b>Assessment of sites from a range of sources:</b>	Sites submitted through annual call for sites.
	Sites submitted through development plan (JCS, any Local Plan) call for sites.
	Previously submitted SALA/SHELAA/SHLAA/SELAA study sites confirmed as available.  Every year as part of the SALA update, landowners and agents who had previously submitted sites are contacted and asked to confirm sites availability and provide any relevant updates. If the council do not receive a response regarding the site's availability, and therefore the sites availability is uncertain, the sites may be removed from the assessment.
	Existing/draft/emerging development plan site allocations.
	Officer-identified sites.
<b>Planning Consents</b>	All extant planning consents for residential use that could deliver 5 or more dwellings or covering 0.2 ha are included in the assessment as potential housing sites.
	Expired planning permissions yielding 5 units or more from the 2011/12 monitoring period onwards.
<b>Criteria</b>	
<b>Suitability</b>	<p>A site is considered suitable if it offers a suitable location for development and would contribute to the creation of sustainable, mixed communities in line with the NPPF. The assessment focuses on the existence of physical and environmental constraints, based on available evidence. To reflect the fact that development plans are being reviewed, existing local plan policies which restrict the use of a site or area are not, in general, employed at this stage of the assessment. The key exceptions to this approach are designated Green Belt areas and the Cotswold Area of Outstanding Natural Beauty (AONB). The approach to sites in these areas is set out below.</p> <p>The assessment of the suitability of a site for development is also informed by local evidence including; the existence of any relevant pre-application discussions, planning applications, Development Briefs, Supplementary Planning Documents etc. and evidence gathered from Sites Assessment Panels (SAP).</p>

<p><b>Availability</b></p>	<p>A site is considered available for development where there is confidence that there are no legal or ownership problems such as multiple ownerships, ransom strips, tenancies or operational requirements of landowners, the land is controlled by a developer who has expressed an intention to develop, or the landowner has expressed an intention to sell.</p> <p>Where such constraints exist, a site may be considered available where the local authority considers that constraints can be overcome in a timely manner.</p>
<p><b>Achievability and Economic Viability</b></p>	<p>A site is assessed as achievable where it is considered deliverable and economically viable and there is reasonable prospect of it being available at a point in time. This is essentially a judgment about the likely economic viability of a site and also its deliverability in relation to current and emerging planning policies where appropriate.</p> <p>It is the role of the SAP to help advise on the likely economic viability of sites. This may be supplemented by the use of viability assessment tools such as the Planning Advisory Service (PAS) viability toolkit.</p> <p>A site cannot be considered achievable if it is identified as unavailable or unsuitable. Sites require a timescale for delivery where suitable, available and achievable (economically viable), namely 1-5, 6-10 or 11-15 years.</p>
<p style="text-align: center;"><b><i>Suitability for Residential Development</i></b></p>	
<p><b>Green Belt</b></p>	<p>The NPPF attaches great importance to Green Belts and in accordance, sites which are located within the Green Belt are determined unsuitable. Areas of land proposed to be removed from the Green Belt but safeguarded for future development needs may be considered suitable for longer term development needs.</p>
<p><b>Cotswolds AONB</b></p>	<p>A site may be considered suitable where it is sustainably located and is not in an area of 'High' landscape sensitivity (see landscape section below). However, in the absence of an evidence base relating to the landscape sensitivity of sites within the AONB a precautionary approach will be taken for the purpose of this assessment and sites will generally be considered unsuitable.</p>
<p style="text-align: center;"><b>Physical Constraints</b></p>	

<p><b>Flood Risk</b></p>	<p>A site is assessed as unsuitable if it is entirely within Flood Zone 3a and/or 3b. This is informed by the Environment Agency's most up to date Flood Zone Map and most recent Level 1 and Level 2 Strategic Flood Risk Assessments (SFRA), alongside any additional detailed assessments relating to flooding and Sustainable Urban Drainage Systems. A site's capacity will be adjusted where part of the site falls within Flood Zone 3a and/or 3b.</p> <p>Consideration will be given to whether the site includes a watercourse, culverted watercourse, or planned scheme to mitigate flood risk.</p>
<p><b>Access</b></p>	<p>A site is not suitable if not physically accessible or if access cannot be overcome within the achievability considerations.</p>

<p><b>Accessibility</b></p>	<p>Consideration will be given to the accessibility of a site. An accessibility score has been generated by Inform Gloucestershire, a data service provided by Gloucestershire County Council. This is calculated by scoring travel times to the nearest key facilities by the range of transport modes.</p> <p>The 10 key facilities or what are called essential services are as below:</p> <ul style="list-style-type: none"> <li>• A&amp;E or Minor Injuries Unit</li> <li>• Fitness Facilities</li> <li>• GP Surgeries</li> <li>• Libraries</li> <li>• Pharmacies</li> <li>• Post Offices</li> <li>• Primary Schools</li> <li>• Secondary Schools</li> <li>• Further Education Colleges</li> <li>• Branded Supermarkets</li> </ul> <p>A score is given for each of the essential services depending on the travel time:</p> <ul style="list-style-type: none"> <li>• Under 15 minutes = 1</li> <li>• Under 30 minutes = 2</li> <li>• Over 30 minutes = 3</li> </ul> <p>This is done for all modes of travel:</p> <ul style="list-style-type: none"> <li>• Walk</li> <li>• Cycle</li> <li>• Car</li> <li>• Bus/Walk</li> </ul> <p>Each of these individual scores adds together to provide a final score, the lower the score being the best access with current provision.</p> <p>The statistics are based on the calculation of theoretical journey times, they are not based on real journeys which take no account of actual road conditions (i.e. no traffic or red lights) but which provide a consistent figure for comparisons.</p> <p>They are however based on actual public transport times and average traffic speeds on the road network.</p>
<p><b>Topography</b></p>	<p>A site is not suitable if the topography of the site is steeply sloping or deemed a physical constraint on development. A site's capacity will be adjusted where part of the site is physically constrained by topography.</p>

<b>Landscape</b>	<p>The JCS Landscape Characterisation Assessment and Sensitivity Analysis (September 2013) is used to assess landscape sensitivity around the JCS Broad Locations (2011). In general, a site is considered unsuitable where it is assessed as being of 'High' landscape sensitivity. It is accepted that this does not cover the entire JCS area. Where other landscape designations exist, these will be noted but will not necessarily affect suitability. Where local landscape analysis exists, this will also be used to inform assessments.</p> <p>Gloucester City uses additional outputs from the WSP Landscape Analysis of Potential Development Sites (2013) report commissioned as City Plan evidence to inform site assessment panel capacities.</p> <p>Tewkesbury Borough uses additional outputs from the landscape and visual sensitivity work undertaken in evidence for the Tewkesbury Borough Plan. This includes the Landscape and Visual Sensitivity Study – Rural Service Centres &amp; Service Villages (2014) in addition to the studies for Bishop's Cleeve (2018), Tewkesbury &amp; Ashchurch (2017) as well as Winchcombe Town (2014).</p> <p>Cheltenham uses the published landscape character, sensitivity and capacity assessment of Cotswold AONB within the Cheltenham Borough administrative boundary from April 2015. This document assesses suitability of a site in terms of its potential level of capacity. A site is considered unsuitable where it is assessed as being of 'low overall' 'resulting landscape capacity'.</p>
<b>Cordon Sanitaire</b>	A site is unsuitable if it falls within an identified cordon sanitaire.
<b>Contamination</b>	The existence, or likely existence, of contamination will be considered in determining the suitability of the site. Where contamination is known to exist on a small site this may affect viability for residential use.
<b>Suitability for Economic Development and Other Uses</b>	
<b>Employment Development</b>	<p>Sites are considered in accordance with the same criteria as residential development. The suitability of the site with regard to infrastructure requirements is also taken into consideration.</p> <p>A site can be considered suitable for both residential and employment uses.</p>
<b>Other Uses</b>	Sites may be considered for other uses where appropriate to inform their development plans.
<b>Capacity Considerations</b>	

<b>Market Adjustments to Existing Consents</b>	<p>For sites with planning consent, housing development capacities may be adjusted, taking into account any planning applications, local delivery evidence and the views of the 2019 SAP where the existing planning consent is considered unviable or undeliverable under current market conditions.</p>												
<b>Density Assumptions – Residential</b>	<p>The NPPF encourages local planning authorities to set their own approach to housing density to reflect local circumstances. Site capacities are assigned based on evidence from promoters of sites, urban design principles and other local information.</p> <p>Where evidence is unavailable, for Cheltenham and Gloucester, 40-50dph is used for the urban area and 30-40dph for areas outside of this. For Tewkesbury, 30-40dph is used for urban areas and 30dph for other areas.</p> <p>To account for a proportion of the site that will be taken up by infrastructure and landscaping, a density multiplier is applied to achieve a net developable area based on the following assumptions:</p> <p style="text-align: center;"><b>Density Multiplier Assumptions:</b></p> <table border="1" data-bbox="639 943 1219 1249"> <thead> <tr> <th>Site Size (ha)</th> <th>Discounted site area</th> <th>Area for housing</th> </tr> </thead> <tbody> <tr> <td>0 – 0.4</td> <td>10%</td> <td>90%</td> </tr> <tr> <td>0.4 – 2</td> <td>17%</td> <td>83%</td> </tr> <tr> <td>2 +</td> <td>37%</td> <td>63%</td> </tr> </tbody> </table>	Site Size (ha)	Discounted site area	Area for housing	0 – 0.4	10%	90%	0.4 – 2	17%	83%	2 +	37%	63%
Site Size (ha)	Discounted site area	Area for housing											
0 – 0.4	10%	90%											
0.4 – 2	17%	83%											
2 +	37%	63%											
<b>Density Assumptions – Employment</b>	<p>Site capacity is expressed as a developable area in hectares. Where necessary this can be used to calculate floor space and jobs capacity using guidance on densities.</p> <p>It is for the plan making process to identify locations for specific types of employment development.</p>												
<b>Evidence: Conservation of Heritage</b>	<p>Heritage is identified as a potential constraint on capacity and where a Listed Building or Scheduled Monument exists, figures may be adjusted at this stage.</p> <p>Gloucester undertook a recent review of all its sites with regard to impacts on heritage assets and these detailed studies have informed the SALA process. Generally, all sites submitted to the SALA are assessed (at a broad level) by the Heritage Team.</p> <p>Heritage work to inform the SALA and site allocations in the emerging Cheltenham Plan will be considered in future reviews of SALA once the work is complete.</p>												

<b>Evidence: JCS Wildlife/ Biodiversity</b>	JCS Biodiversity Evidence is identified as a potential constraint on capacity where available but figures are not adjusted at this stage.
<b>Evidence: Green Infrastructure</b>	Green Infrastructure is identified as a potential constraint on capacity where available, but figures are not adjusted at this stage.
<b>Involvement of Local Communities</b>	
<b>Community Involvement</b>	<p>Community involvement includes any 'call for sites' carried out by a local authority as well as public consultation carried out as part of development plan preparation (for example the Joint Core Strategy and individual authority district plans).</p> <p>Sites emerging from Neighbourhood Plan work have been incorporated where possible since the 2016/17 assessment.</p>
<b>Residential Site Phasing</b>	
<b>Purpose</b>	To inform plan making and to provide evidence for the NPPF requirement for local authorities to produce housing trajectories and to maintain a 5 year supply of deliverable sites for housing.
<b>Time Period</b>	20 years
<b>First Five-Year Period</b>	Commences in 2019/20.
<b>Role of Phasing</b>	To give an indication of when dwellings on achievable and economically viable development sites could be delivered, particularly during the first 5 years.
<b>Small Sites</b>	Small sites are defined as sites with less than 10 dwellings. The phasing of housing development on small sites will reflect the approach employed for the Joint Core Strategy. Each authority's position on small sites will reflect what is expected to happen based upon recent local trends in delivery of small sites.
<b>Green Belt Sites</b>	Where a site is proposed to be removed from the Green Belt by the Adopted JCS it will not be included within the first 5 years unless some progress has been made in bringing the site forward.
<b>Greenfield Sites</b>	All potential greenfield sites have been included within residential sites phasing against appropriate delivery times. A greenfield site can be included in the first 5 years against realistic delivery rates where some progress has been made in bringing the site forward.
<b>Lapse Rate</b>	A lapse rate may be applied to extant planning permissions, to be justified by local authorities based on local circumstances.



<p><b>Windfalls</b></p>	<p>For the purpose of the housing trajectory, an assumption about windfall development will be made in addition to the supply from planning consents and assessment sites. This relies on the windfall analysis undertaken in support of the JCS which projects past delivery trends forward for windfall sites of 0-4 dwellings, recognising that the majority of larger scale development will come forward through sites identified by local plans. The period of analysis was ten years to encompass the economic cycle 2003 to 2013. Windfall development occurring on garden land is excluded from the figure in accordance with NPPF guidance, Paragraph 70. The windfall allowance is phased in following the first two years of the five-year period to ensure that double counting of extant permissions does not occur.</p>
<p><b>Assessment Matrix Conformity</b></p>	<p>A site should only be identified to deliver within the first 5 years if it is considered 'deliverable' – i.e. suitable, available and achievable (economically viable).</p> <p>A site should be included within years 5+ where it is identified as developable in the longer term but not in the first 5 years. This should have a time period either 6-10 years or 11+ years.</p>
<p><b>Delivery Rates</b></p>	<p>Delivery rates are justified based on local circumstances and evidence including information provided by developers.</p> <p>Where no developer update on residential sites phasing has been provided to inform delivery rates, the following assumptions are made:</p> <ul style="list-style-type: none"> <li>• 25 dwellings in the first year and 50 dwellings per annum per developer thereafter.</li> <li>• On strategic scale sites and sites which constitute parcels of larger developments already under construction, a delivery rate of 50 dwellings in the first year has been assumed.</li> </ul>
<p><b>Lead in Periods</b></p>	<p>For sites of less than 100 dwellings there is a 1-year lead-in from detailed planning consent to completion of the first houses. For sites over 100 dwellings there is an 18 months lead-in period from planning consent to completion of the first houses.</p>

### Section 3: Results

3.1 The headline SALA figures are set out in Table 1 below and the detail is available at Appendix 2.

Table 1: 2019 SALA Results Table

Category	Capacity
Potential dwelling delivery in years 1-5 (sites without planning permission)	1,157
Potential dwelling delivery in years 6-10, 11-15 or later (sites without planning permission)	453
Potential employment land (sites without planning permission)	Lynton Fields = 2.0 ha Southern Railway Triangle = 4.22 ha Land at Secunda Way = 0.7 ha  Total = 6.92*
Note: Where there is a residential range on a site, the low estimate has been used. *This total could be higher if the employment element of the likes of Kings Square, The Former Fleece Hotel and Former Quayside are included, but at this stage it is difficult to estimate the hectarage.	

3.2 Please note that some sites in the table in Appendix 2 are identified as being suitable for mixed use and therefore could deliver an amount of residential as well as employment development therefore some double counting may occur.

3.3 For details of delivery of dwellings and the existing level of commitments in the City please refer to the City Council's annual housing monitoring reports.

### Section 4: Next Steps and Contacts

4.1 This document is not subject to a statutory consultation period.

4.2 Further information can be obtained from:

Planning Policy, Gloucester City Council, Tel: 01452 396861

**Appendix 1: SALA List for Easy Reference (Lilac shading shows commitments & SI. No shows number of sites remaining in this 2019 SALA Report)**

SI. No	SALA Ref	Site Name	Notes	Suitable	Available in 1-5	Achievable / Viable 1-5 6-10 11-15
1	HA02	Kings Quarter	The bus station is a commitment (17/00622/FUL) – and is completed. The hybrid application for Kings Quarter is with the Council pending consideration (18/01454/FUL)	Yes	Yes – the residential element is counted in supply as City Plan potential	1-5
/	HA05	Contract Chemicals & Bristol Rd Sites	Commitment -Former St Gobain / Wellman Graham (07/00472/OUT / 15/00286/REM) -Former Contract Chemicals (07/00474/OUT / 15/00287/REM)	/	/	/
2	HA08	Hampden Way Car Park	No new information	Yes	No – still in use as a car park	Uncertain when it will be available
/	HA11	MOD Site (Oil Storage, Hempsted)	Commitment (12/00725/OUT) Decision issued: 28.06.2017	/	/	/
/	HA12	Former Telecom House, Great Western Road	Commitment = car park (16/00303/FUL)	/	/	/
3	HA17	Greater Blackfriars	<u>Barbican:</u> Student accommodation on Barbican – Phase 1 is complete. Phase 2 has not started <u>Quayside:</u> Site is allocated in the draft City Plan (SA09: B1 Class Offices,	Yes	Yes	1-5 or 6-10

			Combined GP Practice, Pharmacy, Residential c. 50 dwellings) <u>The Fleece &amp; Longsmith Street carpark:</u> Site is allocated in the draft City Plan (SA10: Mixed use including c. 25 dwellings)			
	HA18	Land Adjacent to Dry Dock	Commitment (16/01543/FUL) This commitment (for Gloucester Brewery) is part of the wider City Plan site allocation West Quay – SA21. See comments for SALA ref: 04NEW19 in this report	/	/	/
4	HA20A	Railway Corridor – Great Western Road Sidings	Proposed allocation in City Plan (August 2019)	Yes	Yes	1-5
5	HA20B	Railway Corridor – Southern Railway Triangle	Proposed allocation in City Plan (August 2019)	Yes, for employment	No, not in 1-5 years but potentially later	6-10 or 11-15
6	HA21	Land between Canal & Bristol Road	New area in this SALA minus a. The Peel Centre and Madleaze Industrial Estate & b. Mill Place	Yes, for employment, see detailed schedule	No	Uncertain
7	HA26	Land rear of College Fields (formerly Land at Leven Close)	No further information	Yes, but subject to Playing Pitch Strategy update	No	Uncertain
/	HA29	Norville site, Tarrington Road	Commitment. (16/00815/FUL)	/	/	/
8	EA01	Long stay car park, Railway Station	Likely to remain as a car park	Yes	No	Uncertain
9	EA03	Land east of Waterwells	Marconi Drive is a commitment	Yes	Yes	1-5

		Business Park	(17/00699/FUL) but Lynton Fields is the remaining area			
10	EA04	Land at Secunda Way Industrial Estate	Proposed City Plan Allocation	Yes, for employment use	Yes (but some uncertainties because of owners' interest in residential on the site)	1-5
11	EA06	Land south junction between Eastern Ave and Barnwood Road	No new information	Yes, potentially	Nothing submitted to the SALA process	Not known
/	EA10	Land adjacent to Walls factory	Commitment	/	/	/
/	NLUD01	Spinnaker Park	Commitment	/	/	/
/	NLUD03	Land to rear of Kemble Road	(14/01459/FUL)	/	/	/
12	SUB02	GWRSA Social Club	Not available	Yes	No	Not known
13	SUB04	Helipebs, Sisson Road	City Plan Allocation & Pre-app	Yes	No	Potentially 6-10
/	SUB06	Land east of Hempsted Lane	Commitment (13/01032/OUT)	/	/	/
14	SUB09	Land at The Wheatridge	Draft City Plan Allocation (July 2019) for a school and a small number of dwellings	Yes	Yes	1-5
15	SUB14	Car Park at Tuffley Library	No new information	Yes	No	Potentially 6-10
/	SUB15	Tuffley Resource Centre, Grange Road	Commitment	/	/	/
/	SUB17	Fire Station, Eastern Avenue	Commitment (12/00686/FUL)	/	/	/
/	SUB18	Land at Clearwater Drive	Commitment – primary school (17/00729/FUL)	/	/	/

16	SUB19	Bohanam House & adjoining Community Centre, Barnwood Road	No new information	Yes	No	6-10 or 11-15
17	SUB24	Land south of Ski Centre	No new information	No	Yes	Not suitable so not achievable
18	SUB25	Manor Gardens, Barnwood	Draft City Plan Allocation (August 2019)	Yes	Yes	1-5
19	SUB28	Land at St Oswalds (Rear of former Cattle Market)	Draft City Plan Allocation	Yes	Yes	1-5 but some delivery potentially later
20	SUB29	Hare Lane Car Park	No new information	Yes	No	6-10
21	SUB33	Land at Snow Capel farm	No new information	No	Yes	Not suitable so not achievable
22	SUB38	Griggs Timber, Bristol Road	No new information	Yes, for employment uses	No	11-15
23	SUB40	The Knoll, Stroud Road	No new information	No	No	Not suitable so not achievable
24	SUB41	Former Selwyn School Site	No new information	No	No	Not suitable so not achievable
25	SUB42	Northern part of Land East of Forest View Road, Tuffley	No new information	No	Yes	Not suitable so not achievable
/	SUB43/45	Allstone Site, Myers Road (incorporating what was Horton Road Sidings)	Commitment (16/00948/OUT)	/	/	/
/	SUB44	Land south of Grange Road, Tuffley	Commitment (16/00165/OUT)	/	/	/
26	SUB46	277-279 Bristol Road	Change to flood risk status	For employment	Uncertain – formal confirmation required	Not known
27	SUB48	Warehouse, Great	No new information	For employment	No	Uncertain, 6-10 or later

		Weston Road				
28	SUB49	Gospel Hall, Matson Lane	No new information	No	No	Not suitable so not achievable
/	SUB50	Site of former Bishops College, Oxstalls	Commitment (16/00631/OUT) (18/00347/REM)	/	/	/
29	SUB51	Wessex House	Draft City Plan Allocation	Yes	Yes	1-5
/	SUB52	Former Civil Service Sports Club, Estcourt Road	Commitment (18/01137/FUL)	/	/	/
30	SUB54	Land at Rea Lane	Draft City Plan Allocation & Application in	Yes	Yes	1-5
/	SUB56	Gloucester Mail Centre, Eastern Avenue	Commitment (18/00336/JPA)	/	/	/
/	SUB57	Land adjacent to Newark Farm, Hempsted	Commitment (15/01494/FUL)	/	/	/
31	SUB58	30 St Catherine Street	No new information	Yes	Yes	1-5
32	SUB59	9-11 St Catherine Street	No new information	Yes	Yes	1-5
33	FS01	GALA Club, Fairmile Gardens	No new information	Yes	No	potentially 11-15 – but no firm information
34	FS02	Southgate Moorings	No longer allocated – retained as a car park	Yes	No	Uncertain
35	FS08	Colwell Arts Centre, Derby Road	County owned site	Yes, but the loss of a community facility will have to be tested	No	Uncertain, potentially 6-10 or 11-15
36	FS09	Rear of Smith &	No longer allocated – continuing	Yes	No	Uncertain

		Choyce, Upton Street	to function as a small local employment site			
37	FS11	Kemble Close	No new information	Yes	No	6-10 or 11-15
/	FS12	Land adjacent to St James Close	Commitment (16/00811/FUL)	/	/	/
/	FS13	Land adjacent to St Aldates church	Commitment (14/00449/FUL)	/	/	/
38	FS14	Mead Road	No update	No, unless loss of Public Open Space can be justified	No	Uncertain
39	FS15	Former Redcliffe College, Horton Road	New information, not available	No	No	Not suitable so not achievable
40	FS16	Land adjacent to Eastgate Shopping Centre	May be considered through JCS Review	Yes	No	Uncertain
/	FS19	Double Gloucester Public House, Cheltenham Road	Commitment (18/00178/COU)	/	/	/
/	FS20	Former Lansons, 12-16 Quay Street	Commitment for student housing (18/00641/FUL)	/	/	/
41	FS21	Cathedral Coaches, 18 Quay Street	No new information	No	Not known	Not suitable so not achievable
/	ED011	Former Kwiksave Site	Commitment (16/00142/FUL)	/	/	/
42	ED012	Industrial Units, Alvin Street	No new information	Yes	No	Not known but potentially 6-10 or 11-15
43	ED013NEW	Peel Centre & Madleaze Industrial Estate	New Info supplied	For existing uses and employment – see detailed	Part of site	Part of site 1-5, part of site 6-10 or later

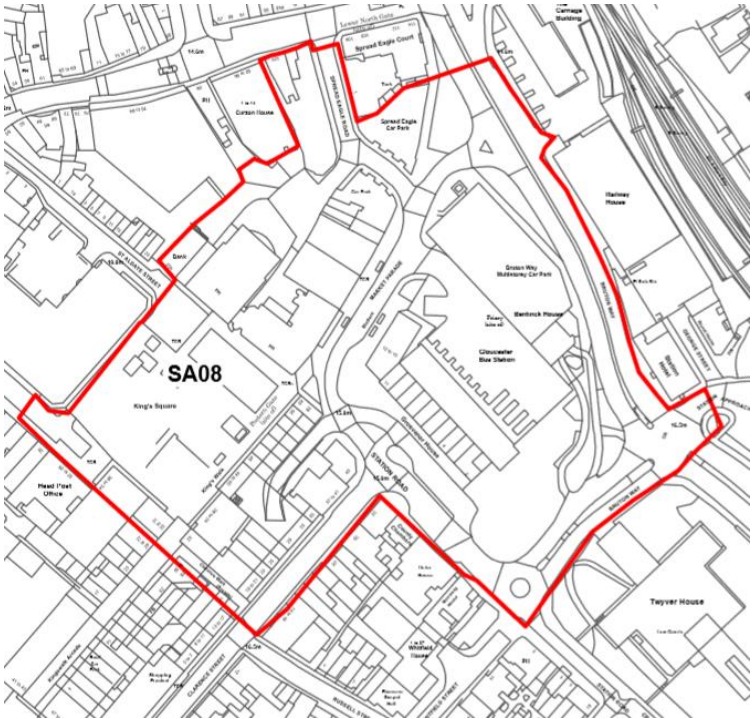
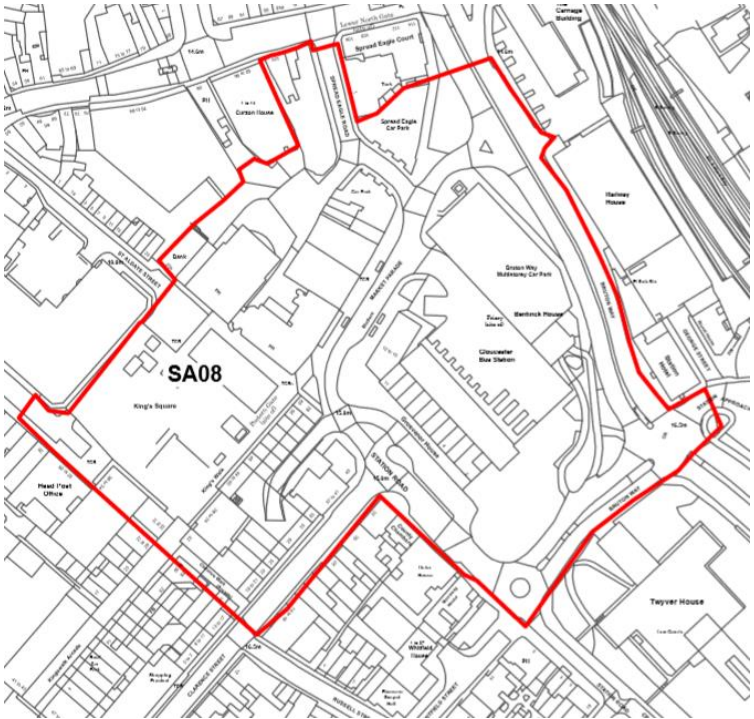


				schedule		
/	ED033	Keyway Site, Barnwood Point	Commitment (15/01605/FUL)	/	/	/
44	ED036	Gloucester Retail Park	No new information	Yes, for employment	No	Not known but potentially 6-10 or 11-15
45	ED044	67-69 London Road	Draft City Plan Allocation	Yes	Yes	1-5
/	LAP1	Hallmark Hotel, Matson	Commitment (12/01098/FUL)	/	/	/
/	LAP2	37-39 Worcester Street (Tanners Hall)	Commitment (18/01395/FUL)	/	/	/
46	01NEW17	Blackbridge Sport & Community Hub	Draft City Plan Allocation	Yes	Yes	1-5
47	02NEW17	Former Town Ham Allotments	No new information	No	No	Not suitable so not achievable
48	03NEW17	Land at Blackbridge (Land off New Dawn View)	Draft City Plan Allocation	Yes	Yes	1-5
/	04NEW17	Land off Rudloe Drive	Commitment (17/01199/OUT)	/	/	1-5 or 6-10
49	05NEW17	Land off Eastgate Street	Draft City Plan Allocation	Yes	No	6-10
50	06NEW17	Land East of Winnycroft Lane & North of Green Farm	New information submitted	No	Yes	Not suitable so not achievable
51	07NEW17	Land East of Sneedhams Road	Draft City Plan Allocation	Yes	Yes	1-5 or 6-10
52	08NEW17	43-49 and 51-53 St Catherine Street	No new information	Yes	Yes	1-5 or 6-10
53	10NEW17	Mill Place, Bristol Road	Re-submission of information	Yes, for employment, but see detailed	Yes, but see comments on detailed schedule	6-10 or 11-15

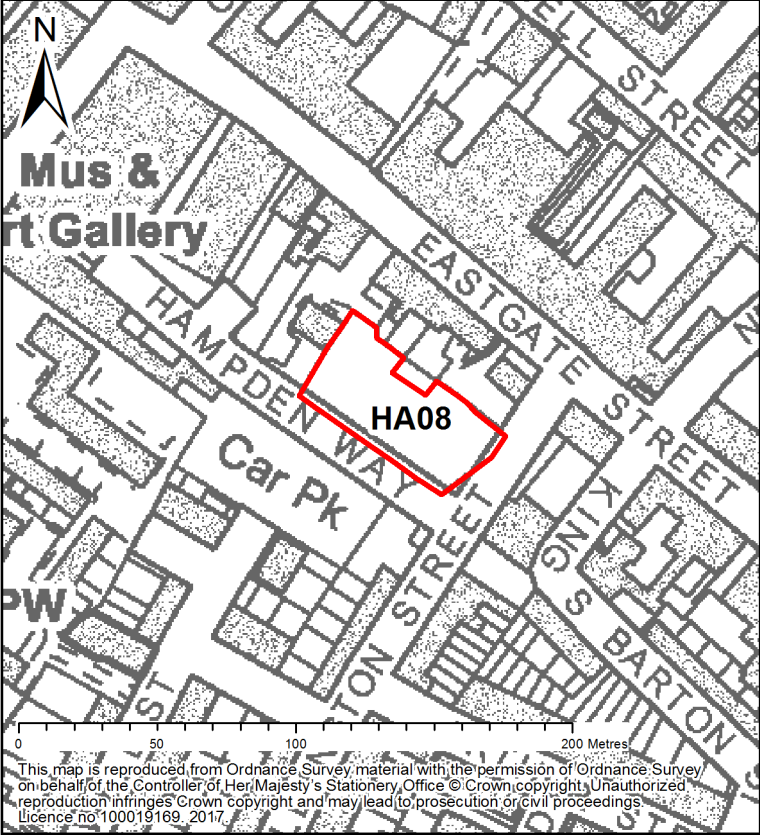
				schedule		
54	01NEW18	Winneycroft Farm Buildings	/	No	Yes	Not suitable so not achievable
55	02NEW18	Jordans Brook House	Draft City Plan Allocation	Yes	Yes	1-5
56	03NEW18	Land off Myers Road (Cheltenham Surfacing)	Draft City Plan Allocation	Yes	Yes	6-10
57	04NEW18	Land at Gloucester Golf Club	/	No	No	Not suitable so not achievable
58	05NEW18	Southern Part of Land East of Forest View Road, Tuffley	/	No	Yes	Not suitable so not achievable
59	06NEW18	Colwell Youth & Community Centre	Draft City Plan Allocation	Yes	Yes	Potentially 6-10 or 11-15
60	07NEW18	Westgate Island	City Council – no longer proposed for allocation	Yes, for retail	No	1-5
61	08NEW18	Westgate Car Park	City Council – no longer proposed for allocation, continuation of existing use	Yes, for parking	No	1-5
62	09NEW18	Land at Corncroft Lane	Part of the JCS Winneycroft Allocation – application with the Council for consideration	Yes	Yes	1-5
63	01NEW19	Land at Netheridge (East of STW)	Recent SALA submission	No	Yes	No, not suitable
64	02NEW19	Land at Netheridge (West of STW)	Recent SALA submission	No	Yes	No, not suitable
65	03NEW19	Land north of Rudloe Drive	Recent SALA submission	Yes, subject to assessment of employment land loss	Yes	1-5
66	04NEW19	West Quay, the Docks	New submission	Yes	Yes	1-5 or 6-10
67	05NEW19	White City Replacement	Draft City Plan Allocation	Yes	Yes	1-5

		Community Facility	(August 2019)			
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**Appendix 2: Site Assessments – March 2019 (Not including Commitments i.e. sites with planning permission)**

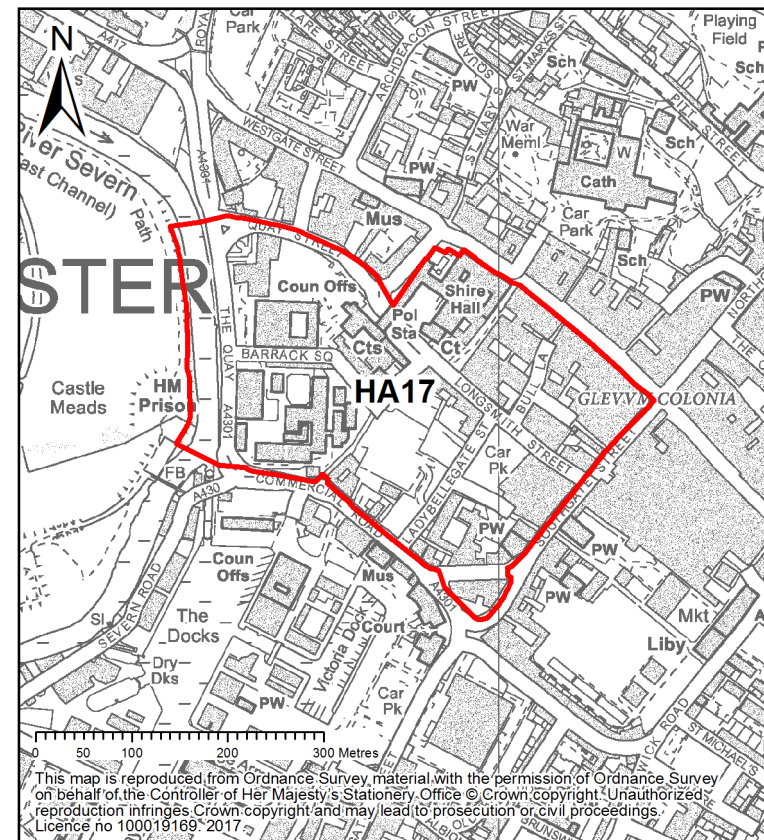
<p><b>Site Name</b> Kings Quarter</p>	<p><b>SALA Reference</b> HA02</p>	<p><b>City Plan Reference</b> SA08 (in September 2019)</p>	
<p><b>Source of Site</b> Housing allocation MU.3 in 2<sup>nd</sup> Stage Deposit Local Plan (2002). Mixed use allocation in emerging City Plan.</p>	<p><b>Current Site Use and Character</b> Town centre, bus station, office and retail use. Subject to Development Brief &amp; Concept Statement for retail led development with areas of residential.</p>	<p><b>Major Constraints – as per agreed Methodology</b>  <u>Flood Risk:</u>                      FZ3b = 0%                      FZ3a = 11%                      FZ2 = 29%                      FZ1 = 71%                      *This is the 2019 JBA update</p> <p><u>Landscape:</u> N/A.</p> <p><u>Cordon Sanitaire:</u> N/A.</p> <p><u>Historic Environment &amp; Archaeology:</u> Partly within City Centre Conservation Area and adjacent to London Road Conservation Area. Potentially significant Roman and other archaeological interest in this area. Scheduled Monument of Whitefriars within site area.</p> <p><u>Topography:</u> N/A.</p> <p><u>Wildlife/Biodiversity:</u> N/A.</p> <p><u>Green Infrastructure:</u> N/A.</p> <p><u>Contamination:</u> This is not an industrial site, but further investigation will be needed through the allocation</p>	

		process and at planning application stage.		
<b>Access to Services</b> Excellent access to services, facilities and employment. Excellent access to public transport. New bus station to be built within the site and plans for upgrade to Gloucester railway station which is opposite the site. Train and coach services within the County and to the rest of the UK.	<b>Highways Comments</b> Any application for residential to demonstrate safe and suitable access (vehicular and pedestrian). Parking will need to be carefully considered. Improvements to pedestrian and cycling facilities will be sought. There are existing capacity and congestion issues on Bruton Way. A Transport Assessment to accompany any planning application.	<b>Suitable – Yes or No</b> Yes.	<b>Available (in 1-5 Years)</b> Yes.	<b>Achievable / Viable 1-5, 6-10, 11-15 years 1-5.</b>
<b>Gross Site Area</b> c.4.5 ha.	<b>Dwelling Capacity (dph)</b> c.150 dwellings based on information from GCC Asset Management.	<b>Capacity Derivation</b> Capacity is derived directly from the landowner (Gloucester City Council). It is not clear at this stage whether any of the proposed dwellings will be student units.	<b>Employment Potential</b> Yes, for retail and offices.	<b>2014 Update</b> Kings Quarter is the City Council's top regeneration priority. Concept Statement adopted by the Council in January 2013.
<b>2016 Update</b> Planning permission for bus station approved (15/01142/FUL) at Dec 2015 Planning Committee.	<b>2017 Update</b> Bus station under construction Kings Quarter, for SALA purposes considered to be a commitment.	<b>2018 Update</b> Bus station progressing after delays. Kings Quarter has been reassessed in terms of capacity for residential development. Numbers increased. 104 Northgate Street is part of Kings Quarter, but for SALA purposes (for continuity) it is a separate site.	<b>2019 Update</b> The site is allocated in draft City Plan and a hybrid planning application is with the Council for consideration. 104 Northgate is, for the purposes of SALA and City Plan, part of Kings Quarter.	<b>Further Notes</b>

<b>Site Name</b> Hampden Way Car Park	<b>SALA Reference</b> HA08	<b>City Plan Reference</b> WN5 (in 2013). 2019 – not allocated.				
<b>Source of Site</b> Housing Allocation H.2.Site 3 in 2nd Deposit Local Plan (2002). Potential Housing allocation in City Plan.	<b>Current Site Use and Character</b> Occupied, functioning and very well used City Centre car park. Need to replace car parking facility in order to develop this site for another use.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> Site is outside FZ2 & FZ3. Source: Gloucester City Local GIS (2017). <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> In Eastgate Street & St Michaels Conservation Area. No Listed buildings on site, but 72 Eastgate Street & Ivy House in close proximity. No SAMS on site or in proximity. <u>Topography:</u> N/A. <u>Wildlife/Biodiversity:</u> N/A. <u>Green Infrastructure:</u> N/A. <u>Contamination:</u> Significant contamination not likely.			<b>Access to Services</b> Excellent access to public transport, services, facilities and employment.	
<b>Gross Site Area</b> 0.2.	<b>Dwelling Capacity (dph)</b> 15.	<b>Capacity Derivation</b> Flats @ c. 80 dph.			<b>Available (in 1-5 Years)</b> No.	<b>Achievable / Viable</b> <b>1-5, 6-10, 11-15 years</b> Yes 11-15.
			<b>Employment Potential</b> Site not suitable for office development.	<b>2014 Update</b> This is a well used car park located in close proximity to the City Centre. It could yield 15 flats		

				at 80 dph, but more conservatively 9 to 10 flats at 50 dph.
<b>2016 Update</b> Suitability of site for residential development to be considered through forthcoming Car Parking Strategy.	<b>2017 Update</b> No update. Subject to City Council's decision on Parking Strategy.	<b>2018 Update</b> Asset Management have confirmed that site is a well used car park and is not available or achievable in the short or medium term.	<b>2019 Update</b> No update.	<b>Further Notes</b>

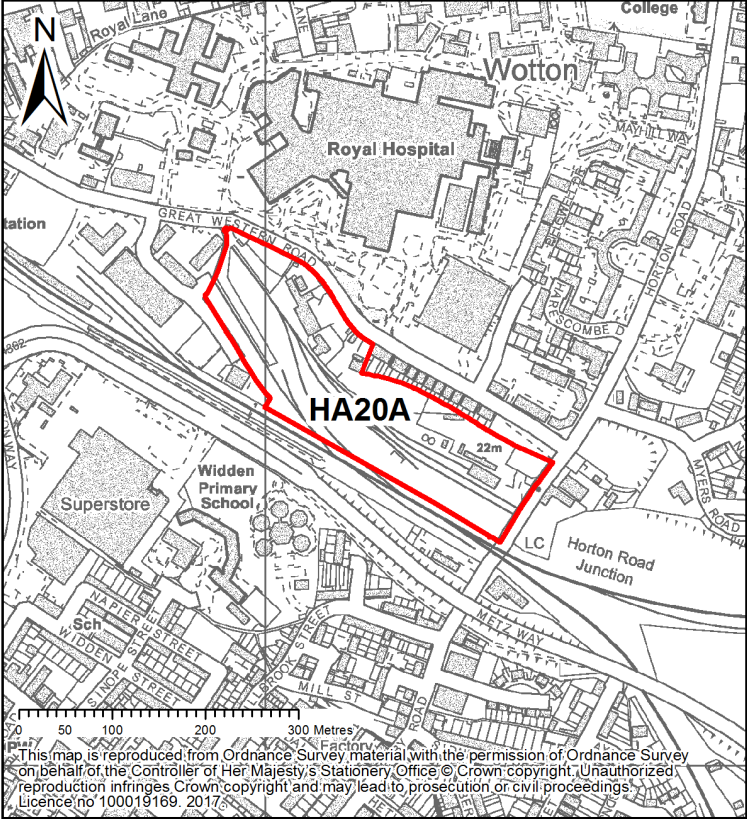
<p><b>Site Name</b> Greater Blackfriars</p>	<p><b>SALA Reference</b> HA17</p>	<p><b>City Plan Reference</b> WN3 (2013) SA16 (2017)</p> <p>The following areas of Greater Blackfriars remain without planning consent: SA09 (2019) – Former Quayside House SA10 (2019) – Former Fleece Hotel and Longsmith Street Carpark</p>
<p><b>Source of Site</b> Policy S.2 in 2nd Deposit Local Plan for comparison retail as part of mixed-use redevelopment.</p> <p>Potential housing allocation in City Plan as part of mixed-use regeneration scheme.</p>	<p><b>Current Site Use and Character</b> City Centre car parks, vacant and derelict buildings, County Council offices, prison, police station. Multiple owners and interests. Development brief and master planning for comprehensive redevelopment of the area.</p> <p>Area includes the Fleece Hotel – the subject of an adopted Concept Statement (Feb 2012).</p>	<p><b>Major Constraints – as per agreed Methodology</b></p> <p><b>Flood Risk:</b> Former Quayside House FZ3b = 0% FZ3a = 63% FZ2 = 97% FZ1 = 3%</p> <p>Former Fleece Hotel and Longsmith Street Carpark All in FZ1. This is the 2019 JBA update</p> <p><b>Landscape:</b> N/A.</p> <p><b>Cordon Sanitaire:</b> N/A.</p> <p><b>Historic Environment &amp; Archaeology:</b> Prison is listed in part and the site of former Gloucester Castle. Significant archaeological interest &amp; Scheduled Monuments. Listed buildings and scheduled monument and area located within Barbican and City Centre Conservation Areas.</p>






		<p>Further built heritage assessment required.</p> <p><u>Topography:</u> N/A.</p> <p><u>Wildlife/Biodiversity:</u> N/A.</p> <p><u>Green Infrastructure:</u> N/A.</p> <p><u>Contamination:</u> No significant contamination likely.</p>		
<p><b>Access to Services</b> Central location with good access to public transport, services, facilities and employment.</p>	<p><b>Highways Comments</b> Any applications required to be supported by a Transport Statement. Any application for residential to demonstrate safe and suitable access (vehicular and pedestrian). Parking will need to be carefully considered. Improvements to pedestrian and cycling facilities will be sought.</p>	<p><b>Suitable – Yes or No</b> Yes.</p>	<p><b>Available (in 1-5 Years)</b> Yes.</p>	<p><b>Achievable / Viable 1-5, 6-10, 11-15 years</b> Yes in 1-5.</p>
<p><b>Gross Site Area</b> -Former Quayside House = 1.58 ha -Former Fleece Hotel and Longsmith Street Carpark = 0.46 ha</p>	<p><b>Dwelling Capacity (dph)</b> 2019 update = c. 50 dwellings at Former Quayside House c. 25 dwellings at Former Fleece Hotel and Longsmith Street Carpark</p>	<p><b>Capacity Derivation</b> County and City Council as landowners.</p>	<p><b>Employment Potential</b> Opportunity to deliver new City Centre offices &amp; assembly &amp; leisure facilities.</p>	<p><b>2014 Update</b> Site includes Quayside blocks within County Council estate. Need for a primary school in the City Centre - could be accommodated on this site. Site requires a comprehensive master plan approach. Prison recently sold to 'City &amp; Country'.</p>
<p><b>2016 Update</b> Peter Brett Associates commissioned by County Council to deliver masterplan/ LDO at site in Sept 2016. Delivery of County Quayside &amp; Prison sites could help to</p>	<p><b>2017 Update</b> - LDO (16/01510/LDO) permitted 21.04.2017. On the Barbican Car Park part of the LDO site 295 student bedrooms permitted (16/01525/FUL). The permission includes bedrooms</p>	<p><b>2018 Update</b> - Phase 2 of 16/01525/FUL could deliver further student bedrooms. - Application in for c.200 flats at the Prison (17/00659/FUL) - Demolition of Quayside part of LDO site underway. Potential for</p>	<p><b>2019 Update</b> Former Quayside House and Former Fleece Hotel / Longsmith Street Carpark are draft allocations in City Plan. Former Quayside may come forward as a County Reg. 3 for</p>	<p><b>Further Notes</b></p>

<p>deliver enhanced flood defenses for the City and Housing Zone - enabling more housing to be delivered within this part of the City by reducing flood risk.</p>	<p>within studio flats, cluster flats, town houses. - c. 200 flats proposed at Prison.</p>	<p>some amount of Keyworker housing but no details at this point. - Along with the Fleece Longsmith Car Park could also deliver housing units subject to viability.</p>	<p>offices, GP surgery, pharmacy and a limited amount of residential.</p>	
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<p><b>Site Name</b> Railway Corridor – Great Western Road Sidings</p>	<p><b>SALA Reference</b> HA20A</p>	<p><b>City Plan Reference</b> KW8 (2013) SA09 (2017) SA05 (2019)</p>	 <p>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorized reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Licence no 100019169. 2017.</p>	
<p><b>Source of Site</b> Landowner. Potential housing allocation in City Plan.</p>	<p><b>Current Site Use and Character</b> <u>Great Western Road Sidings:</u> Currently underused sidings, employment / commercial uses and car parking. The development of northern triangle has opened up access to allow existing sidings on Great Western Road to be moved to southern triangle. Site included within City Plan Sites consultation 2013 for mixed use development to include employment &amp; residential.</p>	<p><b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> 100% of the site is in FZ1. <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> Potential for significant archaeology on sidings site. <u>Topography:</u> N/A. <u>Wildlife/Biodiversity:</u> Potential for bats in old railway buildings. Phase 1 Habitat Survey undertaken as part of the City Plan evidence base. <u>Green Infrastructure:</u> N/A. <u>Contamination:</u> Contamination from former railway use. Potential for noise, vibration and air pollution from railway.</p>		
<p><b>Access to Services</b> Good access to public transport, services, facilities and employment, as well as City Centre.</p>	<p><b>Highways Comments</b> Any applications required to be supported by a Transport Assessment. Impact on Great Western Road, London Road and Horton Road will need careful consideration. Any application for residential to demonstrate safe and suitable</p>	<p><b>Suitable – Yes or No</b> Yes.</p>		

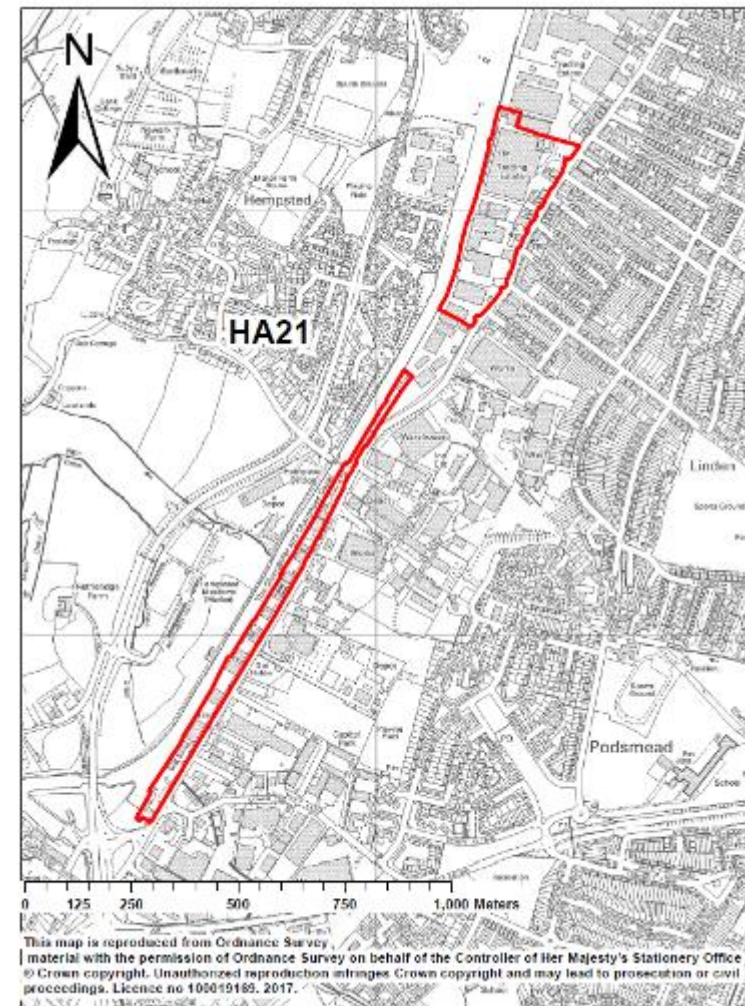
	access (vehicular and pedestrian). Parking will need to be carefully considered. Improvements to pedestrian and cycling facilities will be sought.			
<b>Gross Site Area</b> 4.3 ha.	<b>Dwelling Capacity (dph)</b> c.200.	<b>Capacity Derivation</b> A complex site. At a high density e.g. 75 dph the site could potentially accommodate c.200 dwellings if the site is wholly given to a residential scheme.	<b>Employment Potential</b> /	<b>2014 Update</b> Site identified by SELAA panel for mixed use development including biomedical HIC park. Biomedical aspiration still being pursued by University, NHS Trust & City Council partnership.
<b>2016 Update</b> Site understood to be being marketed by Network Rail - however Network Rail land also understood to be coming under DCLG portfolio and therefore accessible by HCA.  HCA actively looking to accelerate delivery at this site as lies within Gloucester City Housing Zone.	<b>2017 Update</b> Proposed City Plan allocation.	<b>2018 Update</b> Proposed City Plan allocation. Subject to site access, a Phase 1 Habitat survey just completed (March 2018).	<b>2019 Update</b> Proposed City Plan allocation.	<b>Further Notes</b>

<b>Site Name</b> Railway Corridor – Southern Railway Triangle	<b>SALA Reference</b> HA20B	<b>City Plan Reference</b> SA17 (September 2019)		
<b>Source of Site</b> Landowner.	<b>Current Site Use and Character</b> Currently an operational rail site.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> 100% of the site is in FZ1. <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> Potential for significant archaeology <u>Topography:</u> N/A. <u>Wildlife/Biodiversity:</u> A phase 1 habitat survey completed in early 2018 indicated that the site had the potential for protected species to be present. <u>Green Infrastructure:</u> N/A. <u>Contamination:</u> Contamination from former railway use. Potential for noise, vibration and air pollution from railway.		
<b>Access to Services</b> If the site was opened up and made into a functional and accessible site e.g. for various employment uses, being in the centre of the city, it could potentially have good access to services and facilities.	<b>Highways Comments</b> Any applications required to be supported by a Transport Assessment.	<b>Suitable – Yes or No</b> Yes (for employment).	<b>Available (in 1-5 Years)</b> Not in 1-5, but later.	<b>Achievable / Viable</b> <b>1-5, 6-10, 11-15 years</b> 6-10 or 11-15 for employment use.

<b>Gross Site Area</b> 4.22 ha	<b>Dwelling Capacity (dph)</b> Not suitable for residential use.	<b>Capacity Derivation</b> Not suitable for residential use.	<b>Employment Potential</b> Yes, if the site is no longer needed for railway uses.	<b>2014 Update</b> /
<b>2016 Update</b> /	<b>2017 Update</b> Currently being reserved for future Strategic Rail Freight use, however if that use is not forthcoming in the next 5 years, it will then be available for development in the 6-10-year category.	<b>2018 Update</b> No update.	<b>2019 Update</b> Proposed as an employment allocation in City Plan (September 2019).	<b>Further Notes</b>

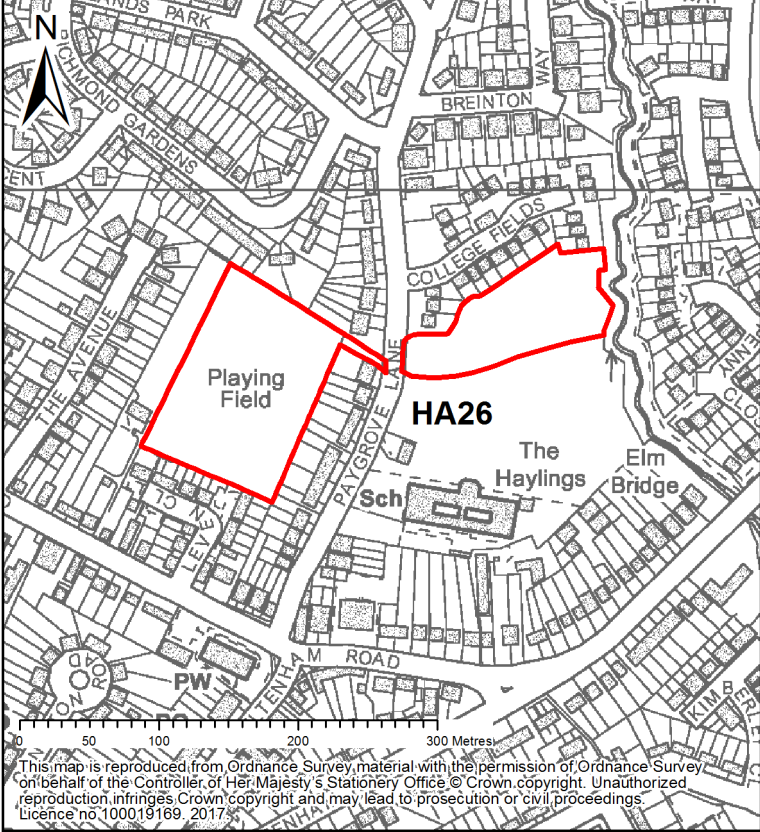


<b>Site Name</b> Land between Canal & Bristol Road	<b>SALA Reference</b> HA21	<b>City Plan Reference</b> /
<b>Source of Site</b> A GHURC 'Magnificent Seven' area.	<b>Current Site Use and Character</b> Occupied and functioning industrial and commercial land along canal side with accesses from Bristol Road. Numerous land owners and tenants in place. May require relocation of existing uses. Would need comprehensive development approach.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> Some areas FZ2 & FZ3. <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> The southern portion of the site (about 1 km) is right on the edge of the Netheridge STW Cordon Sanitaire. <u>Historic Environment &amp; Archaeology:</u> Possible industrial heritage of local significance – requires survey. Further built heritage assessment required as area has potential for local industrial heritage assets. <u>Topography:</u> N/A. <u>Wildlife/Biodiversity:</u> N/A. <u>Green Infrastructure:</u> N/A. <u>Contamination:</u> Potential contamination from industrial uses. <u>General:</u> The canal wharf at the southern point of this SALA site is safeguarded for mineral processing/transportation. Consult the County Council on this matter.

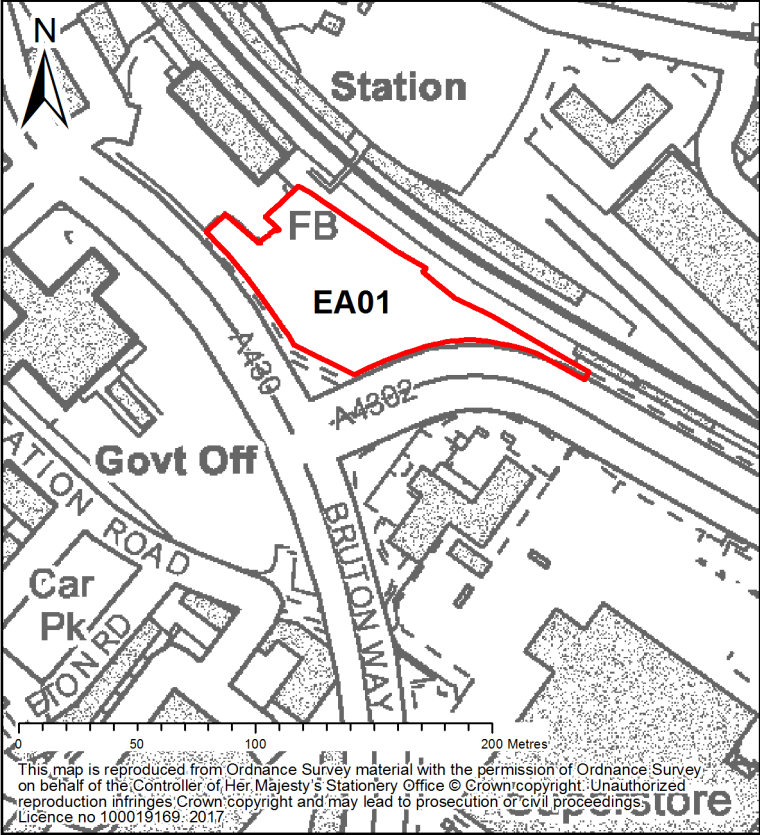


<p><b>Access to Services</b> Good access to public transport, services, facilities and employment.</p>	<p><b>Highways Comments</b> Any applications required to be supported by a Transport Assessment. Impacts on local highway network will need careful consideration. Any application for residential to demonstrate safe and suitable access (vehicular and pedestrian). Parking will need to be carefully considered. Improvements to pedestrian and cycling facilities will be sought.</p>	<p><b>Suitable – Yes or No</b> Employment land, suitable for employment use, but potentially could be suitable for a mix of uses through the intensification and/or reconfiguration of the site, as long as employment uses are protected.</p>	<p><b>Available (in 1-5 Years)</b> No.</p>	<p><b>Achievable / Viable 1-5, 6-10, 11-15 years</b> /</p>
<p><b>Gross Site Area</b> /</p>	<p><b>Dwelling Capacity (dph)</b> No estimate available.</p>	<p><b>Capacity Derivation</b> Too many variables to estimate.</p>	<p><b>Employment Potential</b> Sites are well used by businesses.</p>	<p><b>2014 Update</b> 2012 SELLA panel advised to retain as employment land for plan period. Site to be kept in SHLAA but capacity not in trajectory. Site not included as a potential development opportunity in 2013 City Plan sites consultation.</p>
<p><b>2016 Update</b> No change to 2014 position.</p>	<p><b>2017 Update</b> No update.</p>	<p><b>2018 Update</b> Mill Place Industrial Estate and Madleaze Industrial Estate &amp; The Peel Centre have been removed from HA21 in order to give clarity to the development aspirations of the owners of these particular sites. Mill Place Industrial Estate is now referenced: 10NEW17 and Madleaze Industrial Estate &amp; The Peel Centre/Madleaze is now referenced: ED013NEW.</p>	<p><b>2019 Update</b> No update.</p>	<p><b>Further Notes</b></p>

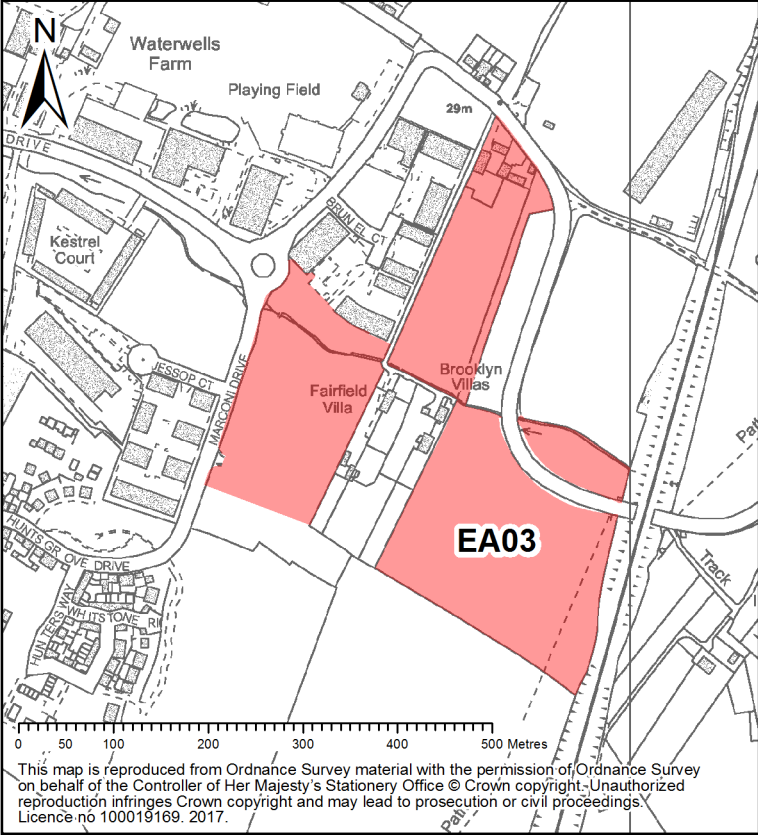


<b>Site Name</b> Land rear of College Fields (formerly Land at Leven Close).	<b>SALA Reference</b> HA26	<b>City Plan Reference</b> L2 (2013) SA10 (2017)		
<b>Source of Site</b> Landowner.	<b>Current Site Use and Character</b> Greenfield site surrounded by residential uses. Access to the site is locked, therefore not public open space. Allocated for development on part of site, with remainder for public open space.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> The eastern part of the site is more susceptible to flooding, but it is protected by flood defenses. 89.5% of the site is in FZ1. 10.5% of the site is in FZ2 & FZ3 Comprehensive SUDS should be employed on site. <u>Landscape:</u> Former playing fields. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> Potential for archaeological remains on site. <u>Topography:</u> N/A. <u>Wildlife/Biodiversity:</u> N/A. at this level of assessment but will be appropriate for site allocation or with a planning application. <u>Green Infrastructure:</u> The site is a former playing field but it is locked and not accessible, so not public open space. <u>Contamination:</u> N/A.		
<b>Access to Services</b> Fair to good access to public transport and local services and	<b>Highways Comments</b> Any applications required to be supported by a Transport	<b>Suitable – Yes or No</b> Yes, potentially subject to the findings of the adopted Playing		

facilities.	Statement. Any application for residential to demonstrate safe and suitable access (vehicular and pedestrian). Parking will need to be carefully considered. Improvements to pedestrian and cycling facilities will be sought.	Pitch Strategy and updates to this.		
<b>Gross Site Area</b> 0.7 ha.	<b>Dwelling Capacity (dph)</b> 10 to 12 dwellings depending on flood risk assessments, layouts & playing pitch considerations.	<b>Capacity Derivation</b> @ c.35 dph. In this assessment 0.7 ha reduced to c.0.4 ha to avoid FZ3.	<b>Employment Potential</b> No small site within a residential area.	<b>2014 Update</b> Site approved by Cabinet of County Council for disposal however site still constrained by access.
<b>2016 Update</b> Loss of playing pitch at Paygrove Lane would be subject to the findings of new City Council Playing Pitch Strategy adopted by Council on 28th January 2016.  Options at Leven Close being pursued by the County Council.	<b>2017 Update</b> No further comments from 2017 SALA Panel. City Plan Allocation (January 2017). Allocated for 20 dwellings with open space and/or playing pitches.	<b>2018 Update</b> The land to the north of Leven Close (also called rear of 3-29 Paygrove -16/01558/OUT) is an application for 10 dwellings with a Committee resolution to permit subject to a legal agreement. The decision is likely to be issued in mid- 2018 and thus in the 2019 SALA this part of the site (as a commitment) will be removed from the SALA. The eastern site (rear of College Fields is in use a school field and probably not available in 1-5 years and its suitability is subject to the findings of the City Council's Playing Pitch Strategy adopted in January 2016.	<b>2019 Update</b> No update.	<b>Further Notes</b> County Council site.

<b>Site Name</b> Railway Station Long Stay Car Park	<b>SALA Reference</b> EA01	<b>City Plan Reference</b> /	 <p>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorized reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Licence no 100019169. 2017.</p>	
<b>Source of Site</b> Employment allocation in 2nd Stage Deposit Local Plan - Policy E.2.1.	<b>Current Site Use and Character</b> Operational long stay car park for railway station users. Surrounded by employment and transport uses. Site not available in its current configuration as it is required for continued use by railway users.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> The site is not in FZ2 or FZ3. <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> In need of further investigation with regard to archaeological assets. <u>Topography:</u> N/A. <u>Wildlife/Biodiversity:</u> N/A. <u>Green Infrastructure:</u> N/A. <u>Contamination:</u> Noise and vibration from railway and potential for poor air quality. Soil may need further investigation.		
<b>Access to Services</b> Good access to public transport, services, facilities and city centre.	<b>Highways Comments</b> Comments required especially in relation to new highways configurations related to the Kings Quarter development.	<b>Suitable – Yes or No</b> Yes.	<b>Achievable / Viable</b> <b>1-5, 6-10, 11-15 years</b> Very uncertain, potentially 11-15 or later.	
<b>Gross Site Area</b> 0.49 ha.	<b>Dwelling Capacity (dph)</b> 40 flats above a car park.	<b>Capacity Derivation</b> Flats @ 100 dph.	<b>Employment Potential</b> No other than offices as part of a mixed-use scheme.	
			<b>2014 Update</b> Site required by Network Rail for surface parking for customers. 2012 SELAA – site unlikely to come forward in plan period.	

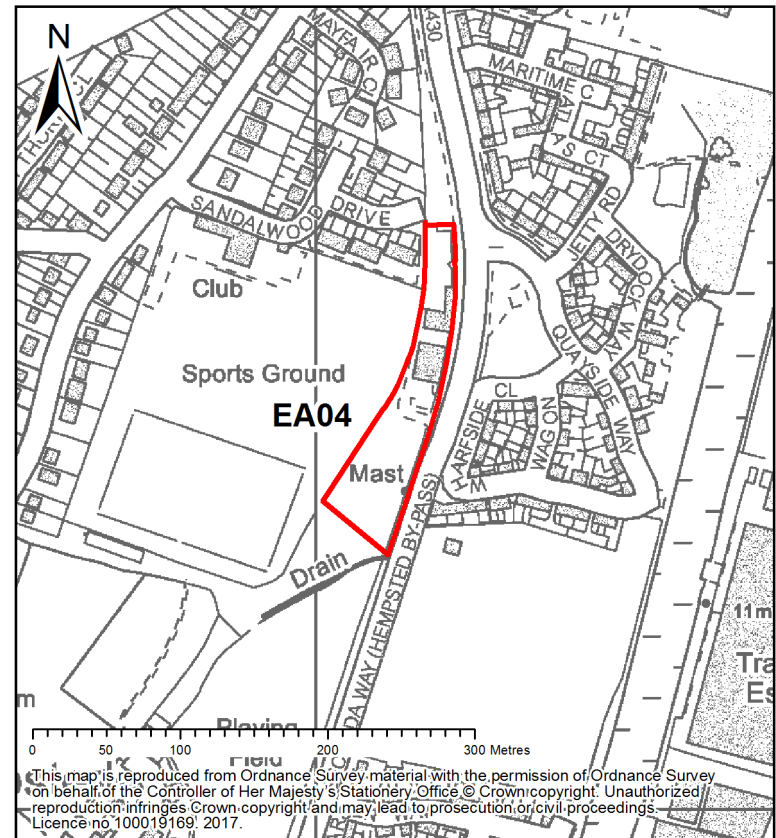
<b>2016 Update</b>	<b>2017 Update</b>	<b>2018 Update</b>	<b>2019 Update</b>	<b>Further Notes</b>
<p>Site to be reconfigured in plans to upgrade the visitor experience and short stay parking at Gloucester Station.</p>	<p>According to Network Rail (2017) The site continues to be required for railway passenger use but it could be made available for development if there was a viable scheme to build a decked car park and free up the rest of the site or come up with an over site development i.e. car parking on the ground floor and flats and offices above or similar. No further comments from 2017 SALA panel on this site.</p>	<p>No further comments from Network Rail.</p>	<p>The site is not available.</p>	

<p><b>Site Name</b> Land East of Waterwells Business Park</p>	<p><b>SALA Reference</b> EA03</p>	<p><b>City Plan Reference</b> QF1 (2013) SA13 (2017) SA07 (September 2019) – Lynton Fields is the remaining area</p>	 <p>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorized reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Licence no 100019169. 2017.</p>
<p><b>Source of Site</b> Employment allocation in 2nd Stage Deposit Local Plan - Policy E.2.5. Site consulted on in City Plan Sites Consultation 2013.</p>	<p><b>Current Site Use and Character</b> Greenfield land previously allocated for employment uses within Local Plan and draft DPD. Subject to planning brief adopted by the Council for development control purposes. Surrounded by employment, agriculture and some residential uses.</p>	<p><b>Major Constraints – as per agreed Methodology</b></p> <p><u>Flood Risk:</u> The site is in FZ1 and thus flood risk is minimal.</p> <p><u>Landscape:</u> Open landscape to the south but this Stroud land is allocated for housing (Hunts Grove).</p> <p><u>Cordon Sanitaire:</u> N/A.</p> <p><u>Historic Environment &amp; Archaeology:</u> Archaeological remains likely and parts of the site are sensitive so reference should be made to the detailed Site Historic Environment Assessment (January 2016).</p> <p><u>Topography:</u> N/A.</p> <p><u>Wildlife/Biodiversity:</u> Further assessment will be needed.</p> <p><u>Green Infrastructure:</u> N/A.</p> <p><u>Contamination:</u> On the eastern part of the eastern parcel (Taylor Wimpey) there is the potential for noise and vibration from railway.</p>	

\*Note: Unlike other red lined SALA maps in this document this map is shaded so as to clearly show parcel boundaries. This amendment made 11.5.2017.

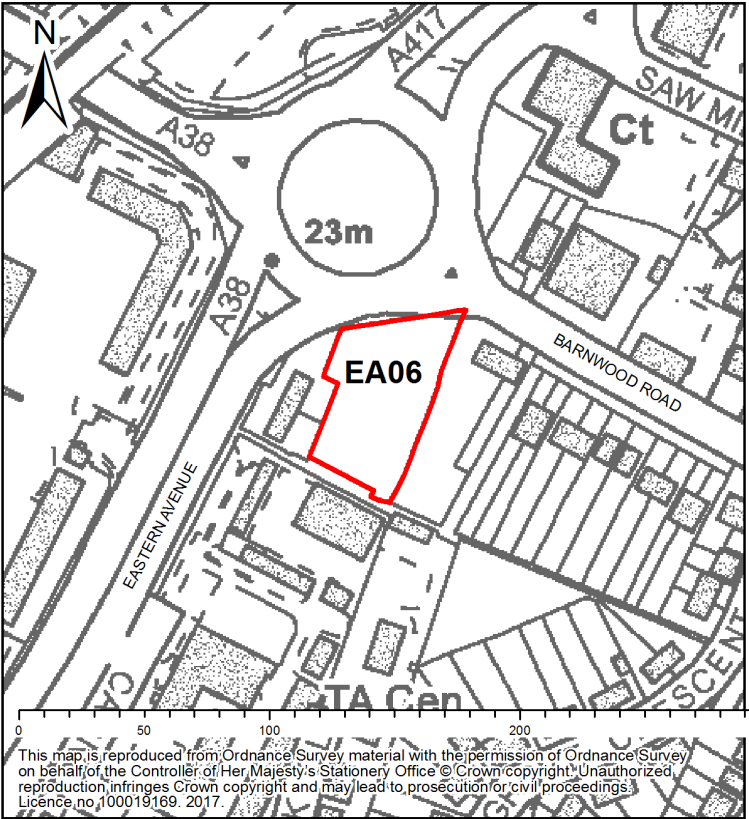
<p><b>Access to Services</b> Poor access to public transport, service and facilities. Good access to employment.</p>	<p><b>Highways Comments</b> Any applications required to be supported by a Transport Assessment. Impacts on local highway network will need careful consideration. Any application for residential to demonstrate safe and suitable access (vehicular and pedestrian). Parking will need to be carefully considered. Improvements to pedestrian and cycling facilities will be sought. Preferred access from Marconi Drive or a 4th arm off the roundabout.</p>	<p><b>Suitable – Yes or No</b> Yes.</p>	<p><b>Available (in 1-5 Years)</b> Yes.</p>	<p><b>Achievable / Viable</b> <b>1-5, 6-10, 11-15 years</b> 1-5 or 6-10.</p>
<p><b>Gross Site Area</b> - Crest Nicholson land (the part in Gloucester) = 2.3 ha - Taylor Wimpey land = 5.0 ha - Parcel for employment use (directly north of the villas) = 1.8 ha.</p>	<p><b>Dwelling Capacity (dph)</b> - 150 to 200 dwellings on Taylor Wimpey site. (The SALA submission considers that 4 ha is developable). - 86 dwellings on 2.3 ha (Crest Nicholson site).</p>	<p><b>Capacity Derivation</b> Developer submissions.</p>	<p><b>Employment Potential</b> Yes on 2.0 ha.</p>	<p><b>2014 Update</b> The Panel agreed most suitable use is employment - this area is the City's only strategic release of employment land remaining. Four options for consideration of this site included in City Plan Sites Consultation Summer 2013.</p>
<p><b>2016 Update</b> Allocation of area to be considered through City Plan.</p>	<p><b>2017 Update</b> Allocated in City Plan 2017 and central residential area has not been included due to historic environment sensitivities highlighted in the 2016 Site Historic Environment Assessment. Taylor Wimpey submitted 4 developable ha (of the wider SALA site) for housing through the SALA call for sites. No further comments by 2017 Panel.</p>	<p><b>2018 Update</b> Crest Nicholson site - planning application (17/00699/FUL) for 119 dwellings (86 in Gloucester and 33 in Stroud) is in pending consideration.</p>	<p><b>2019 Update</b> The Crest Nicholson site has permission and the Taylor Wimpey site is pending consideration. The northern parcel: Lynton Fields is to be allocated for Employment use in City Plan. The allocation reference is SA07.</p>	<p><b>Further Notes</b></p>

<b>Site Name</b> Secunda Way Industrial Estate	<b>SALA Reference</b> EA04	<b>City Plan Reference</b> WS11 (2013) SA22 (2017) If allocated a new reference will be given for the Regulation 19 consultation
<b>Source of Site</b> Agent submission.	<b>Current Site Use and Character</b> Vacant land within curtilage of small development of employment units. Surrounded by residential, public open space and employment uses. Allocated for employment use – would need to demonstrate not required for this use.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> 81% of the site is in FZ1. 19% of the site is in FZ2 and FZ3, but note: only a very small percentage is in FZ3. The primary source of flood risk is the Gloucester and Sharpness Canal. The Exception Test is likely to be passed, but safe access and egress needs to be provided. <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> Not known, but further investigation needed through City Plan allocation process. <u>Topography:</u> N/A. <u>Wildlife/Biodiversity:</u> As a potential City Plan allocation, further work needs to be undertaken. Evidence of badger sets on site. <u>Green Infrastructure:</u> N/A. <u>Contamination:</u> As this is an industrial estate, there may be a need further investigation.

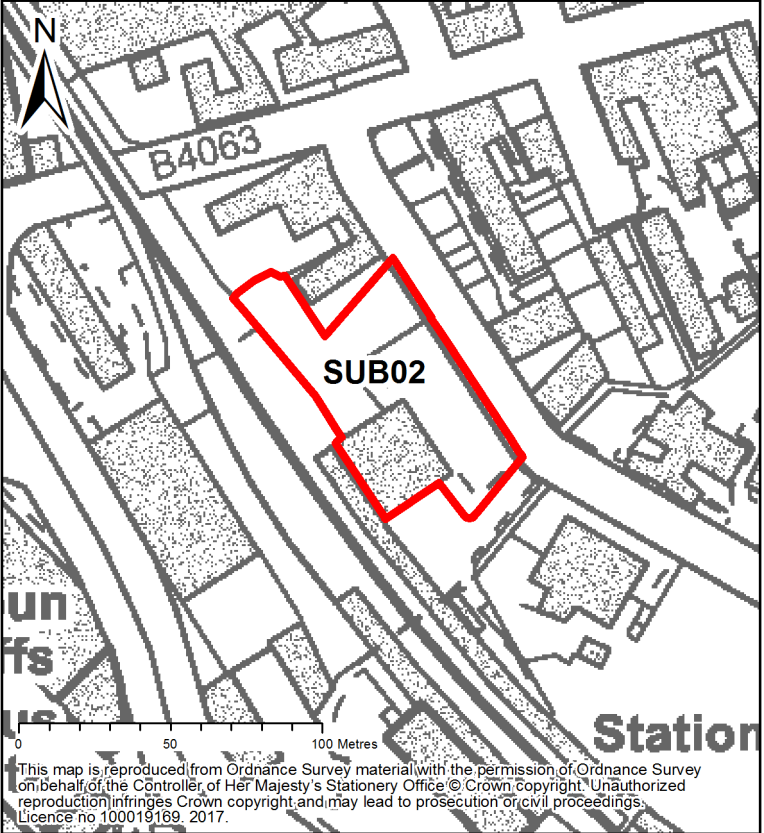


<b>Access to Services</b> Fair to poor access to public transport, employment, local services and facilities.	<b>Highways Comments</b> Transport Assessment required owing to potential impact on Hempsted bypass/ Secunda Way. Safe and suitable access and parking.	<b>Suitable – Yes or No</b> Yes – for employment.	<b>Available (in 1-5 Years)</b> Yes – but further clarification needed.	<b>Achievable / Viable</b> <b>1-5, 6-10, 11-15 years</b> 1-5 or 6-10.
<b>Gross Site Area</b> 0.7 ha.	<b>Dwelling Capacity (dph)</b> N/A.	<b>Capacity Derivation</b> N/A.	<b>Employment Potential</b> Yes.	<b>2014 Update</b> 2012 SELAA panel stated most suitable use was for employment – possible roadside use.
<b>2016 Update</b> Potential City Plan allocation for employment.	<b>2017 Update</b> City Plan Allocation (2017). No further comments from the Panel and no further updates.	<b>2018 Update</b>	<b>2019 Update</b>	<b>Further Notes</b>

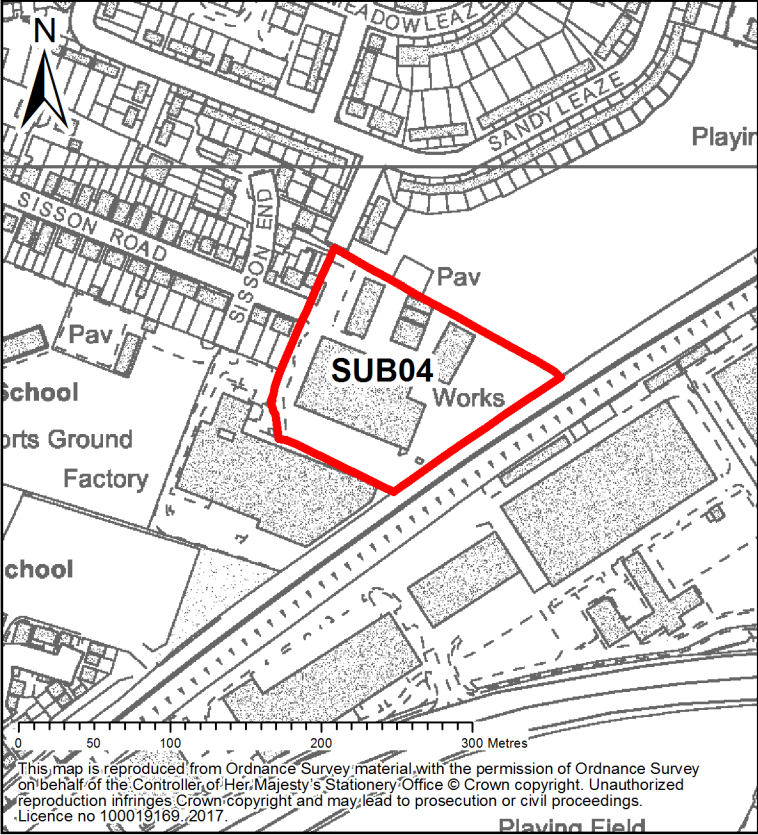


<b>Site Name</b> Land South of Junction between Eastern Avenue and Barnwood Road	<b>SALA Reference</b> EA06	<b>City Plan Reference</b> /		
<b>Source of Site</b> Employment allocation in 2nd Deposit Local Plan E.2.7.	<b>Current Site Use and Character</b> Vacant land adjacent to Walls roundabout, extent of employment allocation includes part of the Territorial Army site. Residential character on Barnwood Road, commercial on Eastern Avenue.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> All of site in FZ1. <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> Not known. <u>Topography:</u> N/A. <u>Wildlife/Biodiversity:</u> N/A. at this stage. Further assessment will be required if this site becomes available. <u>Green Infrastructure:</u> N/A. <u>Contamination:</u> May be a need further investigation.		
<b>Access to Services</b> Good access to public transport - on No.10 Gold route bus services. Good access to employment and facilities.	<b>Highways Comments</b> Any applications required to be supported by a Transport Statement. Any application for residential to demonstrate safe and suitable access (vehicular and pedestrian). Parking will need to be carefully considered. Improvements to pedestrian and cycling facilities will be sought.	<b>Suitable – Yes or No</b> Yes.	<b>Available (in 1-5 Years)</b> No. Not according to information supplied to the Council, but (September 2019) there is evidence of the site being marketed so this could come forward as windfall.	<b>Achievable / Viable 1-5, 6-10, 11-15 years</b> Not achievable because no evidence of availability.

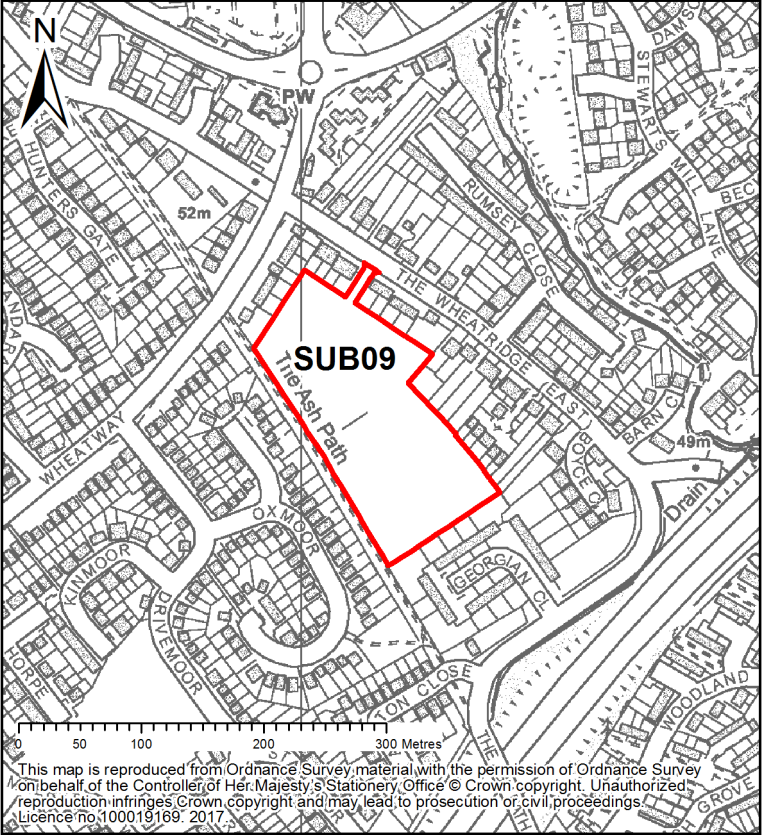
<p><b>Gross Site Area</b> 0.7 ha.</p>	<p><b>Dwelling Capacity (dph)</b> 23.</p>	<p><b>Capacity Derivation</b> @ 40 dph.</p>	<p><b>Employment Potential</b> Currently constrained by access but could deliver offices.</p>	<p><b>2014 Update</b> 2012 SELAA panel – site needs to come forward as part of a larger redevelopment, but TA has a long lease on the site – not likely to come forward in plan period. Green field part of site sold by County &amp; now in ownership of a local house builder.</p>
<p><b>2016 Update</b> Potential City Plan allocation if access can be resolved.  Achievability confirmed by land owner.</p>	<p><b>2017 Update</b> Land owner contacted in preparation for SALA panel (January 2017) but no response. SALA panel had no further comments on this site.</p>	<p><b>2018 Update</b> No evidence of availability.</p>	<p><b>2019 Update</b> No new information submitted.</p>	<p><b>Further Notes</b> Could come forward as a housing windfall site.</p>

<b>Site Name</b> GWRSA Social Club	<b>SALA Reference</b> SUB02	<b>City Plan Reference</b> /				
<b>Source of Site</b> Agent submission.	<b>Current Site Use and Character</b> Building on the site occupied by a church and land managed as car parking areas. Surrounded by employment uses, residential, hospital and railway line at an elevated level. Change in levels is a constraint.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> All of site in FZ1 so low fluvial flood risk. <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> Not known, but further investigation needed through City Plan allocation process. <u>Topography:</u> N/A. <u>Wildlife/Biodiversity:</u> N/A. at this stage. Limited potential. <u>Green Infrastructure:</u> N/A. <u>Contamination:</u> There may be a need for further investigation. Noise and vibration from the railway is a constraint that needs mitigation. Air pollution from rail and road is also an issue.			<table border="1"> <tr> <td data-bbox="1332 1054 1720 1329"> <b>Available (in 1-5 Years)</b>  No. </td> <td data-bbox="1724 1054 2139 1329"> <b>Achievable / Viable</b>  <b>1-5, 6-10, 11-15 years</b>  6-10 or 11-15. </td> </tr> </table>	
<b>Available (in 1-5 Years)</b> No.	<b>Achievable / Viable</b> <b>1-5, 6-10, 11-15 years</b> 6-10 or 11-15.					
<b>Access to Services</b> Excellent access to public transport interchanges - railway station and bus station, employment, services and facilities.	<b>Highways Comments</b> Any applications required to be supported by a Transport Statement. Any application for residential to demonstrate safe and suitable access (vehicular and pedestrian). Parking will need to be carefully considered. Improvements to pedestrian	<b>Suitable – Yes or No</b> Yes.				

	and cycling facilities will be sought.			
<b>Gross Site Area</b> 0.4 ha.	<b>Dwelling Capacity (dph)</b> 20.	<b>Capacity Derivation</b> Flats @ c. 50 dph.	<b>Employment Potential</b> Site could yield a mixed-use development given its sustainable location.	<b>2014 Update</b> Site now occupied by a church and land used for car parking. Site currently not being promoted to City Council. Site not included in City Plan Sites Consultation 2013.
<b>2016 Update</b> Site currently occupied by the Foodbank and Gloucester City Mission.  Within Housing Zone - owner could be approached to bring forward regeneration.	<b>2017 Update</b> Owner contacted but no update given. No further comments from 2017 SALA Panel.	<b>2018 Update</b> No update.	<b>2019 Update</b> No update.	<b>Further Notes</b>

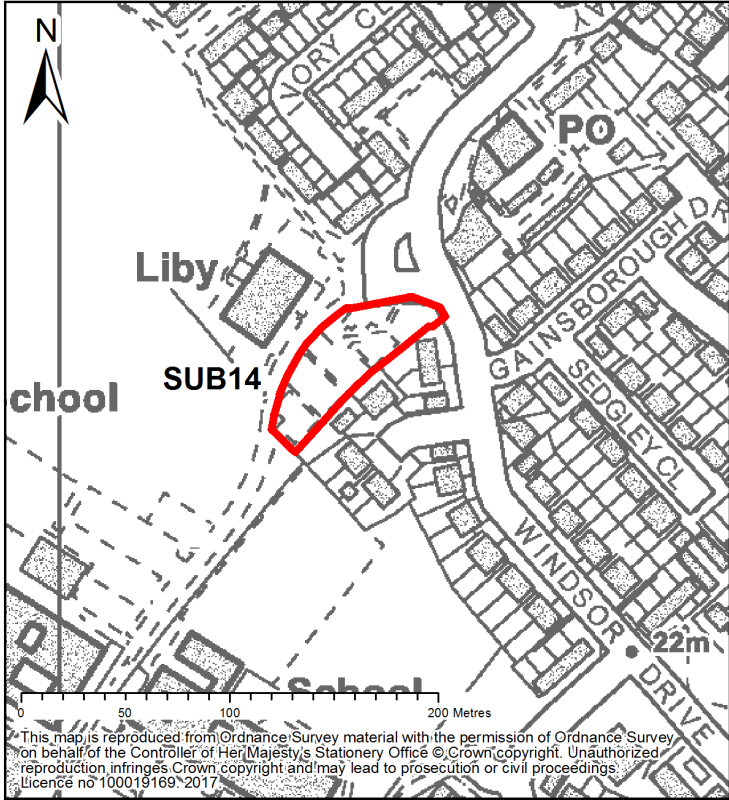
<b>Site Name</b> Helipebs, Sisson Road	<b>SALA Reference</b> SUB04	<b>City Plan Reference</b> E2 (2013) SA04 (2017)				
<b>Source of Site</b> Agent Submission. Potential housing allocation in City Plan.	<b>Current Site Use and Character</b> Occupied and functioning industrial site. Surrounded by industrial, rail, residential uses and public open space. Loss of existing employment use would need to be justified against policy.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> All of the site is in FZ1, so low fluvial flood risk. <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> Valuable local industrial heritage. The site has been shown to contain some archaeological remains and mitigation may be required as part of any development. <u>Topography:</u> N/A. <u>Wildlife/Biodiversity:</u> Trees and hedgerows on site. Bat survey will be required. <u>Green Infrastructure:</u> N/A. <u>Contamination:</u> There may be a need for further investigation. Noise and vibration from the railway is a constraint that needs mitigation.			<table border="1"> <tr> <td data-bbox="1332 1155 1720 1329"> <b>Available (in 1-5 Years)</b>            No         </td> <td data-bbox="1724 1155 2139 1329"> <b>Achievable / Viable</b>  <b>1-5, 6-10, 11-15 years</b>            Uncertain         </td> </tr> </table>	
<b>Available (in 1-5 Years)</b> No	<b>Achievable / Viable</b> <b>1-5, 6-10, 11-15 years</b> Uncertain					
<b>Access to Services</b> Good to moderate access to public transport, employment, services and facilities in the wider area.	<b>Highways Comments</b> Any applications required to be supported by a Transport Statement. Any application for residential to demonstrate safe and suitable access (vehicular	<b>Suitable – Yes or No</b> Yes.				

	and pedestrian). Parking will need to be carefully considered. Improvements to pedestrian and cycling facilities will be sought.			
<b>Gross Site Area</b> 1.6 ha.	<b>Dwelling Capacity (dph)</b> 60.	<b>Capacity Derivation</b> Flats @ c. 50 dph.	<b>Employment Potential</b> Current factory site, but the site lies within a residential area and the most suitable redevelopment would be residential.	<b>2014 Update</b> 2012 SELLA panel agreed most suitable use to be residential. Site included in City Plan Site Consultation Summer 2013.
<b>2016 Update</b> Site the subject of pre-app with City Council.  Potential allocation in City Plan.	<b>2017 Update</b> Site allocated in City Plan 2017. No further comments on this site at the SALA Panel 2017.	<b>2018 Update</b> Further discussions are needed with GCC Economic Development team and the site owners to confirm availability.	<b>2019 Update</b> The site does not appear to be available and is not a proposed allocation in City Plan (September 2019).	<b>Further Notes</b>

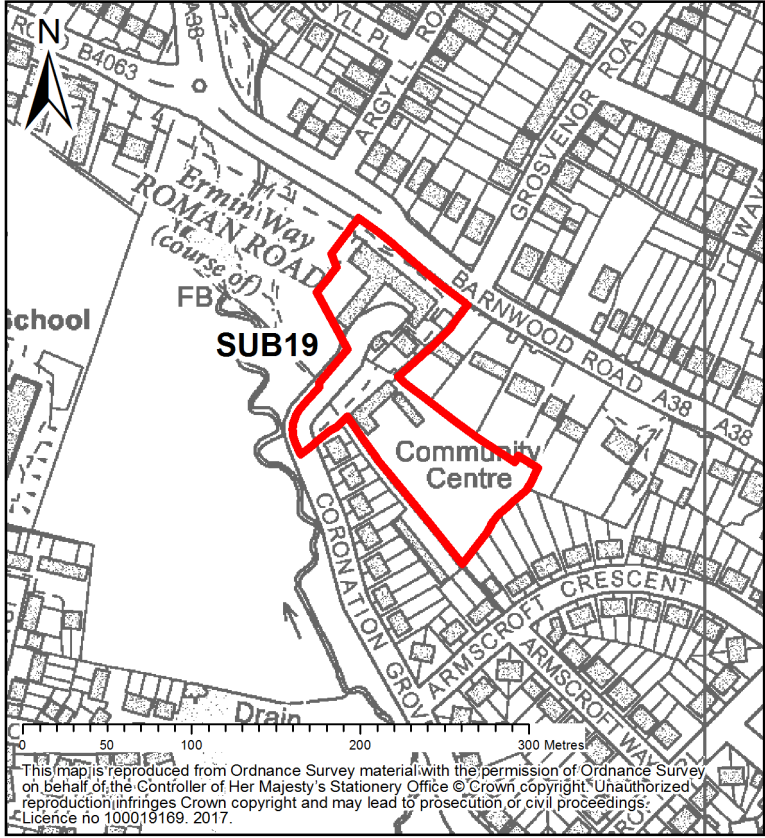
<b>Site Name</b> Land at The Wheatridge	<b>SALA Reference</b> SUB09	<b>City Plan Reference</b> A2 (2013) SA04 (2017) SA01 (2019)		
<b>Source of Site</b> Land owner. Allocated as a primary school site in 2002 2nd Deposit Local Plan Policy CS.9. Potential housing allocation in City Plan.	<b>Current Site Use and Character</b> Greenfield vacant land, surplus school site. Surrounded by residential development. Site included in 2013 City Plan Sites consultation.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> All of the site is in FZ1, so low fluvial flood risk. <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> See the detailed Site Historic Environment Assessment (November 2016). Development allowed with mitigation. <u>Topography:</u> Slight slope runs north to south. <u>Wildlife/Biodiversity:</u> The site is not ecologically rich, but there are a number of mature trees on the boundary and centre of the site. An ecological survey will be undertaken as part of the City Plan sites assessment process. <u>Green Infrastructure:</u> Currently an area of open space used by dog walkers, but not formal Public Open Space. <u>Contamination:</u> N/A.		
<b>Access to Services</b> Good access to public transport & local services and facilities at	<b>Highways Comments</b> Any applications required to be supported by a Transport	<b>Suitable – Yes or No</b> Yes.		

<p>Abbeydale District Centre. Access to employment in wider area.</p>	<p>Statement. Any application for residential to demonstrate safe and suitable access (vehicular and pedestrian). Parking will need to be carefully considered. Improvements to pedestrian and cycling facilities will be sought.</p>			
<p><b>Gross Site Area</b> 2.28.</p>	<p><b>Dwelling Capacity (dph)</b> 50.</p>	<p><b>Capacity Derivation</b> Houses @ between 30 &amp; 40 dph.</p>	<p><b>Employment Potential</b> No - due to residential area.</p>	<p><b>2014 Update</b> City Council Open Space Strategy identifies a shortfall of public open space in Abbey ward. Site included in 2013 City Plan Sites. Consultation to include POS &amp; residential development Site agreed for disposal by County Council Cabinet.</p>
<p><b>2016 Update</b> Potential allocation in City Plan.</p>	<p><b>2017 Update</b> Site allocated in City Plan 2017. The proposed allocation is for 50 dwellings, but the site is also suitable for educational use (e.g. a school) and recent communication with the County Council indicates that a school is the more likely use. No further comments on this site at the SALA Panel 2017.</p>	<p><b>2018 Update</b> No update on this site. Contacted County Council and assume that their position has not changed.</p>	<p><b>2019 Update</b> Following discussions with the County Council the site is proposed to be allocated for a primary school as well as c.10 dwellings.</p>	<p><b>Further Notes</b></p>

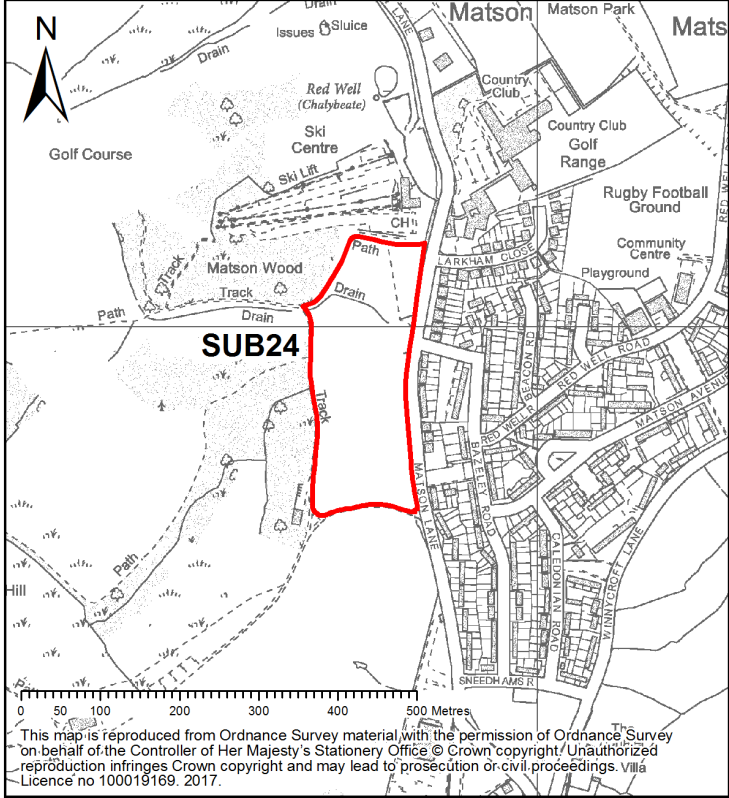


<b>Site Name</b> Car Park at Tuffley Library	<b>SALA Reference</b> SUB14	<b>City Plan Reference</b> /		
<b>Source of Site</b> Landowner.	<b>Current Site Use and Character</b> Car park for local library, shops and schools. Surrounded by public open space, primary and secondary schools, local shops and residential uses. Entrance acts as roundabout for junction, would need complete redesign of access to bring site forward.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> Low fluvial risk - in FZ1. <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> None known. <u>Topography:</u> N/A. <u>Wildlife/Biodiversity:</u> N/A. <u>Green Infrastructure:</u> N/A. <u>Contamination:</u> N/A.		
<b>Access to Services</b> Good access to public transport e.g. No. 10 Gold Service and local services and facilities at Windsor Drive local centre. Access to employment opportunities beyond immediate area at Waterwells, Quedgeley and City Centre.	<b>Highways Comments</b> Safe and suitable access and parking required. Improvements to pedestrian and cycling facilities will be sought.	<b>Suitable – Yes or No</b> Yes.	<b>Available (in 1-5 Years)</b> No.	<b>Achievable / Viable</b> <b>1-5, 6-10, 11-15 years</b> 6-10.
<b>Gross Site Area</b> 0.2.	<b>Dwelling Capacity (dph)</b> 7.	<b>Capacity Derivation</b> Houses @ 40 dph.	<b>Employment Potential</b> No, residential area.	<b>2014 Update</b> Site still available.

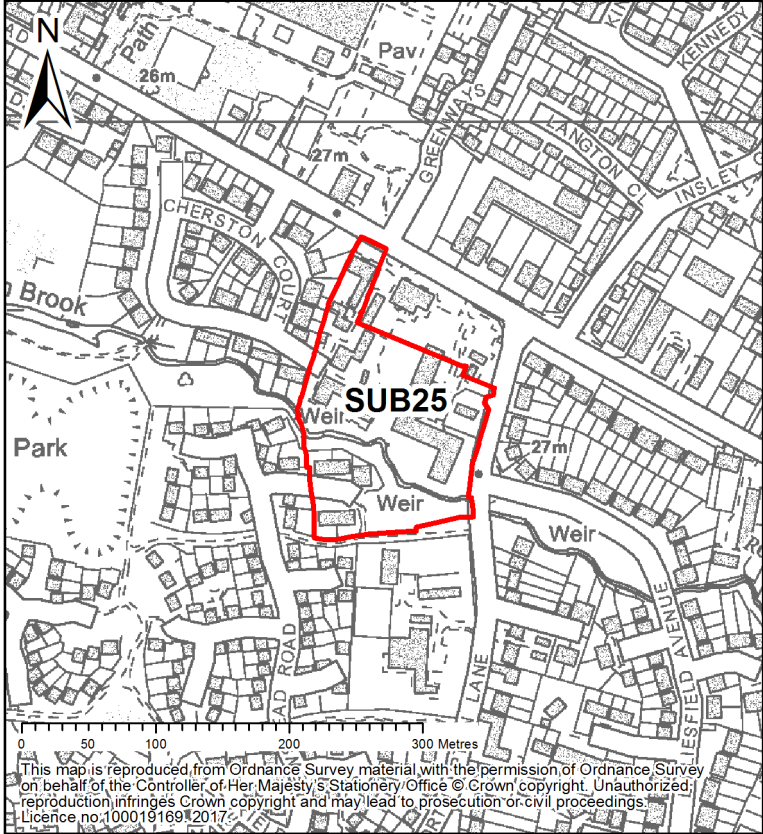
<b>2016 Update</b>	<b>2017 Update</b>	<b>2018 Update</b>	<b>2019 Update</b>	<b>Further Notes</b>
No mandate from County Council to dispose of site - however site is still available.	No change, the site is not being promoted for another use by the County Council.	No further information from the County Council and no comments from the SALA Panel.	No update.	

<b>Site Name</b> Bohanam House & adjoining Elmscroft Community Centre, Barnwood Road	<b>SALA Reference</b> SUB19	<b>City Plan Reference</b> /				
<b>Source of Site</b> Landowner.	<b>Current Site Use and Character</b> Occupied and functioning elderly persons care home, adjacent community centre and vacant land. Existing use would require relocating and would need to be justified against planning policy.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> Low fluvial risk, 100% of site in FZ1. <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> Potential archaeological interest on this site and further investigation would be needed. Also development on this site is likely to impact on the setting of a listed building. <u>Topography:</u> N/A. <u>Wildlife/Biodiversity:</u> Some trees on site, potential TPOs. <u>Green Infrastructure:</u> N/A. <u>Contamination:</u> N/A.			<table border="1"> <tr> <td data-bbox="1335 1054 1720 1329"> <b>Available (in 1-5 Years)</b>            No.         </td> <td data-bbox="1724 1054 2136 1329"> <b>Achievable / Viable</b>  <b>1-5, 6-10, 11-15 years</b>            6-10 or 11-15.         </td> </tr> </table>	
<b>Available (in 1-5 Years)</b> No.	<b>Achievable / Viable</b> <b>1-5, 6-10, 11-15 years</b> 6-10 or 11-15.					
<b>Access to Services</b> Good access to public transport - on route of Gold Service No.10. Access to local services, facilities and city centre.	<b>Highways Comments</b> Any applications required to be supported by a Transport Statement. Any application for residential to demonstrate safe and suitable access (vehicular and pedestrian). Parking will need to be carefully considered. Improvements to pedestrian	<b>Suitable – Yes or No</b> Yes.				

	and cycling facilities will be sought.			
<b>Gross Site Area</b> 1.15.	<b>Dwelling Capacity (dph)</b> 15.	<b>Capacity Derivation</b> 38 @ 40 dph, but realistically due to the listed building and its setting, 15 dwellings may be more realistic.	<b>Employment Potential</b> No, residential area.	<b>2014 Update</b> Site included in City Plan Sites Consultation 2013.  Bohanam House to be retained by Order of St John for care purposes / Community Centre. Backland area could still yield residential development & a new community centre.
<b>2016 Update</b> No update.	<b>2017 Update</b> No update.	<b>2018 Update</b> No update. Not available.	<b>2019 Update</b> No update available	<b>Further Notes</b>

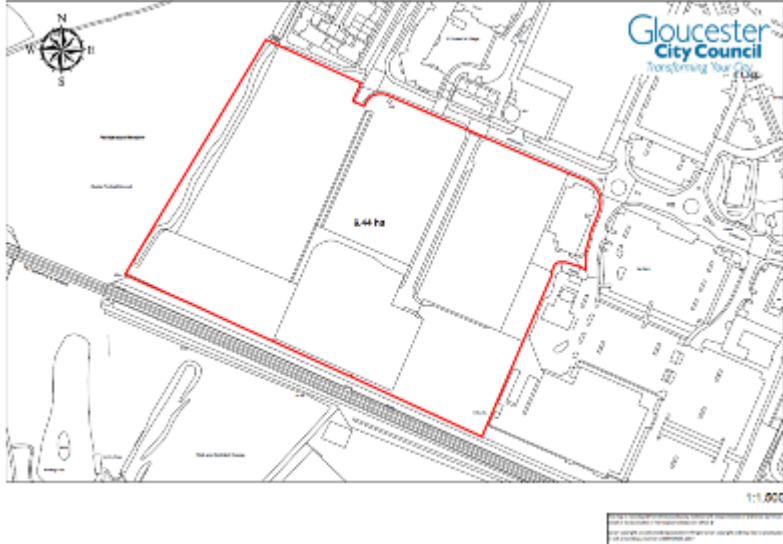
<b>Site Name</b> Land South of Ski Centre	<b>SALA Reference</b> SUB24	<b>City Plan Reference</b> /	 <p>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright/ Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Licence no 100019169. 2017.</p>	
<b>Source of Site</b> Agent submission.	<b>Current Site Use and Character</b> Greenfield site with poor access. Steeply sloping and highly prominent site. Likely to be difficult and costly to develop. Predominantly mown grassland, some woodland but no standing water.	<b>Major Constraints – as per agreed Methodology</b> <b>Flood Risk:</b> Low fluvial risk, 100% of site in FZ1. <b>Landscape:</b> High to medium landscape sensitivity. <b>Cordon Sanitaire:</b> N/A. <b>Historic Environment &amp; Archaeology:</b> Area of archaeological interest. <b>Topography:</b> Problematic steeply sloping site. <b>Wildlife/Biodiversity:</b> The site is adjacent to Matson Wood Key Wildlife Site. <b>Green Infrastructure:</b> Robins Wood Hill is a strategic GI asset. <b>Contamination:</b> N/A.		
<b>Access to Services</b> Moderate access to public transport, local services and facilities.	<b>Highways Comments</b> No recent assessment.	<b>Suitable – Yes or No</b> No.	<b>Achievable / Viable</b> <b>1-5, 6-10, 11-15 years</b> Not suitable so not achievable.	
<b>Gross Site Area</b> 4.04 ha (Potentially developable = 1.91 ha).	<b>Dwelling Capacity (dph)</b> Not suitable.	<b>Capacity Derivation</b> Not suitable.	<b>Employment Potential</b> No.	
<b>2016 Update</b>	<b>2017 Update</b>	<b>2018 Update</b>	<b>2019 Update</b>	<b>Further Notes</b>

Site has been subject to a Historic Environment Assessments for SALA purposes (Oct 2015). Findings have reduced any potential developable area to 1.91 ha.	No update on this site.	No further update on this site and no further comments from the SALA Panel.	No update.	
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<b>Site Name</b> Manor Gardens, Barnwood	<b>SALA Reference</b> SUB25	<b>City Plan Reference</b> SA02 (2017) SA02 (2019)		
<b>Source of Site</b> Agent submission.	<b>Current Site Use and Character</b> Occupied and functioning sheltered retirement accommodation. Nursing home not included within area submitted.  Situated in a predominantly residential area.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> FZ3b = 0% FZ3a = 9% FZ2 = 14% FZ1 = 86% *This is the 2019 JBA update.  <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> Any development within the curtilage of listed buildings would impact on their setting. The site is an area of high archaeological potential so a further built heritage and archaeological assessment will be required. <u>Topography:</u> Parts of the site are sloping. <u>Wildlife/Biodiversity:</u> A further assessment will be required. <u>Green Infrastructure:</u> N/A. <u>Contamination:</u> N/A.		
<b>Access to Services</b> Good access to public transport. Site lies on No.10 Gold bus route. Close to Hucclecote Local Centre.	<b>Highways Comments</b> Any applications required to be supported by a Transport Statement. Any application for residential to demonstrate safe	<b>Suitable – Yes or No</b> Yes.		

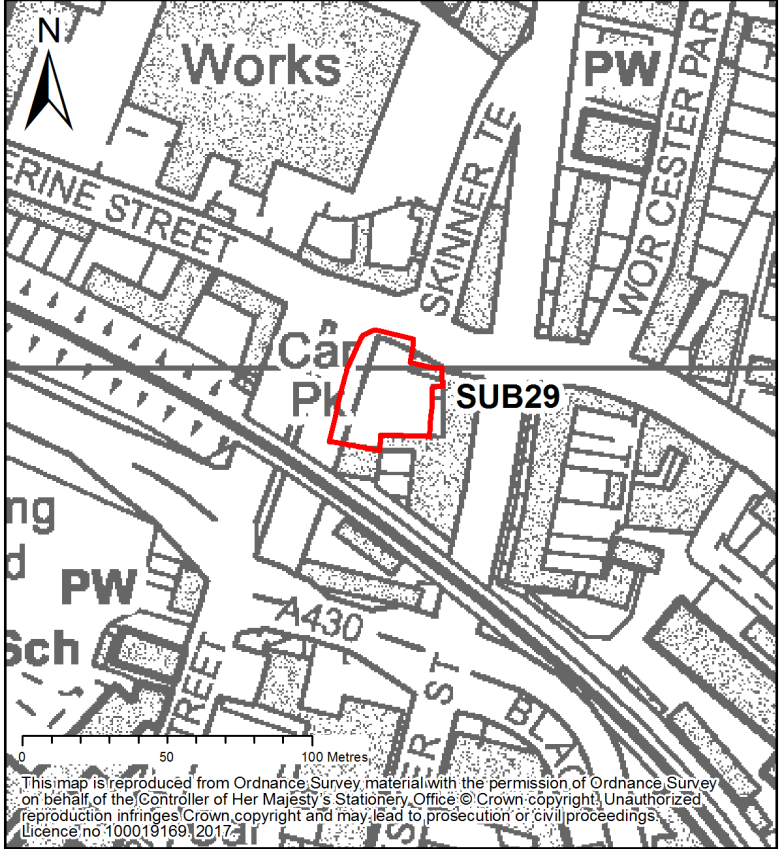
Access to services and facilities within local area and employment at Barnwood; in City Centre and at Brockworth.	and suitable access (vehicular and pedestrian). Parking will need to be carefully considered. Improvements to pedestrian and cycling facilities will be sought.			
<b>Gross Site Area</b> 1.95	<b>Dwelling Capacity (dph)</b> 15 – 20 is a realistic figure given heritage constrains and existing uses on the site.	<b>Capacity Derivation</b> Realistic derivation considering constrains and existing uses.	<b>Employment Potential</b> No, this is a residential area.	<b>2014 Update</b> /
<b>2016 Update</b> New site to SALA. Capacity within grounds for additional development or redevelopment.	<b>2017 Update</b> City Plan Allocation for 20 housing units.	<b>2018 Update</b> The site owner has proposed the potential demolition of 23 units to be replaced with c.49. This gives a net dwellings figure of 26. There are significant constraints on this site, as detailed in this summary, so the density of any scheme that is eventually submitted to the Council will have to be carefully considered.	<b>2019 Update</b> A planning application is pending consideration.	<b>Further Notes</b>



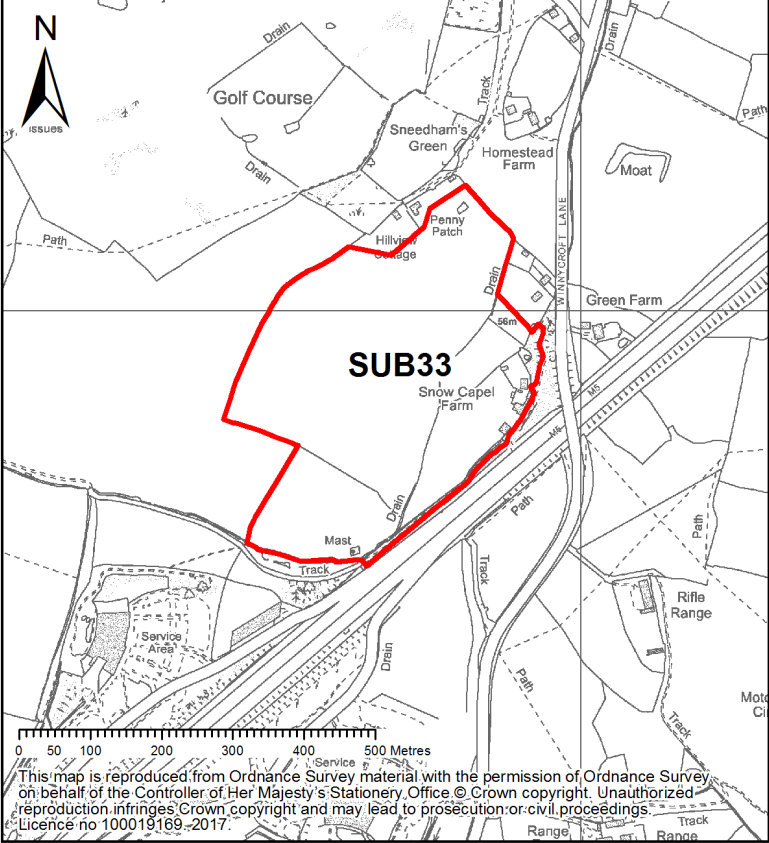
<b>Site Name</b> Rear of former Cattle Market, St Oswalds	<b>SALA Reference</b> SUB28	<b>City Plan Reference</b> SA20 (2017) SA11 (2019)	
<b>Source of Site</b> The site was originally submitted by the Landowner and is a proposed housing allocation in City Plan.	<b>Current Site Use and Character</b> Vacant scrubby brownfield land surrounded by Tesco to the east, St Oswald's village and Dexter Way to the north, Archdeacon Meadow to the west (an area of significant flood risk) and the railway line running the full extent of the southern boundary.  The site is a Gloucester Housing Zone site and delivery is being supported by Housing England.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> FZ3b = No modelling available FZ3a = 5% FZ2 = 100% FZ1= 0% *This is the 2019 JBA update.  <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> Unknown archaeological potential; further investigation may be needed. Further comments pending. <u>Topography:</u> N/A. – flat site. <u>Wildlife/Biodiversity:</u> A recent survey (of the original SUB28 site) did not find any protected species but did suggest that there were habitats that could potentially host such species (bats, birds & reptiles). <u>Green Infrastructure:</u> N/A. <u>Contamination/pollution issues:</u> - This is a large brownfield site so further investigations into contamination will be needed. - A high pressure gas main runs through the site.	

		- Noise and vibration from the railway line could be an issue for residential development and this should be given careful consideration.		
<b>Access to Services</b> Fair access to public transport and employment in City Centre. Good access to services and facilities and to the City Centre.	<b>Highways Comments</b> Any applications required to be supported by a Transport Assessment. Impact on St Oswald's Road, Priory Road, Tewkesbury Road and Westgate Gyratory will need careful consideration, and including close attention to access provision through St Oswald's Retail Park and from the north eastern edge of the proposed site. Any application for residential development should demonstrate safe and suitable access (vehicular and pedestrian). Parking will need to be carefully considered. Improvements to pedestrian and cycling facilities will be sought.	<b>Suitable – Yes or No</b> Yes.	<b>Available (in 1-5 Years)</b> Yes.	<b>Achievable / Viable</b> <b>1-5, 6-10, 11-15 years</b> 1-5.
<b>Gross Site Area</b> 6.44 ha.	<b>Dwelling Capacity (dph)</b> c.154 @ 40 dph. c.192 @ 50 dph. c.300 @ 75 dph.	<b>Capacity Derivation</b> The capacity derivation is based on the Density Multiplier Assumptions in the JCS SALA Methodology which leaves a developable area of c. 3.85 ha. Of the 6.44 gross ha, 37% is discounted for infrastructure and a further 5% is excluded as it is in FZ3. The developable area could be further reduced due to the presence of the major	<b>Employment Potential</b> Site has the potential for a mix of uses. Assisted living accommodation is an option as is appropriate or B1/B8 uses. Appropriate retail is also an option.	<b>2014 Update</b> City Council owned site. Part of site to be used as compound for Tesco extension.

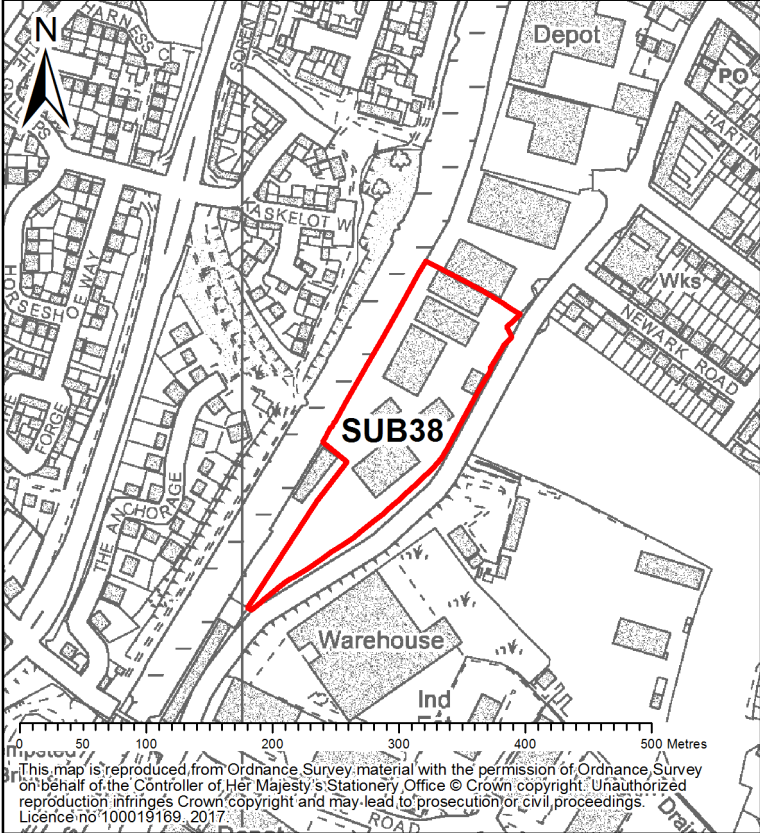
		pipeline, existing pollution mitigation infrastructure and if allowances for climate change are factored in to Flood Risk Assessments.		
<b>2016 Update</b> Potential City Plan allocation. City Council owned site.	<b>2017 Update</b> City Plan Allocation (2017) for 60 residential units. Housing Zone site.	<b>2018 Update</b> For clarification, at the request of the landowner, an additional 3.94 ha eastern parcel has been added to that previously included as part of the SALA site SUB28.	<b>2019 Update</b> Work is ongoing in terms of the feasibility of a scheme and the City Council are working with other landowners & interested parties. The site is proposed for allocation in City Plan.	<b>Further Notes</b>

<b>Site Name</b> Hare Lane Car Park	<b>SALA Reference</b> SUB29	<b>City Plan Reference</b> WN5 (2013) /		
<b>Source of Site</b> Landowner.	<b>Current Site Use and Character</b> Functioning City Centre car park, surrounded by retail, cathedral, residential, education and city centre uses. Need to balance against requirement for city centre car parking provision.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> About 60% of the site is in FZ2. <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> This site is an area of archaeological interest. It is within Worcester Street Conservation Area and development on this site could have an impact on the setting of a listed building. Further built heritage and archaeological assessment is required. <u>Topography:</u> N/A. <u>Wildlife/Biodiversity:</u> N/A. <u>Green Infrastructure:</u> N/A. <u>Contamination:</u> The site is very close to the railway line and noise and vibration may be problematic without suitable mitigation.		
<b>Access to Services</b> Good access to public transport, employment, service Houses @ 40 dph.s and facilities within city centre.	<b>Highways Comments</b> Safe and suitable access. Adequate parking and pedestrian and cycling improvements.	<b>Suitable – Yes or No</b> Yes.		

<b>Gross Site Area</b> 0.32 ha.	<b>Dwelling Capacity (dph)</b> 12 (but could be less given flood risk on parts of the site).	<b>Capacity Derivation</b> Flats or houses @ 40 dph.	<b>Employment Potential</b> No, as the site is too small.	<b>2014 Update</b> City Council owned site City Council release of site dependent on preparation of City Council Car parking Strategy.
<b>2016 Update</b> Site to be considered through forthcoming City Council parking strategy.	<b>2017 Update</b> No update. Site to be considered through the City Council parking strategy which has been delayed.	<b>2018 Update</b> Confirmation that the site is not available in the short to medium term.	<b>2019 Update</b> No update.	<b>Further Notes</b>

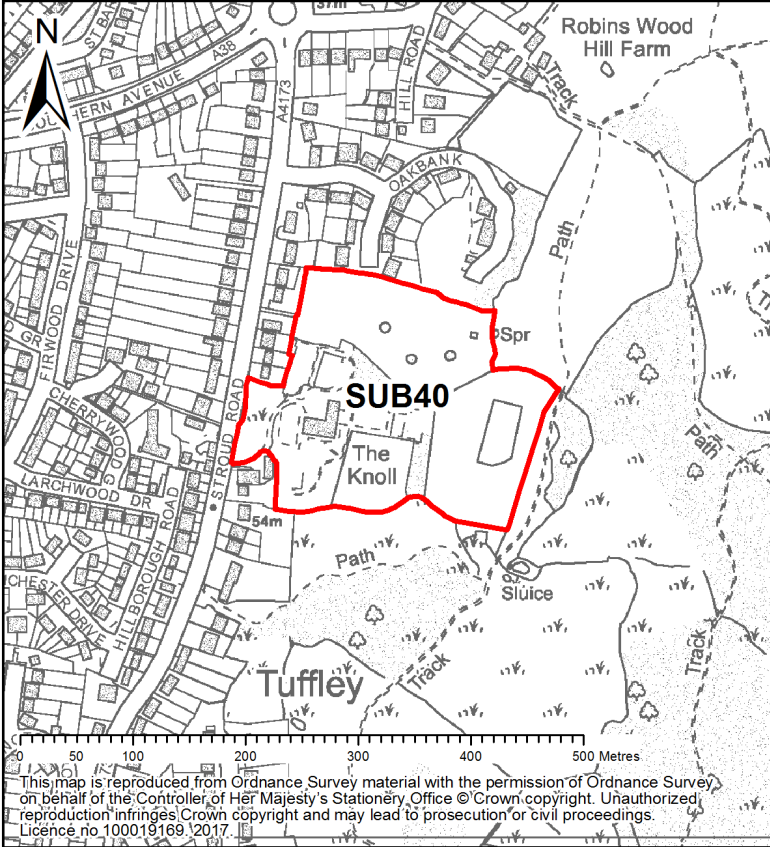
<b>Site Name</b> Land at Snow Capel Farm	<b>SALA Reference</b> SUB33	<b>City Plan Reference</b> /		
<b>Source of Site</b> Agent submission.	<b>Current Site Use and Character</b> Greenfield site adjacent to M5 Motorway with high to medium Landscape sensitivity. Traditional semi improved grassland with good hedges and mature isolated trees. Currently the site is remote from any existing development.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> Almost all of the site is in FZ1 with a low risk of fluvial flooding. Potential for some southern areas to be affected by surface water run off from the M5. <u>Landscape:</u> All of the site is within a high to medium Landscape sensitivity area. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> This is an area of archaeological interest. For further information see the Site Historic Environmental Assessment Report (March 2015). <u>Topography:</u> Gently sloping site (running northwest to the south west and south east). <u>Wildlife/Biodiversity:</u> Good hedges and trees. Further assessment needed. <u>Green Infrastructure:</u> N/A. <u>Contamination:</u> N/A.	 <p>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorized reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Licence no 100019169-2017.</p>	
<b>Access to Services</b> Poor access to public transport and any services and facilities.	<b>Highways Comments</b> Further assessment required.	<b>Suitable – Yes or No</b> No.	<b>Available (in 1-5 Years)</b> Yes.	<b>Achievable / Viable</b> <b>1-5, 6-10, 11-15 years</b> Not suitable.
<b>Gross Site Area</b>	<b>Dwelling Capacity (dph)</b>	<b>Capacity Derivation</b>	<b>Employment Potential</b>	<b>2014 Update</b>

20.26 ha.	Not suitable.	Not suitable.	No.	City Landscape report identifies part of site as unsuitable for development on landscape grounds. Site is also distant from services and facilities and does not relate well to existing residential areas.
<b>2016 Update</b> No update.	<b>2017 Update</b> No update.	<b>2018 Update</b> No update.	<b>2019 Update</b> No update.	<b>Further Notes</b>

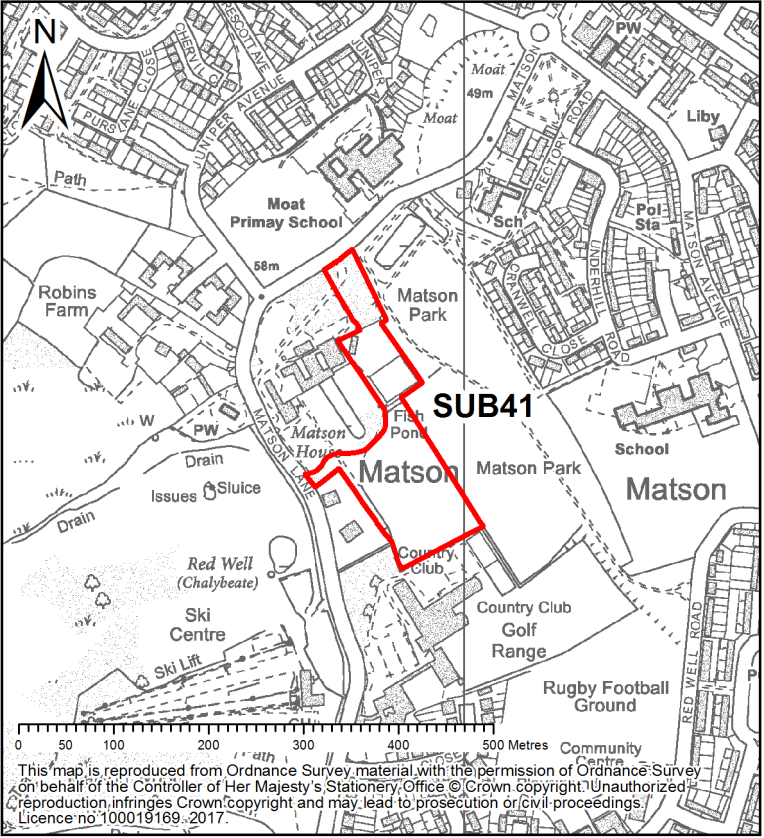
<b>Site Name</b> Land at Griggs Timber, Bristol Road	<b>SALA Reference</b> SUB38	<b>City Plan Reference</b> /					
<b>Source of Site</b> Agent Submission.  Employment allocation in 2nd Deposit Draft Plan 2002 Policy E.2.5.	<b>Current Site Use and Character</b> Existing timber merchant backing onto the canal. Access issues, due to potential ransom strip between site and Bristol Road. Loss of employment use would need to be justified against policy.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> The proximity of the canal clearly heightens flood risk, but the majority of the Griggs site is in FZ1 and the canal channel is relatively controlled at this point. <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. but site is fairly close and upwind of Netheridge STW. <u>Historic Environment &amp; Archaeology:</u> Development allowed but with mitigation. For further information see the Site Historic Environmental Assessment Report (August 2016). <u>Topography:</u> Ground slopes slightly to north and south from centre of site. <u>Wildlife/Biodiversity:</u> An industrial/employment site but with some green spaces and backing onto the canal, so further assessment needed. <u>Green Infrastructure:</u> N/A. <u>Contamination</u> Further investigation needed as there may be contamination from past industrial uses.			<b>Access to Services</b> Good access to public	<b>Highways Comments</b> Any applications required to be	<b>Suitable – Yes or No</b> Yes, for employment uses.



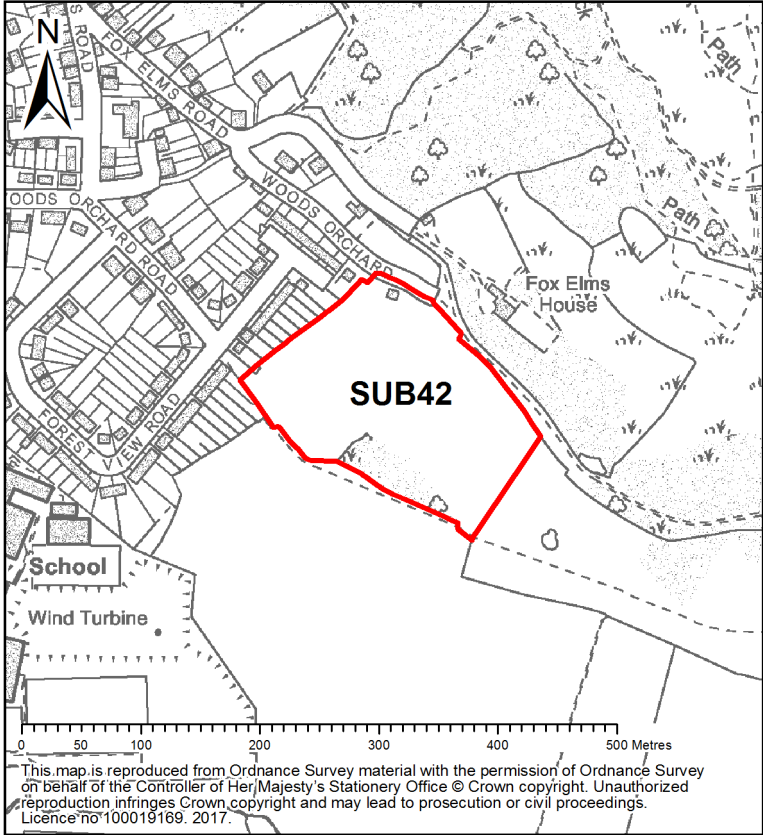
transport, services, facilities and employment.	supported by a Transport Assessment. Impacts on local highway network will need careful consideration. Any application for residential to demonstrate safe and suitable access (vehicular and pedestrian). Parking will need to be carefully considered. Improvements to pedestrian and cycling facilities will be sought.			11-15.
<b>Gross Site Area</b> 0.5 ha.	<b>Dwelling Capacity (dph)</b> /	<b>Capacity Derivation</b> /	<b>Employment Potential</b> Existing employment site.	<b>2014 Update</b> 2012 SELAA panel stated most suitable use was for whole area was for employment purposes.  Site would be included in Land between Canal and Bristol Rd capacity (HA21).
<b>2016 Update</b> No update.	<b>2017 Update</b> No update.	<b>2018 update</b> No update.	<b>2019 Update</b> No update.	<b>Further Notes</b>

<b>Site Name</b> The Knoll, Stroud Road	<b>SALA Reference</b> SUB40	<b>City Plan Reference</b> /	 <p>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorized reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Licence no 100019169, 2017.</p>	
<b>Source of Site</b> Agent submission.	<b>Current Site Use and Character</b> Occupied and functioning elderly persons care home. Surrounded by residential development and Robinswood Country Park. Site contains grassland, a good supply of mature and veteran trees and Robinswood Hill pond ( a Key Wildlife Site). Only 1.5 hectares of the site is indicated as developable by the proposer.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> All of the site is in FZ1 with a low risk of fluvial flooding. <u>Landscape:</u> Sensitive due to Robinswood Landscape Conservation Area. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> Area of historic and archaeological interest. See Site Historic Environmental Assessment Report (March 2015) for full details.. <u>Topography:</u> Steeply sloping site. <u>Wildlife/Biodiversity:</u> Further assessment needed. <u>Green Infrastructure:</u> N/A. <u>Contamination</u> N/A.		
<b>Access to Services</b> Poor access to public transport. Access to services and facilities within the Tuffley area and employment further afield.	<b>Highways Comments</b> Safe and suitable access. Cycle and pedestrian improvements and adequate parking required.	<b>Suitable – Yes or No</b> No.	<b>Achievable / Viable</b> <b>1-5, 6-10, 11-15 years</b> Not suitable.	
<b>Gross Site Area</b> 4.44 ha Only 1.5 ha is developable.	<b>Dwelling Capacity (dph)</b> Site not suitable.	<b>Capacity Derivation</b> Site not suitable.	<b>Employment Potential</b> Already in employment use as a care home. Unsuitable for other employment uses due to	
			<b>2014 Update</b> Site not suitable or achievable. JCS landscape evidence states that the site is within an area of	

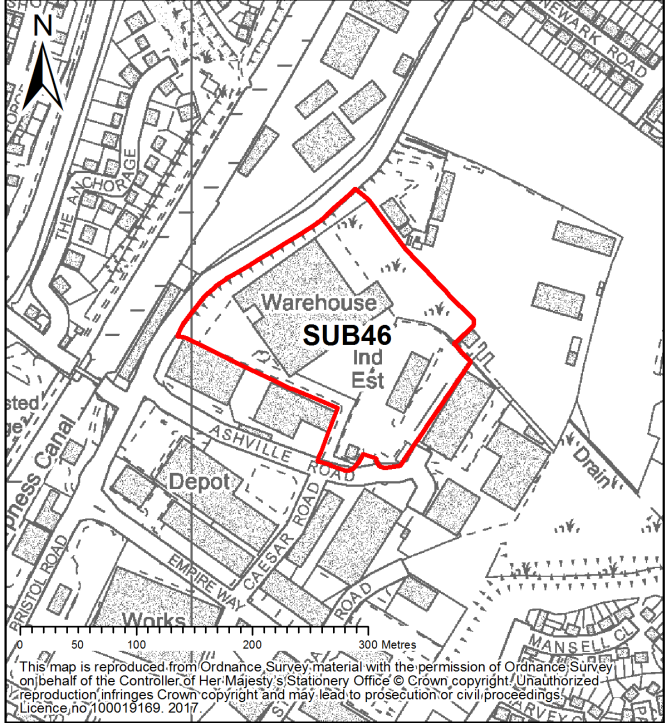
			topography and the fact that it is a residential area.	'High landscape value'. Subdivision of existing building and use of brownfield footprint could be considered.
<b>2016 Update</b> No update.	<b>2017 Update</b> No update.	<b>2018 Update</b> No update.	<b>2019 Update</b> No update.	<b>Further Notes</b>

<b>Site Name</b> Former Selwyn School Site	<b>SALA Reference</b> SUB41	<b>City Plan Reference</b> /	 <p>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorized reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Licence no 100019169, 2017.</p>				
<b>Source of Site</b> Agent submission.	<b>Current Site Use and Character</b> Occupied and functioning school buildings and grounds. Small ornamental pond and good mature tree and structures for biodiversity.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> All of the site is in FZ1 with a low risk of fluvial flooding. <u>Landscape:</u> The site is within the Landscape Conservation Area of Robinswood Hill. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> Area of historic and archaeological interest. See Site Historic Environmental Assessment Report (March 2015) for full details. According to this report the site is not suitable for development due to significant heritage constraints. <u>Topography:</u> Gently sloping site, not problematic in this respect. <u>Wildlife/Biodiversity:</u> Further investigation needed. A variety of beautiful mature trees on site. <u>Green Infrastructure:</u> N/A. <u>Contamination</u> N/A.			<b>Access to Services</b> Poor access to local services and facilities. Access to public transport in the wider area and employment beyond.	<b>Highways Comments</b> Assessment needed.	<b>Suitable – Yes or No</b> No.

<b>Gross Site Area</b> 2.2 ha	<b>Dwelling Capacity (dph)</b> Not suitable.	<b>Capacity Derivation</b> Not suitable.	<b>Employment Potential</b> Site in use as a care home.	<b>2014 Update</b> Site is no longer used as a school but for care purposes. Site not suitable or achievable for another use.
<b>2016 Update</b> Site has been subject to a Historic Environment Assessments for SALA purposes (Nov 2015) which recommends that the site is not suitable for development owing to the constraints of the heritage assets.	<b>2017 Update</b> No update.	<b>2018 Update</b> No update.	<b>2019 Update</b> No update.	<b>Further Notes</b>

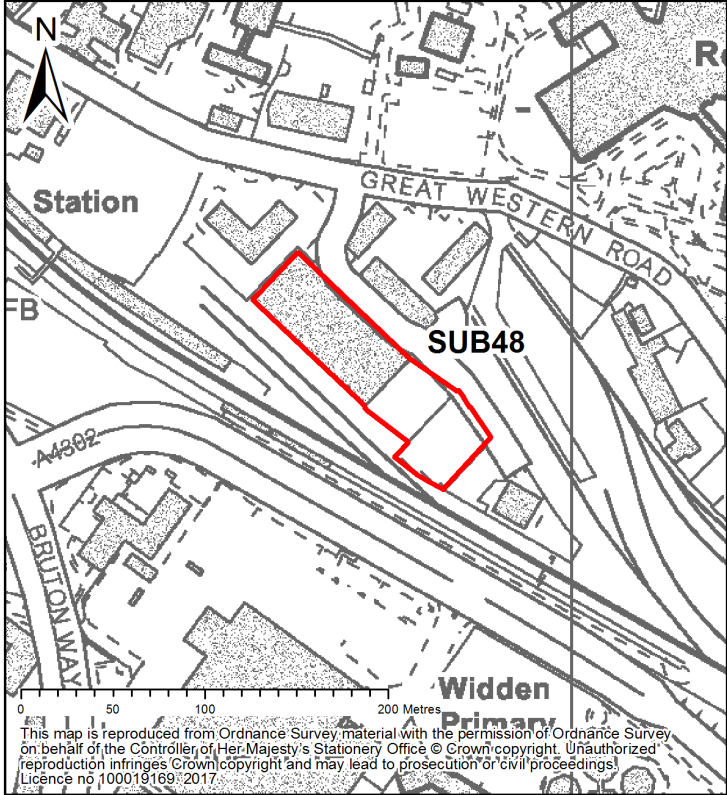
<b>Site Name</b> Northern part of Land East of Forest View Road, Tuffley	<b>SALA Reference</b> SUB42	<b>City Plan Reference</b> /	 <p>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorized reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Licence no 100019169. 2017.</p>	
<b>Source of Site</b> Landowner.	<b>Current Site Use and Character</b> Greenfield agricultural land. Improved grassland with good ridge and furrow adjacent to Robinswood Hill. Steeply sloping with high landscape sensitivity. Surrounded by open countryside, country park school and some residential areas.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> All of the site is in FZ1 with a low risk of fluvial flooding. <u>Landscape:</u> An area of high landscape sensitivity. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> In proximity to known Roman remains. Further archaeological potential to be investigated. <u>Topography:</u> Steeply sloping. <u>Wildlife/Biodiversity:</u> Likely significant biodiversity and wildlife assets on this site. Needs further assessment. <u>Green Infrastructure:</u> On Robinswood Hill, which is key part of the Gloucester's GI. <u>Contamination</u> N/A.		
<b>Access to Services</b> Poor access to public transport, local services and facilities.	<b>Highways Comments</b> Not available.	<b>Suitable – Yes or No</b> No. Environmental, landscape and biodiversity issues cannot be overcome. Sloping nature of land would make development at site prominent.	<b>Achievable / Viable</b> <b>1-5, 6-10, 11-15 years</b> Not suitable so not achievable.	
<b>Gross Site Area</b> 2.82 ha.	<b>Dwelling Capacity (dph)</b> Not suitable.	<b>Capacity Derivation</b> Not suitable.	<b>Employment Potential</b> No, residential location and poor access.	<b>2014 Update</b> Site not suitable or achievable.

				JCS landscape evidence states that the site is within an area of high landscape value.
<b>2016 Update</b> No update.	<b>2017 Update</b> No update.	<b>2018 Update</b> Southern site submitted as a separate site.	<b>2019 Update</b> No update.	<b>Further Notes</b>

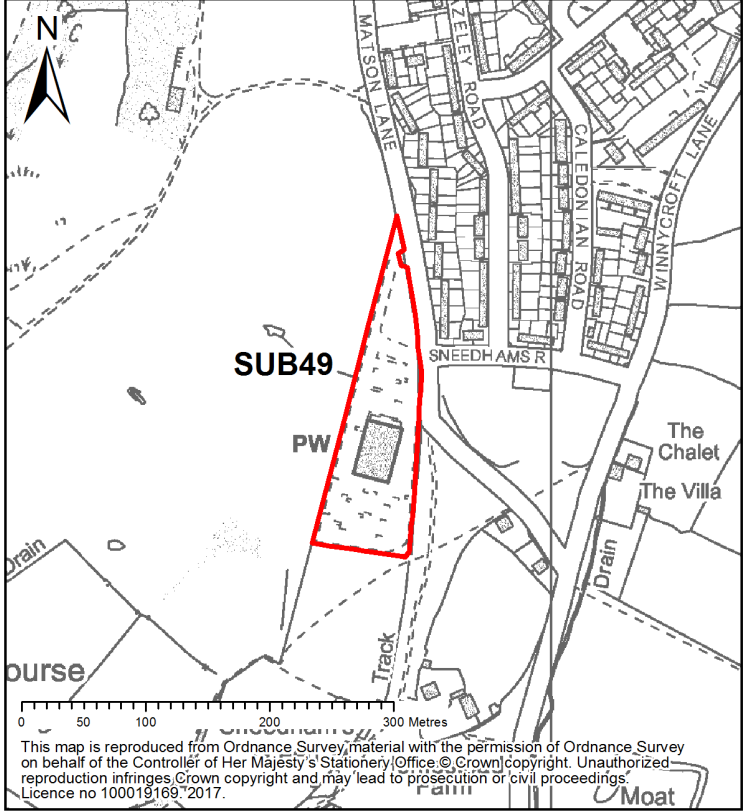
<b>Site Name</b> 277 – 279 Bristol Road	<b>SALA Reference</b> SUB46	<b>City Plan Reference</b> If allocated a new reference will be given for the Regulation 19 consultation.		
<b>Source of Site</b> Landowner.	<b>Current Site Use and Character</b> Occupied and functioning employment land, surrounded by industrial, employment and commercial uses.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> Previously SALA reports have noted that parts of the site are in FZ3b and that there have been known flood events, but recent EA flood maps show the vast majority of the site in FZ1. <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> Not known. <u>Topography:</u> N/A. <u>Wildlife/Biodiversity:</u> N/A. <u>Green Infrastructure:</u> N/A. <u>Contamination</u> Likely contamination in need of investigation.		
<b>Access to Services</b> Poor access to local services and facilities.	<b>Highways Comments</b> Any applications required to be supported by a Transport Statement. Any application for residential to demonstrate safe and suitable access (vehicular and pedestrian). Parking will need to be carefully considered. Improvements to pedestrian and cycling facilities will be	<b>Suitable – Yes or No</b> For employment use.		



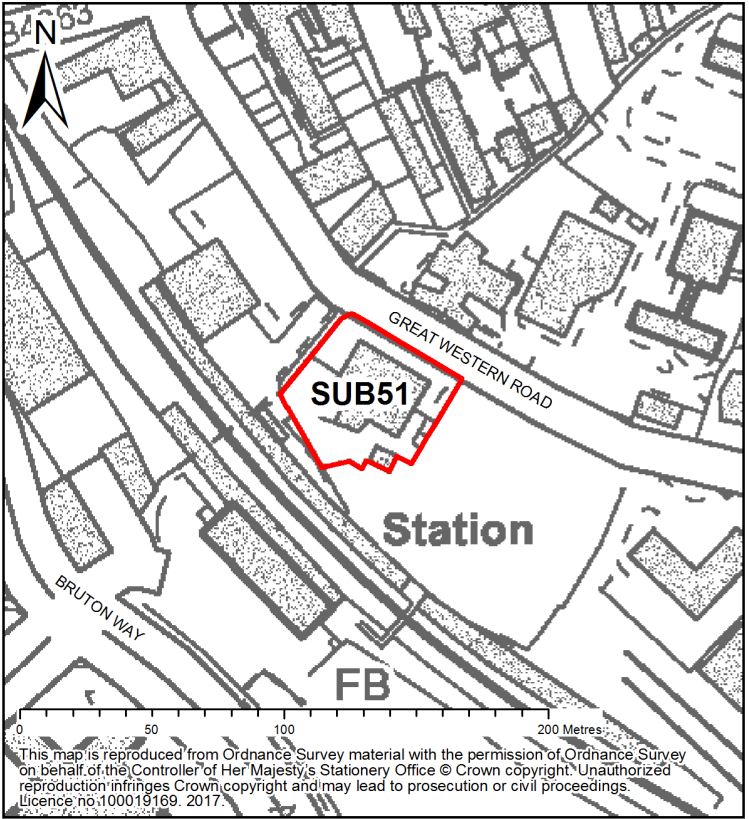
	sought.			
<b>Gross Site Area</b> 1.0 ha.	<b>Dwelling Capacity (dph)</b> Not suitable.	<b>Capacity Derivation</b> Not suitable.	<b>Employment Potential</b> Existing employment site.	<b>2014 Update</b> 2012 SELLA panel recommended site is retained for employment purposes.
<b>2016 Update</b> No update.	<b>2017 Update</b> No update.	<b>2018 Update</b> Change to flood risk status.	<b>2019 Update</b> No update.	<b>Further Notes</b>

<b>Site Name</b> Warehouse, Great Western Road	<b>SALA Reference</b> SUB48	<b>City Plan Reference</b> /		
<b>Source of Site</b> Agent submission.	<b>Current Site Use and Character</b> Access to site through commercial development. Surrounded by offices, railway lines and parking. Needs to be considered in wider masterplan process.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> Site is in FZ1, so low fluvial risk. <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> Not known. <u>Topography:</u> N/A. <u>Wildlife/Biodiversity:</u> N/A. <u>Green Infrastructure:</u> N/A. <u>Contamination</u> Noise and vibration from the railway.		
<b>Access to Services</b> Good access to services, facilities and employment.	<b>Highways Comments</b> Not available.	<b>Suitable – Yes or No</b> Yes (for employment as part of wider development).	<b>Available (in 1-5 Years)</b> No	<b>Achievable / Viable</b> <b>1-5, 6-10, 11-15 years</b> 6-10 or later.
<b>Gross Site Area</b> 0.55 ha.	<b>Dwelling Capacity (dph)</b> /	<b>Capacity Derivation</b> /	<b>Employment Potential</b> Currently used for warehousing - retain for employment purposes.	<b>2014 Update</b> 2012 SELAA panel recommended site could come forward as part of a wider redevelopment.
<b>2016 Update</b>	<b>2017 Update</b>	<b>2018 Update</b>	<b>2019 Update</b>	<b>Further Notes</b>

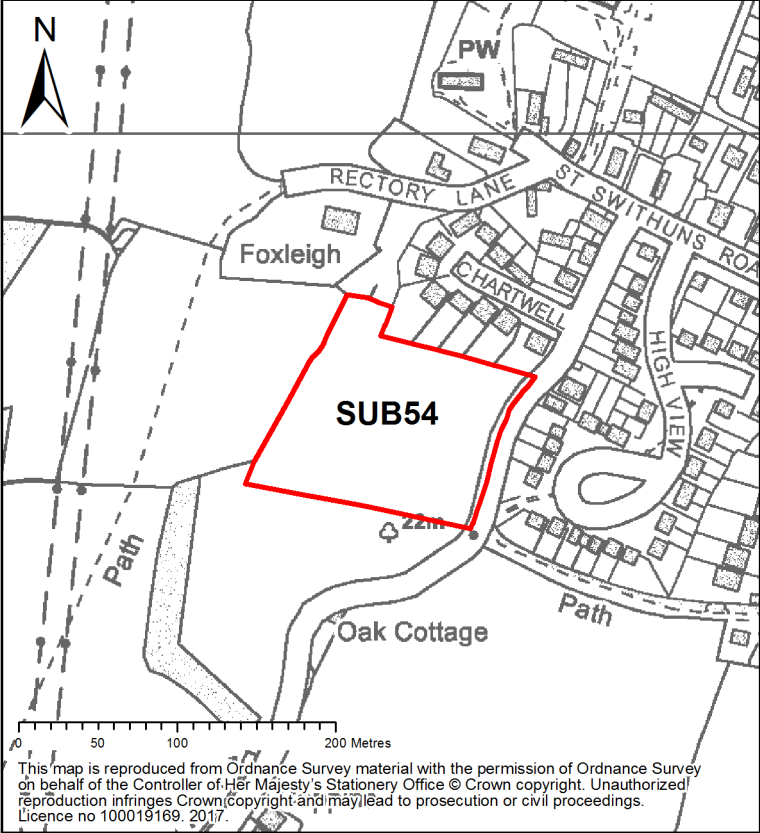
No update.	No update.	No update.	No update.	
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<b>Site Name</b> Gospel Hall, Matson Lane	<b>SALA Reference</b> SUB49	<b>City Plan Reference</b> /		
<b>Source of Site</b> Landowner.	<b>Current Site Use and Character</b> Triangular site with functioning place of worship. Ample parking. Site surrounded by golf course, open countryside and some residential to the north.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> FZ1 – minimal fluvial risk. <u>Landscape:</u> High to medium landscape sensitivity and located at a prominent viewpoint. New development would need careful design and layout following relocation of occupier. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> Area of archaeological interest. <u>Topography:</u> Reasonably flat site. <u>Wildlife/Biodiversity:</u> Nature conservation area. <u>Green Infrastructure:</u> Close to Robinswood Hill. <u>Contamination</u> N/A.		
<b>Access to Services</b> Poor access to services, facilities and employment.	<b>Highways Comments</b> Not available.	<b>Suitable – Yes or No</b> No.	<b>Available (in 1-5 Years)</b> No.	<b>Achievable / Viable</b> <b>1-5, 6-10, 11-15 years</b> Not achievable because not suitable.
<b>Gross Site Area</b> 1.3 ha.	<b>Dwelling Capacity (dph)</b> Not suitable.	<b>Capacity Derivation</b> Not suitable.	<b>Employment Potential</b> No	<b>2014 Update</b> JCS landscape evidence states site within area of 'High' landscape value. Functioning community facility.

<b>2016 Update</b> No update.	<b>2017 Update</b> No update and no reply from owner.	<b>2018 Update</b> No update or further information.	<b>2019 Update</b> No update.	<b>Further Notes</b>
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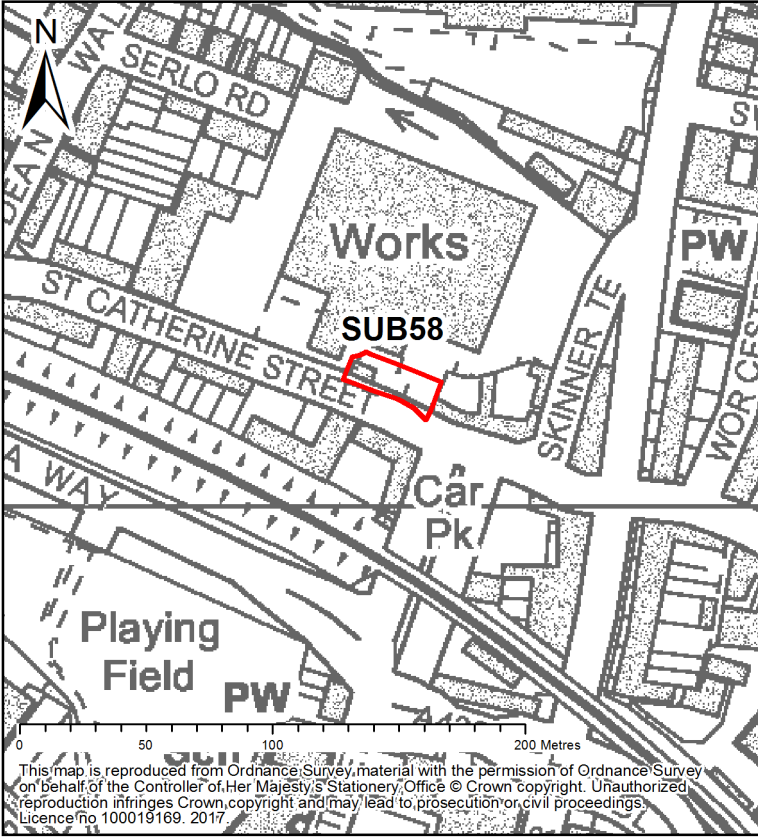
<b>Site Name</b> Wessex House, Great Western Road	<b>SALA Reference</b> SUB51	<b>City Plan Reference</b> KW5 (2013) SA08 (2017) SA04 (2019)		
<b>Source of Site</b> Landowner. Potential City Plan Housing Allocation.	<b>Current Site Use and Character</b> Vacant / former electrical wholesalers. Gloucestershire Royal Hospital to north, Telecom House to east and Gloucester station to south. Identified in Railway Corridor Development Brief adopted March 2011.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> All of the site is in FZ1, so low fluvial risk. <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> Area of archaeological interest. <u>Topography:</u> N/A. <u>Wildlife/Biodiversity:</u> N/A. <u>Green Infrastructure:</u> N/A. <u>Contamination</u> Possible contamination from previous industrial uses and potential noise and vibration issues from nearby railway line.		
<b>Access to Services</b> Central location very close to public transport interchanges, shops and services.	<b>Highways Comments</b> 20 units are unlikely to have significant impact on Great Western Road/London Rd/Horton Rd junctions. Improvements to pedestrian and cycling facilities will be sought in the locality.	<b>Suitable – Yes or No</b> Yes.	<b>Available (in 1-5 Years)</b> Yes.	<b>Achievable / Viable</b> <b>1-5, 6-10, 11-15 years</b> 1-5.

<p><b>Gross Site Area</b> 0.3 ha</p>	<p><b>Dwelling Capacity (dph)</b> 20 to 30</p>	<p><b>Capacity Derivation</b> 20 flats @ 75 dph.</p>	<p><b>Employment Potential</b> Yes, as part of a mixed-use scheme.</p>	<p><b>2014 Update</b> 2012 SHLAA panel identified that site could come forward with Telecom House site for a possible mixed-use employment / residential scheme that might include key worker housing. Site included in City Plan consultation Summer 2013.</p>
<p><b>2016 Update</b> Lease at site to be bought back by City Council so site can be included in Gloucester Station improvements package.  Site within Housing Zone so any residual land remaining after Station improvements could be used to bring forward student / key worker housing.</p>	<p><b>2017 Update</b> City Plan Allocation (2017) for 20 units or mixed use including educational use.</p>	<p><b>2018 Update</b> Feb/March 2018 meeting with City Council Asset Management indicated that the dwellings capacity could be increased to 30 dph.</p>	<p><b>2019 Update</b> City Plan proposed allocation.</p>	<p><b>Further Notes</b></p>

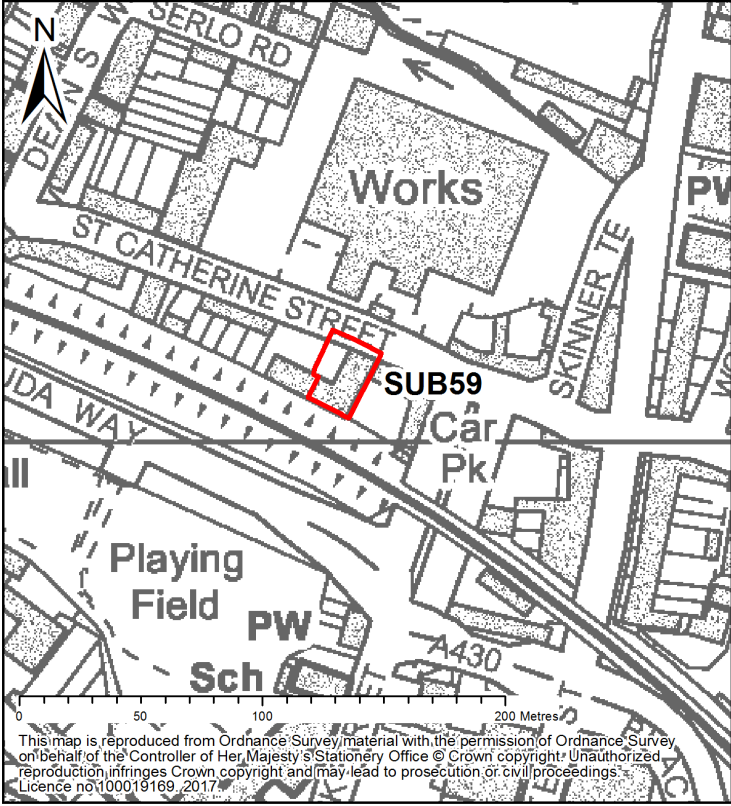
<b>Site Name</b> Land at Rea Lane	<b>SALA Reference</b> SUB54	<b>City Plan Reference</b> WS14 (2013) SA23 (2017) SA12 (2019)	 <p>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorized reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Licence no 100019169. 2017.</p>				
<b>Source of Site</b> Agent submission. Potential City Plan Housing Allocation.	<b>Current Site Use and Character</b> Site on south western edge of Hempsted village. Agricultural improved grassland.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> 100% of the site is in FZ1. The primary risk of flooding is from surface water. <u>Landscape:</u> High to medium landscape sensitivity. <u>Cordon Sanitaire:</u> Site is adjacent to Cordon Sanitaire. <u>Historic Environment &amp; Archaeology:</u> The impact on Hempsted Conservation Area needs to be considered and archaeological investigation will be required. <u>Topography:</u> Topography of site constrains development. <u>Wildlife/Biodiversity:</u> The site is agricultural improved grassland and bounded by a species poor hedge. <u>Green Infrastructure:</u> Adjacent to the strategic GI of Severn and wash lands. <u>Contamination</u> N/A.			<b>Access to Services</b> Poor access to public transport from Hempsted Village. Services and facilities accessible in City centre and	<b>Highways Comments</b> Access is poor. Should access constraints be able to be overcome then any application required to be supported by a	<b>Suitable – Yes or No</b> Yes



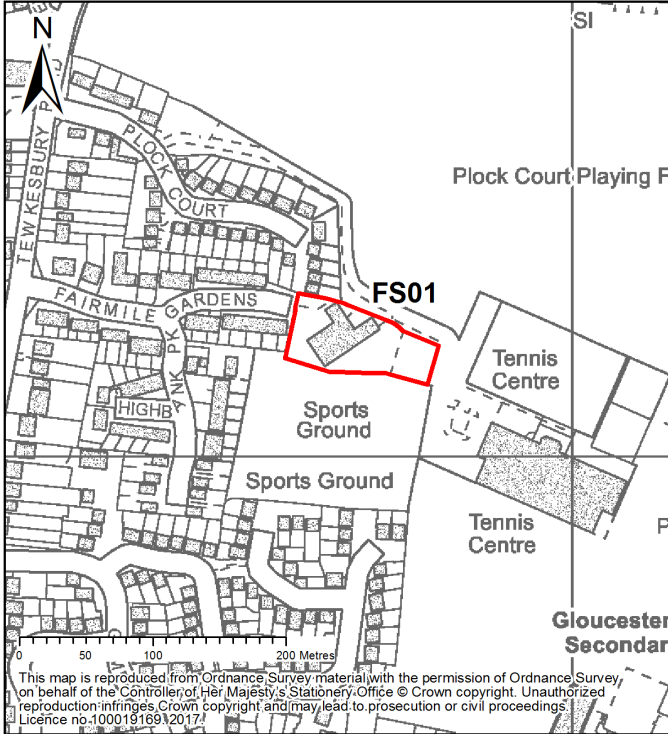
wider afield.	Transport Statement. Adequate pedestrian and cycle access. Adequate parking to be provided.			
<b>Gross Site Area</b> 1.2 ha	<b>Dwelling Capacity (dph)</b> 30	<b>Capacity Derivation</b> c.35 dph considered suitable for this semi-rural location, but at slightly less dense site bearing in mind landscape constraints may be more appropriate. This will be tested/assessed at planning application stage.	<b>Employment Potential</b> No, residential area and not well located in terms of the Strategic Highway Network.	<b>2014 Update</b> New site submitted 2011/12 Site included in City Plan sites consultation 2013.  Site considered by City Council Landscape report which slightly constrains the developable area.  Site also lies adjacent to Cordon Sanitaire which may constrain development.
<b>2016 Update</b> Access constraints require resolution with County Highways - no further update.	<b>2017 Update</b> City Plan Allocation (2017) for 35 units. Planning application expected shortly.	<b>2018 Update</b> Application 17/00023/OUT is pending consideration. This is for 30 dwellings.	<b>2019 Update</b> Application pending consideration.	<b>Further Notes</b>

<b>Site Name</b> 30 St Catherine Street	<b>SALA Reference</b> SUB58	<b>City Plan Reference</b> /		
<b>Source of Site</b> Agent submission.	<b>Current Site Use and Character</b> Part occupied site. Employment to north and predominantly residential to south.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> About 50% of the site in FZ2. Fluvial flooding is a significant issue for many properties on this street. <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> Site lies adjacent to Worcester Street Conservation Area. Area of archaeological potential. See Site Historic Environmental Assessment Report (June 2016) for full details. 0.0075 ha of the 0.5 ha site should not be developed to protect heritage assets. <u>Topography:</u> N/A. <u>Wildlife/Biodiversity:</u> Limited biodiversity on site. <u>Green Infrastructure:</u> N/A. <u>Contamination</u> N/A.		
<b>Access to Services</b> Good access to public transport, services and facilities in city centre.	<b>Highways Comments</b> Safe and suitable access and adequate parking.	<b>Suitable – Yes or No</b> Yes.	<b>Available (in 1-5 Years)</b> Yes.	<b>Achievable / Viable</b> <b>1-5, 6-10, 11-15 years</b> 1-5.
<b>Gross Site Area</b> 0.05 ha.	<b>Dwelling Capacity (dph)</b> Potentially 5 units (flats or small houses).	<b>Capacity Derivation</b> Over 75 dph.	<b>Employment Potential</b> Yes. Not a strategic employment site although it	<b>2014 Update</b> New small site located in central area & submitted during the year.

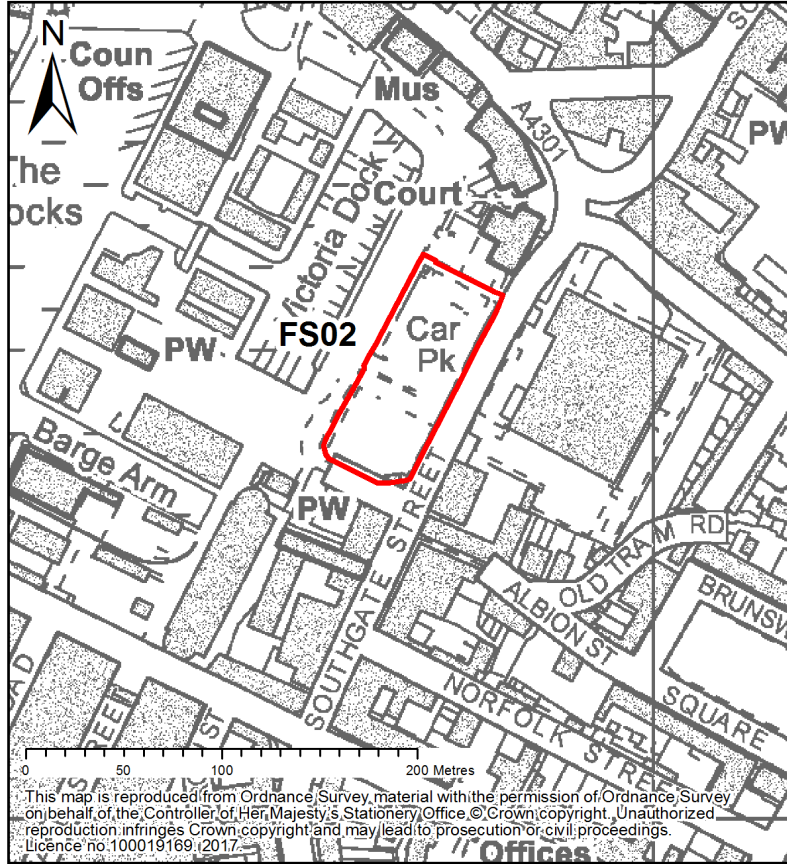
			does make up part of the employment land supply in the central area of the city.	Could potentially only yield 5 dwellings if bought forward at very high density. Flood constraints would need to be adequately addressed.
<b>2016 Update</b> No update.	<b>2017 Update</b> No update. Not allocated in City Plan because too small. Could come forward as a windfall site.	<b>2018 Update</b> No update.	<b>2019 Update</b> No update.	<b>Further Notes</b>

<b>Site Name</b> 9-11 St Catherine Street	<b>SALA Reference</b> SUB59	<b>City Plan Reference</b> /		
<b>Source of Site</b> Agent submission.	<b>Current Site Use and Character</b> Mixed use and character site, mostly vacant buildings and spaces. Employment to north and predominantly residential to the west.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> Part of the site in FZ2. Fluvial flooding is a significant issue for many properties on this street. <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> Area of archaeological potential. See Site Historic Environmental Assessment Report (June 2016) for full details. <u>Topography:</u> N/A. <u>Wildlife/Biodiversity:</u> N/A. <u>Green Infrastructure:</u> N/A. <u>Contamination</u> May need further investigation. Railway line to south of site, so potential for noise and vibration.		
<b>Access to Services</b> Good access to public transport, services and facilities in city centre.	<b>Highways Comments</b> Safe and suitable access and adequate parking.	<b>Suitable – Yes or No</b> Yes.	<b>Employment Potential</b> Yes. Not a strategic employment site although it does make up part of the employment land supply in the	
<b>Gross Site Area</b> 0.06 ha.	<b>Dwelling Capacity (dph)</b> Potentially 6 units (flats or small houses).	<b>Capacity Derivation</b> Over 75 dph.	<b>Achievable / Viable</b> 1-5, 6-10, 11-15 years 1-5.	
			<b>2014 Update</b> New small site located in central area & submitted during the year - only yield 5 dwellings if bought forward at very high density.	

			central area of the city.	
<b>2016 Update</b> No update.	<b>2017 Update</b> No update. Akin to 30 St Catherine Street, not allocated in City Plan because too small. Could come forward as a windfall site.	<b>2018 Update</b> No update.	<b>2019 Update</b> No update.	<b>Further Notes</b>

<b>Site Name</b> GALA Club, Fairmile Gardens	<b>SALA Reference</b> FS01	<b>City Plan Reference</b> /	 <p>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorized reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Licence no. 100019169, 2017.</p>	
<b>Source of Site</b> Officer found site.	<b>Current Site Use and Character</b> Occupied and functioning social club and sports facilities. Not proposed by owner to SHLAA process.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> Part of the site in FZ2. <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> High archaeological potential with adjacent Roman cemetery. <u>Topography:</u> N/A. <u>Wildlife/Biodiversity:</u> N/A. <u>Green Infrastructure:</u> N/A. <u>Contamination</u> N/A.		
<b>Access to Services</b> Poor access to public transport, services and facilities.	<b>Highways Comments</b> Not available.	<b>Suitable – Yes or No</b> Yes.	<b>Available (in 1-5 Years)</b> No.	<b>Achievable / Viable</b> <b>1-5, 6-10, 11-15 years</b> 11-15 if it becomes available, but no indication at present that it will.
<b>Gross Site Area</b> 0.5 ha (not including the football field)	<b>Dwelling Capacity (dph)</b> Site not available but calculated at 16 dwellings	<b>Capacity Derivation</b> 40 dph.	<b>Employment Potential</b> No, adjacent to residential area.	<b>2014 Update</b> Flood constraints would need to be addressed.
<b>2016 Update</b> No update in terms of site coming forward however use of site would be constrained by	<b>2017 Update</b> No update.	<b>2018 Update</b> In use. Not available in the short to medium term.	<b>2019 Update</b> No update.	<b>Further Notes</b>

adopted City Council Playing Pitch Strategy (Jan 2016).				
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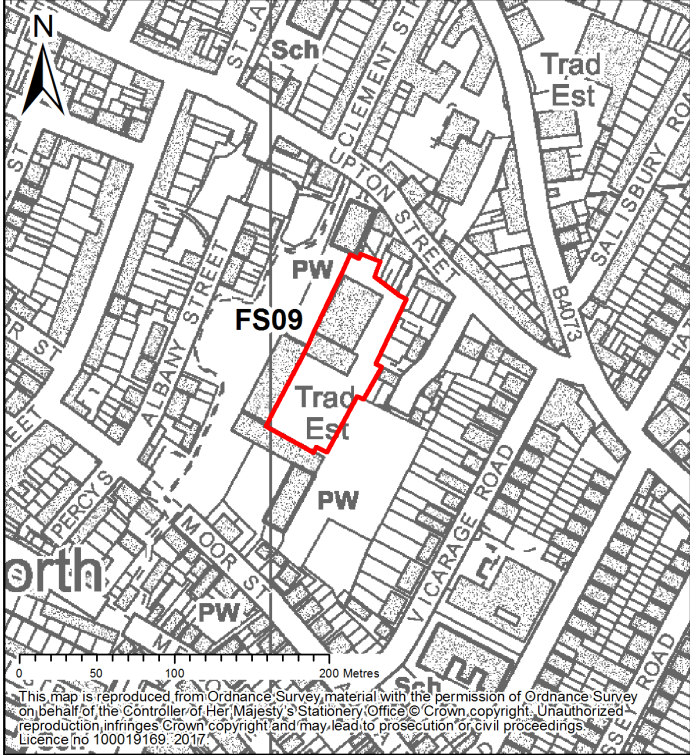
<b>Site Name</b> Southgate Moorings & Car Park	<b>SALA Reference</b> FS02	<b>City Plan Reference</b> WN6 (2013) SA17 (2017)				
<b>Source of Site</b> Officer found site. Potential City Plan mixed use allocation.	<b>Current Site Use and Character</b> Operational car park within the Docks. Interest to develop for office use. Not promoted to SHLAA. Subject to a draft allocation for employment uses. Loss of draft allocation for employment uses would need to be justified against policy.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> 100% of the site is in FZ1. <u>Landscape:</u> Historic townscape – docks. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> Heritage constraints. Area of archaeological interest. Further built heritage and archaeological assessment required. Located in Southgate Street Conservation Area and development would potentially have an impact on the setting of numerous listed buildings. <u>Topography:</u> The site does slope down from Southgate Street towards the dock basin. <u>Wildlife/Biodiversity:</u> N/A. <u>Green Infrastructure:</u> N/A. <u>Contamination</u> N/A.			<table border="1"> <tr> <td data-bbox="1330 1155 1720 1329"> <b>Available (in 1-5 Years)</b>            No.         </td> <td data-bbox="1724 1155 2134 1329"> <b>Achievable / Viable</b>  <b>1-5, 6-10, 11-15 years</b>            6-10 or 11-15.         </td> </tr> </table>	
<b>Available (in 1-5 Years)</b> No.	<b>Achievable / Viable</b> <b>1-5, 6-10, 11-15 years</b> 6-10 or 11-15.					
<b>Access to Services</b> Good access to public transport, services and facilities in city centre.	<b>Highways Comments</b> Any application to be submitted with a Transport Statement. Safe and suitable access to be demonstrated. Pedestrian and cycle improvements required.	<b>Suitable – Yes or No</b> Yes.				



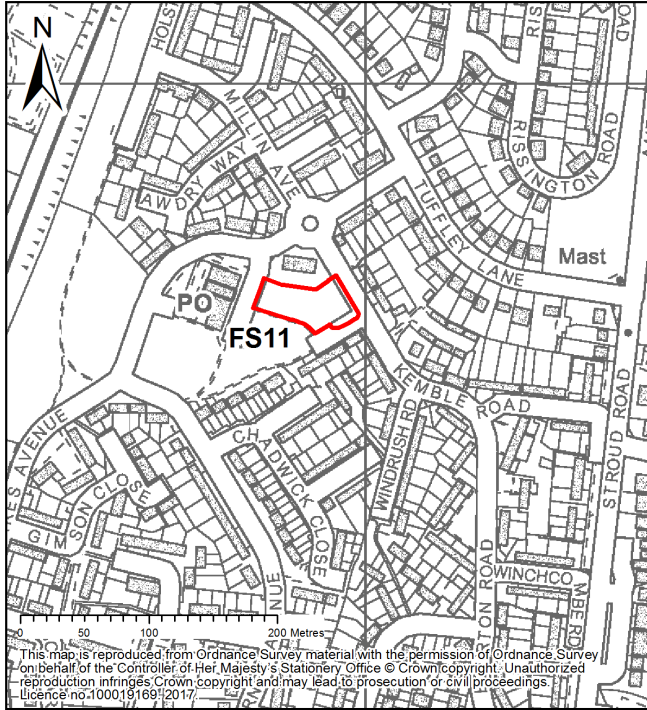
	Adequate parking to be provided.			
<b>Gross Site Area</b> 0.5 ha	<b>Dwelling Capacity (dph)</b> 40 at high density.	<b>Capacity Derivation</b> @ c. 100 dph (which may be suitable in this area due to existing residential in high rise warehouses).	<b>Employment Potential</b> City Council aspiration to deliver offices on the site.  Yes - site suitable for a mixed-use scheme.	<b>2014 Update</b> 2012 SELAA panel recommended site be retained for employment purposes  Site is well located for employment and would help redress employment / residential mix in the Docks.
<b>2016 Update</b> Potential City Plan allocation - site to be considered through Parking Strategy.	<b>2017 Update</b> City Plan Allocation (2017) for mixed use development including residential. Site still being considered through the City Council's Parking Strategy.	<b>2018 Update</b> The latest update from the City Council Asset Management is that this site is unlikely to be available in the next 5 years and will be retained as a car park serving Gloucester quays and the docks.	<b>2019 Update</b> Not available.	<b>Further Notes</b>

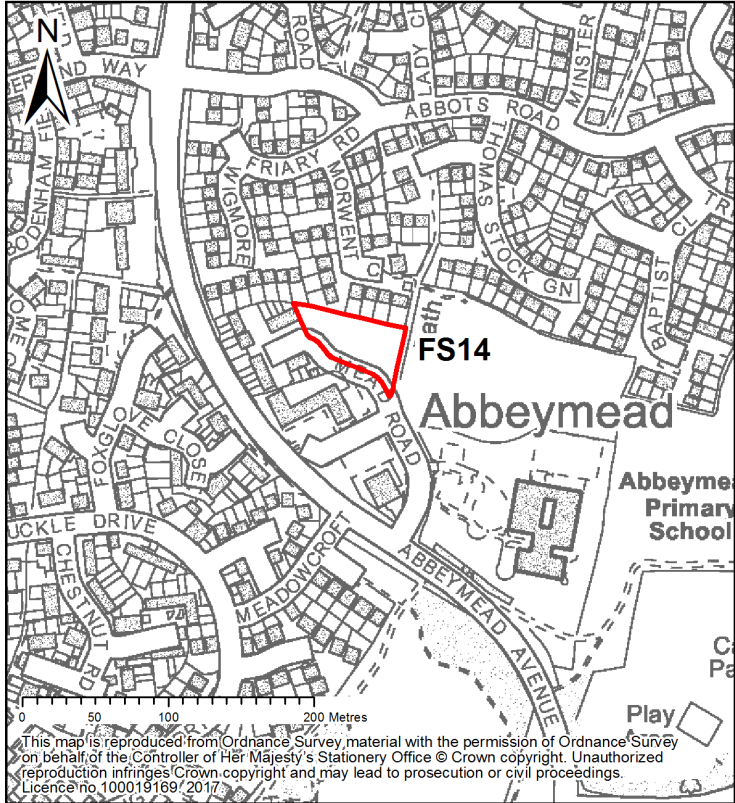
<b>Site Name</b> The Colwell Arts Centre, Derby Road	<b>SALA Reference</b> FS08	<b>City Plan Reference</b> /		
<b>Source of Site</b> Officer found site.	<b>Current Site Use and Character</b> Occupied and functioning community facility run by the County Council. Not promoted to SALA. Loss of existing community use would need to be justified against policy.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> Low fluvial flood risk. 100% of the site is in FZ1. But parts of nearby Mill Brook Street are in FZ2 & FZ3. <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> The main Arts Centre building is, or potentially should be, on a local list. <u>Topography:</u> N/A. <u>Wildlife/Biodiversity:</u> N/A. <u>Green Infrastructure:</u> N/A. <u>Contamination</u> Some investigation may be needed.		
<b>Access to Services</b> Good access to public transport, employment, local services and city centre.	<b>Highways Comments</b> Not available.	<b>Suitable – Yes or No</b> Yes.	<b>Achievable / Viable</b> <b>1-5, 6-10, 11-15 years</b> Uncertain, potentially 11-15 or later.	
<b>Gross Site Area</b> 0.17 ha	<b>Dwelling Capacity (dph)</b> 30	<b>Capacity Derivation</b> Flats @ c. 200 dph (relating to the adjacent Colwell Community Centre – a substantial 3 storey	<b>Employment Potential</b> No.	<b>2014 Update</b> Site is not available - currently required by County Council for operational purposes.

		building.		
<b>2016 Update</b> No update.	<b>2017 Update</b> County Council have confirmed that the site is not available for redevelopment or alternative use at this time.	<b>2018 Update</b> No update, this building is in use and not currently available.	<b>2019 Update</b> No update.	<b>Further Notes</b>

<b>Site Name</b> Rear of Smith & Choyce, Upton Street	<b>SALA Reference</b> FS09	<b>City Plan Reference</b> /		
<b>Source of Site</b> Officer found site.	<b>Current Site Use and Character</b> Occupied and functioning employment premises. Not promoted to SHLAA. Loss of existing employment use would need to be justified against policy.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> Low fluvial flood risk. 100% of the site is in FZ1. <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> N/A. – Unknown potential. <u>Topography:</u> N/A. <u>Wildlife/Biodiversity:</u> N/A. <u>Green Infrastructure:</u> N/A. <u>Contamination</u> Further investigation needed.		
<b>Access to Services</b> Good access to public transport, employment, local services and city centre.	<b>Highways Comments</b> Not available.	<b>Suitable – Yes or No</b> Yes.	<b>Available (in 1-5 Years)</b> No.	<b>Achievable / Viable</b> <b>1-5, 6-10, 11-15 years</b> 6-10 or 11-15.
<b>Gross Site Area</b> 0.54 ha.	<b>Dwelling Capacity (dph)</b> Not assessed and the site is utilised for local employment uses. However, if the site were to become vacant it does have the potential for other uses including residential at an appropriate density.	<b>Capacity Derivation</b> N/A.	<b>Employment Potential</b> Yes, as existing or similar uses providing local employment.	<b>2014 Update</b> Site is not available.

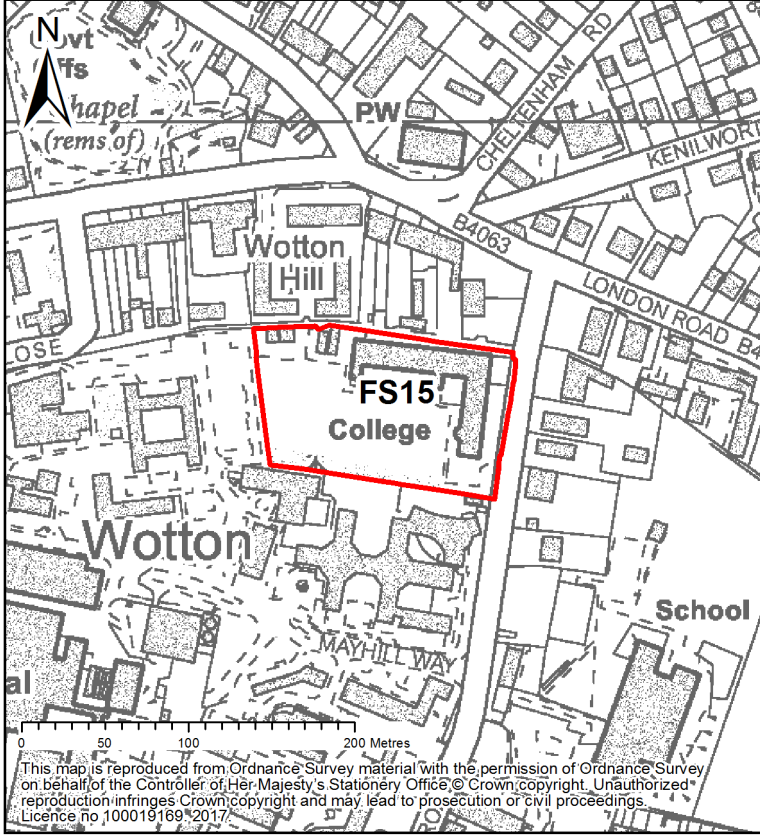
<b>2016 Update</b> No update.	<b>2017 Update</b> No update.	<b>2018 Update</b> No update.	<b>2019 Update</b> No update.	<b>Further Notes</b>
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<b>Site Name</b> Kemble Close	<b>SALA Reference</b> FS11	<b>City Plan Reference</b> /				
<b>Source of Site</b> Site situated in residential area opposite a local centre in the south of City. Site currently Public Open Space.	<b>Current Site Use and Character</b> Loss of open space would need to be justified against policy.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> 100% of site in FZ1. Low risk. <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> Nothing cited. Further investigation may be needed. <u>Topography:</u> N/A. <u>Wildlife/Biodiversity:</u> Low biodiversity. <u>Green Infrastructure:</u> The area is currently Public Open Space. <u>Contamination</u> N/A.			<b>Access to Services</b> Fair access to public transport, employment and local services.	
<b>Gross Site Area</b> 0.55 ha.	<b>Highways Comments</b> Safe and suitable access and parking needs to be justified in central area.	<b>Suitable – Yes or No</b> Yes.			<b>Available (in 1-5 Years)</b> No.	<b>Achievable / Viable</b> 1-5, 6-10, 11-15 years 6-10 or 11-15.
<b>2016 Update</b> Requires loss of Public Open Space - City Council owned site.	<b>2017 Update</b> No update.	<b>2018 Update</b> No update.			<b>2019 Update</b> No update.	<b>2014 Update</b> New site in Council ownership.
<b>2016 Update</b> Requires loss of Public Open Space - City Council owned site.		<b>2017 Update</b> No update.	<b>2018 Update</b> No update.	<b>2019 Update</b> No update.		

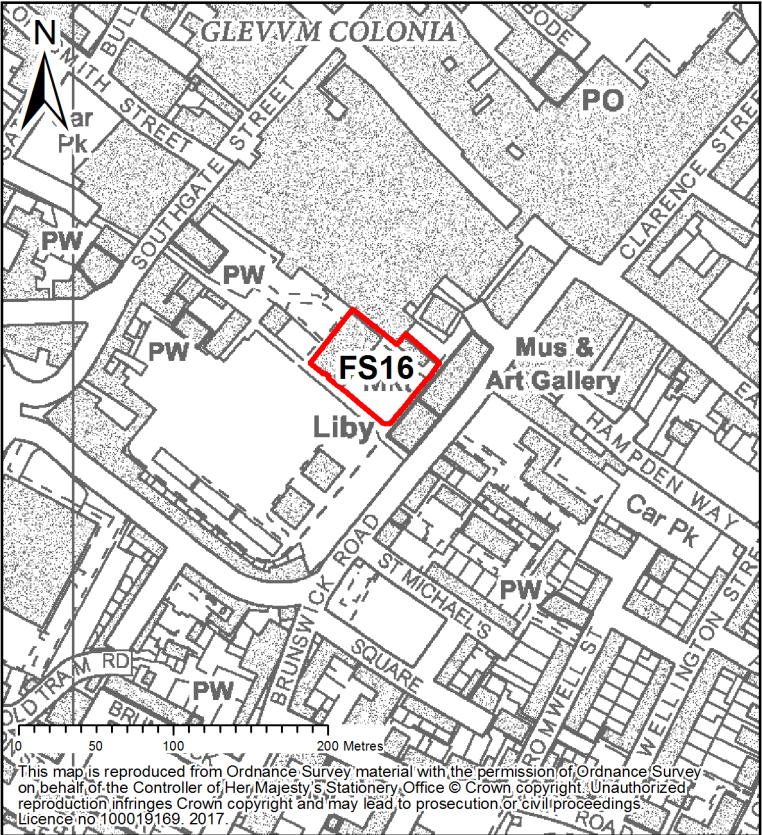
<b>Site Name</b> Mead Road	<b>SALA Reference</b> FS14	<b>City Plan Reference</b> /		
<b>Source of Site</b> Officer found site.	<b>Current Site Use and Character</b> Area of open space. Site adjacent to existing residential, POS, and Abbeymead local centre at Mead Road.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> Site is 100% in FZ1. Low risk. <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> Significant assets not identified. <u>Topography:</u> Flat site. <u>Wildlife/Biodiversity:</u> Grassed area with a number of small trees. <u>Green Infrastructure:</u> Current open space but not well used. Will require justification against policy for release from open space. <u>Contamination</u> N/A.		
<b>Access to Services</b> Adjacent to local centre and to Abbeymead Avenue for bus route to Brockworth District Centre and Gloucester City Centre.	<b>Highways Comments</b> Safe and suitable access and adequate parking will be required with any development.	<b>Suitable – Yes or No</b> No, unless loss of Public Open Space can be justified.	<b>Available (in 1-5 Years)</b> No.	<b>Achievable / Viable</b> <b>1-5, 6-10, 11-15 years</b> 6-10 or later.
<b>Gross Site Area</b> 0.23 ha	<b>Dwelling Capacity (dph)</b> 8	<b>Capacity Derivation</b> @ 40 dph	<b>Employment Potential</b> No, predominantly a residential area.	<b>2014 Update</b> New site in City Council ownership.

<b>2016 Update</b>	<b>2017 Update</b>	<b>2018 Update</b>	<b>2019 Update</b>	<b>Further Notes</b>
Requires loss of Public Open Space. City Council owned site.	No update.	No update.	No update.	

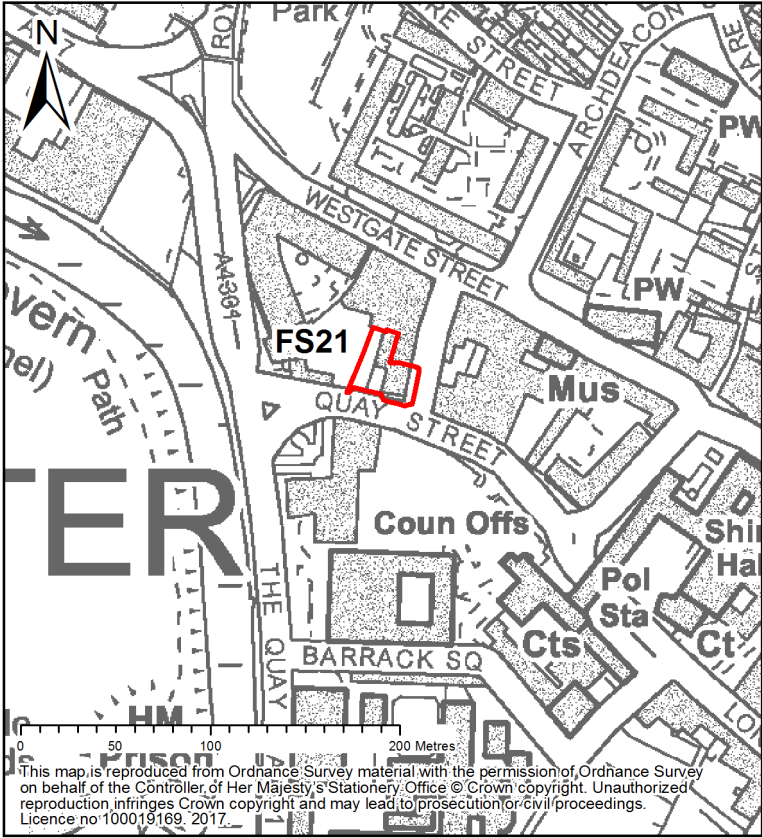


<b>Site Name</b> Former Redcliffe College, Horton Road	<b>SALA Reference</b> FS15	<b>City Plan Reference</b> /					
<b>Source of Site</b> Officer found site.	<b>Current Site Use and Character</b> Former college with extensive garden located on the periphery of the City Centre, close to Gloucestershire Royal Hospital.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> All of the site is in FZ1. Low risk. <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> Numerous Heritage constraints. Grade II Listed Building and adjacent to London Road Conservation Area. TPOs on site and adjacent to area of archaeological interest. Further archaeological investigation required. The Site Historic Environment Assessment for this site (August 2016) indicates that because of the historic assets (particularly Wotton House and its gardens and setting) no part of this site is suitable for development. <u>Topography:</u> Flat site. <u>Wildlife/Biodiversity:</u> Numerous mature trees on site <u>Green Infrastructure:</u> N/A. <u>Contamination</u> N/A.			<b>Access to Services</b> Site lies in very close proximity to Gold bus routes No. 10 and	<b>Highways Comments</b> Any applications required to be supported by a Transport	<b>Suitable – Yes or No</b> No.

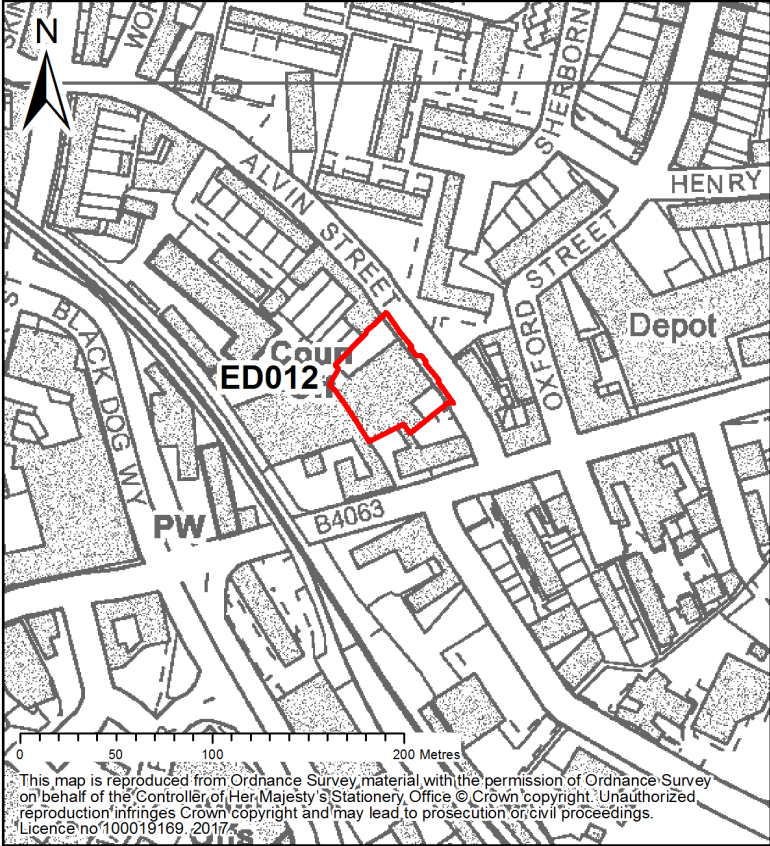
No. 94 for access to City and Cheltenham.	Assessment. Impact on Barnwood Road, London Road, Horton Road and Great Western Road corridors will need careful consideration. Any application for residential i to demonstrate safe and suitable access (vehicular and pedestrian). Parking will need to be carefully considered. Improvements to pedestrian and cycling facilities will be sought.			
<b>Gross Site Area</b> 1.29 ha	<b>Dwelling Capacity (dph)</b> Most of the site is not developable due to the potential impact on the setting of a listed building. May be potential for flats or elderly persons units in the residential block of former college.	<b>Capacity Derivation</b> Unable to estimate.	<b>Employment Potential</b> Office, University, Nursing home, Boutique hotel.  Panel suggested site would be suitable for offices, but the use may not be viable.	<b>2014 Update</b> /
<b>2016 Update</b> Site being sold by Redcliffe College who are relocating elsewhere within the City. Site marketed by Knight Frank - previous permission for extensions at the site. Possible capacity for additional development subject to heritage; archaeological constraints and TPOs.	<b>2017 Update</b> Operating as an International school. Not available.	<b>2018 Update</b> No update.	<b>2019 Update</b> No update.	<b>Further Notes</b>

<b>Site Name</b> Land Adjacent to Eastgate Shopping Centre & City Council Indoor Market	<b>SALA Reference</b> FS16	<b>City Plan Reference</b> SA19 (2017) /	 <p>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorized reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Licence no 100019169. 2017.</p>	
<b>Source of Site</b> Officer found site.	<b>Current Site Use and Character</b> Site located in City Centre adjacent to Scheduled Monument and new residential development. Existing market hall and former bowling green.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> 100% of the site is in FZ1. <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> The site is adjacent to a Scheduled monument & within City Centre Conservation Area. Archaeological constraints require further consideration. <u>Topography:</u> Flat site, no issues. <u>Wildlife/Biodiversity:</u> N/A. <u>Green Infrastructure:</u> N/A. <u>Contamination</u> N/A.		
<b>Access to Services</b> Excellent access to bus and rail stations. Central location therefore access to shops and services.	<b>Highways Comments</b> Safe and suitable access and adequate parking will be required with any development.	<b>Suitable – Yes or No</b> Yes, potentially for housing or for retail.	<b>Employment Potential</b> Potential for reconfiguration and extension of existing Eastgate Shopping Centre for	<b>Achievable / Viable</b> <b>1-5, 6-10, 11-15 years</b> 1-5 or 6-10.
<b>Gross Site Area</b> 0.32 ha	<b>Dwelling Capacity (dph)</b> If the site were considered suitable for retail, then it could accommodate c.20 dwellings	<b>Capacity Derivation</b> Density would be high at c.75 dph or more reflecting the adjacent Greyfriars flats.	<b>2014 Update</b> /	

	(flats) .		retail purposes.	
<b>2016 Update</b> A new scheme may come forward as and when the indoor market is relocated.	<b>2017 Update</b> City Plan Allocation (2017) for retail.	<b>2018 Update</b> Recent communication with the City Council's Asset Management Team suggests that, because of the changing retail market, this site could potentially be suitable for residential uses.	<b>2019 Update</b> Likely to be considered through JCS Review.	<b>Further Notes</b>

<b>Site Name</b> Cathedral Coaches, 18 Quay Street	<b>SALA Reference</b> FS21	<b>City Plan Reference</b> /	 <p>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorized reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Licence no 100019169, 2017.</p>	
<b>Source of Site</b> Officer found site.	<b>Current Site Use and Character</b> Operational yard with coach parking and maintenance.  Lies immediately to the north of the Greater Blackfrairs regeneration area.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> Large parts of the site are in FZ2 and FZ3 and there is a potential concern with access and egress routes due to significant parts of lower Quay Street being in FZ3. <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> Archaeology, listed buildings, Westgate Street and Barbican Conservation Areas. Archaeological constraints require further consideration. <u>Topography:</u> N/A. <u>Wildlife/Biodiversity:</u> N/A. <u>Green Infrastructure:</u> N/A. <u>Contamination</u> May need further investigation due to transport yard use.		
<b>Access to Services</b> Good access to public transport hubs in City Centre - good accessibility to services and facilities in City Centre.	<b>Highways Comments</b> Any application to be submitted with a Transport Statement. Safe and suitable access to be demonstrated. Pedestrian and cycle improvements required. Adequate parking to be provided.	<b>Suitable – Yes or No</b> No - at the present time. But the situation could change were flood attenuation works to make this site less prone to serious flooding.		

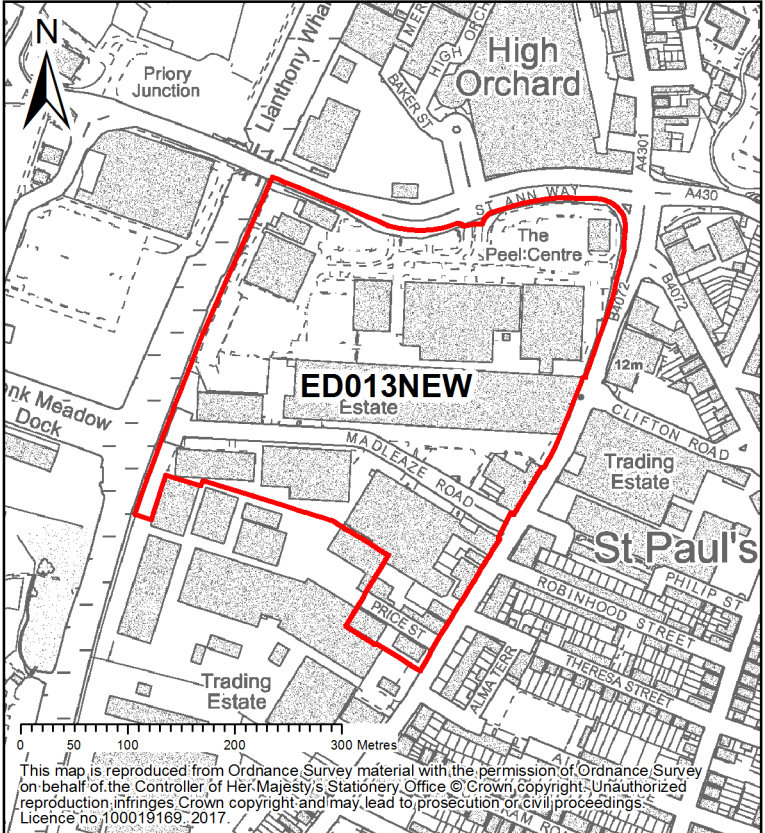
<b>Gross Site Area</b> 0.09	<b>Dwelling Capacity (dph)</b> Small site and not calculated as about 80% of the site is in FZ3.	<b>Capacity Derivation</b> /	<b>Employment Potential</b> Yes, site currently used for employment purposes.	<b>2014 Update</b> /
<b>2016 Update</b> Residential capacity assumes high density flats/apartments.  Development of site would require the relocation of the operational coach company.  Any flood attenuation works at Quayside will improve the housing market in this part of the City.	<b>2017 Update</b> This site is a Gloucester Housing Zone site and is being investigated as part of that process.	<b>2018 Update</b> No update, but the extent of the site in FZ3 has been reappraised.	<b>2019 Update</b> No update.	<b>Further Notes</b>

<b>Site Name</b> Industrial Units, Alvin Street	<b>SALA Reference</b> ED012	<b>City Plan Reference</b> /		
<b>Source of Site</b> From Employment Land Availability Study	<b>Current Site Use and Character</b> Former industrial units now in use as offices. The site is close to City Centre services and facilities in a predominantly residential area.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> All of the site is in FZ1, with a low risk of fluvial flooding. <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> Site lies adjacent to London Road Conservation Area. Significant archaeological potential owing to proximity to Roman Road. Further assessment required. <u>Topography:</u> Relatively flat site, no issues. <u>Wildlife/Biodiversity:</u> N/A. <u>Green Infrastructure:</u> N/A. <u>Contamination</u> Noise and vibration issues should be considered given that site is in fairly close proximity to the railway line which is elevated at this in this location.		
<b>Access to Services</b> Excellent, located in Gloucester City Centre close to public transport interchanges.	<b>Highways Comments</b> Safe and suitable access and adequate parking would be required as part of any development.	<b>Suitable – Yes or No</b> Yes.	<b>Achievable / Viable</b> <b>1-5, 6-10, 11-15 years</b> 6-10 or 11-15.	
<b>Gross Site Area</b> 0.23 ha.	<b>Dwelling Capacity (dph)</b> 20.	<b>Capacity Derivation</b> @ c. 100 dph.	<b>Employment Potential</b> Currently in use as offices, but the site is constrained and	
			<b>2014 Update</b> /	



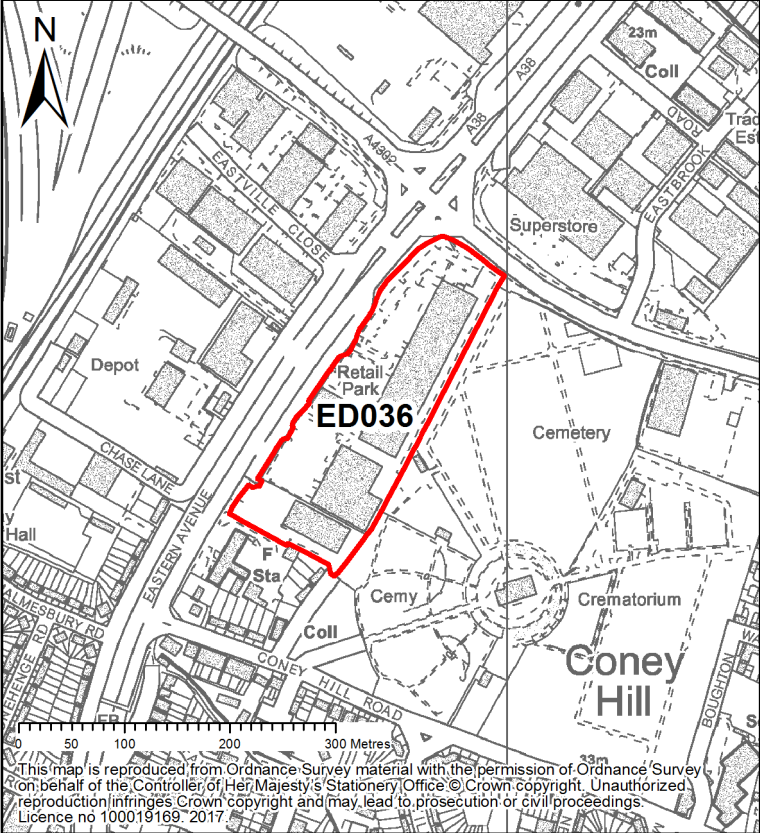
			surrounded by residential uses.	
<b>2016 Update</b> Site subject of a withdrawn planning application by Rooftop Housing.  Potential City Plan allocation.	<b>2017 Update</b> In use as offices. Not available.	<b>2018 Update</b> In use, not available.	<b>2019 Update</b> No further update.	<b>Further Notes</b>



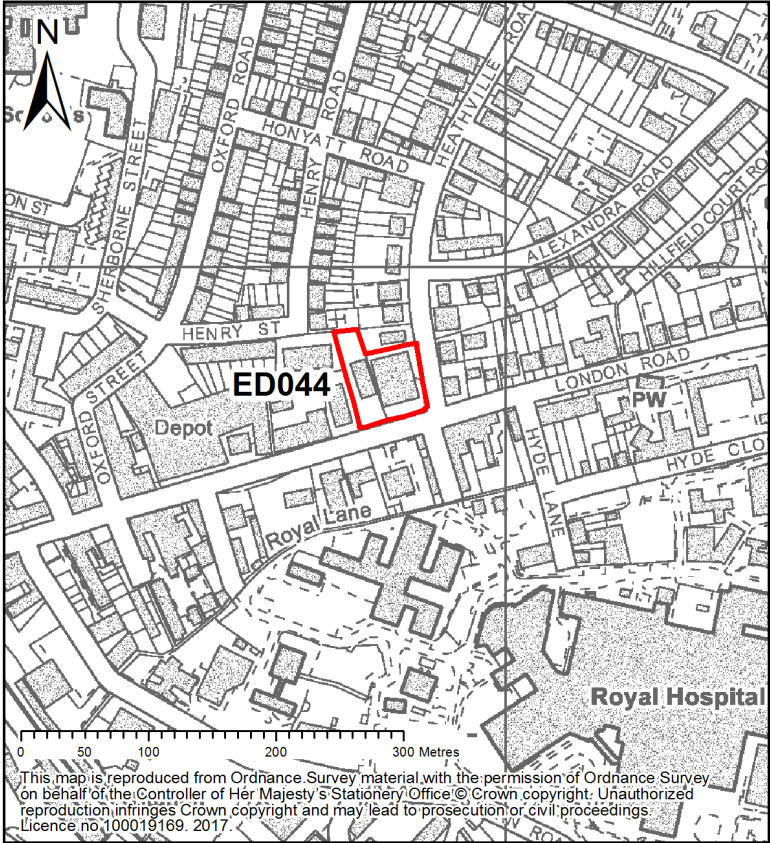
<p><b>Site Name</b> The Peel Centre &amp; Madleaze Industrial Estate</p>	<p><b>SALA Reference</b> ED013NEW Formerly ED013 and FS18. A combination of The Peel Centre &amp; Madleaze Industrial Estate</p>	<p><b>City Plan Reference</b> /</p>		
<p><b>Source of Site</b> A GHURC 'Magnificent Severn' area.</p> <p>Originally from Employment Land Availability Study and information submitted by landowner.</p> <p>ED013NEW was submitted in Jan 2017 by WYG on behalf of The Peel Group.</p>	<p><b>Current Site Use and Character</b></p> <p>Northern part – Peel Centre. Retail and car parking. Eastern boundary fronting on the canal directly opposite new Sainsbury's. Gloucester Quays to the north.</p> <p>Southern part – Operational industrial estate between Bristol Road and canal. The total site has a 336m canal frontage including a section opposite Monk Meadow Dock.</p>	<p><b>Major Constraints – as per agreed Methodology</b></p> <p><u>Flood Risk:</u> Flood risk is significant constraint on this site. 67% of the entire site is in FZ3 leaving patches in FZ2 and only about 1.8 ha in the south east corner of Madleaze which is at low risk of flooding.</p> <p><u>Landscape:</u> N/A.</p> <p><u>Cordon Sanitaire:</u> N/A.</p> <p><u>Historic Environment &amp; Archaeology:</u> Possible industrial heritage of local significance – requires survey. Further built heritage assessment required as area has potential for local industrial heritage assets.</p> <p><u>Topography:</u> Flat canal side site.</p> <p><u>Wildlife/Biodiversity:</u> Minimal biodiversity but this would not preclude the need for survey and assessment.</p> <p><u>Green Infrastructure:</u> N/A.</p> <p><u>Contamination</u> A history of various industrial uses so there is the potential for land contamination which needs to be investigated.</p>		
<p><b>Access to Services</b></p>	<p><b>Highways Comments</b></p>	<p><b>Suitable – Yes or No</b></p>		

<p>Good access to public transport, services, facilities and employment. Located adjacent to primary transport routes with good public transport routes adjacent.</p>	<p>Any applications required to be supported by a Transport Assessment. Impacts on local highway network will need careful consideration. Any application for residential to demonstrate safe and suitable access (vehicular and pedestrian). Parking will need to be carefully considered. Improvements to pedestrian and cycling facilities will be sought. Impact on St Anne Way / Hempsted Road / South west Bypass / Bristol Road Corridors will need careful consideration.</p>	<p>The Peel Centre is suitable for existing uses. Note: about 90% of this part of ED013NEW is in FZ3.</p> <p>Madleaze Industrial Estate is Employment land, suitable for employment use, but (subject to fully addressing flood risk concerns) parts of it could be suitable for a mix of uses through the intensification and/or reconfiguration of the site, as long as employment uses are protected.</p>	<p>Yes, part of site according to the Peel group, but further evidence of availability would be required by the LPA.</p>	<p><b>1-5, 6-10, 11-15 years</b>  <u>Immediate/current:</u> Peel Centre – immediate availability for extension of the former cinema to Class A1 and demolition of existing A3 units to provide 4 Class A1 units.  <u>1-5:</u> Units 6A, 6B and 6C to be developed subject to market demand.  <u>6-10:</u> Parts of Madleaze Industrial Estate when tenancies expire. According to Peel – a phased redevelopment of the site and delivery of all of it within a 5 to 10-year timescale.</p> <p>The Peel submission also notes that the south west corner of the car park &amp; Madleaze Industrial Estate could be developed in 2 phases = 5 to 10 years and 10 to 15 years.</p>
<p><b>Gross Site Area</b>  10.1 ha  7.3 ha = developable area  c.1.8 ha = estimate of area not in Flood Zone 2 or 3. This is in the South east part of Madleaze Industrial Estate to the south of Madleaze Road.</p>	<p><b>Dwelling Capacity (dph)</b>  /</p>	<p><b>Capacity Derivation</b>  /</p>	<p><b>Employment Potential</b>  Yes, as this is an existing employment site.</p>	<p><b>2014 Update</b>  Peel site currently not available. Extant consent for new retail sheds on site of former cinema.</p>
<p><b>2016 Update</b>  Part of the Peel site currently the subject of an appeal by Peel Holdings for open A1 use.</p>	<p><b>2017 Update</b>  The following is information submitted in January 2017: Proposed use for part of Madleaze Industrial Estate: Residential – 360-480 dwellings (based on 75-100 dph). Part of the industrial estate</p>	<p><b>2018 Update</b>  No update.</p>	<p><b>2019 Update</b>  The following is information submitted through the JCS Issues and Options 'call for sites' in Jan 2019: 260-480 dwellings on part of Madleaze Industrial Estate. 1-5 years = 9,518 gross sq. m</p>	<p><b>Further Notes</b></p>

	<p>could be available in 6-10 years. Existing leases are due to expire within 5 years. The south west corner of the car park and Madleaze Industrial Estate could potentially be developed in two phases: 5-10 years and 10-15 years.</p> <p>Proposed use for ED013 The Peel Centre:</p> <p>Retail – 1-5 years: 9,518 sq. m. gross (resolution to grant planning permission for the conversion of the former cinema to Class A1 including mezzanine and for the demolition of the existing units and erection of extensions to the former cinema building to provide four new Class A1 units in total (ref no. 16/00005/OUT).</p> <p>5-10 years: up to 7,400 sq. m. gross.</p> <p>10-15 years: up to 8,600 sq. m. gross.</p> <p>The Peel Centre is available immediately (The former cinema and 2 x A3 units). According to information submitted The Peel Centre development could be achievable in 1-5 years.</p>		<p>of retail.</p> <p>5-10 years = up to 7,400 sq. m</p> <p>10-15 years = up 8,600 sq. m</p> <p>The Council consider that this site is best considered through the JCS Review.</p>	
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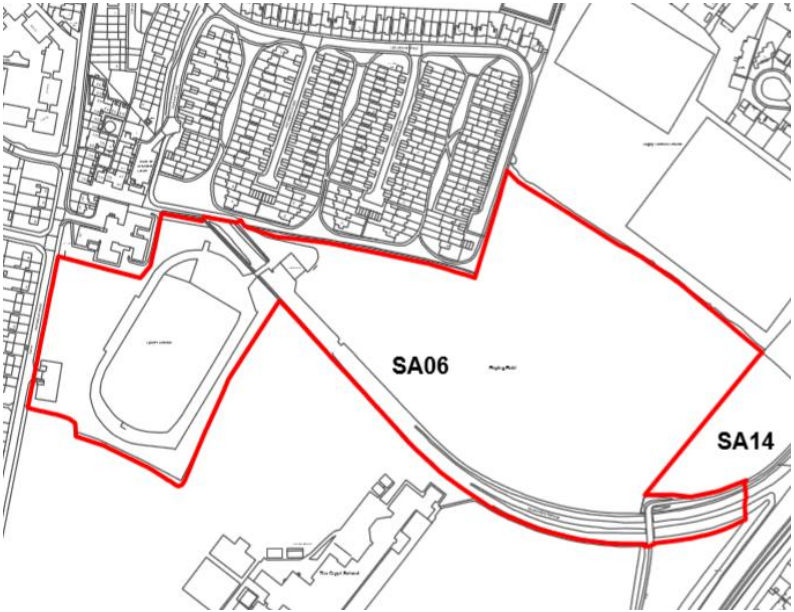
<b>Site Name</b> Gloucester Retail Park	<b>SALA Reference</b> ED036	<b>City Plan Reference</b> /		
<b>Source of Site</b> Employment Land Availability Study	<b>Current Site Use and Character</b> Operational retail park. Residential uses to north and east. Employment and retail units to the south. Site abuts A38 Eastern Avenue to the west with employment and retail uses beyond.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> 100% of the site is in FZ1. Low risk of flooding from fluvial sources. But this does not mean low risk from other sources e.g. surface water. <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> Unclear. Further investigation may be needed. <u>Topography:</u> N/A. <u>Wildlife/Biodiversity:</u> N/A. <u>Green Infrastructure:</u> N/A. <u>Contamination</u> Brownfield site so some potential for contamination. The site may also be affected by poor air quality and noise from Eastern Avenue traffic.		
<b>Access to Services</b> Excellent. Located adjacent to A38 Eastern Avenue and in relatively close proximity to high frequency bus routes.	<b>Highways Comments</b> Any applications required to be supported by a Transport Assessment. Impact on Corinium Avenue / Eastern Avenue / Barnwood Road Corridors will need careful consideration.	<b>Suitable – Yes or No</b> Yes (for retail / employment).		

	Any application for residential to demonstrate safe and suitable access (vehicular and pedestrian). Parking will need to be carefully considered. Improvements to pedestrian and cycling facilities will be sought.			
<b>Gross Site Area</b> 3.38 ha	<b>Dwelling Capacity (dph)</b> The site is in use and not available for residential.	<b>Capacity Derivation</b> The site is in use and not available for residential.	<b>Employment Potential</b> Site currently in use for large format retail sheds.	<b>2014 Update</b> Site in use for employment.
<b>2016 Update</b> Recent upgrades to environment of site and extant consent for a small coffee house within the car park fronting Eastern Avenue.	<b>2017 Update</b> No update.	<b>2018 Update</b> No update.	<b>2019 Update</b> No update.	<b>Further Notes</b>

<b>Site Name</b> 67-69 London Road	<b>SALA Reference</b> ED044	<b>City Plan Reference</b> KW4 (2013) SA07 (2017) SA03 (2019)	 <p>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorized reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Licence no. 100019169. 2017.</p>	
<b>Source of Site</b> Employment Land Availability Study	<b>Current Site Use and Character</b> Vacant offices. Residential to north, west and east, BBC Gloucestershire studios to the south.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> 100% of the site is within FZ1, so low fluvial risk e.g. from the River Twyver which is the primary source of flood risk. <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> Site lies in London Road Conservation Area. Archaeological potential owing to proximity to Roman Road. For more details see the detailed Site Historic Environment Assessment (November 2016) which concludes that development would be allowed with mitigation. <u>Topography:</u> Relatively flat site, but slight slope running up to the south. <u>Wildlife/Biodiversity:</u> Attractive, mature trees located on periphery of site. <u>Green Infrastructure:</u> N/A. <u>Contamination</u> Unknown, but unlikely that the site is contaminated.		
<b>Access to Services</b> Excellent access to London	<b>Highways Comments</b> Any application to be submitted	<b>Suitable – Yes or No</b> Yes.		

Road with its high frequency bus routes to Cheltenham. Excellent linkages to City Centre and in close proximity to bus and rail interchange in City Centre.	with a Transport Statement. Safe and suitable access to be demonstrated. Pedestrian and cycle improvements required. Adequate parking to be provided.			1-5.
<b>Gross Site Area</b> 0.35 ha	<b>Dwelling Capacity (dph)</b> 30	<b>Capacity Derivation</b> @ 100 dph. This is in the context of the existing office building being a 5-storey block.	<b>Employment Potential</b> Yes, but site has been vacant for many years.	<b>2014 Update</b> Site being marketed for offices.
<b>2016 Update</b> No update.	<b>2017 Update</b> City Plan Allocation (2017) for 30 dwellings.	<b>2018 Update</b> No update.	<b>2019 Update</b> The site is a proposed City Plan allocation.	<b>Further Notes</b>

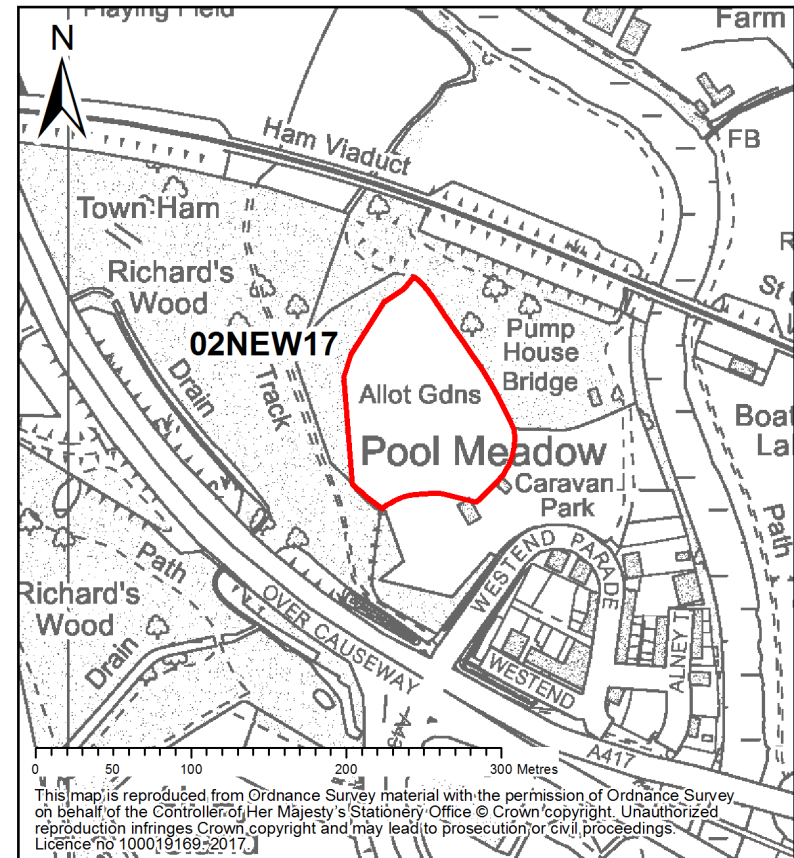


<b>Site Name</b> Blackbridge Sports and Community Hub	<b>SALA Reference</b> 01NEW17	<b>City Plan Reference</b> SA12 (2017) SA06 (2019)	
<b>Source of Site</b> Officer found.	<b>Current Site Use and Character</b> Playing field site with an actively used running track. Other than this the site is underused and has been identified in the adopted Gloucester Playing Pitch Strategy and Artificial Grass Pitch Strategy as being a significant opportunity.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> A SuDS strategy consisting of detention basins, permeable paving, permeable bunding, leaky dams and widened/enhanced ditches has been proposed around Blackbridge playing fields to reduce flood risk to properties downstream of the playing fields.  <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> There have been very few previous archaeological investigations in this area, so the currently archaeological conditions are difficult to establish. Requirements for upfront information and mitigation would depend on the scale and impact of any proposals. <u>Topography:</u> Flat playing fields, no significant issues. <u>Wildlife/Biodiversity:</u> Assessment needed. <u>Green Infrastructure:</u> The proposed Sports Hub	

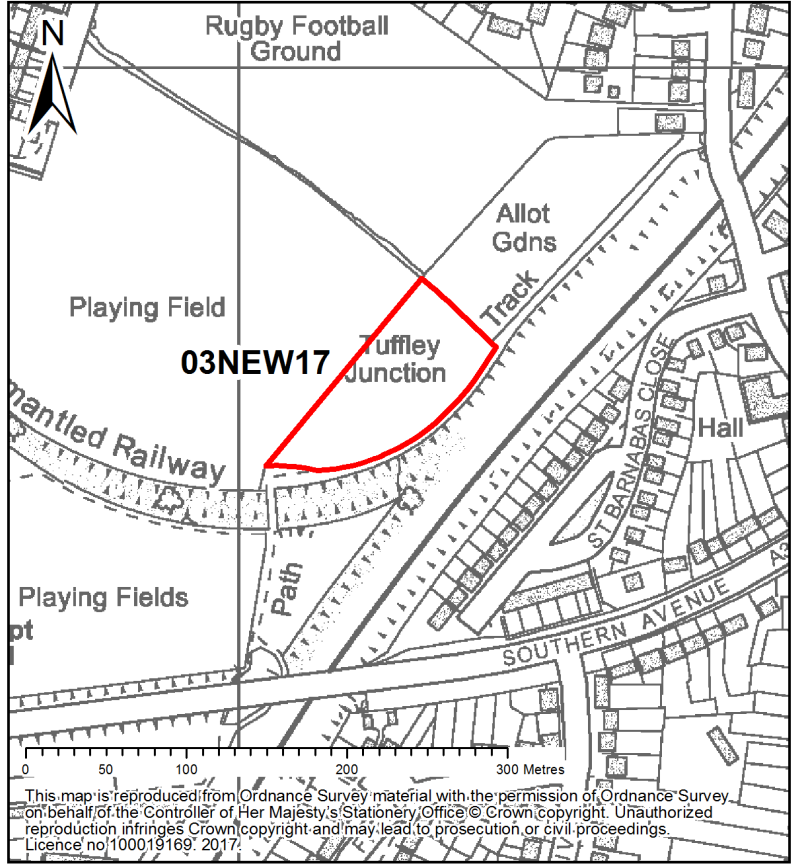


		represents important Green Infrastructure for Gloucester. <u>Contamination:</u> The site is unlikely to be contaminated.		
<b>Access to Services</b> Given its proposed use as a Sports Hub , it is highly accessible to potential users, especially for residents in the south of the City.	<b>Highways Comments</b> The site is well located in terms of the availability of sustainable transport modes. However, the existing accesses would need to be improved to accommodate an increase in traffic and to provide safe and suitable access as required by the NPPF. The level difference between Podsmead Road and the site would make constructing an adoptable street challenging. The ability of the existing street network off Podsmead road to accommodate additional traffic in terms of width, alignment and on-street parking demand may also be limited and the ability to make material changes within the existing highway corridor may be difficult.	<b>Suitable – Yes or No</b> Yes, as a Sports Hub.	<b>Available (in 1-5 Years)</b> Yes.	<b>Achievable / Viable</b> <b>1-5, 6-10, 11-15 years</b> 1-5 or 6-10
<b>Gross Site Area</b> 9.69 ha.	<b>Dwelling Capacity (dph)</b> N/A.	<b>Capacity Derivation</b> N/A.	<b>Employment Potential</b> N/A.	<b>2014 Update</b> New site to SALA.
<b>2016 Update</b> New site to SALA.	<b>2017 Update</b> City Plan Allocation (2017) as a Sports Hub serving the south of Gloucester.	<b>2018 Update</b> No update.	<b>2019 Update</b> This site is a proposed City Plan allocation (September 2019).	<b>Further Notes</b>

<b>Site Name</b> Former Town Ham Allotments	<b>SALA Reference</b> 02NEW17	<b>City Plan Reference</b> SA21 (2017)
<b>Source of Site</b> Landowner	<b>Current Site Use and Character</b> Vacant site, adjacent to existing site for Gypsies, Travellers & Travelling Showpeople.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> 100% of the site is on FZ2 and is surrounded by FZ3. Lack of safe access and egress during a flooding event is a concern. <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> Roman coins were found in this location in 1977, so there's some potential for further archaeological remains. Certainly, a desk-based assessment needed. Currently unclear on the state of ground contamination and disturbance on the site. <u>Topography:</u> Complex, sloping site with potential stability issues. <u>Wildlife/Biodiversity:</u> Trees and vegetated areas on site and further surveys needed. <u>Green Infrastructure:</u> Along with Alney Island the site is designated as Public Open Space. <u>Contamination</u> Historic landfill site, potentially significant contamination issues. High pressure gas pipeline running through the site.

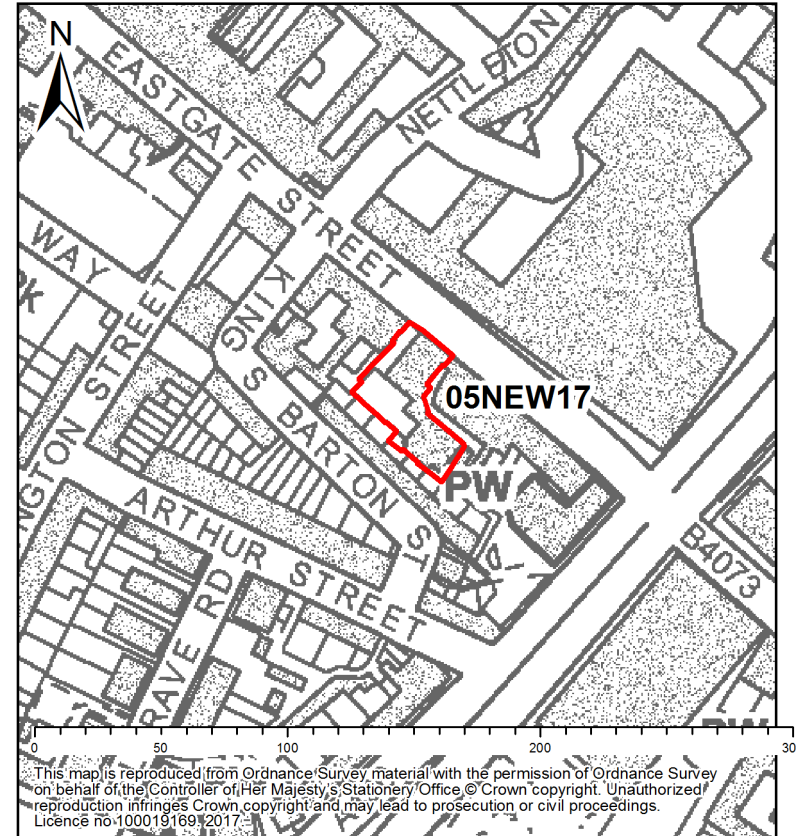


<p><b>Access to Services</b> Well located to transport network and relatively close to services in the City Centre.</p>	<p><b>Highways Comments</b> The existing access onto Westend Parade is very sub-standard due to its proximity to the signal-controlled junction onto Over Causeway. Any intensification of use of this access would be resisted.</p>	<p><b>Suitable – Yes or No</b> No</p>	<p><b>Available (in 1-5 Years)</b> No</p>	<p><b>Achievable / Viable 1-5, 6-10, 11-15 years</b> Not suitable so not achievable.</p>
<p><b>Gross Site Area</b> 1.1 ha</p>	<p><b>Dwelling Capacity (dph)</b> N/A. – use for an extension to an existing site for Gypsies, Travellers &amp; Travelling Showpeople.</p>	<p><b>Capacity Derivation</b> N/A.</p>	<p><b>Employment Potential</b> No, especially given access constraints.</p>	<p><b>2014 Update</b> New site to SALA.</p>
<p><b>2016 Update</b> New site to SALA.</p>	<p><b>2017 Update</b> City Plan Allocation (2017).</p>	<p><b>2018 Update</b> Technical investigations have indicated that the site is not suitable. Will no longer be allocated in City Plan.</p>	<p><b>2019 Update</b> No update.</p>	<p><b>Further Notes</b></p>

<b>Site Name</b> Land at Blackbridge. (AKA Land off New Dawn View)	<b>SALA Reference</b> 03NEW17	<b>City Plan Reference</b> SA14 (2019)	 <p>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorized reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Licence no 100019169, 2017.</p>	
<b>Source of Site</b> Submission by landowner.	<b>Current Site Use and Character</b> Vacant playing fields with residential uses and school nearby. Railway line to south.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> 100% of the site is in FZ1. Low fluvial risk. <u>Landscape:</u> Not high value landscape. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> Very few previous archeological investigations in this area so conditions are difficult to establish. Requirements for upfront information and mitigation would depend on the scale and impact of proposals. <u>Topography:</u> Flat site. <u>Wildlife/Biodiversity:</u> Not a particularly biodiverse site, but further investigation needed and there are opportunities to improve the cutting / dismantled railway to the south west of the site. These opportunities could be explored with the Local nature Partnership. <u>Green Infrastructure:</u> This is an amenity green space but see above. <u>Contamination</u> N/A.		
<b>Access to Services</b> Fair or potentially somewhat limited access to public	<b>Highways Comments</b> Vehicular access to the site will require careful consideration.	<b>Suitable – Yes or No</b> Yes.		

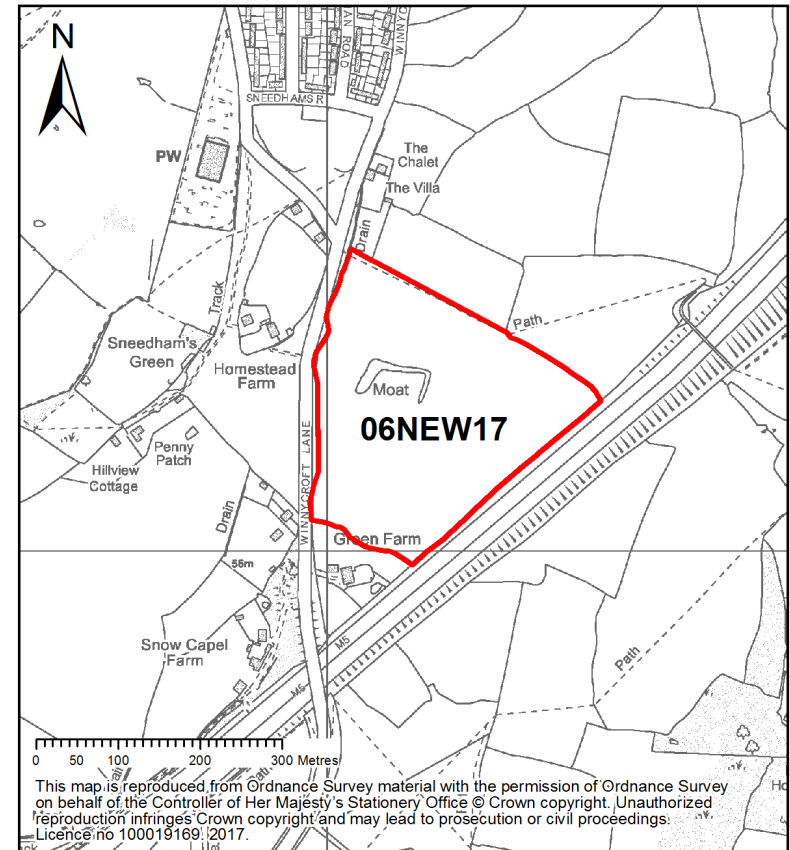
transport, services, facilities and employment. Physical access to the site is constrained by railway to the South.	Access to the site will have to be via application 14/01317/OUT.			
<b>Gross Site Area</b> 0.8 ha	<b>Dwelling Capacity (dph)</b> 30	<b>Capacity Derivation</b> Proposed by developer.	<b>Employment Potential</b> No	<b>2014 Update</b> New site to SALA.
<b>2016 Update</b> New site to SALA.	<b>2017 Update</b> City Plan Allocation (2017).	<b>2018 Update</b> No update.	<b>2019 Update</b> Proposed allocation in City Plan.	<b>Further Notes</b>

<b>Site Name</b> Land off lower Eastgate Street.	<b>SALA Reference</b> 05NEW17	<b>City Plan Reference</b> SA16 (2019)
<b>Source of Site</b> Submitted.	<b>Current Site Use and Character</b> Lower Eastgate street, single storey businesses.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> FZ3b: 0% FZ3a: <1% FZ2: 17% FZ1: 83% *This is the 2019 JBA update <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> Within Eastgate & St Michaels Conservation Areas. Numerous listed buildings in proximity and setting issues. The route of the Roman road known as the 'Portway' extends through the northern part of the site. Evidence of archaeological remains. Possible that settlement and burial activity of Roman date extend through the site. Any development to be supported by a desk-based evaluation and potentially a trial trench. Will require a full SALA Heritage Assessment. <u>Topography:</u> N/A. <u>Wildlife/Biodiversity:</u> N/A. <u>Green Infrastructure:</u> N/A. <u>Contamination:</u> Unlikely that the site is contaminated but further



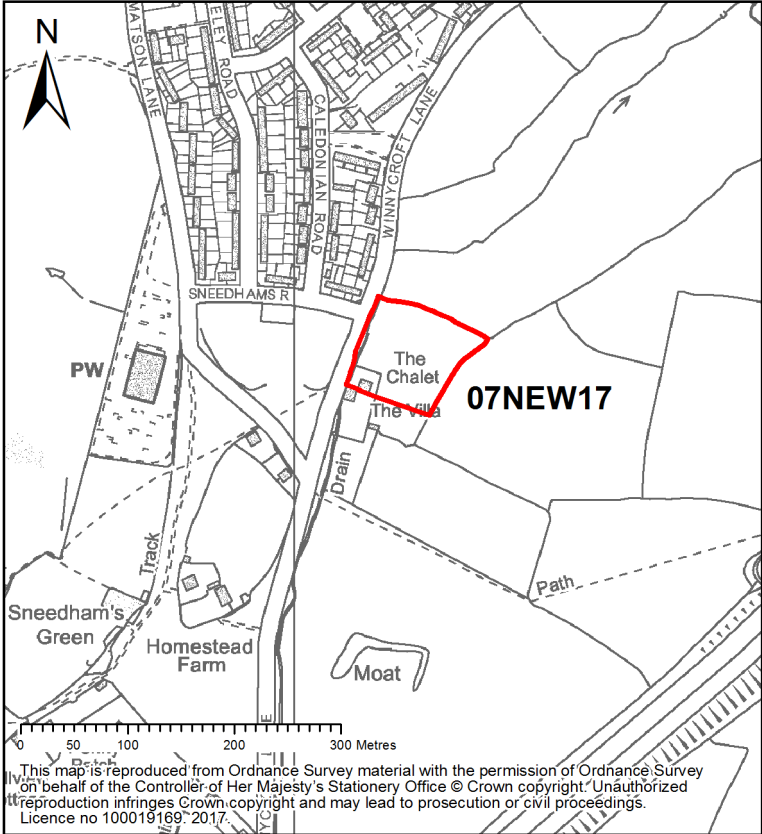
		investigation may be required.		
<b>Access to Services</b> Very good access to services and facilities in the City Centre.	<b>Highways Comments</b> The site is well located in terms of the availability of sustainable transport nodes. There is existing congestion at peak times on the Inner Relief Road (Bruton Way) and any severe impacts caused by development in this location will need to be mitigated through cost effective improvements. Access along Eastgate Street is restricted during the weekend for certain times and if car parking were included in development proposals, how unrestricted access to this facility can be secured would need to be considered.	<b>Suitable – Yes or No</b> Yes.	<b>Available (in 1-5 Years)</b> No.	<b>Achievable / Viable 1-5, 6-10, 11-15 years</b> 6-10.
<b>Gross Site Area</b> 0.13 ha	<b>Dwelling Capacity (dph)</b> 15	<b>Capacity Derivation</b> Flats above shops @ a high density.	<b>Employment Potential</b> Yes, existing uses are retail.	<b>2014 Update</b> New site to SALA.
<b>2016 Update</b> New site to SALA.	<b>2017 Update</b> No further comments at 2017 Panel.	<b>2018 Update</b> No further information.	<b>2019 Update</b> Proposed as a City Plan allocation.	<b>Further Notes</b>

<b>Site Name</b> Land East of Winnycroft Lane & North of Green Farm	<b>SALA Reference</b> 06NEW17	<b>City Plan Reference</b> /
<b>Source of Site</b> Submitted.	<b>Current Site Use and Character</b> Open agricultural land with Scheduled Monument in centre.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> All of site is in FZ1, but the moat Ancient Monument is a water body. <u>Landscape:</u> Medium sensitivity and an important consideration. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> The site contains a scheduled monument (the medieval moated site at Sneedham's Green). The site is also adjacent to a known Roman settlement. Any application should be supported by a desk-based assessment, trial trench evaluation and geophysical survey. Development options are likely to be limited by heritage assets. Historic England should be consulted with regard to any application. Will require a full SALA Heritage Assessment. <u>Topography:</u> Relatively flat site, slope not really a constraint. <u>Wildlife/Biodiversity:</u> Great Crested Newts confirmed on site. <u>Green Infrastructure:</u> Open grassland. <u>Contamination:</u> N/A.

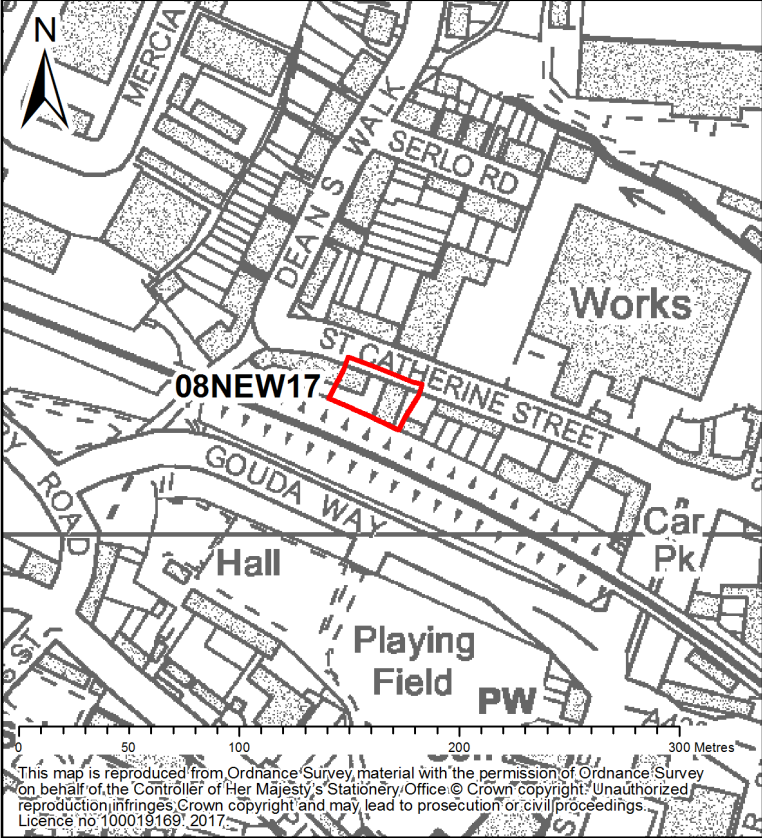




<p><b>Access to Services</b> Submitted SALA forms suggest that there are a good range of facilities within 2 km of the site, but this does not really constitute 'good access'. It is noted that the situation could improve with the large-scale development of housing and facilities to the north (14/01470/OUT and 14/01063/OUT).</p>	<p><b>Highways Comments</b> Ensuring that the opportunities for sustainable transport modes are taken up may be challenging given the relative remoteness of the site from the existing urban form and public transport routes. The impact of development traffic on the Painswick Road and Stroud Junction would need to be assessed. The need for an improved scheme at the Painswick Road junction has already been identified in respect of other sites along Winneycroft Lane.</p>	<p><b>Suitable – Yes or No</b> No, due to significant heritage constraints.</p>	<p><b>Available (in 1-5 Years)</b> Yes.</p>	<p><b>Achievable / Viable</b> <b>1-5, 6-10, 11-15 years</b> Not achievable because not suitable on heritage grounds.</p>
<p><b>Gross Site Area</b> 7.9 ha</p>	<p><b>Dwelling Capacity (dph)</b> Not known due to significant heritage constraint.</p>	<p><b>Capacity Derivation</b> Not known.</p>	<p><b>Employment Potential</b> No, not suitable.</p>	<p><b>2014 Update</b> New site to SALA.</p>
<p><b>2016 Update</b> New site to SALA.</p>	<p><b>2017 Update</b> Discussion at the SALA 2017 Panel with regard to the availability of land to the north as a link between this site and the permitted sites coming forward (14/01470/OUT and 14/01063/OUT).</p>	<p><b>2018 Update</b> No further update.</p>	<p><b>2019 Update</b> This site was resubmitted to the SALA. At the Panel session there was a discussion about its suitability. The LPA held to their view that the site is not suitable on Heritage grounds.</p>	<p><b>Further Notes</b></p>

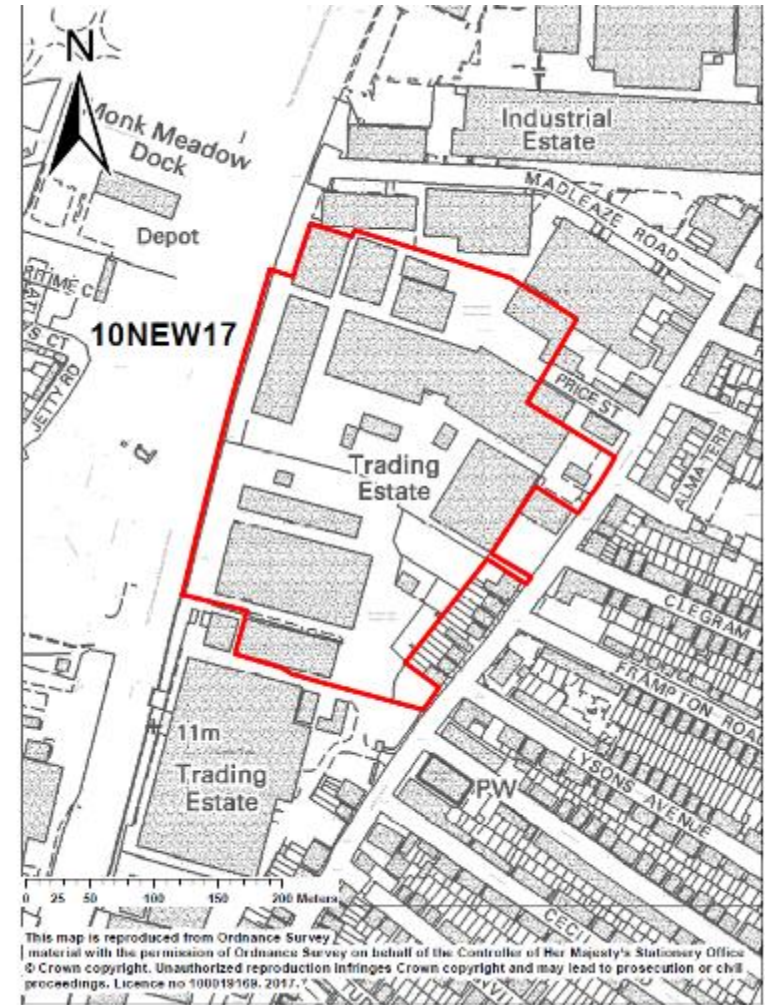
<b>Site Name</b> Land East of Sneedhams Road (AKA Land South of Winneycroft Allocation)	<b>SALA Reference</b> 07NEW17	<b>City Plan Reference</b> SA15	 <p>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorized reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Licence no 100019169:2017.</p>				
<b>Source of Site</b> Submitted.	<b>Current Site Use and Character</b> Agricultural land.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> 100% of the site is in FZ1. *This is the 2019 JBA update <u>Landscape:</u> Medium sensitivity and an important consideration. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> This site is close to the scheduled monument (the medieval moated site at Sneedham's Green). The site is also in proximity to a known Roman settlement. Further investigations are warranted and would require a full SALA Heritage Assessment. <u>Topography:</u> Relatively flat site, slope not really a constraint. <u>Wildlife/Biodiversity:</u> Pasture land. Not high biodiversity, but further assessment needed. <u>Green Infrastructure:</u> Open pasture land. <u>Contamination</u> N/A.			<b>Access to Services</b> Somewhat limited access to	<b>Highways Comments</b> Ensuring that the opportunities	<b>Suitable – Yes or No</b> Yes.

public transport, services and facilities at this point in time. However no worse than the current situation for residents in the southern most part of Matson between lower Matson Lane and Winneycroft Lane. The situation could improve with the large-scale development of housing and facilities to the north (14/01470/OUT and 14/01063/OUT).	for sustainable transport modes are taken up may be challenging given the relative remoteness of the site from public transport routes. The impact of development traffic on the Painswick Road and Stroud Junction would need to be assessed. The need for an improved scheme at the Painswick Road junction has already been identified in respect of other sites along Winneycroft Lane.			1-5 or 6-10.
<b>Gross Site Area</b> 0.86 ha.	<b>Dwelling Capacity (dph)</b> 28.	<b>Capacity Derivation</b> @ 40 dph.	<b>Employment Potential</b> No.	<b>2014 Update</b> New site to SALA.
<b>2016 Update</b> New site to SALA.	<b>2017 Update</b> Final site area submitted post January panel.	<b>2018 Update</b> Recent phase 1 habitat survey for City Plan undertaken (off site – due to lack of access). Comments at the Nov 2017 Panel about the fact that this site had not been included in the pack of updated sites/plans that were sent out. There were no other comments from the panel members.	<b>2019 Update</b> The site is proposed for allocation in City Plan (September 2019).	<b>Further Notes</b>

<b>Site Name</b> 43-49 & 51-53 St Catherine Street	<b>SALA Reference</b> 08NEW17	<b>City Plan Reference</b> /												
<b>Source of Site</b> Submitted.	<b>Current Site Use and Character</b> No. 53 and vacant land, former yards, gardens.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> Vulnerable site, all of it in FZ2 and parts in FZ3. <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> Built heritage assessment required. The building at 53 should be retained and converted. Previous investigations have shown the site contains medieval and roman settlement activity. Further evaluation necessary. <u>Topography:</u> N/A. <u>Wildlife/Biodiversity:</u> Parts of the site are now very overgrown and there may be the potential for bats roosts and other wildlife. Assessment needed. <u>Green Infrastructure:</u> N/A. <u>Contamination</u> Contamination is unlikely but depends on previous uses which would need to be determined.			<table border="1"> <tr> <td data-bbox="1332 1209 1720 1300"> <b>Access to Services</b>  Very good access to services and facilities in the City Centre. </td> <td data-bbox="1724 1209 2123 1300"> <b>Highways Comments</b>  No particular concerns from Highways Authority. </td> <td data-bbox="1332 1209 1720 1300"> <b>Suitable – Yes or No</b>  No. Flood risk is significant. </td> <td data-bbox="1724 1209 2123 1300"> <b>Available (in 1-5 Years)</b>  Yes. </td> <td data-bbox="1332 1209 1720 1300"> <b>Achievable / Viable</b>  <b>1-5, 6-10, 11-15 years</b>  No, because not suitable. </td> </tr> <tr> <td data-bbox="1332 1303 1720 1331"> <b>Gross Site Area</b> </td> <td data-bbox="1724 1303 2123 1331"> <b>Dwelling Capacity (dph)</b> </td> <td data-bbox="1332 1303 1720 1331"> <b>Capacity Derivation</b> </td> <td data-bbox="1724 1303 2123 1331"> <b>Employment Potential</b> </td> <td data-bbox="1332 1303 1720 1331"> <b>2014 Update</b> </td> </tr> </table>		<b>Access to Services</b> Very good access to services and facilities in the City Centre.	<b>Highways Comments</b> No particular concerns from Highways Authority.	<b>Suitable – Yes or No</b> No. Flood risk is significant.	<b>Available (in 1-5 Years)</b> Yes.	<b>Achievable / Viable</b> <b>1-5, 6-10, 11-15 years</b> No, because not suitable.	<b>Gross Site Area</b>	<b>Dwelling Capacity (dph)</b>	<b>Capacity Derivation</b>
<b>Access to Services</b> Very good access to services and facilities in the City Centre.	<b>Highways Comments</b> No particular concerns from Highways Authority.	<b>Suitable – Yes or No</b> No. Flood risk is significant.	<b>Available (in 1-5 Years)</b> Yes.	<b>Achievable / Viable</b> <b>1-5, 6-10, 11-15 years</b> No, because not suitable.										
<b>Gross Site Area</b>	<b>Dwelling Capacity (dph)</b>	<b>Capacity Derivation</b>	<b>Employment Potential</b>	<b>2014 Update</b>										

0.077 ha.	10.	@ over 100 dph.	Yes, small scale and non-polluting.	New site to SALA.
<b>2016 Update</b> New Site to SALA.	<b>2017 Update</b> No comments offered at 2017 panel.	<b>2018 Update</b> No update.	<b>2019 update</b> No update.	<b>Further Notes</b>

Site Name	SALA Reference	City Plan Reference
Mill Place Industrial Estate	10NEW17	/
Source of Site Submission.	<p><b>Current Site Use and Character</b> Industrial estate between the Bristol Road and the canal.</p>	<p><b>Major Constraints – as per agreed Methodology</b></p> <p><u>Flood Risk:</u> Flood risk is significant especially on the north west section of the estate. Some areas in FZ2 and some in FZ3.</p> <p><u>Landscape:</u> N/A.</p> <p><u>Cordon Sanitaire:</u> N/A.</p> <p><u>Historic Environment &amp; Archaeology:</u> Important area of industrial heritage. Applications would need to be supported by an archaeological desk-based assessment, a built heritage assessment (some of the standing buildings on site may date back to that first use as a timber yard), and (very likely) an archaeological evaluation (trial trenching). Some of the historic buildings on the site, whilst not listed, may be of significance and their retention and reuse in any redevelopment could represent a desirable and reasonable aspiration. Surviving elements of the railways or other industrial features could conceivably be integrated into any redevelopment scheme and presented and interpreted to the general public.</p> <p><u>Topography:</u> Flat canal side site.</p> <p><u>Wildlife/Biodiversity:</u></p>



		<p>Unlikely to be a major constraint, but the protection of the ecology of the canal is a factor to be considered.</p> <p><u>Green Infrastructure:</u> N/A.</p> <p><u>Contamination:</u> Given a history of industrial use, further investigation will be required.</p>		
<p><b>Access to Services</b> Highly accessible location in terms of bus accessibility for City Centre services.</p>	<p><b>Highways Comments</b> Both this and the Madleaze site offer particular opportunities to extend the benefits of the Urban Regeneration programme southwards. Masterplan is welcomed as it would offers a rare opportunity to secure significant improvements. Would require a full NMU assessment (or replacement WCHAR) to recognise other access issues – noting WCHAR has now replaced the previous HD 42/05 NMU Audit Standard. Bristol Road corridor has benefited from on-going cycle access improvements and reductions in motorised traffic flows. It will be advantageous to enable walk/ cycle movement to east and west of site. Site needs to be highly permeable to benefit from linkages to the canal, both laterally to and from it, and along it's length on its eastern bank. The development of this site releases particular potential</p>	<p><b>Suitable – Yes or No</b> Suitable for employment use, but (subject to fully addressing flood risk concerns) could be suitable for a mix of uses through the intensification and/or reconfiguration of the site, as long as employment uses are protected.</p>	<p><b>Available (in 1-5 Years)</b> Not available immediately but within 5 years, *but see 2018 update.</p>	<p><b>Achievable / Viable 1-5, 6-10, 11-15 years</b> Yes in 6-10 or 11-15.</p>

	to open up walk and cycle movement on the eastern edge of the canal corridor. Long term access improvements along both sides of the canal are desirable. A Highway Impact Assessment is required for this corridor.			
<b>Gross Site Area</b> 7.7 ha.	<b>Dwelling Capacity (dph)</b> Numbers not specified by planning consultant and difficult to quantify given flood constraints and the policy position regarding current employment uses on the site.	<b>Capacity Derivation</b> /	<b>Employment Potential</b> Yes, as the current established use.	<b>2014 Update</b> Formerly part of the large site HA21.
<b>2016 Update</b> Formerly part of the large site HA21.	<b>2017 Update</b> Formerly part of the large site HA21.	<b>2018 Update</b> At a meeting with the land owner on 07.02.2018 there was discussion about the availability of the site. Given high occupancy rates and businesses operating successfully the LPA consider that there could be some uncertainty over site availability in the 1-5 year period. At the Nov 2017 Panel a Member of the Gloucester Chamber of Commerce welcomed the fact that the area was being looked at strategically.	<b>2019 Update</b> The site was resubmitted through the JCS Issues & Options call for sites in January 2019. The Council consider that this site is best considered through the JCS Review.	<b>Further Notes</b> <u>Further heritage comments:</u> This was area assessed as part of HA21 and it is recommended that a built heritage assessment, setting and impact assessments are undertaken. The SALA report identified that buildings of the former Gloucester Railway Carriage and Wagon Works, the salt warehouses and the two chimneys should be retained as part of any redevelopment scheme and put forward for inclusion in the forthcoming Local List along with any other structures identified in a detailed built heritage assessment.

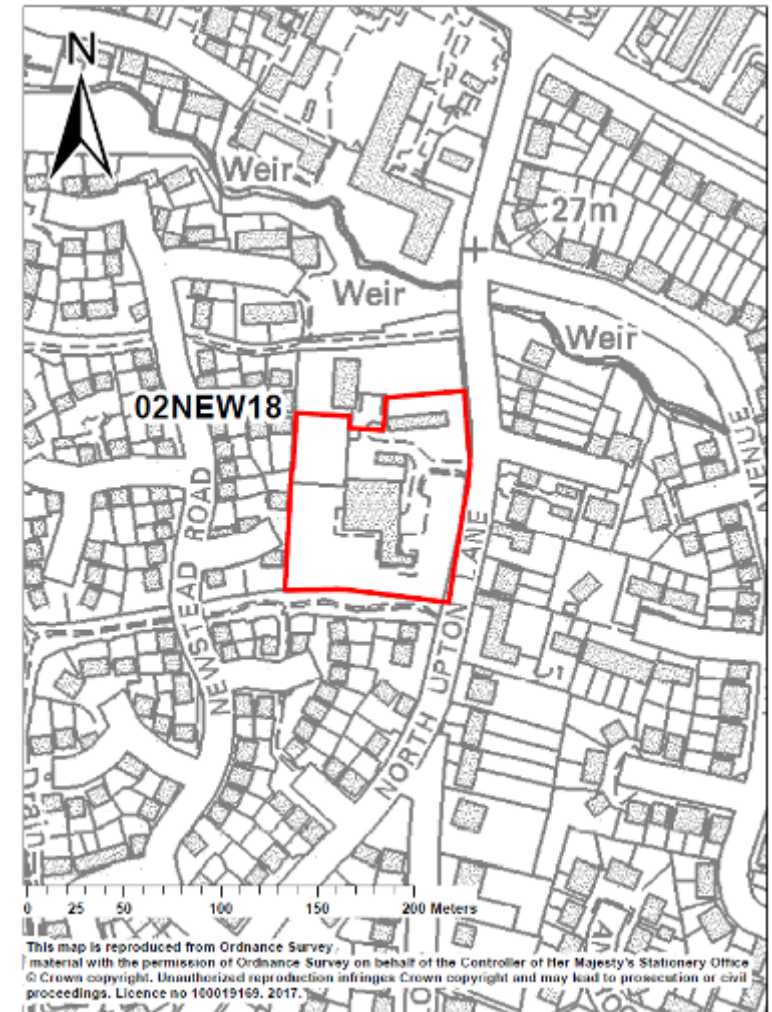


Site Name	SALA Reference	City Plan Reference
Winneycroft Farm Buildings	01NEW18	/
Source of Site Submission.	<p><b>Current Site Use and Character</b>  A farm complex including a farmhouse, cider barn, courtyard buildings, a threshing barn, a forge, a Dutch barn and a sheep building.</p>	<p><b>Major Constraints – as per agreed Methodology</b></p> <p><u>Flood Risk:</u>  Minimal risk - FZ1.</p> <p><u>Landscape:</u>  Medium sensitivity.</p> <p><u>Cordon Sanitaire:</u>  N/A.</p> <p><u>Historic Environment &amp; Archaeology:</u>  The listed building descriptions for these assets identify these buildings as an excellent group dating from the mid-late 18th Century and further historic building recording identified that these assets may date from earlier than the listed description, CGMS report of 2010.</p> <p>The site area has a complex history and while consent was granted for the farmhouse to be divided into two dwellings this had limited impact on the historic building due to the property already having a second entrance at the rear and thus limited work was required to facilitate this.</p> <p>The surrounding land is presently being considered for residential development and as part of these discussions the setting and historic nature of the farm complex itself is a consideration to ensure that there is no harmful impacts to this significant group of designated assets and its</p>



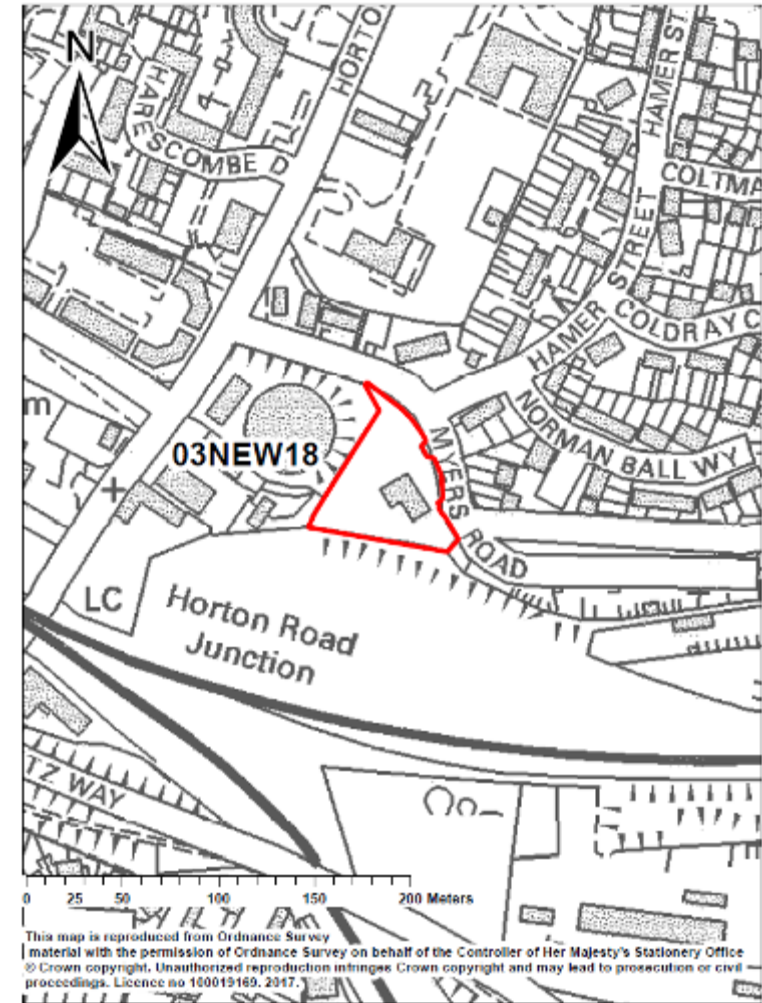
		<p>agricultural character and significance.</p> <p>The proposed change to all of the buildings to residential is of a concern, firstly through the changes required to implement residential within these agricultural buildings and the proposed associated impacts of access, parking and infrastructure required to facilitate the use which would impact upon the setting and character of the farmyard complex.</p> <p>Therefore, the allocation for residential would not be supported in built heritage terms.</p> <p><u>Topography:</u> Relatively flat site.</p> <p><u>Wildlife/Biodiversity:</u> Trees and hedges on site so further assessment needed.</p> <p><u>Green Infrastructure:</u> /</p> <p><u>Contamination:</u> Other than from farm-based activities, contamination is unlikely on this site.</p>			
<p><b>Access to Services</b> Close to services and facilities that are used by Matson residents.</p>	<p><b>Highways Comments</b> Awaiting comments.</p>	<p><b>Suitable – Yes or No</b> No.</p>	<p><b>Available (in 1-5 Years)</b> Yes.</p>	<p><b>Achievable / Viable</b> <b>1-5, 6-10, 11-15, years</b> Not suitable so not achievable.</p>	
<p><b>Gross Site Area</b> 0.6 ha.</p>	<p><b>Dwelling Capacity (dph)</b> /</p>	<p><b>Capacity Derivation</b> /</p>	<p><b>Employment Potential</b> No.</p>	<p><b>2014 Update</b> New site to SALA.</p>	
<p><b>2016 Update</b> New site to SALA.</p>	<p><b>2017 Update</b> New site to SALA.</p>	<p><b>2018 Update</b> No update.</p>	<p><b>2019 Update</b> No update.</p>	<p><b>Further Notes</b></p>	

<b>Site Name</b> Jordans Brook House	<b>SALA Reference</b> 02NEW18	<b>City Plan Reference</b> SA18
<b>Source of Site</b> Submission.	<b>Current Site Use and Character</b> County Council residential care site. The character of the local area is residential.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> FZ3b: 0% FZ3a: 0% FZ2: 0% FZ1: 100% *This is the 2019 JBA update <u>Landscape:</u> Not a constraint. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> This site is situated in an area of some archaeological potential; a Roman cemetery is recorded to the north whilst prehistoric and Roman settlement activity is noted to the west. Furthermore, the natural gravels in this area have been shown to contain important Palaeolithic material – these may extend within the site. The site was also the location of a WWII military camp. Any application for development on this site would need to be supported by an archaeological desk-based assessment and possibly by an archaeological evaluation (trial trenching). <u>Topography:</u> Relatively flat site. <u>Wildlife/Biodiversity:</u> Large trees on site, particularly on the North Upton Lane boundary. <u>Green Infrastructure:</u>



		/ <u>Contamination:</u> Not likely from educational site.		
<b>Access to Services</b> Reasonable access.	<b>Highways Comments</b> Awaiting comments.	<b>Suitable – Yes or No</b> Yes.	<b>Available (in 1-5 Years)</b> Yes.	<b>Achievable / Viable</b> <b>1-5, 6-10, 11-15, years</b> Yes in 1-5 or 6-10.
<b>Gross Site Area</b> 0.85 ha.	<b>Dwelling Capacity (dph)</b> c.20 dwellings.	<b>Capacity Derivation</b> Applicant's estimation. (Density seems quite low so potentially more could be achieved on this site).	<b>Employment Potential</b> No.	<b>2014 Update</b> New site to SALA.
<b>2016 Update</b> New site to SALA.	<b>2017 Update</b> New site to SALA.	<b>2018 Update</b> No update.	<b>2019 Update</b> Proposed City Plan allocation.	<b>Further Notes</b>

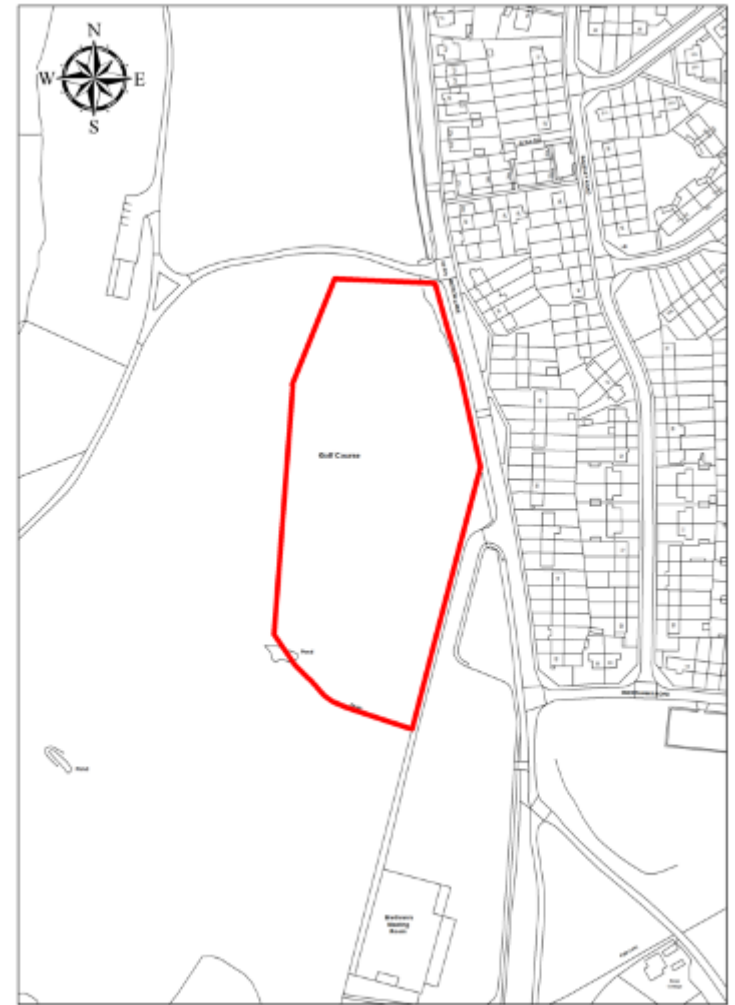
<b>Site Name</b> Land off Myers Road (Cheltenham Surfacing)	<b>SALA Reference</b> 03NEW18	<b>City Plan Reference</b> SA19
<b>Source of Site</b> Submission.	<b>Current Site Use and Character</b> Depot/workshop/offices with associated vehicle parking. Surrounding uses include former gas holder site, commercial and industrial uses, waste processing and recycling, residential (Swallow Park).	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> FZ3b: 0% FZ3a: 0% FZ2: 0% FZ1: 100% *This is the 2019 JBA SFRA update <u>Landscape:</u> Not a significant constraint. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> This site is located fairly close to the recorded locations of two Roman period lead coffins - so there's a chance that a cemetery extends into the area. Any application would need to be supported by the results of an archaeological evaluation (trial trenching). <u>Topography:</u> The site is at the top of a small rise (up Myers Road) and has a slight slope away from the road towards the railway line. <u>Wildlife/Biodiversity:</u> There appears to little wildlife/ecological interest on site, but further investigation would be warranted. Urban foxes in this area. <u>Green Infrastructure:</u> / <u>Contamination / pollution:</u>



		Given long periods of commercial / industrial use there may be the potential for contamination on site. Needs further investigation. Need also to consider the potential for amenity impacts from adjacent Allstone operations.		
<b>Access to Services</b> Central Gloucester site, so good access to services and public transport. Nearby bus routes and Gloucester train station is 15 minutes walk away. Armscroft Park is 5 minutes walk away.	<b>Highways Comments</b> Awaiting comments.	<b>Suitable – Yes or No</b> The site is suitable, but suitability is based on justification of loss of employment land and to some degree on the area becoming more residential in character through the implementation of planning permission 16/00948/OUT (Allstone Sand & Gravel).	<b>Available (in 1-5 Years)</b> No because the current occupiers would have to be relocated, but 6-10 years is a possibility.	<b>Achievable in Years: 1-5, 6-10, 11-15,</b> Yes 6-10 or 11-15.
<b>Gross Site Area</b> 0.36 ha.	<b>Dwelling Capacity (dph)</b> c.10	<b>Capacity Derivation</b> Applicant estimation.	<b>Employment Potential</b> Yes.	<b>2014 Update</b> New site to SALA.
<b>2016 Update</b> New site to SALA.	<b>2017 Update</b> New site to SALA.	<b>2018 Update</b> No update.	<b>2019 Update</b> Proposed for allocation in City Plan (September 2019).	<b>Further Notes</b>



Site Name Land at Gloucester Golf Club	SALA Reference 04NEW18	City Plan Reference /
Source of Site Submission.	<p><b>Current Site Use and Character</b> Open grassed land with trees especially on boundary; part of golf course on the side of Robinswood Hill. Access from Matson Lane.</p>	<p><b>Major Constraints – as per agreed Methodology</b>  <u>Flood Risk:</u> FZ1, but problems of runoff from the hill could be significant.  <u>Landscape:</u> On Robinswood Hill. In Gloucester's only 'High sensitivity' landscape. Highly visible site especially in winter when there is less tree cover. The JCS Landscape Characterisation Assessment and Sensitivity Analysis evidence points to this area being <i>'Inappropriate for anything other than small scale development'</i>.  <u>Cordon Sanitaire:</u> N/A.  <u>Historic Environment &amp; Archaeology:</u> Some archaeological potential. Aerial photographs show medieval earthworks to the west of the site and the remains may extend within the site itself. Any application should be supported by an archaeological desk-based assessment and it may be necessary to undertake further archaeological investigations. No built heritage concerns but need to consider wider character and the scale of any development should be in keeping with the rural Matson settlement.  <u>Topography:</u></p>

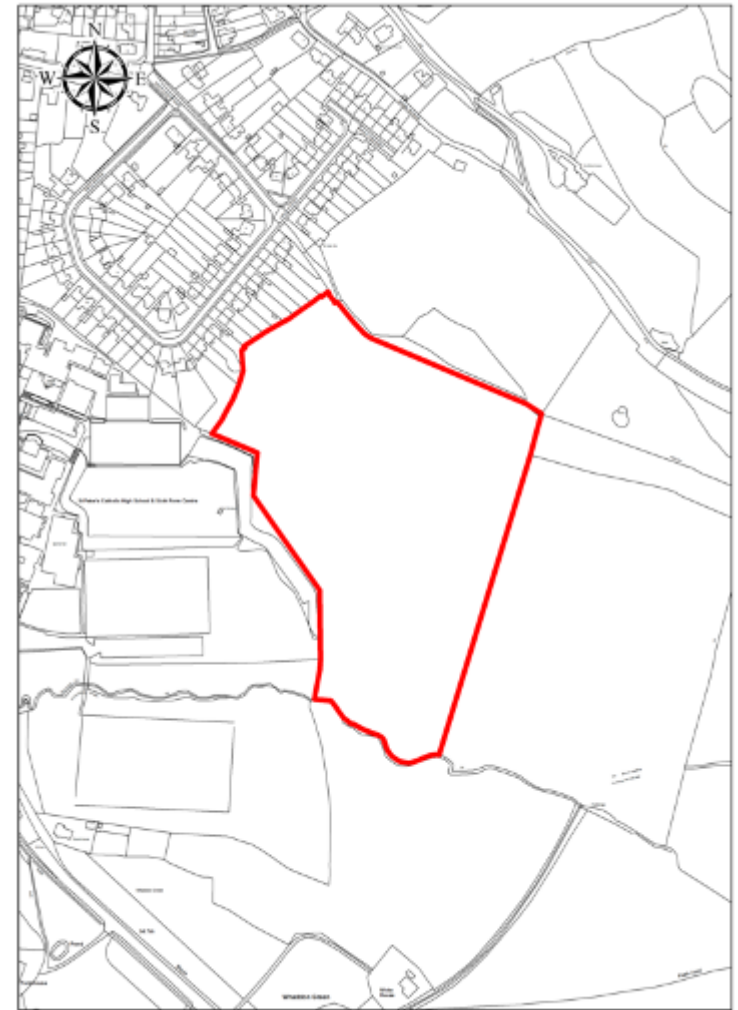


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		<p>Sloping site</p> <p><u>Wildlife/Biodiversity:</u> Needs further assessment.</p> <p><u>Green Infrastructure:</u> Robinswood Hill is a strategic GI asset and of geodiversity significance.</p> <p><u>Contamination:</u> Unlikely to be contaminated.</p>		
<p><b>Access to Services</b> Moderate access to public transport and local services and facilities in Matson. Similar to SALA site SUB24 directly to the north.</p>	<p><b>Highways Comments</b> Similar issues to Forest View Road site.</p>	<p><b>Suitable – Yes or No</b> No.</p>	<p><b>Available (in 1-5 Years)</b> Yes.</p>	<p><b>Achievable / Viable</b> <b>1-5, 6-10, 11-15, years</b> Not suitable so not achievable.</p>
<p><b>Gross Site Area</b> 1.6 ha.</p>	<p><b>Dwelling Capacity (dph)</b> Applicant considers that the site could accommodate 50 dwellings.</p>	<p><b>Capacity Derivation</b> Submission.</p>	<p><b>Employment Potential</b> No.</p>	<p><b>2014 Update</b> New site to SALA.</p>
<p><b>2016 Update</b> New site to SALA.</p>	<p><b>2017 Update</b> New site to SALA.</p>	<p><b>2018 Update</b> Not considered suitable on landscape grounds reflecting recently adopted JCS. Several members of the SALA Panel (Nov 2017) made comment that there were questions over the availability of the site as the golf club/members have signed a new lease.</p>	<p><b>2019 Update</b> No update, but there may now be no availability.</p>	<p><b>Further Notes</b></p>



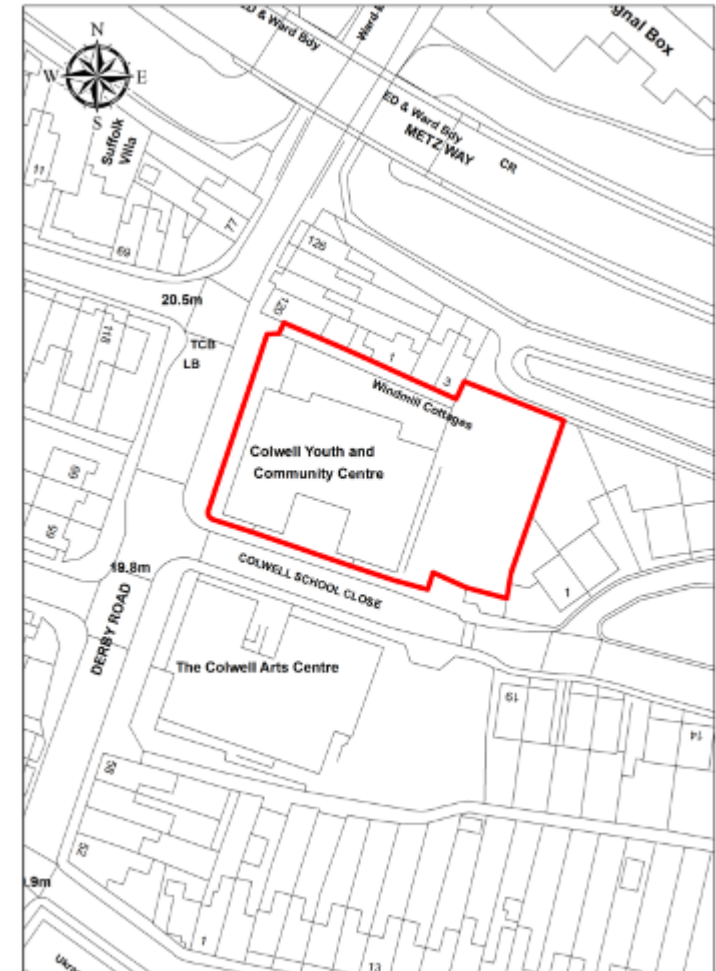
<b>Site Name</b> Southern part of Land East of Forest View Road, Tuffley	<b>SALA Reference</b> 05NEW18	<b>City Plan Reference</b> /
<b>Source of Site</b> Submission.	<b>Current Site Use and Character</b> SUB42 'Land East of Forest View Road' is already a SALA site. This land to south is adjoining and so is of a similar character. Greenfield agricultural land. Improved grassland with good ridge and furrow adjacent to Robinswood Hill. Steeply sloping with high/medium landscape sensitivity. Surrounded by open countryside, country park school and some residential areas.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> FZ1 but runoff from Robinswood hill is a potential issue for site and areas south of the site. <u>Landscape:</u> In an area of High-medium landscape sensitivity where development must be managed to take significant account of landscape sensitivity and quality. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> Roman remains to the north and Medieval remains directly to the south. Historic maps indicate structures on site. Any planning application would have to be supported by an archaeological desk-based assessment and the results of an evaluation (trial trenching incorporating geophysical survey). No built heritage concerns. <u>Topography:</u> Steeply sloping. <u>Wildlife/Biodiversity:</u> Likely significant biodiversity and wildlife assets particularly on northern part of site. Needs further assessment. <u>Green Infrastructure:</u> On the lower slopes of Robinswood Hill which is a key element of Gloucester's GI.



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		<b>Contamination:</b> Not a significant concern.		
<b>Access to Services</b> Relatively poor access to public transport & services, but the southern part of the site is better than SUB42.	<b>Highways Comments</b> Will have an impact on St Barnabas roundabout – a known highway pinch point. Limited PT access to site – services will need to be accessed from Tuffley. A new access onto Stroud Road would be welcomed but the design of this link will be important. A WCHAR assessment may be required to understand the quality of crossing facilities for Stroud Road.	<b>Suitable – Yes or No</b> No, not suitable on landscape grounds. Major development would be highly visible.	<b>Available (in 1-5 Years)</b> Yes.	<b>Achievable / Viable 1-5, 6-10, 11-15, years</b> Not suitable so not achievable.
<b>Gross Site Area</b> 5.74 ha.	<b>Dwelling Capacity (dph)</b> /	<b>Capacity Derivation</b> /	<b>Employment Potential</b> No.	<b>2014 Update</b> New site to SALA.
<b>2016 Update</b> New site to SALA.	<b>2017 Update</b> New site to SALA.	<b>2018 Update</b> At the SALA panel it was suggested that this site be considered separately to the northern site SUB42, thus 05NEW18 has been created.	<b>2019 Update</b> No update. May no longer be available. No contact with the land owner or agent.	<b>Further Notes</b>

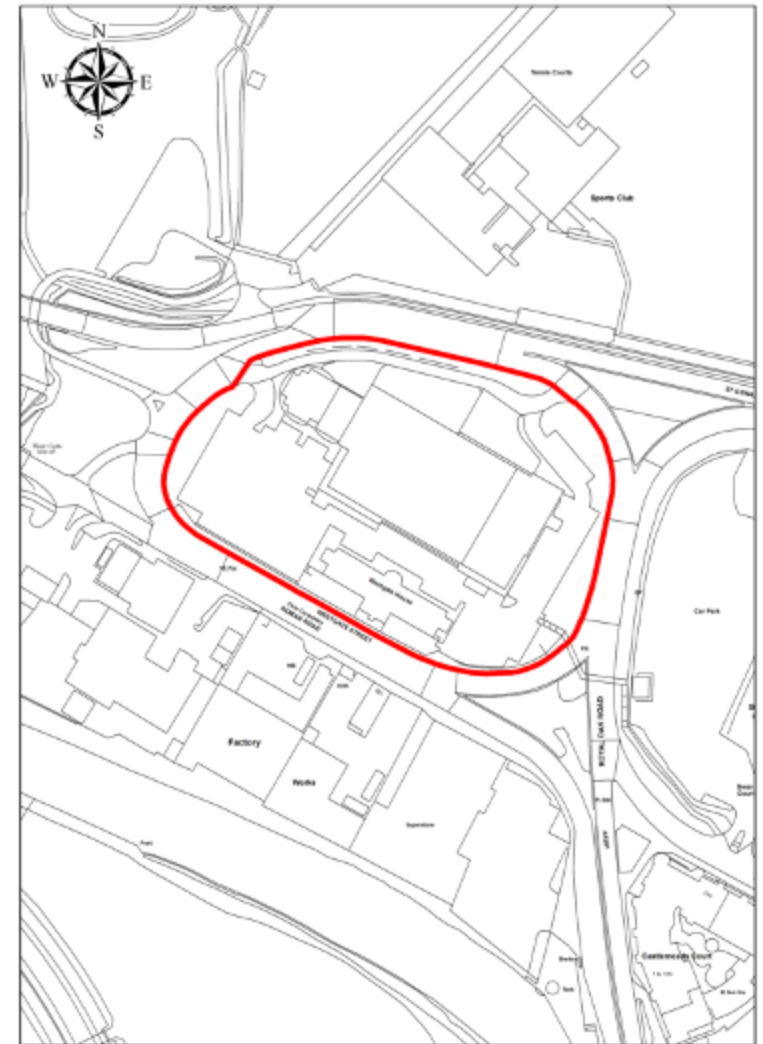
<b>Site Name</b> Colwell Youth & Community Centre	<b>SALA Reference</b> 06NEW18.	<b>City Plan Reference</b> SA13
<b>Source of Site</b> Officer found site.	<b>Current Site Use and Character</b> A grand redundant 3 storey brick building; a former school. Car parking to the rear. In the view of the Council, a prime site for housing redevelopment.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> FZ3b: 0% FZ3a: 0% FZ2: 0% FZ1: 100% *This is the 2019 JBA SFRA update. <u>Landscape:</u> N/A. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> No significant issues from an archaeological viewpoint. This building is recommended for the Local List within the draft Townscape report for the City. It was originally constructed as Derby Road Council School in 1905-1907. It is recommended that a built heritage assessment of significance and character assessments are undertaken as part of any forthcoming application. <u>Topography:</u> Flat site. <u>Wildlife/Biodiversity:</u> Not a significant constraint. <u>Green Infrastructure:</u> N/A. <u>Contamination:</u> Unlikely.



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<b>Access to Services</b> Good access to facilities and services.	<b>Highways Comments</b> No concerns.	<b>Suitable – Yes or No</b> Yes.	<b>Available (in 1-5 Years)</b> Yes.	<b>Achievable / Viable 1-5, 6-10, 11-15, years</b> Yes in 1-5 or 6-10.
<b>Gross Site Area</b> 0.18 ha.	<b>Dwelling Capacity (dph)</b> c.20 dwellings.	<b>Capacity Derivation</b> c.100 dph.	<b>Employment Potential</b> No.	<b>2014 Update</b> New site to SALA.
<b>2016 Update</b> New site to SALA.	<b>2017 Update</b> New site to SALA.	<b>2018 Update</b> No update. The Council continues to attempt to contact the owner of this site/building. At the Nov 2017 Panel one member suggested that they had information related to ownership.	<b>2019 Update</b> The owner has been contacted and the availability has been established. The site is allocated in City Plan.	<b>Further Notes</b>

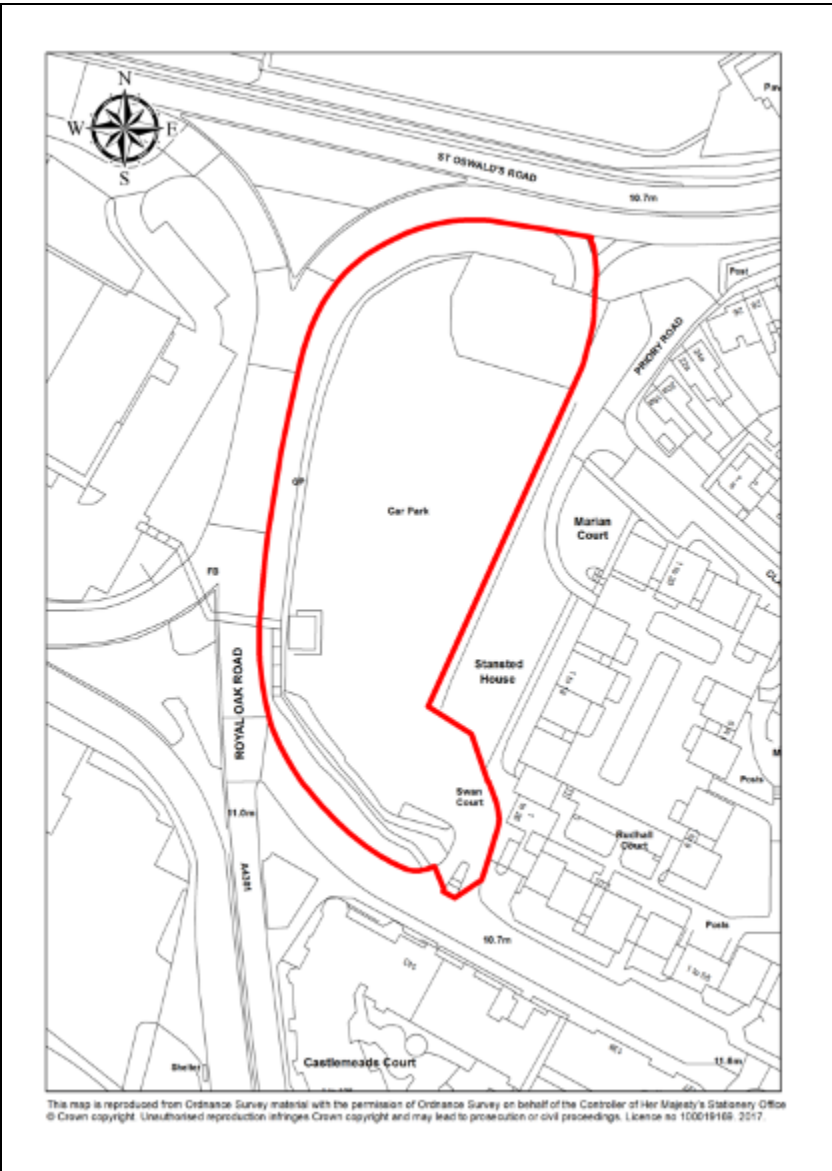
Site Name	SALA Reference	City Plan Reference
<p>Westgate Island</p> <p>Source of Site Submission.</p>	<p>07NEW18</p> <p><b>Current Site Use and Character</b></p> <p>Operational retail park on island surrounded by gyratory road system. Nearby uses include commercial, leisure, car and coach parking and residential.</p>	<p>/</p> <p><b>Major Constraints – as per agreed Methodology</b></p> <p><u>Flood Risk:</u> All of site is in either FZ2 or FZ3, but applicant contends that there have been no flood events in living memory.</p> <p><u>Landscape:</u> N/A.</p> <p><u>Cordon Sanitaire:</u> N/A.</p> <p><u>Historic Environment &amp; Archaeology:</u> Site of St. Bartholomew's Hospital founded in the 13<sup>th</sup> century. Remains of the original medieval structures are likely to survive below ground. Possible site currently unclear if the site had a cemetery – but it's possible. The site is also located inside a Roman period suburb extending along Lower Westgate Street and appears to have contained defensive earthworks dating from the English Civil wars and a 19<sup>th</sup> century match factory. An application should be supported by an archaeological desk-based assessment and a programme of archaeological evaluation (trial trenching). Not in a conservation area but a heritage assessment would be required and designated asset to be retained. There would also be setting considerations.</p>



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		<p><u>Topography:</u> Flat site.</p> <p><u>Wildlife/Biodiversity:</u> Some trees on the northern boundary.</p> <p><u>Green Infrastructure:</u> N/A.</p> <p><u>Contamination:</u> Noise, and air pollution from A417 could be problematic if residential uses were proposed.</p>		
<p><b>Access to Services</b> Residential development is not proposed, but if it were this site has excellent access to a range of city centre facilities.</p>	<p><b>Highways Comments</b> The highway/pedestrian environment is a significant constraint for this complicated site. Access, safety and movement issues are complex and need significant attention. A full understanding of the future regeneration aspirations of the site needs to be understood in the context of existing and planned highways operation. This will be necessary to improve pedestrian / cyclist access, to make site accesses attractive and safely enable the site to come forward.</p>	<p><b>Suitable – Yes or No</b> Yes, for retail.</p>	<p><b>Available (in 1-5 Years)</b> Yes.</p>	<p><b>Achievable / Viable 1-5, 6-10, 11-15, years</b> Yes in 1-5.</p>
<p><b>Gross Site Area</b> 1.7 ha.</p>	<p><b>Dwelling Capacity (dph)</b> /</p>	<p><b>Capacity Derivation</b> /</p>	<p><b>Employment Potential</b> Retail.</p>	<p><b>2014 Update</b> New site to SALA.</p>
<p><b>2016 Update</b> New site to SALA.</p>	<p><b>2017 Update</b> New site to SALA.</p>	<p><b>2018 Update</b> No update. No comments from the Nov 2017 Panel.</p>	<p><b>2019 Update</b> No update. Will be considered through the retail review as part of the JCS Review.</p>	<p><b>Further Notes</b></p>

<b>Site Name</b> Westgate Car park	<b>SALA Reference</b> 08NEW18	<b>City Plan Reference</b>
<b>Source of Site Submission.</b>	<b>Current Site Use and Character</b> Car and coach park with underground drainage infrastructure on northern portion.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> All of site is in either in FZ2 or FZ3. The northern quarter of the site is constrained by major underground drainage system. <u>Landscape:</u> Not a constraint. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> There is a small chance that archaeological remains relating to settlement activity survive in the eastern part of the site. The very tip of the southern part of the site may extend into the area of the Foreign Bridge (a medieval bridge extending between Westgate and Westgate Island). Civil war defensive earthworks appear to have crossed through the site as well. Any application should be supported by a desk-based assessment and an evaluation (borehole survey). Although not in a conservation area but adjacent to the Barbican Conservation Area, the site is located in a number of key view lines, which are identified in the 'Heights of Buildings Guidelines for Developers' (2008)

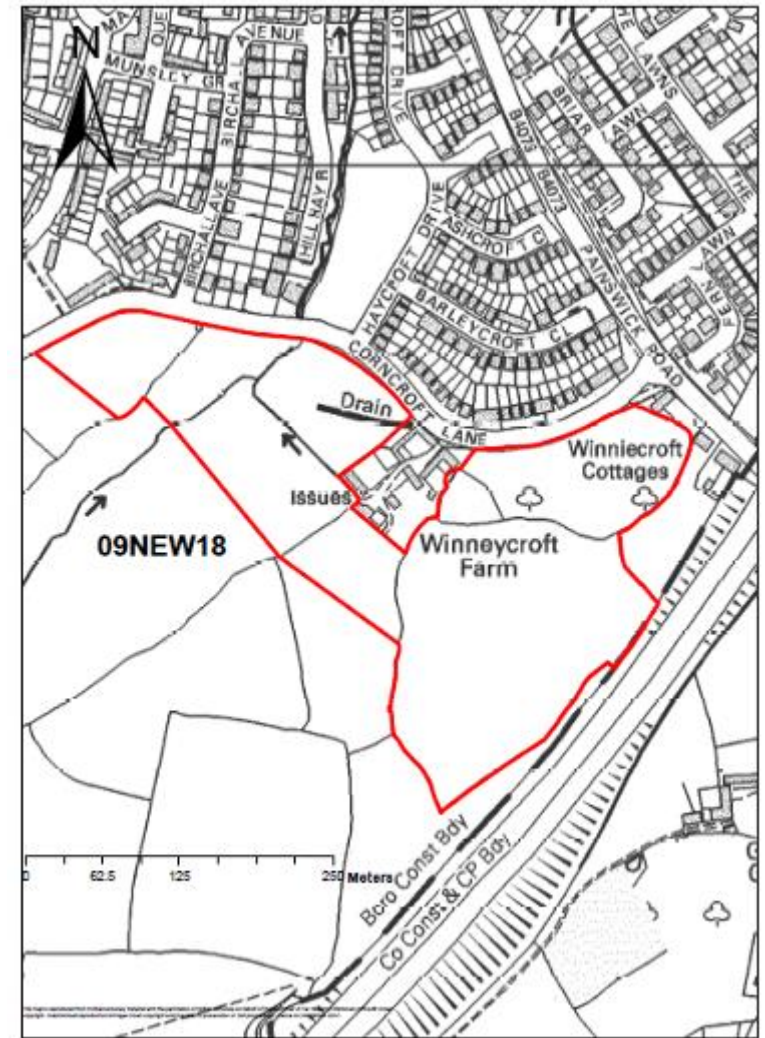


		<p>Supplementary Planning Document. It forms part of views 13, 14 and 15. These are from various points and provide views of both the cathedral and St Nicholas Church. There are no Listed Buildings or Schedule Ancient monuments listed on the Westgate Quays Site but there are a number in close proximity to consider and therefore setting issues. Height and design will be an important consideration.</p> <p><u>Topography:</u> Flat city centre site.</p> <p><u>Wildlife/Biodiversity:</u> Mature trees to the western boundary which provide good screening.</p> <p><u>Green Infrastructure:</u> N/A.</p> <p><u>Contamination:</u> Noise, and air pollution from A417 could be problematic if residential uses were proposed.</p>		
<p><b>Access to Services</b> Residential development is not proposed, but if it were this site has excellent access to a range of city centre facilities.</p>	<p><b>Highways Comments</b> The highway and pedestrian environment is a significant constraint for this complicated site. Access, safety and movement issues are complex and need significant attention. A full understanding of the future regeneration aspirations of the site needs to be understood in the context of existing and planned highways operation. This will be necessary to improve pedestrian / cyclist access, to make site accesses</p>	<p><b>Suitable – Yes or No</b> Has potential for car parking with the potential for other car parks in central Gloucester to be freed up for other uses including residential development.</p>	<p><b>Available (in 1-5 Years)</b> No.</p>	<p><b>Achievable / Viable</b> <b>1-5, 6-10, 11-15, years</b> 6-10 or 11-15.</p>




	attractive and safely enable the site to come forward.			
<b>Gross Site Area</b> 0.88 ha.	<b>Dwelling Capacity (dph)</b> /	<b>Capacity Derivation</b> /	<b>Employment Potential</b> Not proposed.	<b>2014 Update</b> New site to SALA.
<b>2016 Update</b> New site to SALA.	<b>2017 Update</b> New site to SALA.	<b>2018 Update</b> Car parking likely on this site, especially if Longsmith car park is utilised for other uses. There was some discussion at the Nov 2017 Panel as to whether the site was big enough for the proposed use.	<b>2019 Update</b> City Council site. Not available in the 1-5 period. Will continue as a well-used site for car and coach parking.	<b>Further Notes</b>

<b>Site Name</b> Land at Corncroft Lane	<b>SALA Reference</b> 09NEW18 (Previously SUB21)	<b>City Plan Reference</b> Part of JCS Strategic Allocation
<b>Source of Site</b> Submission on behalf of landowner.	<b>Current Site Use and Character</b> Farm land allocated for housing as part of a strategic allocation in the adopted Joint Core Strategy.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> In FZ1. The site has been identified to assist flooding further downstream in draft surface water management plan by provision of a balancing structure. <u>Landscape:</u> The site is on an area of Medium landscape sensitivity. Rural / urban fringe. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> The farm itself has a complex of listed buildings and setting issues will require consideration. (See SALA site 01NEW18 within this report). Archaeological interest (medieval and some limited Roman material) on site and further investigation needed. <u>Topography:</u> The site is sloping/undulating, but it is not a significant constraint. <u>Wildlife/Biodiversity:</u> Greenfield agricultural land and farm. Possible key wildlife site with mosaic of biodiverse habitats including historic



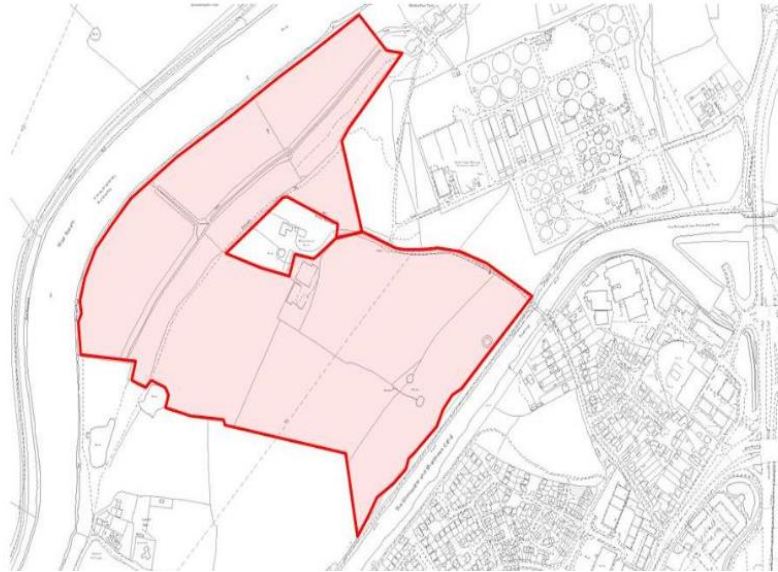
		<p>orchards. Tree Preservation Orders on site.</p> <p><u>Green Infrastructure:</u> This is a green field site and the loss of it to development does represent a loss of a natural/farmed landscape. Improvements to GI to Cotswold AONB to east required.</p> <p><u>Contamination:</u> Not a significant concern in terms of ground contamination. Site bounded by M5 to east – potential noise/vibration and air pollution issues.</p>		
<p><b>Access to Services</b> Moderate access to public transport, local services &amp; facilities.</p>	<p><b>Highways Comments</b> Any applications required to be supported by a Transport Assessment. Impact on Painswick Rd / Winnycroft Lane/ Corncroft Lane / Norbury Ave will need careful consideration. Any application for residential to demonstrate safe and suitable access (vehicular and pedestrian). Parking will need to be carefully considered. Improvements to pedestrian and cycling facilities will be sought.</p>	<p><b>Suitable – Yes or No</b> Yes.</p>	<p><b>Available (in 1-5 Years)</b> Yes.</p>	<p><b>Achievable / Viable 1-5, 6-10, 11-15, years</b> In 1-5 (subject to planning permission. The first completions are due in 2020/21).</p>
<p><b>Gross Site Area</b> 8.196 ha</p>	<p><b>Dwelling Capacity (dph)</b> Up to 250.</p>	<p><b>Capacity Derivation</b> Submission.</p>	<p><b>Employment Potential</b> No.</p>	<p><b>2014 Update</b> /</p>
<p><b>2016 Update</b> /</p>	<p><b>2017 Update</b> Was considered in the 'Commitment' category in the March 2017 SALA Report due to the fact that the capacity had</p>	<p><b>2018 Update</b> Considered 'suitable' in previous SALA reports and has been put back into this 2018 Report because it was resubmitted by</p>	<p><b>2019 Update</b> Planning application is with the Council pending consideration.</p>	<p><b>Further Notes</b></p>

	been counted in the JCS for the as part of the Winnycroft Strategic Allocation.	the agent on behalf of the landowner in October 2017.		
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<b>Site Name</b> Land at Netheridge (East of the STW)	<b>SALA Reference</b> 01NEW19	<b>City Plan Reference</b> /	
<b>Source of Site</b> Submitted.	<b>Current Site Use and Character</b> Greenfield/agricultural land east and directly adjacent to Netheridge STW. Main vehicular access to the STW is through the centre of this site. All of the site is in the currently delineated Cordon Sanitaire.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> Parts of the site are in FZ2. <u>Landscape:</u> Not a significant constraint = medium to low sensitivity. <u>Cordon Sanitaire:</u> Fully within the existing and proposed (2019) cordon sanitaire and main access road to the STW runs through the centre of the site. <u>Historic Environment &amp; Archaeology:</u> Uncertain archaeological potential. Archaeological remains have been identified to the northwest and to the south – whilst not especially important these do demonstrate that archaeological remains can survive in this area. It is also of interest that the historic route of a stream used to run along the western edge of the site. Small streams like this can contain prehistoric or paleo-environmental material at depth. Any application should be supported by an archaeological desk-based assessment. It may also need to be supported by the results	

		<p>of an archaeological evaluation (trial trenching supplemented by geophysical survey). Review of farm buildings and their value required around and in the site. If of historic interest and relating to surrounding landscape thought will be required on proposed development and its design/character.</p> <p><u>Topography:</u> Not a significant constraint.</p> <p><u>Wildlife/Biodiversity:</u> Uncertain – further investigation needed.</p> <p><u>Green Infrastructure:</u> N/A</p> <p><u>Contamination:</u> Uncertain – further investigation needed.</p>		
<p><b>Access to Services</b> Although it would appear isolated, the site does fall within acceptable walking distances to some goods/services and employment opportunities. The site is conveniently located to the existing NB bus stop on the A430 with scope to provide upgraded facilities and a SB bus stop accessed via new pedestrian crossing facilities designed into any junction upgrade. Good scope to encourage sustainable travel modes. [These comments have been provided by County Highways. Next year's SALA</p>	<p><b>Highways Comments</b> The site needs a Transport Assessment submitted with modelling of key junctions and links to ensure its impact is acceptable, more than likely that the A430/Cole Av junction would need to be included. Some signal upgrading would be needed for the A430/David Hook Way junction. Would link well with the City Centre/Quedgeley ped/cycle way on the west side of the A430. Potential linkages to</p>	<p><b>Suitable – Yes or No</b> No.</p>	<p><b>Available (in 1-5 Years)</b> Yes.</p>	<p><b>Achievable / Viable</b> <b>1-5, 6-10, 11-15, years</b> No, as it is not suitable.</p>

assessment will use an accessibility score based on Inform Gloucestershire data].	the Canal Tow Path, although currently this would utilise the narrow sewage works service road. This could be upgraded to include footways etc.			
<b>Gross Site Area</b> 2.8 ha	<b>Dwelling Capacity (dph)</b> Not suitable, not calculated.	<b>Capacity Derivation</b> /	<b>Employment Potential</b> Not suitable and not proposed.	<b>2014 Update</b> /
<b>2016 Update</b> /	<b>2017 Update</b> /	<b>2018 Update</b> /	<b>2019 Update</b> Presented at SALA panel. LPA confirmed their view that the site is not suitable for residential development.	<b>Further Notes</b>

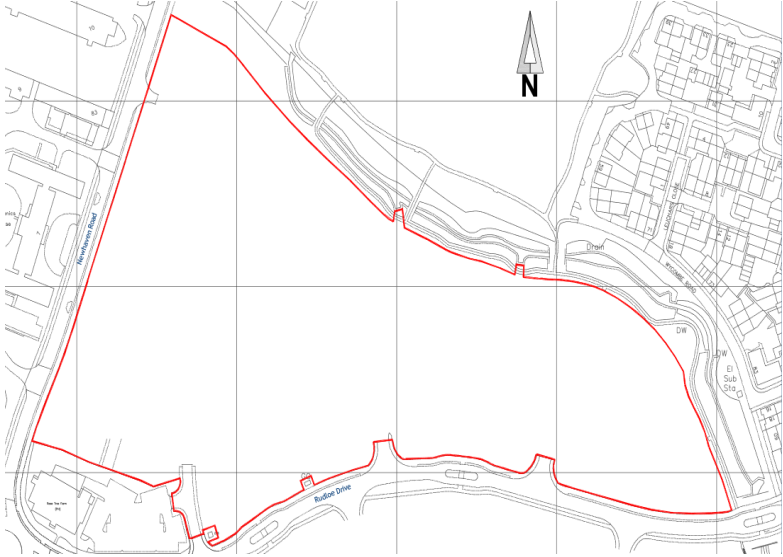
<b>Site Name</b> Land at Netheridge (West of the STW)	<b>SALA Reference</b> 02NEW19	<b>City Plan Reference</b> /	
<b>Source of Site</b> Submitted.	<b>Current Site Use and Character</b> A large hectarage of agricultural land, with significant areas of land (that within c.100 to 150 m of the R. Severn) in FZ3. Some eastern parts of the site are within the currently delineated Cordon Sanitaire.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> Significant areas in FZ3; the closer you get to R. Severn. Access and egress in the event of a major flood would be highly problematic due to parts of Elmore Lane West and Rea Lane being in FZ3 and being submerged in the event of a major flood event. <u>Landscape:</u> Medium-Low sensitivity <u>Cordon Sanitaire:</u> Some eastern parts of the site are within the Cordon Sanitaire. <u>Historic Environment &amp; Archaeology:</u> Uncertain potential. Deep alluvial deposits adjacent to the River Severn could contain significant archaeological remains. Any application for this site should be supported by an archaeological desk-based assessment. An archaeological evaluation (trial trenching supplemented by geophysical survey) may also be required. Review of farm buildings required. If of historic interest and relating to surrounding landscape thought will be	




		<p>required on proposed development and its design character. The swing bridge is of historic interest which has potential for listing and would be required for retention and a bridge keepers house which would require setting considerations.</p> <p><u>Topography:</u> Flat site, not a significant constraint.</p> <p><u>Wildlife/Biodiversity:</u> Further investigation needed.</p> <p><u>Green Infrastructure:</u> Private farm land.</p> <p><u>Contamination:</u> Not significant.</p>		
<p><b>Access to Services</b> Generally poor accessibility to facilities and services, but: - The site does have potential to connect to the canal tow path with scope for improvements</p> <p>- Bus stops are located on the Bristol Rd which is some 650-700m from the centre of the site. This does fall within acceptable walking distances. Optimally, walk distances should be shorter than this and the walk-to-bus stop conditions and route need to be assessed with care.</p> <p>- Suggested that a Walking, Cycling &amp; Horse-riding Assessment and Review (WCHAR) is undertaken to identify pedestrian routes to other</p>	<p><b>Highways Comments</b> Sims Lane access via the existing canal bridge not feasible.</p> <p>- Alternative access via an extension to Rea Lane is problematic in terms of the high costs associated with widening the carriageway widths and providing ped/cycle facilities.</p> <p>- Given the expected number of dwellings capacity assessments should include the A430/Cole Av junction and A38 corridor to St Barnabas. Further junctions would be</p>	<p><b>Suitable – Yes or No</b> No.</p>	<p><b>Available (in 1-5 Years)</b> Yes.</p>	<p><b>Achievable / Viable</b> <b>1-5, 6-10, 11-15, years</b> No, because not suitable.</p>

<p>goods and services and to identify and shortfalls in facilities that may need mitigating for.</p> <p>[These comments have been provided by County Highways. Next year's SALA assessment will use an accessibility score based on Inform Gloucestershire data].</p>	<p>required but can be agreed during future scoping.</p> <p>The Junction of Sim's Lane and Bristol Road is complex and is currently a priority junction. If this site is proposed to accommodate 300 dwellings upgrading of this junction would be required. Any upgrade should accommodate pedestrian and cycle users to support improved access to the bus stops, as crossing facilities at this junction are non-existent with the nearest crossing point located 150m to the south resulting in increased walking distances to SB bus stops by 300m. This crossing point is not on the desire line and may discourage sustainable travel usage.</p>			
<p><b>Gross Site Area</b> 27.5 ha. Excluding FZ and CS the realistic developable area (if suitable) would be c.13 ha)</p>	<p><b>Dwelling Capacity (dph)</b> Not calculated.</p>	<p><b>Capacity Derivation</b> /</p>	<p><b>Employment Potential</b> No.</p>	<p><b>2014 Update</b> /</p>
<p><b>2016 Update</b> /</p>	<p><b>2017 Update</b> /</p>	<p><b>2018 Update</b> /</p>	<p><b>2019 Update</b> As presented at the 2019 SALA Panel the LPA are of the view that the site is not suitable or viable due to the significant costs of new or improved access roads</p>	<p><b>Further Notes</b></p>

			and access and egress issues in the event of a major flood event.	
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<b>Site Name</b> Land north of Rudloe Drive	<b>SALA Reference</b> 03NEW19	<b>City Plan Reference</b> /		
<b>Source of Site</b> Submitted.	<b>Current Site Use and Character</b> Vacant, brownfield, former MoD land. Outline permission for Employment use as part of the 20 ha 'Framework 5' parcel. Recent permission for up to 80 dwellings on land south of Rudloe Drive (17/01199/OUT).	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> Not significant. <u>Landscape:</u> Not significant. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> Archaeological investigations have demonstrated that archaeological remains of Iron Age and Roman date survive within this site. A programme of archaeological mitigation (excavation in advance of development) should be secured by condition. There are no built heritage concerns. <u>Topography:</u> Not significant. <u>Wildlife/Biodiversity:</u> Not obviously significant but further investigation needed. <u>Green Infrastructure:</u> N/A <u>Contamination:</u> Further investigation needed as part of an application for permission.		
<b>Access to Services</b> No issues, site has good ped/cycle accessibility and regular bus services within walking distance to encourage sustainable travel methods.	<b>Highways Comments</b> No comments from County Highways.	<b>Suitable – Yes or No</b> Yes, given the recent permission for housing south of Rudloe Drive and the increasingly residential character of the locality.		


<p>[These comments have been provided by County Highways. Next year's SALA assessment will use an accessibility score based on Inform Gloucestershire data].</p>				
<p><b>Gross Site Area</b> 6.02 ha.</p>	<p><b>Dwelling Capacity (dph)</b> Applicant has indicated c.145 dwellings along with B1 Business Park.</p>	<p><b>Capacity Derivation</b> Applicant.</p>	<p><b>Employment Potential</b> Yes.</p>	<p><b>2014 Update</b> /</p>
<p><b>2016 Update</b> /</p>	<p><b>2017 Update</b> /</p>	<p><b>2018 Update</b> /</p>	<p><b>2019 Update</b> Site was presented and discussed at the SALA 2019 Panel.</p>	<p><b>Further Notes</b></p>

<b>Site Name</b> Part of West Quay, the Docks	<b>SALA Reference</b> 04NEW19	<b>City Plan Reference</b> SA21	 <p>The map shows an industrial site labeled SA21. Key features include: <ul style="list-style-type: none"> <li>Garage buildings at the top left.</li> <li>Ship Yard and Dry Dock areas at the top.</li> <li>Alexandra Warehouse and Alexandria Kiln in the center.</li> <li>Works buildings and a Shelter at the bottom.</li> <li>Llanthony Bridge (Bascote) at the bottom right.</li> <li>Various streets and paths, some labeled with distances like 11.0m and 12.0m.</li> </ul> </p>
<b>Source of Site</b> Submitted. Canal & River Trust.	<b>Current Site Use and Character</b> Important dockside site being promoted by the Canal & River Trust. Adjacent to historic dry docks. Historic Alexandra warehouse not part of proposed allocation. Existing uses include: - Gloucester brewery - Storage – Furniture Recycling Project - Uses within Alexandra warehouse	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> FZ3b: unavailable FZ3a: 1% FZ2: 100% FZ1: 0% *This is the 2019 JBA SFRA <u>Landscape:</u> Not a significant constraint. <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> A site of great industrial archaeological interest. The site also contains the historic routes of rail lines associated with the South Wales Railway. This is an important site and any planning application should be supported by a desk-based assessment incorporating an assessment of the standing buildings. Further evaluation may also be required. West Quay – Malthouse and Alexander warehouse are both GII listed and site in Docks Conservation Area. Would require heritage assessment/assessment of significance together with some form of options	

		<p>appraisal/masterplan for the site to consider development opportunities. Heights of buildings and setting impacts need to be considered with any new development and would not wish to dilute historic warehouse form but contribute to areas industrial character. Uses important to consider also with more active uses and not just residential.</p> <p><u>Topography:</u> Not a significant constraint.</p> <p><u>Wildlife/Biodiversity:</u> Any allocation should consider the potential for green roofs/walls, swift blocks, nest sites for house martins and bat boxes.</p> <p><u>Green Infrastructure:</u> N/A</p> <p><u>Contamination:</u> Further investigation will be required.</p>		
<p><b>Access to Services</b> Good access to services and facilities in the Quays and City Centre. [These comments have been provided by County Highways. Next year's SALA assessment will use an accessibility score based on Inform Gloucestershire data].</p>	<p><b>Highways Comments</b> No particular concerns. However, depending on the future use of the site a parking review may be required due to limited on-site provision currently and a high parking demand elsewhere in the Quays complex. The site does provide good ped/cycle connectivity.</p>	<p><b>Suitable – Yes or No</b> Yes.</p>	<p><b>Available (in 1-5 Years)</b> Yes.</p>	<p><b>Achievable / Viable</b> <b>1-5, 6-10, 11-15, years</b> In 1-5 or 6-10.</p>

<b>Gross Site Area</b> 0.7 ha	<b>Dwelling Capacity (dph)</b> 20 along with appropriate City Centre and Docks uses.	<b>Capacity Derivation</b> Applicant.	<b>Employment Potential</b> Yes – appropriate City Centre and Docks uses.	<b>2014 Update</b> /
<b>2016 Update</b> /	<b>2017 Update</b> /	<b>2018 Update</b> /	<b>2019 Update</b> Proposed City Plan allocation.	<b>Further Notes</b>



<b>Site Name</b> White City Replacement Community Facility	<b>SALA Reference</b> 05NEW19	<b>City Plan Reference</b> SA20	
<b>Source of Site</b> Submitted.	<b>Current Site Use and Character</b> Part of the site is a playground with various apparatus and amenity grassland. The other half is amenity grassland with a cultivated patch used by the neighbouring allotments. It is bordered to the west by a railway line, and allotments and green space to the north. To the south and east of the site are residential areas.	<b>Major Constraints – as per agreed Methodology</b> <u>Flood Risk:</u> FZ3b: 0% FZ3a: 0% FZ2: 0% FZ1: 100% *This is the 2019 JBA SFRA <u>Landscape:</u> Not a significant constraint <u>Cordon Sanitaire:</u> N/A. <u>Historic Environment &amp; Archaeology:</u> No comments or obvious concerns. <u>Topography:</u> Not significant. <u>Wildlife/Biodiversity:</u> Any development should ensure that some brownfield land adjacent to the railway is retained and on basis enhancements are made such as trees, hedges or planting for pollinators. <u>Green Infrastructure:</u> Reference should be made to the Council's Open Space Strategy (about to be published – 11 <sup>th</sup> September 2019). <u>Contamination:</u> Unlikely, but further	

		investigation may be necessary.		
<b>Access to Services</b> Good accessibility. [These comments have been provided by County Highways. Next year's SALA assessment will use an accessibility score based on Inform Gloucestershire data].	<b>Highways Comments</b> Nothing of note, although may need a Transport Statement setting out likely trip rates to determine whether further assessments are required. Ped/cycle links to and from the site should be considered.	<b>Suitable – Yes or No</b> Yes, at a scale as outlined in the City Council's Built Sports Facilities Strategy (Summer 2019).	<b>Available (in 1-5 Years)</b> Yes.	<b>Achievable / Viable</b> <b>1-5, 6-10, 11-15, years</b> In 1-5 or 6-10.
<b>Gross Site Area</b> 0.42 ha.	<b>Dwelling Capacity (dph)</b> No dwellings proposed.	<b>Capacity Derivation</b> /	<b>Employment Potential</b> /	<b>2014 Update</b> /
<b>2016 Update</b> /	<b>2017 Update</b> /	<b>2018 Update</b> /	<b>2019 Update</b> Proposed allocation in City Plan.	<b>Further Notes</b>

### Appendix 3: Timeframe/Trajectory for Suitable, Deliverable and Developable Housing / Employment Sites

Sl. No.	Site Name / Reference	Dwellings Potentially Available in Years 1-5	Dwellings Potentially Achievable in Years 6-15
1.	Kings Quarter (HA02) – City Plan Allocation	156	
2.	Hampden Way Car Park (HA08)		15
3.	Greater Blackfriars (HA17) – City Plan Allocation	25 at former Quayside and 25 at former Fleece Hotel	25 at former Quayside
4.	Railway Corridor - Great Western Road Sidings (HA20A) – City Plan Allocation	200	
5.	Railway Corridor - Southern Railway Triangle (HA20B) – City Plan Allocation		Suitable for employment use
6.	Land between Canal & Bristol Road (HA21)		Suitable for employment use and no indication of availability / achievability
7.	Land rear of College Fields (HA26)		10 - 12
8.	Long stay car park, Railway Station (EA01)		40
9.	Land east of Waterwells Business Park – Lynton Fields (EA03) – City Plan Allocation	Employment use	
10.	Land at Secunda Way Industrial Estate (EA04) – City Plan Allocation	Employment use	
11.	Land south of junction between Eastern Ave and Barnwood Road (EA06)		20
12.	GWRSA Social Club (SUB02)		20
13.	Helipebs, Sisson Road (SUB04)		60 but uncertainties exist over availability
14.	Land at The Wheatridge (SUB09) – City Plan Allocation	10	
15.	Car park at Tuffley Library (SUB14)		7
16.	Bohanam House & adjoining Community Centre, Barnwood Road (SUB19)		15
17.	Land south of Ski Centre (SUB24)	Not suitable	
18.	Manor Gardens, Barnwood (SUB25) – City Plan Allocation	26	
19.	Land at St Oswalds (SUB28) – City Plan Allocation	200	100 to follow
20.	Hare Lane Car Park (SUB29)		10 - 12
21.	Land at Snow Capel farm (SUB33)	Not suitable	
22.	Griggs Timber, Bristol Road (SUB38)		Suitable for employment use

23.	The Knoll, Stroud Road (SUB40)	Not suitable	
24.	Former Selwyn School Site (SUB41)	Not suitable	
25.	Northern part of Land East of Forest View Road, Tuffley (SUB42)	Not suitable	
26.	277-279 Bristol Road (SUB46)		Suitable for employment use
27.	Warehouse, Great Weston Road (SUB48)		Suitable for employment use
28.	Gospel Hall, Matson Lane (SUB49)	Not suitable	
29.	Wessex House, Great Western Road (SUB51) – City Plan Allocation	20 (but could be emergency accommodation so not C3)	
30.	Land at Rea Lane (SUB54) – City Plan Allocation	30	
31.	30 St Catherine Street (SUB58)		5
32.	9-11 St Catherine Street (SUB59)		6
33.	GALA Club, Fairmile Gardens (FS01)		15
34.	Southgate Moorings (FS02)		40
35.	Colwell Arts Centre, Derby Road (FS08)		20 - 30
36.	Rear of Smith & Choyce, Upton Street (FS09)	Suitable for employment use	
37.	Kemble Close (FS11)		5 - 8 But may not be suitable
38.	Mead Road (FS14)		5 - 8 But may not be suitable
39.	Former Redcliffe College, Horton Road (FS15)	Not suitable	
40.	Land adj. Eastgate Shopping Centre & City Council Indoor Market (FS16)		20, but also suitable for retail use
41.	Cathedral Coaches, 18 Quay Street (FS21)	Not suitable	
42.	Industrial Units, Alvin Street (EDO12)		20
43.	Peel Centre & Madleaze Industrial Estate (ED013NEW)	Suitable for existing uses on the Peel Centre and for employment use on Madleaze Industrial Estate. On Madleaze, subject to fully addressing flood risk concerns could be suitable for a mix of uses through the intensification and/or reconfiguration of the site, as long as employment uses are protected.	
44.	Gloucester Retail Park (ED036)		Suitable for employment / retail use
45.	67-69 London Road (ED044) – City Plan Allocation	30	

46.	Blackbridge Sports & Community Hub (01NEW17) – City Plan Allocation	Suitable as a sports & community hub	
47.	Former Town Ham Allotments (02NEW17)	Not suitable	
48.	Land off New Dawn View (03NEW17) – City Plan Allocation	30	
49.	Land off Lower Eastgate Street (05NEW17) – City Plan Allocation		15
50.	Land North of Green Farm (06NEW17)	Not suitable	
51.	Land South of Winneycroft Allocation (07NEW17)	30	
52.	43-49 and 51-53 St Catherine Street (08NEW17)	Not suitable	
53.	Mill Place (10NEW17)	Suitable for employment use, but subject to fully addressing flood risk concerns could be suitable for a mix of uses through the intensification and/or reconfiguration of the site, as long as employment uses are protected	
54.	Winneycroft Farm Buildings (01NEW18)	Not suitable	
55.	Jordans Brook House (02NEW18) – City Plan Allocation	10	10
56.	Land off Myers Road (03NEW18)	10	
57.	Land at Gloucester Golf Club (04NEW18)	Not suitable	
58.	Southern part of Land East of Forest View Road, Tuffley (05NEW18)	Not suitable	
59.	Colwell Youth & Community Centre (06NEW18) – City Plan Allocation	20	
60.	Westgate Island (07NEW18)	Suitable for retail	
61.	Westgate Car Park (08NEW18)	Suitable for car parking	
62.	Land at Corncroft Lane (09NEW18) (aka Little Winnycroft)	200 to 250 in line with JCS	
63.	Land at Netheridge - East of STW (01NEW19)	Not suitable	
64.	Land at Netheridge – West of STW (02NEW19)	Not suitable	
65.	Land North of Rudloe Drive (03NEW19)	145	
66.	Land at West Quay, the Docks (04NEW19) – City Plan Allocation	20	
67.	White City Replacement Community Facility (05NEW19) – City Plan Allocation	Community facility use	
Note: All figures are a best estimate of dwelling capacity factoring in a large number of variables.			

