WEST OF ENGLAND
“BUILDING OUR FUTURE”

WEST OF ENGLAND CONSULTATION
JOINT SPATIAL PLAN AND TRANSPORT STUDY

Bath & North East Somerset Council
Bristol City Council
North Somerset Council
South Gloucestershire Council
Context

- The West of England is prosperous and fast growing
- Net contribution to HM Treasury
- The 4 councils are committed to supporting jobs and housing growth
- Major investment in transport network is needed to support sustainable growth
- Current problems on the transport network need to be addressed
Working Together

- Joint approach to strategic planning and transport issues:
- The JSP will:
  - be a statutory Development Plan Document
  - provide the strategic overarching development framework for the West of England to 2036
  - identify the number of new market and affordable homes and amount of employment across the West of England 2016-2036
  - set out the most appropriate spatial strategy for where growth should be.
- The JTS will:
  - look at current and future challenges on our network and also inform the JSP to identify transport infrastructure that is needed to support development.
Issues and Options Consultation Results


We asked respondents to provide their feedback on what the priorities of the Joint Spatial Plan (JSP) should be.

Nearly 900 respondents took part and provided their feedback.

What were the key findings from the initial consultation and how did these feed in to the revised Emerging JSP?
Were the Spatial Objectives the most appropriate ones for guiding growth in the West of England to 2036?

There was broad agreement, with 90% agreeing with the spatial objectives set out.

Of the 10 objectives set out in the consultation, the most important objectives identified by respondents related to:

- Ensure that the right infrastructure is provided and that new development does not worsen existing pressures.
- Maximise the use of brownfield land.
- Focus on housing and employment which links to public transport and active travel methods and reducing unsustainable travel patterns.
- Maintain or enhance the environmental quality and responding to the challenges of climate change.
Which spatial scenario (or mix of scenarios) would likely be best to deliver the plan’s objectives?

Most respondents considered the best spatial scenario for the West of England area to be:

- Transport focused development.
- Protection of the Green Belt.

This feedback has enabled us to focus the Emerging Spatial Strategy document on these two key areas.
...How do we act on your input?

You said we should protect the Green Belt as much as possible.

...We have chosen some growth locations outside the Green Belt and others which minimise the impact.

You said favour location which are sustainable in transport terms.

...We have directed growth to transport corridors to maximise the benefit from investment.
Issues and Options consultation Feedback

- Infrastructure must be upgraded
- Brownfield sites used more were possible …instead of building on the greenbelt
- The housing crisis is now so acute that all options should be open
- Change is needed to ensure developers build in a reasonable time frame
- The ideal plan will respect both the protection of the Green Belt and the requirement to focus on transport sustainability
- Must include services and improvements for transport otherwise no location is suitable
- the need for walking and cycling but also places that you can actually walk and cycle to.
- Better roads, railways and Bus services are essential
Transport Vision – Key Principles

- 2015/16 consultation called for investment on public transport corridors, walking and cycling
- Ambitious strategy
- Need for affordable, reliable sustainable travel options
- Emphasis on smarter travel choices & evolving travel technology
- Corridor Packages – ambitious management of through traffic by investment in bypasses and orbital links – this then enables delivery of high quality public transport and cycling corridors
- Physical restrictions on traffic and/or financial restraint options – no easy options
JTS Investment Programme

- Active Modes     £0.4 billion approx.
- Bus and Rapid Transit     £1.0 billion approx.
- LRT     £2.5 billion approx.
- Rail     £1.0 billion approx.
- Enabling Road     £2.6 billion approx.
- Total     £7.5 billion approx.

(approx. £375 million per year over 20 years, outturn. Note: indicative, subject to validation (outturn prices)
Transport Vision – Overall Package
JSP Strategic Priorities

1. **Economic**: To identify and meet the need for housing and accommodate the economic growth objectives of the LEP Strategic Economic Plan.

2. **Social**: To ensure that the JSP benefits all sections of our communities.

3. **Environment**: To protect and enhance the sub-region’s diverse and high quality environment and ensuring resilience including through protection against flood risk.

4. **Infrastructure**: To ensure a spatial strategy where new development is properly aligned with transport and other social infrastructure.
Homes needed currently planned and yet to be planned for

- Housing Target up to 105,000
  - Yet to be planned for in the region of: up to 39,000
  - Already in our current plans and forecast: c.66,000
Where to locate new development: strategic priorities

Influenced by the consultation and evidence review:

1. Economic rebalancing—and addressing the needs of both Bristol and Weston-super-Mare.

2. Retention of the overall function of the Bristol & Bath Green Belt as set out in the NPPF.

3. The environmental quality of the West of England is maintained and enhanced.

4. Strategic development should be in locations which maximise the potential to reduce the need to travel, or where travel is necessary, maximise opportunities to travel sustainably.
Emerging Spatial Strategy

- Strategic Transport Improvement
- Urban Living
- Green Belt
- Strategic Employment Location
- Strategic Development Locations
- Motorway
- Council Boundary
- Railway line
- A Road

Map showing areas of strategic transport improvement, urban living, green belt, strategic employment locations, and strategic development locations within the West of England region.
## Bristol specific issues

<table>
<thead>
<tr>
<th>Proposal</th>
<th>Implications</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximising the capacity for urban development within the Bristol City Council urban area</td>
<td>An additional 12,000 in Bristol by 2036 above that already proposed and allocated in the Core Strategy.</td>
</tr>
<tr>
<td>Green Belt urban extension proposed adjoining Bristol in B&amp;NES – Whitchurch Village;</td>
<td>3,500 new homes and infrastructure in B&amp;NES</td>
</tr>
<tr>
<td>Potential for 400 units in BCC Green Belt inside South Bristol Link Road</td>
<td>To be proposed for allocation in the Local Plan Review</td>
</tr>
<tr>
<td>impact on the transport network in Bristol</td>
<td>Ring of Park and Ride and infrastructure investment to support</td>
</tr>
</tbody>
</table>
Bristol specific issues

Maximising the capacity of Bristol
Dwellings currently planned and yet to be planned for in Bristol

Estimated Urban Living capacity 12,000
Planned and forecast: 21,000

Source of housing supply 2016 - 2036

<table>
<thead>
<tr>
<th>Source</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing planning permissions</td>
<td>7,055</td>
</tr>
<tr>
<td>Existing Local Plan allocations</td>
<td>8,464</td>
</tr>
<tr>
<td>Unidentified small sites</td>
<td>4,800</td>
</tr>
<tr>
<td>Urban potential</td>
<td>12,000</td>
</tr>
<tr>
<td><strong>Total urban capacity</strong></td>
<td><strong>32,300</strong></td>
</tr>
</tbody>
</table>
## Bristol specific issues

Urban Living potential

<table>
<thead>
<tr>
<th>Source</th>
<th>Potential homes</th>
</tr>
</thead>
<tbody>
<tr>
<td>New brownfield opportunities (city reclaimed land)</td>
<td>6,800</td>
</tr>
<tr>
<td>Land no longer required for industry/warehousing</td>
<td>1,500</td>
</tr>
<tr>
<td>Re-use/redevelopment of city centre offices</td>
<td>2,100</td>
</tr>
<tr>
<td>Uplift of existing local plan site allocations</td>
<td>500</td>
</tr>
<tr>
<td>Undeveloped urban land</td>
<td>1,100</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>12,000</strong></td>
</tr>
</tbody>
</table>
Your views – how to get involved

1. Website - one site [www.jointplanningwofe.org.uk](http://www.jointplanningwofe.org.uk) which provides initial point of contact for both the Emerging Spatial Strategy and Transport Vision

2. Social media - digital platforms including animated video and interactive JTS Vision tool

3. Events and activities programme
   - Launch event 8th November Watershed Bristol
   - Register your interest for the Stakeholder ‘themed’ debates and workshops
   - Drop in local events across the area
Themed workshops

- Economic Growth and Employment-Monday 5th December Bristol
- Boosting Affordable Housing-Thursday 1st December MShed, Bristol
- Environment, sustainable lifestyles and wellbeing-Monday 21st November Guildhall, Bath
- Transport and Infrastructure-Wednesday 7th December MShed Bristol.

Local Events in Bristol

- Bristol Central Library - Thursday 17th November, 12-3pm, College Green, Bristol, BS1 5TL
- Whitchurch Library - Wednesday 23rd November, 1:30-4:30pm, Oatlands Avenue, Whitchurch, Bristol, BS14 0SX
- Bristol City Hall - Wednesday 7th December, 12-3pm, Deanery Vestibule, College Green, Bristol, BS1 5TR
THANK YOU FOR LISTENING

QUESTIONS AND DISCUSSION
Neighbourhood Development Plans update

- **Old Market** – ‘Made’
- **Lawrence Weston**
  - Examiners report received
  - meeting to share the changes
  - Referendum likely in the new year, with Full Council to follow
- **Redcliffe**
  - progressing towards final draft this autumn
- **Lockleaze** at first draft stage
- **Hengrove and Whitchurch Park**
  - Designated Area and Forum