

Bristol Neighbourhood Planning Network
15th October 2015

Joint Spatial Plan for the West of England

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Somerset Council



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About the Joint Spatial Plan

- Background and context
- What will it contain
- How does it fit with the Bristol Local Plan
- Issues and Options consultation

How to get involved

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Why prepare a Joint Spatial Plan?

- current position and context

- Current plans look forward to 2026
- Bristol Local Plan review date 2016
- Government policy – to boost significantly the supply of housing (national ambition for 1 million homes by 2020)

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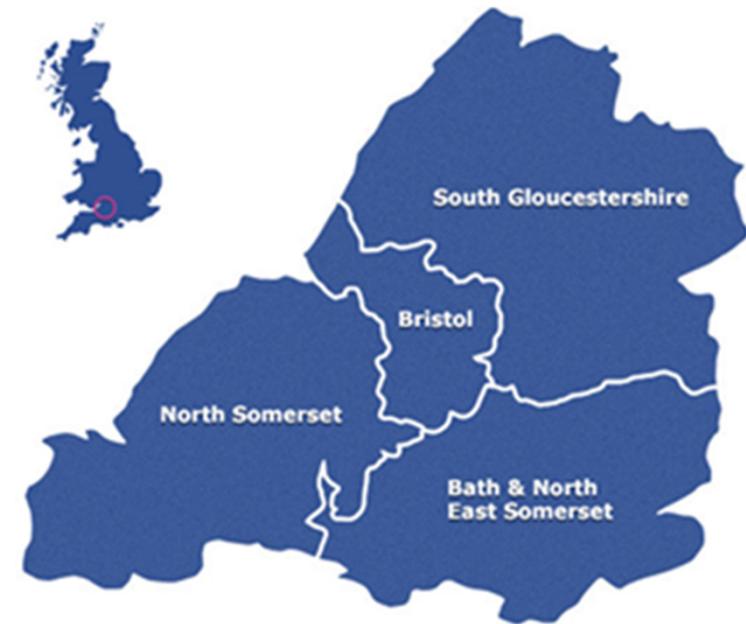
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Why prepare a Joint Spatial Plan?

- future direction

- Planning ahead to 2036
- Homes, employment, transport infrastructure
- Issues and responses affect wider the West of England area



= Joint Spatial Plan

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What is the Joint Spatial Plan?

A high level statutory land use plan

It will steer Local Plan reviews - reviews will conform with the JSP

Joint Spatial Plan will contain:

- Number of homes to be built
- Employment land requirements
- Strategic locations for development (but NOT site allocations)

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National policies
**NATIONAL PLANNING POLICY
FRAMEWORK**

JOINT SPATIAL PLAN
– under way

BRISTOL LOCAL PLAN
*- review will conform with the
Joint Spatial Plan*

**NEIGHBOURHOOD
DEVELOPMENT PLANS**
*– conform with
strategic policies of
Local Plan*

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Issue and Options document

- Already agreed by WofE Planning Homes and Communities Board
- WofE Strategic Leaders Board to consider this week
- If agreed – consultation starts 9 November

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Issues and Options content

- Vision, Issues and Objectives
- How much development do we need to plan for?
- Maximising the potential of our urban areas
- Strategic locations and spatial scenarios

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Draft Vision

By 2036 the West of England will be one of Europe's fastest growing and most prosperous sub regions with the gap between disadvantaged and other communities closed and a rising quality of life for all.

The rich and diverse environmental character will be integral to health and economic prosperity.

Patterns of development and transport will facilitate healthy and sustainable lifestyles. Existing and new communities will be well integrated, attractive and desirable places and supported by the necessary infrastructure. New development will be designed to be resilient to, and reduce the impacts of climate change.

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How much development do we need to plan for?

Objectively assessed need 2016 - 2036	Planned and forecast homes 2016 - 2036	Additional homes required to 2036
85,000	56,000	29,000
The overall number needed by 2036	Not built yet but planned for. It includes homes which have been allocated; developments with planning permissions and forecasts of delivery from small sites	This is the number of homes which are needed but have not yet been planned for

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Maximising the potential of our urban areas

- the best places to meet the development needs of the future should be within our existing cities and towns; and especially on previously developed – **brownfield** – sites
- Risks of a reliance on brownfield: If development does not come forward, will our plans contain the flexibility and opportunity for development needs to be met?

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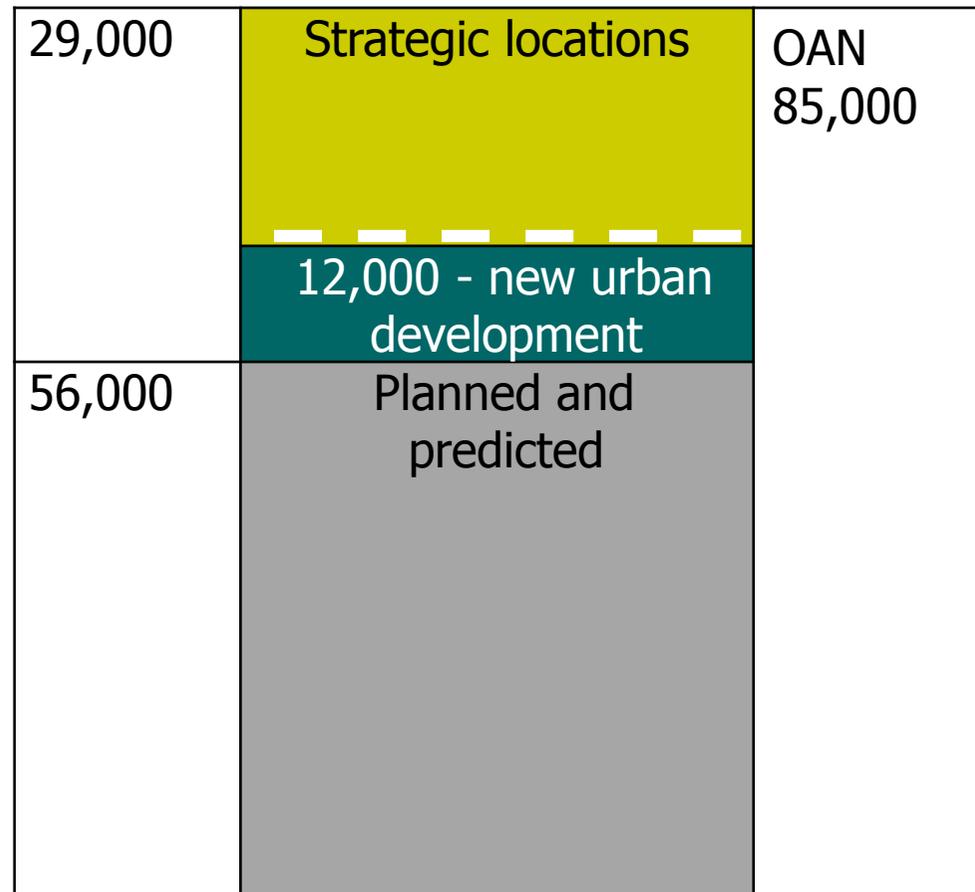
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Maximising the potential of our urban areas



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Strategic locations

- Strategic locations can be characterised as follows:
 - Urban intensification
 - Urban extension
 - Town expansion
 - Other settlements/locations
 - Dispersed growth
 - New settlement

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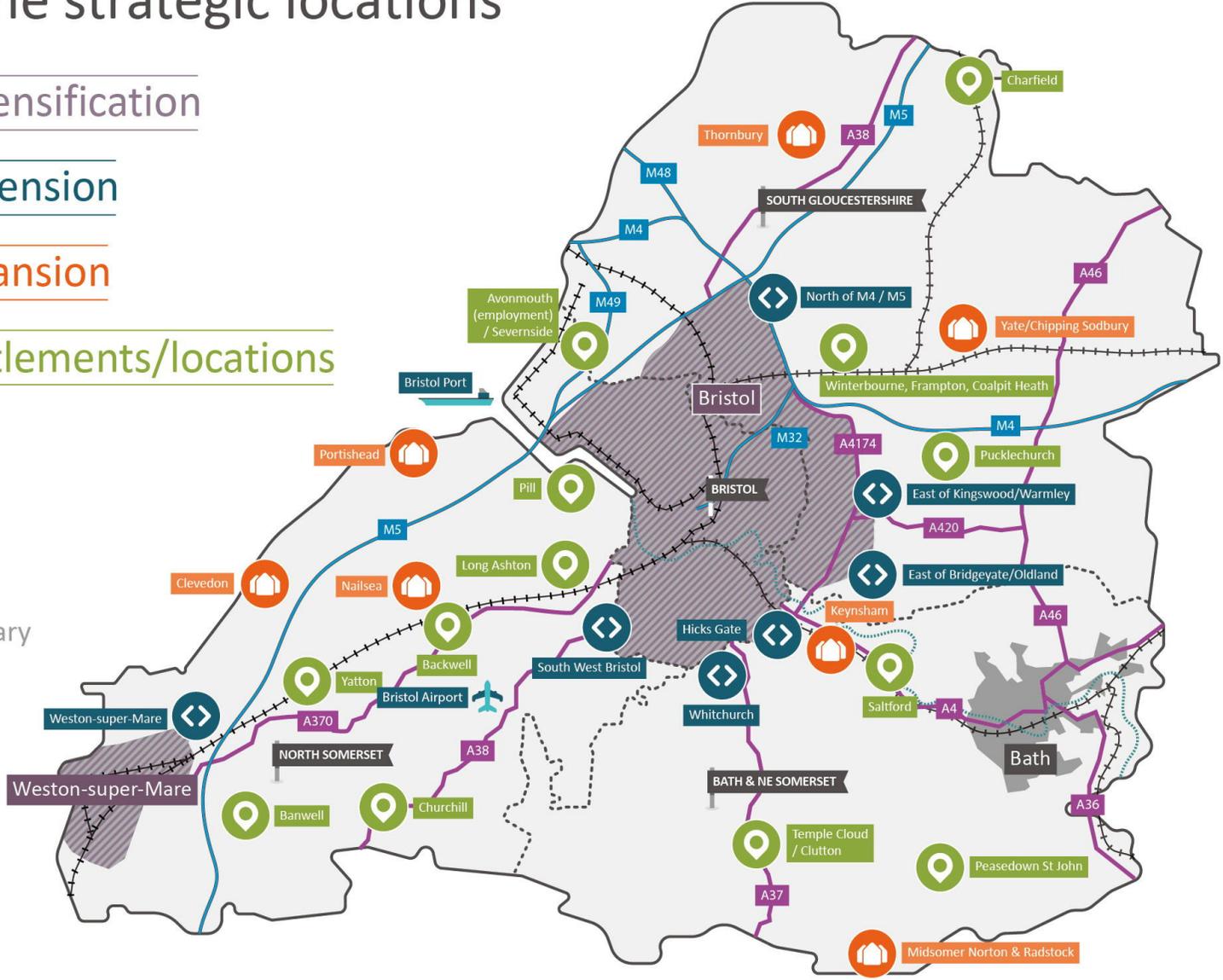
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Mapping the strategic locations

-  Urban intensification
-  Urban extension
-  Town expansion
-  Other settlements/locations

-  Motorway
-  A Roads
-  Railway line
-  Council boundary
-  River



Note: Location symbols are indicative only and must not be taken to imply any specific development site or a preference for identified options

Spatial scenarios

1. Retention of Green Belt
2. Concentration at Bristol Urban Area
3. Transport focussed
4. A more even spread of development across the sub-region
5. New settlement (or limited number of expanded settlements)

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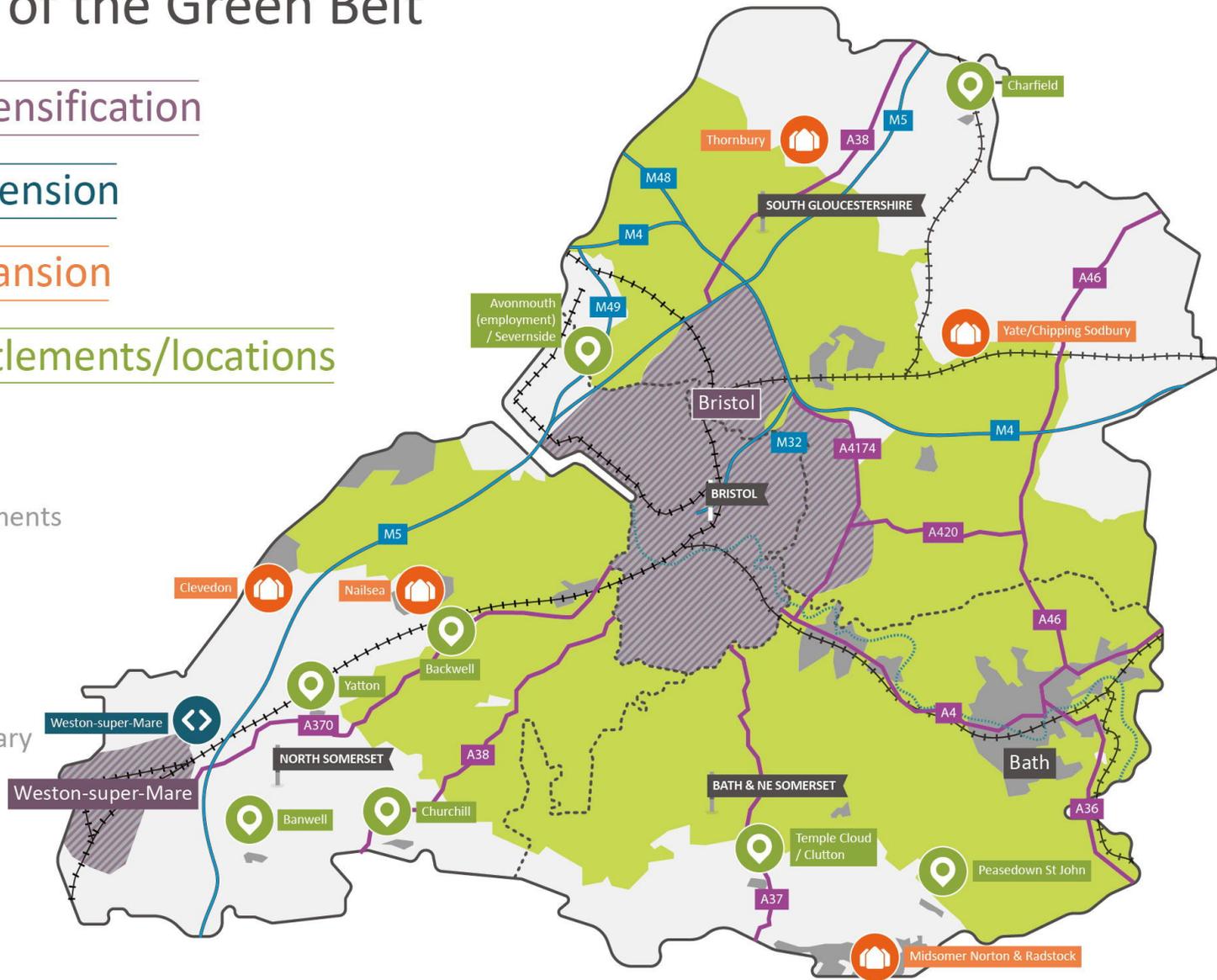
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Protection of the Green Belt

-  Urban intensification
-  Urban extension
-  Town expansion
-  Other settlements/locations

-  Green Belt
-  Existing settlements
-  Motorway
-  A Roads
-  Railway line
-  Council boundary
-  River



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Concentration at Bristol urban area

 Urban intensification

 Urban extension

 Green Belt

 Existing settlements

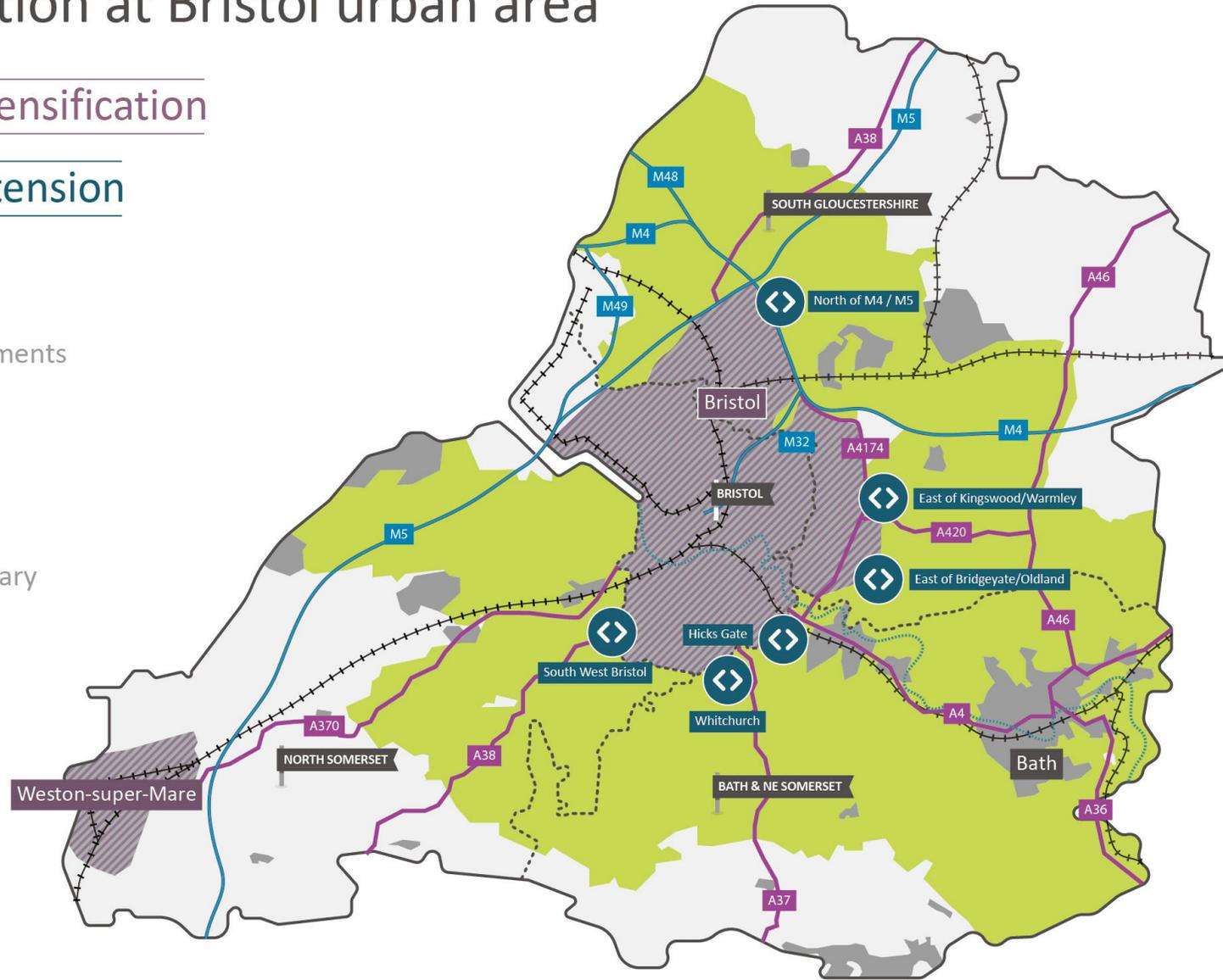
 Motorway

 A Roads

 Railway line

 Council boundary

 River

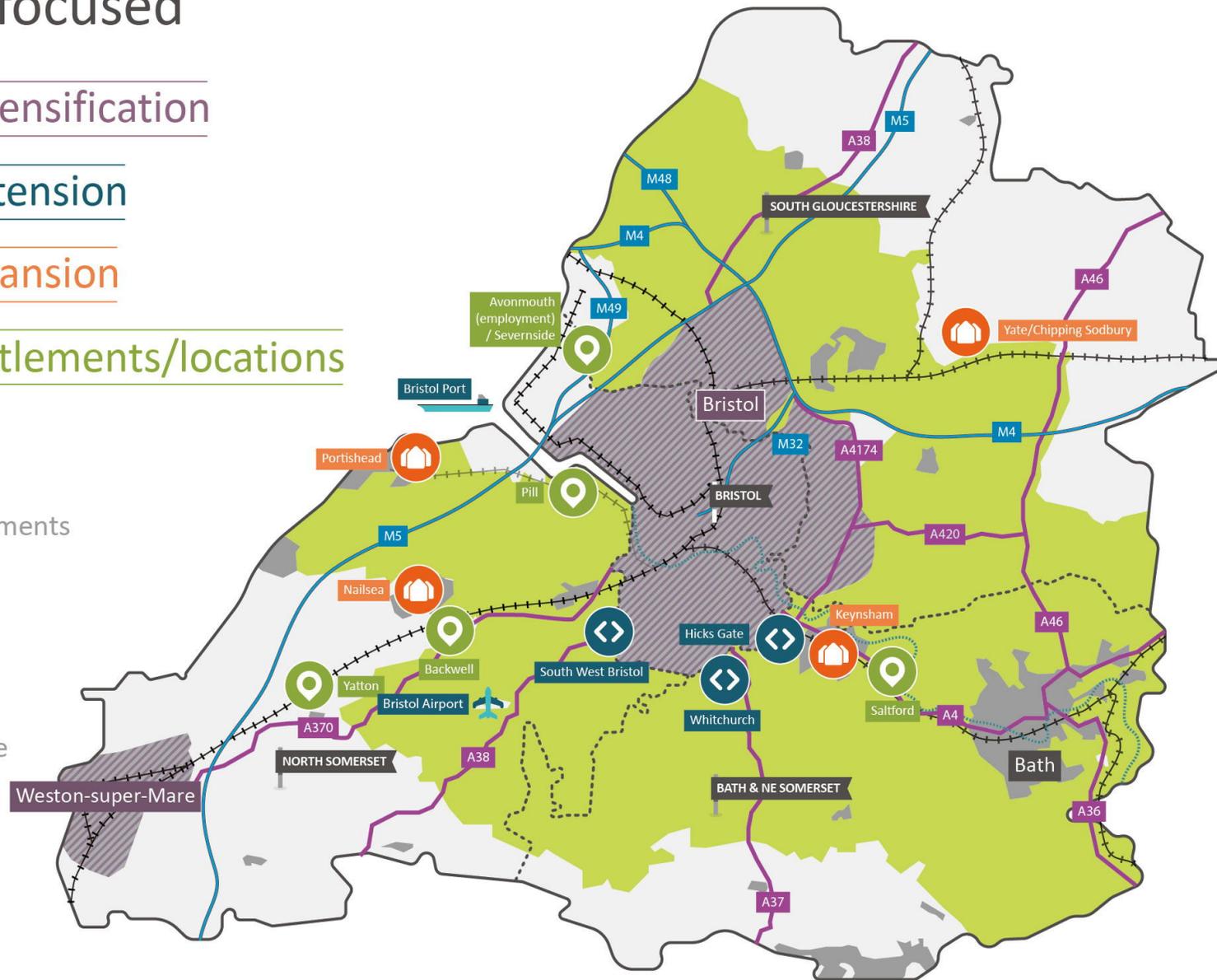


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Transport focused

-  Urban intensification
-  Urban extension
-  Town expansion
-  Other settlements/locations

-  Green Belt
-  Existing settlements
-  Motorway
-  A Roads
-  Railway line
-  Portishead line
-  Council boundary
-  River



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4. A more even spread of development across the sub-region – growth at Bristol but also other towns and expanded settlements

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5. New settlement (or limited number of expanded settlements)

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Getting involved

- Consultation – 9 November to 29 January
 - How should the West of England area change over the next 20 years?
 - How should growth be planned and managed?
 - Where should new homes, jobs and transport improvements be located?
 - Where is it most important to minimise the impact of change?

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Planned engagement activities

- www.jointplanningwofe.org.uk
- Letters/email to consultees
- Social media
- Stakeholder events
- Drop-in exhibitions

Other suggestions for engagement in Bristol?

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