West of England Partnership with the Homes & Communities Agency

SINGLE CONVERSATION:
WEST OF ENGLAND DELIVERY AND INFRASTRUCTURE INVESTMENT PLAN

Delivering place based priorities and sub-regional development themes

West of England Partnership

Bath & North East Somerset Council

Bristol City Council

North Somerset Council

South Gloucestershire Council

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1.1 The West of England Partnership and the Homes and Communities Agency with other partners have prepared a Delivery and Infrastructure Investment Plan for the sub-region to support growth in homes, jobs and communities.

1.1 The West of England has a long history of growth and success in adjusting to changing economic circumstances. This success and growth reflects the presence of prosperous industries that have under-pinned much of post-war national economic growth, proximity to the South East, environmental advantages, and the regional role of Bristol and scale of the local economy. As a result, the West of England benefits from a competitive economy that is well-placed to recover from the recession and contribute significantly to the prosperity of the wider South West region.

1.2 The West of England Partnership recognises and seeks to maintain and reinforce the economic success of the sub-region through support for the delivery of mixed, sustainable and prosperous communities. It has agreed a 'vision' that by 2026, '… the West of England will be one of Europe's fastest growing and most prosperous sub-regions which has closed the gap between disadvantaged and other communities- driven by major developments in employment and government backed infrastructure improvements in South Bristol and North Somerset.'

1.3 The economic success of the West of England and its significance to the overall performance of the South West is recognised and supported by regional strategies. The Regional Economic Strategy describes the West of England '…as a city region of international, national and regional significance, and can use its status as a national Science City to strengthen the region's economic base.' Priority must be attached therefore to securing further investment, both public as well as private, in enhancing the role of the West of England.

1.4 In order to facilitate the delivery of the 'vision' and the success of the West of England, the Partnership has negotiated a Multi-Area Agreement with government to reinforce the integration of Partnership working. This includes a commitment to 'plan and manage the growth in homes and jobs in order to build mixed and sustainable communities'. This commitment is expressed through the following objectives:

- meeting the needs of existing and future residents for homes and jobs;
- securing mixed use developments that discourage travel by car;
- prioritising urban regeneration and intensification;
- securing the infrastructure required to support growth;
- reducing the impacts of climate change; and,
- safeguarding and enhancing the natural environment.

1.5 The Multi Area Agreement also includes a commitment through the 'Single Conversation[1]' with government agencies, to prepare a Sub-Regional Integrated Delivery and Infrastructure Investment Plan that identifies and prioritises the investment required to secure the new housing and jobs proposed by Core Strategies. The Agreement indicates that the Plan will sequence and phase the delivery of proposed housing and employment and the infrastructure required across the sub-region, and support the creation of mixed and sustainable communities, including a supply of affordable and supported housing.

1.6 Against this background, the Joint Delivery and Infrastructure Investment Plan has been prepared by the Partnership and the Homes and Communities Agency, with other government agencies and development interests, through the 'Single Conversation[1]'. The Plan sets out priorities for investment in communities, homes and jobs to create:

- Sustainable places in priority areas;
- Economic prosperity for all;

[1]Single Conversation: A better ay to achieve positive outcomes for people and places. Homes and Communities Agency. April 2009.

- Housing for everyone through support for affordable and supported housing, for intensification and renewal in suburban, and rural and market town locations, and for capacity building and master planning.

The following document sets out:

- the key challenges and opportunities addressed by the Joint Delivery and Infrastructure Investment Plan (section 2);
- the approach of the Plan, in particular the identification of 'place-based' priorities for public investment in support of development, and sub-regional themes addressed by investment at a range of smaller locations across the wider area (section 3); and,
- the key components of the spatial strategy and the associated development aspirations as set out by the emerging Core Strategies, the investment required to support the delivery of these development aspirations, the 'place-based' priorities for public investment arising over the shorter-term, including funding requested through the 'Single Conversation' with the Homes and Communities Agency, other government agencies and development interests, and finally, the contribution of these public investments to delivering the strategic development aspirations for the sub-region (sections 4 and 5).

Attached appendices set out further details about the place based priorities and sub-regional themes, in particular about investment requirements.

2.0 Delivering growth

2.1 The West of England offers significant potential for development and has an important role to play in delivering growth and contributing to regional targets. The draft Regional Spatial Strategy allocates some 20% of the additional dwellings proposed for the South West to the West of England, and 25% of the additional jobs. Delivering the additional dwellings proposed in the Councils Core Strategies would mean achieving a house-building rate of 4,250 per annum over the future. This compares with a past average build rate of 3,864 per annum (1996-2009). Delivering the additional dwellings would require therefore, a significant increase in the annual completion rate for the sub-region.

2.2 Delivering the proposed additional jobs implies a need for an additional 800,000sq m gross office floorspace (40,000sq m gross per annum average) between 2006 and 2026. The implications for industrial land requirements are less clear. Monitoring data shows that industrial development completions across the sub-region have averaged 28ha per annum over the last 20 years as a result of the continuing need to replace outworn premises and meet changing locational requirements. Much of this land is accounted for by the completion of larger-scale developments north of Bristol at Avonmouth, Severnside, Royal Portbury and to a lesser extent, in the North Fringe.

2.3 Prospects for delivering this economic growth will be enhanced by reinforcing the locational 'offer' of the strategic business locations of the sub-region, in particular providing appropriate opportunities for new business investment. Delivering regeneration priorities, in particular for South Bristol and Weston-super-Mare, will also enhance prospects for delivering the sustainable growth of the sub-region.

2.4 As part of delivering the Multi Area Agreement negotiated with government, the local authorities and other partners have concluded a sub-regional housing development trajectory, based on 5 year tranches, which demonstrates how a rolling deliverable supply of land will be provided in line with PPS3. Details are set out in Appendices C & D attached. The development trajectory takes account of the investment requirements highlighted elsewhere in this plan, coupled with a realistic assessment of development phasing in current and likely future market conditions. It is consistent with the development proposals shown by the emerging Core Strategies for the sub-region. Across the four authorities in the West of England, there is sufficient land to deliver the strategy in current regional guidance. Through collective and individual work on Strategic Housing Land Availability Assessments, the authorities will keep the land supply situation under regular review.

2.5 The levels of growth proposed for the sub-region by the emerging Core Strategies will be facilitated by the public investment set out in this Delivery and Infrastructure Investment Plan to help overcome development constraints, support the regeneration of disadvantaged communities and outworn urban fabric, and the establishment of balanced communities. The RFA2 Major Transport Scheme Programme for the West of England is key to alleviating rising congestion in the strategic road network. Initially, achieving higher levels of growth is likely to be constrained by development viability issues arising as a result of the recession.

Scale of affordable housing need

2.6 The recent Strategic Housing Market Assessment estimates that the need for affordable homes in the West of England is rising by some 4,179 per annum. This compares with past historic completion rates for all dwellings of 3,864 per annum and the 4,250 per annum envisaged by the Councils Core Strategies.

2.7 The scale of need in the West of England cannot be met directly by the private sector alone. Substantial direct public investment will be required to address the scale of affordable housing need. In addition, investment by other agencies is also vital including, provision made by Housing Associations, acquisitions to transfer private stock to social stock, and products such as Open Market Homebuy to enable those in need to access home ownership.

2.8 In the West of England, a steady supply of affordable housing has been delivered through a managed programme with the strategic Housing Association partner, the Homes West Consortium. Many of these affordable units have been on windfall sites in existing residential communities and have contributed to the achievement of mixed communities. The supply of affordable homes provided by windfall and other sites within existing communities needs to be maintained and where practical, enhanced within an overall strategy for investment. This should include recognition of the need to continue investing in maintaining the existing dwelling stock and reducing carbon emissions.

2.9 The RSS requires 35% of all new homes provided to be affordable. In general, developer contributions to affordable housing are required only for larger sites. However, between 1996-2008 approximately 39% of all housing completions (some 17,897) in the West of England were on small sites of less than 10 units and did not therefore provide any affordable housing except in rural areas where thresholds are lower. Further work is being undertaken by the local authorities through their Core Strategies to review these thresholds, where appropriate, to help secure more affordable homes on smaller sites.

Regeneration

2.10 There are 113 localities in the South West within the 10% most deprived localities when ranked nationally. Some 41% of these localities are in the West of England and 35% in Bristol, with the remainder at Weston-super-Mare.

2.11 In addition, the number of persons resident in the deprived localities of the West of England is considerable-some 75,825 live in the 10% most deprived localities ranked nationally according to levels of deprivation and some 142,634 in the 20% most deprived localities ranked at the national level. Many of these localities have already been identified by the local authorities as priority locations for public investment to help overcome economic and other disadvantages.

Mixed, sustainable communities

2.12 Building new homes provides the opportunity to create more balanced and sustainable new communities, and thereby enhance their health and well-being. Realising this opportunity has implications for the ways in which new development is planned. These range from achieving the latest building standards, better design of development, a mix of housing both in tenure and size, provision of local services, amenities, jobs, protecting and enhancing the natural environment, improving the accessibility of new developments to major employment locations and town centres, consistency with business location requirements, and safeguarding critical environmental assets.

2.13 Further growth therefore, must be planned within a framework that ensures development is sustainable. Short-term considerations must not lead to sub-optimal development in terms of building standards, local facilities and the required improvements to infrastructure in the wider area, nor harm progress towards achieving more sustainable development over the long-term. The appropriate safeguards therefore, must accompany new development to ensure that complementary investment in new infrastructure is secured.

Infrastructure provision and the viability of development sites

2.14 Delivering further development in the West of England requires major investment in new infrastructure. This investment needs to address in particular, a strategic road network that is at capacity, large areas at risk of flooding and the regeneration requirements of deprived areas where site viability issues pre-existed the economic downturn.

[1]Responding to Infrastructure Delivery and Planning Issues in the west of England. Roger Tym and Partners for the West of England Partnership. February 2010.

2.15 A recent study[1] advises that a substantial funding gap will need to be addressed in order to make progress with many of the major development proposals for the sub-region. This reflects doubts about the current viability of these developments as a result of the recession and sharp falls in development values and levels of activity. It also reflects uncertainties about how all of the major new infrastructure required to support development can be funded. These difficulties arise in part from the recession and a historical deficit in infrastructure investment, and are especially apparent when considering the infrastructure investment required to support the high levels of growth proposed.

2.16 Overcoming apparent development viability issues and infrastructure constraints requires substantial public investment if significant progress towards their resolution is to be made in the short-term. This Delivery and Infrastructure Investment Plan will make a significant contribution. It also requires a range of other initiatives and other innovative measures in order to facilitate development progress.

Realising the priorities of the spatial strategy

2.17 The spatial strategy for the sub-region as reflected by the emerging Core Strategies proposes significant amounts of development for the urban areas, in particular for South Bristol and at Weston-super-Mare, in acknowledgement of regeneration priorities. This reflects the priority attached to supporting regeneration, safeguarding the Green Belt, matching homes with jobs and securing a more balanced pattern of development across the sub-region, less reliant on expansion to the north of Bristol. Nonetheless, in the short to medium term, the northern edge of Bristol will see considerable new development arising from the implementation of existing commitments.

2.18 Shifting the emphasis of new development from north Bristol to the south of the City and to Weston-super-Mare, and thereby re-directing market preferences, needs to be acknowledged in setting public priorities for investment in supporting development, meeting infrastructure requirements and affordable housing. It also requires a range of other initiatives designed to support the regeneration of disadvantaged communities and the re-vitalisation of local economies.

Approach

2.19 This Joint Delivery and Infrastructure Investment Plan identifies priorities and themes for public investment in support of development in the West of England, based on the 'Single Conversation[2]'. It distinguishes between priorities for investment in site-specific infrastructure, affordable housing, land assembly, flood alleviation/mitigation, site preparation, planning and remediation.

2.20 The public investment priorities of the Plan are expressed in terms of spatial, 'place based' priorities, supplemented by sub-regional 'themes' to be addressed by public investments at a range of smaller locations across the wider area. This approach reflects the aims and objectives of HCA guidance on the preparation of Local Investment Plans[2]. Similarly, the engagement of partner agencies through the 'Single Conversation' in preparing the Plan, including HCA, RDA, GOSW, Highways Agency, Housing Associations, the local councils and other stakeholders as appropriate, acknowledges the approach set out by the Guidance.

2.21 In determining investment priorities, consideration has been given to potential benefits in terms of delivering the spatial strategy for the sub-region, in particular potential numbers of new homes and jobs, and wider benefits including 'place-making', balancing homes with jobs, integrating new communities with existing communities, and from renewing the built environment and achieving more sustainable development.

[2]Single Conversation: A better way to achieve positive outcomes for people and places. Homes and Communities Agency. April 2009.

3. IDENTIFYING 'PLACE BASED' INVESTMENT PRIORITIES AND SUB REGIONAL INVESTMENT THEMES

3.0 Identifying 'place-based' public investment priorities

3.1 The 'place based' priorities of the Delivery and Infrastructure Investment Plan reflect the spatial strategy for the sub-region as expressed through the Core Strategies, and the public investment required to enable their delivery. The 'place-based' investment priorities set out, where partners want to channel public investment in support of delivering the spatial strategy, and the phasing and delivery issues arising. They take account of the significance of particular public investment requirements to delivery, including development outputs, resolving phasing issues and other contributions to delivering the spatial strategy. In each case, the priorities for public investment represent clear opportunities to secure public benefits that otherwise could not be attained.

3.2 The key considerations underlying the selection of the 'place-based' public investment priorities can be summarised as follows:

- Strategic fit with the spatial strategy for the sub-region, the Partnership's Vision 2026 and the local councils' and HCA priorities'
- Ability to deliver clear outputs, with indicative phasing
- Requiring further public investment in order to over come development constraints
- Demonstrating a tactical or strategic opportunity for delivering new homes, jobs, and affordable and supported housing in accord with the sub-region.

3.3 In summary, the 'place-based' investment priorities emerging from these considerations offer benefits in terms of:

- Support for delivering more sustainable growth and development at the main business centres of the sub-region- Bristol City Centre, the North Fringe and adjacent communities and Bath City Centre;
- Support for the regeneration of South Bristol, parts of inner and north Bristol, and Weston-super-Mare;
- Improving local communities.

3.4 The specific contributions of the place based priorities to delivering the spatial strategy and the actions and investments required to enable their delivery, are set out in section 4 below.

Sub-regional public investment priorities or themes

3.5 The sub-regional public investment themes supplement the 'place-based' priorities. They identify the public investment to be provided, mainly at smaller locations across the wider sub-region and beyond the 'place-based' priority locations, to support the delivery of sustainable communities. They include support for suburban intensification and the regeneration of rural and market towns. Much of this investment reflects existing commitments made under the 'Kickstart' programme and the National Affordable Housing Programme. As with the 'place-based' priorities, the public investment identified against sub-regional themes represents opportunities to secure public benefit that otherwise could not be attained.

3.6 Particular attention is given by the sub-regional investment themes to the need to address requirements for affordable housing and provide support for particular vulnerable groups.

3.7 In summary, the 'place-based' priorities and sub-regional themes together identify the investment of £378m to be made through the 'Single Conversation' in the West of England over the next 5 years (2010-15). The appendices provide details of this investment.

4.0 The following section sets out in summary, key components of the spatial strategy for the sub-region as embodied by the emerging Core Strategies. For each key component of the spatial strategy, the development trajectory to 2026, major infrastructure and other investments required to enable its delivery is identified. The 'place-based' investment priorities and their contribution to delivering the spatial strategy and development trajectory are then described.

DELIVERING SUSTAINABLE GROWTH AND DEVELOPMENT AT CITY CENTRE AND MAJOR BUSINESS LOCATIONS

Bath and Bath City Centre

4.1 The Bath & North East Somerset emerging Core Strategy envisages maintaining the role of the City as a regional shopping centre, an international tourism destination and a business centre and focus for high value-added knowledge based sectors. This reflects the draft RSS. Delivering this aim requires bringing forward new business, leisure and retail space in or on the edge of the City Centre and in the western corridor. Consistent with this approach, the Council sees Bath as the main focus for future new homes and employment in the district.

4.2 The emerging Core Strategy of the Council carries forward this view by proposing provision for up to 6,165 homes and up to 10,500 jobs within the City between 2006 and 2026. These proposals reflect the role of the Bath economy and its importance to the prosperity of the sub-region. The proposals also acknowledge major opportunities for new business and residential development provided by large, mixed use, brownfield sites at Bath City Riverside on the edge of the City Centre and along the western corridor.

Bath: Proposals for dwellings and jobs

Bath Urban Area (incl.W.Riverside)

	2006 -11	2011 -16	2016 -21	2021 -26	2006 -26
Dwellings	1,044	1,215	2,151	1,755	6,165
Jobs	0	2,100	4,200	4,200	10,500

4.3 Securing this development trajectory is substantially dependent on bringing forward major regeneration sites at Bath City Riverside with accompanying investment in land assembly and remediation, transport infrastructure and flood defences. Prospects for additional dwellings and jobs in other parts of the City are largely dependent on the outcome of the small-scale refurbishments and changes of use required to adapt the urban fabric to modern requirements.

4.4 Improvements to transport within Bath and connections with the wider area are required to support the enhancement of the role of Bath and the accompanying development aspirations as proposed by planning strategies. Key proposed transport improvements required include a bus-based rapid transport network linking park and ride sites on the edge of the City with the City Centre and Bath City Riverside, improved bus services, enhanced rail frequencies and associated traffic management and pedestrian measures. Funding of £55m has been provisionally agreed for the Bath Transportation Package, which embraces many of these improvements. It is to be implemented by 2013. Further investment will be required to support specific major development proposals and the growth proposals for the City over the long term.

4.5 Improvements to the flood defences of the Bath City Riverside corridor, including Bath Western Riverside, are also required. These will also benefit locations downstream from Bath. These improvements are likely to require an investment of about £7.6m and will have significant implications for the viability of development proposals in the river corridor in Bath.

Place-based priority

Bath City Riverside is of particular importance in securing early progress in delivering an expansion of the City Centre and regenerating major brownfield sites along the river corridor.

4.6 Delivery of the expansion of the City Centre is essential to providing new market and affordable housing, and providing modern business, leisure and retail space as well as new tourism facilities in order to facilitate employment led growth in key sectors. To bring forward development at Bath City Riverside, some £28m is included in the Delivery & Infrastructure Investment Plan. Over the next 5 years this will finance key infrastructure schemes including flood alleviation, land assembly and remediation, and affordable housing (see Appendix A). This investment is fully aligned with the RFA2 transport investment and delivery of the Bath Transportation Package.

Bristol Central Area

4.7 Supporting the maintenance and enhancement of the City Centre is a key priority of Bristol City Council, the sub-region and the region. This reflects the economic importance of the City Centre in terms of scale and growth potential, especially in 'knowledge-based' sectors, and the ensuing benefits to competitiveness and prosperity. The growth potential of the City Centre has been reinforced by recent success with regeneration and investment in cultural and leisure facilities. Public support for investment in the City Centre benefits sustainable development objectives by increasing the potential for high-density housing, minimising travel and encouraging travel by alternatives to the car.

4.8 In recognition of draft RSS proposals and the economic and wider benefits, the emerging Core Strategy proposes substantial development in the City Centre including an additional 8,300 new homes and 150,000 sq m gross office floorspace. The office proposals together with existing commitments and the expansion of jobs in other services could enable the delivery of an additional 20,000 jobs between 2006 and 2026. To facilitate this expansion, the Core Strategy proposes an extension of the City Centre boundary into the St Philip's area north of Feeder Road, and continuing improvements in adjacent regeneration areas and city centre 'gateways'.

Bristol City Centre including St Phillips: Proposals for dwellings and jobs

	2006 -11	2011 -16	2016 -21	2021 -26	2006 -26
Dwellings	2,944	2,997	916	1,434	8,291
Jobs	5,000	5,000	5,000	4,900	19,900

4.9 Bringing forward proposals for major improvements to the accessibility of the City Centre would also facilitate delivering the development trajectory. The most significant proposals include the further development of the showcase, Greater Bristol Bus Network, a smartcard ticketing system and especially, the bus rapid transport network with supporting park and ride facilities, and the Greater Bristol Rail Metro. Funding for the majority of these schemes is included in the RFA2 Major Transport Schemes Programme.

4.10 The proposals for the enhanced bus network could be implemented by 2012 and the smartcard system and the rapid transit to the City Centre from Ashton Vale by about 2015. Delivery of subsequent stages of the rapid transit network between Hengrove, the City Centre, and the North and East Fringe, and the Metro is longer-term. While the further growth of the City Centre could proceed without these longer-term schemes, securing business investment and above all sustainable travel to the City Centre requires the delivery of these significant schemes.

4.11 There are also concerns about the risk of flooding in the City Centre and St Philips. Further investment may be required, the need for which needs to be clarified through further studies.

Place-based priority

Bristol Central Area, Temple Meads and St Philips, Stokes Croft and Dove Lane, represent key gateways to the city centre. Regeneration of these areas will therefore benefit both the City Centre and adjacent disadvantaged communities. Intensification of St Philips (north of Feeder Road) will secure a role for the area that more closely reflects its location adjacent to the city centre.

Temple Meads

4.12 The proposed extension of the City Centre into the adjacent areas of Temple Meads and St Philips set out by the Core Strategy seeks to build on the success of the nearby Temple Quay developments by providing opportunity for securing further investment in the renewal of out-worn urban fabric. In order to realise this potential, the Plan provides for public investment in order to improve access to sites adjacent to Temple

Meads and to support a range of studies and planning work required to inform the development of land north of Feeder Road within St Philips (see Appendix A).

Stokes Croft

4.13 Stokes Croft is a key gateway to the City Centre. It is adjacent to the disadvantaged communities of St Pauls, includes a number of derelict, under-used buildings and displays much evidence of social exclusion, which together detract from the overall image and success of the City Centre.

4.14 The un-used, derelict Westmoreland House on Stokes Croft has a significant, adverse impact on overall character of the neighbourhood and adjacent communities. It represents Bristol's most challenging individual site on the edge of the City Centre, the regeneration of which would contribute significantly to re-vitalising Stokes Croft and the wider area with benefits to the City Centre.

4.15 A mixed-use scheme for Westmoreland House is proposed by the City Council that meets the requirements of the local community. To bring forward this proposal, public investment is requested through the 'Single Conversation' for land assembly, probably through compulsory purchase procedures, for some demolition and for provision of workspace and homes (See Appendix A).

Dove Lane

4.16 A mixed-use development is proposed by the City Council on 9ha at Dove Lane, alongside the M32 and close to the City Centre. The Plan provides for public investment to support the provision of affordable homes and public realm improvements (see Appendix A).

Bristol North and East Fringe

The North Fringe

4.17 Extensive business park development in the North Fringe supported much of the overall growth of employment in the sub-region over the 1990s with local employment rising by about 20,000. The availability of greenfield business development sites on the edge of Bristol and next to the motorway, and expansion along the M4 Corridor account for this growth. Comparatively few sites now remain available for further business expansion at least compared with the recent scale of business expansion. Nevertheless, the presence of a range of 'growth' industries, especially linked to advanced engineering and ICT, is likely to support further expansionary pressures over the future.

4.18 Planning strategies are seeking to moderate the further growth of jobs in the area and provide new dwellings in order to improve the balance between homes and jobs, reduce congestion, improve accessibility, and enhance the facilities available for the local population. Against this background, the major development sites remaining in the area and emerging Core Strategy development proposals, are primarily for residential uses supported by local facilities and modest allocations for local employment. Nearly 11,000 additional dwellings could be supported by these developments and other emerging proposals between 2006 and 2026 while the potential for economic expansion in the area could support the creation of about 14,000 extra jobs on allocated employment sites.

4.19 Several major transport schemes are proposed to improve movement within and especially to and from the North Fringe. These include bus based rapid transport that will improve links between all the major development locations, as well as with the City Centre and South Bristol. Further development of the Greater Bristol bus network, the provision of a new Stoke Gifford Link and the Greater Bristol (rail) Metro Project are also planned.

4.20 Further major development in the North Fringe is greatly dependent on securing rapid transit to the City Centre, expected by 2016, the bus service improvements which are currently being implemented, and a range of other more localised schemes serving the major development proposals for the area. At Yate, further major development will also require significant investment in sewage disposal. The scale of development proposed in the North Fringe and at Yate is substantial and will require a comprehensive approach to development contributions in order to prevent undue cost burdens on specific development arising over the future.

The East Fringe

4.21 Considerable residential development has taken place over recent years while outstanding proposals represent potential for up to another 6,000 dwellings and perhaps in excess of 6,000 additional jobs between 2006 and 2026. These include existing Local Plan site commitments of some 177ha at Emersons Green that include potential for 2,750 new dwellings and a science park (Spark) of 25ha, with potential for expansion on some 20ha of adjacent land.

4.22 Within the urban area, priority is attached to improving local employment, enhancing local centres, the environment and access to the countryside. Support will be given to well designed small to medium housing developments.

4.23 Delivering the additional development proposed for the East Fringe will increase traffic flows on already congested radial routes to the City Centre and the Ring Road, especially to the North Fringe. The improved services being provided by the Greater Bristol Bus Network over the next few years and especially, the proposed rapid transit link to the North Fringe to be implemented by 2016, will address these issues.

North and East Fringe: Proposals for dwellings and jobs

North and East Fringe

	2006 -11	2011 -16	2016 -21	2021 -26	2006 -26
Dwellings	3,080	5,870	5,180	1,970	16,100
Jobs	7,300	7,300	3,800	1,600	20,000

Placed-based priority

Filton Patchway, Filton Northfield, Cribbs Causeway, Wallscourt Farm, Harry Stoke and Coldharbour Lane can potentially make a significant contribution to delivering the strategy for the North Fringe. They secure more balanced development, improved local services and support for transport investment, as well as delivering affordable housing targets.

4.24 Filton and neighbouring Patchway have been identified as Priority Neighbourhoods, which need additional support in order to improve quality of life for local residents. Residential developments at Filton Northfield and Cribbs Causeway will help to meet pressing housing needs in the North Fringe and provide appropriate community facilities. Development at Filton Northfield has commenced with public investment addressing uncertainties arising from the recession.

4.25 Significant major new housing development is proposed elsewhere in the North Fringe, in particular at Harry Stoke, Coldharbour Lane and Wallscourt Farm.

4.26 Further public investment of some £29.7m is requested through the Single Conversation to provide support for the creation of an urban design framework, and for site preparation work and the provision of more affordable homes (see Appendix A).

Place-based priority

Securing affordable housing close to major new business development at the new Science Park in Emersons Green will make a significant contribution to improving the sustainability of local communities.

4.27 Significant investment in the science park at Emersons Green has been made by SWRDA. Further investment is needed in recognition of the importance of the Science Park to the economic success of the wider region.

4.28 Large residential developments are proposed at Emersons Green East. Given current market conditions, work is already underway to confirm the viability of this development, in particular the provision of affordable housing. Site preparation is also required.

4.29 Elsewhere in the east fringe of Bristol, there are a number of distinct communities within which there are pockets of relative deprivation, which have been designated as Priority Neighbourhoods. There is a need to enhance the job prospects of these communities by encouraging re-investment in local employment sites, complemented by targeted investment in a range of small and medium sized sites for affordable housing. Some £8.8m of public investment by 2015 is included in the Plan to address these issues (see Appendix A).

SUPPORT FOR REGENERATION

South Bristol

Securing greater progress with the regeneration of South Bristol is a key component of the sub-regional spatial strategy and the emerging Core Strategy. Realising this priority will contribute to re-balancing the development of the sub-region away from north Bristol with benefits to many communities, including support for the regeneration of South Bristol.

4.30 Progressing the regeneration of South Bristol requires improving prospects for local employment through enhancing the local economy. It also requires diversifying the range and increasing the number and density of dwellings, and improving local facilities and transport links with the wider area. The emerging Core Strategy therefore, proposes some 50,000sq m gross office floorspace, 5-10ha of employment land, over 10,000 additional dwellings, new or enhanced district centre facilities as well as the major community facilities planned for Hengrove Park, and essential transport links and improvements. Bringing forward these proposals could lead to employment levels in South Bristol rising by about 9,500 by 2026.

4.31 Options for bringing forward requirements for additional office and retail floorspace in South Bristol are currently being investigated. Other complementary work towards the regeneration of economic activity in South Bristol includes proposals for the establishment of enterprise workshops with funding from SWRDA and the European Union, and the work of a range of agencies in supporting unemployed persons into work.

4.32 The renewal of some of the lower quality housing estates of South Bristol and making greater use of under-used areas, in particular at Knowle West, Hengrove Park and Hartcliffe Campus, provides the capacity to deliver the scale of dwellings proposed by the Core Strategy. Delivering these dwellings will in turn support the improvement of local and district centre facilities. Prospects for delivering these dwellings however, requires public investment to overcome development viability issues and support the provision of affordable homes.

4.33 Major improvements to transport links within the area and with the wider sub-region are also proposed by the Core Strategy. Essential requirements include 'showcase' bus corridors on the A37 and A4, rapid transit connecting Hengrove with the North Fringe via the City Centre, and the South Bristol Link Phase 1 and 2. Other schemes important to the regeneration of South Bristol include the Callington Road Link and Bath Road improvements.

4.34 All the major transport schemes identified above have been recognised as priorities in the Regional Funding Allocation. Funding has been awarded to enable delivery of the 'showcase' bus corridors with completion of these improvements anticipated by 2012. The proposal for the Ashton Vale to City Centre rapid transit link is at an advanced stage with completion anticipated by 2014. The completion of the other essential schemes is anticipated to be in the longer-term- South Bristol Link phases 1 & 2 by 2017, the rapid transit link between Hengrove and the North Fringe by 2017, and the Callington Road Link, Bath Road improvements and the Emersons Green rapid transit, by the end of the decade.

Proposals for dwellings and jobs

South Bristol

	2006 -11	2011-16	2016 -21	2021-26	2006-26
Dwellings	2,807	1,831	3,772	2,303	10,713
Jobs	1,000	3,500	2,750	2,250	9,500

Place-based priority

The regeneration of South Bristol is a regional priority. The potential scale of development in Knowle West will make a significant contribution to this regeneration and sub-regional development targets.

4.35 The Knowle West Regeneration Framework is currently being developed. It will set out the strategic plan for change in the area, including opportunities for new homes, jobs, transport infrastructure, and improved open space and local facilities. At Kingswear and Torpoint, development proposals are being prepared to revitalise the neighbourhood and set the standards for future development in South Bristol. At Filwood Broadway Corridor, Inns Court and for infill sites in the wider Knowle West Area, plans for new development are being prepared. Some £64m of public investment by 2015 is included in the Plan to support progress with these proposals (see Appendix A).

Place based priority

The regeneration of South Bristol is a regional priority. Building on the considerable public investment already committed in Hengrove Park and Hartcliffe Campus, will make a significant contribution to this regeneration and sub-regional development targets.

4.36 Hengrove Park and Hartcliffe Campus offer the potential to create a counterpoint to the North Fringe. Development proposals include major new leisure, employment, education, health services and new homes. Bringing forward remaining development opportunities requires significant investment in master planning, site assembly, site preparation, highways and utilities, community facilities and public transport. Public investment is included in the Plan for some £15.4m by 2015 in support of these proposals (see Appendix A).

North Bristol

Place based priority

Investment at Lockleaze/Wallscourt Farm acknowledges the opportunity for substantial new development that will contribute to the regeneration and improvement of the estate.

4.37 Lockleaze is an isolated, low-density former council housing estate in the North of Bristol where residents currently experience significant disadvantages. The City Council is seeking to regenerate the area by securing housing renewal and improving local facilities, amenities and access to employment. In order to deliver this development and other improvements, some £21.8m of public investment by 2015 is included in the Plan (see Appendix A).

Weston-super-Mare

4.38 The employment-led regeneration of Weston-super-Mare is a priority of public policy at regional, sub-regional and local levels. Securing the regeneration of the town through employment led growth would benefit local communities, in particular by facilitating actions to alleviate the high levels of disadvantage in some neighbourhoods. It would improve the self-containment of the town through enhancing local employment and the town centre, and thereby reduce outflows to the Bristol area. It would also enable the town to make a significant contribution to meeting sub-regional development requirements through re cycling large brownfield sites, including Weston Airfield and Locking Parklands, thereby lessening further development pressures on congested areas on the fringes of Bristol. For these reasons, the council sees Weston-super-Mare as the main focus for development and regeneration within North Somerset.

4.39 The draft RSS indicates that the strategic development issue for Weston-super-Mare is to attract investment and jobs to address imbalances between employment and housing, and reduce out-commuting to Bristol. It indicates that new development is to be jobs led. Revitalisation of the town centre is seen as essential, requiring improvements to retail and leisure facilities and the enhancement of the public realm. Against this background, the RSS proposes 12,000 additional dwellings (including 9,000 to the south east of the town) and provision for 10,000 additional jobs. These proposals are reflected by the emerging Core Strategy.

4.40 Key infrastructure requirements to be met to enable progress with development at Weston comprise transport, flood protection and site-specific investments. Key transport requirements, included in the RFA and scheduled for completion by about 2015/16, include M5 Jn 21 capacity enhancements and improved bus services within the town, in particular to an improved Worle Station, and in the longer term, a bypass to M5 Jn 21 and improved rail services. In the medium and long-term, funding will be required for major highway links to connect the urban extension with the town.

4.41 It is essential that growth on the edge of Weston supports the regeneration of the town centre and adjacent disadvantaged communities. The access of local residents to these jobs must be facilitated by provision of training opportunities and transport improvements that connect existing communities with growth areas. At the same time, priority should be attached to regenerating the town centre in order to raise the attractiveness of Weston to inward investment. Options for a delivery vehicle that would offer a comprehensive approach to securing development and managing costs and benefits are being investigated.

Weston-super-Mare: Proposed dwellings and jobs

Weston Urban Area

	2006 -11	2011 -16	2016 -21	2021 -26	2006 -26
Dwellings (town)	377	734	1,444	1,445	4,000
Dwellings (urban ext.)	0	1,300	3,850	3,850	9,000
Dwellings (all)	377	2,034	5,294	5,295	13,000
Jobs (all)	750	3,750	4,750	4,750	14,000

Place-based priority

Weston-super-Mare urban extension reflects the scale of development, the priority attached to the regeneration of Weston and enhancing its contribution to meeting sub-regional development targets.

4.42 Weston-super-Mare's urban extension is a strategic scale development that includes large brownfield sites at Weston Airfield and Locking Parklands with capacity proposed for about 13,500 jobs and 9,000 homes in the long-term. The delivery of the urban extension at the scale proposed is essential to meeting development targets for the town. The availability of large employment sites within the extension, with good access to improved rail services and the M5, would greatly enhance prospects for attracting major inward investments to the town.

4.43 Progress is already being made in delivering the urban extension. As a result, it is likely to be one of the first strategic areas of growth to come forward in the West of England. However, further major investment is required in transport infrastructure, strategic flood management, affordable housing, and environmental and community infrastructure. The establishment of a local delivery vehicle is proposed by the council to facilitate overcoming these constraints and progress with development. Some £27.8m of public investment by 2015 is included in the Plan to support the establishment and work of the proposed local delivery vehicle, and secure strategic infrastructure investments, flood management and the provision of affordable housing at the urban extension (see Appendix A).

Place based priority

The up-grading of Weston-super-Mare Town Centre reflects the priority attached to the regeneration of Weston and enhancing its contribution to meeting sub-regional development targets.

4.45 Weston-super-Mare Town Centre is a key priority in the Partnership Vision 2026. The town centre has suffered from under-investment over many decades with a poor retail and employment offer given the size of Weston, leading to outflows of shoppers and commuters to the Bristol area. Up-grading the town centre and the range of retail and other services available, as well as retaining expenditure and securing additional jobs, would raise the attractiveness of Weston, improve prospects for attracting inward investment and thereby, the delivery of the planning strategy for the town. Up-grading the town centre would also complement actions to tackle the disadvantaged communities of nearby localities that are amongst the top 5% most deprived in the country.

Several key development sites have been identified as early priorities for securing town centre regeneration and enhancing the retail offer. In addition, a number of potential development sites are identified at 'gateway' locations for mixed-use development that would support town centre regeneration, and within South Ward, for refurbishment or replacement of out-dated homes. Some £31.3m of public investment by 2015 is included in the Plan to progress these developments by supporting site preparation, planning studies, infrastructure investments and the provision of affordable housing (see Appendix A).

IMPROVING LOCAL COMMUNITIES

Somer Valley (Midsomer Norton, Radstock, Paulton and Peasedown)

4.46 Modest residential development in the area over recent years has not been matched by additional local employment. The high dependence of the local economy on traditional manufacturing industries and poor access to the sub-region is leading to jobs losses. Against this background, the expansion of new housing is leading to significant commuting to Bath. Few employment sites are available while proposed new employment locations and mixed-use schemes in the town centres have infrastructure constraints that are affecting their viability.

4.47 Draft RSS indicates that provision will be made for development at Midsomer Norton and Radstock that increases self-containment and enhances their role as service centres. The emerging Core Strategy proposes up to 1,700 homes, about 1,900 jobs and improvements to the town centres. It takes account of existing allocations and opportunities to secure regeneration of town centre and older industrial sites through mixed-use development. Another 1,900 homes are proposed for the wider area including up to 900 homes nearby at Paulton and Peasedown.

Midsomer Norton, Radstock and the rural areas: Proposals for dwellings and jobs

Midsomer Norton and Radstock

	2006-11	2011-16	2016-21	2021-26	2006-26
Dwellings	380	620	400	300	1,700
Jobs	0	800	650	450	1,900

Rural areas

	2006-11	2011-16	2016-21	2021-26	2006-26
Dwellings	467	964	260	209	1,900
Jobs	0	400	300		700

Place-based priority

Investment in Somer Valley acknowledges the need to enhance the 'self containment' of the area, secure economic re-investment and arrest further increases in travel to Bath and the wider area.

4.48 Some £7.7m of public investment by 2015 is included in the Plan to enable the regeneration of brownfield sites in the town centres and to bring forward employment land (see Appendix A).

Keynsham- Opportunity for regeneration and suburban intensification

Proposals for dwellings and jobs

4.49 The draft RSS and the emerging Core Strategy identify opportunity at Keynsham for housing and employment growth in recognition of the functional link with Bristol and in order to strengthen the role of the town in meeting the requirements of the local population. This complements the opportunity provided by the expected closure of the Cadburys factory to accommodate substantial new development on a brownfield site. Against this background, the emerging Core Strategy proposes up to 1,650 dwellings and 2,000 jobs at the town.

4.50 Other significant strategic infrastructure requirements arising with the expansion of Keynsham include major improvements to sewerage capacity, needed for any substantial development, and to flood protection for developments at Somerdale. These requirements will have implications for development viability and timescales.

Keynsham: Proposed dwellings and jobs

Keynsham

	2006 -11	2011 -16	2016 -21	2021 -26	2006 -26
Dwellings	157	870	488	135	1,650
Jobs	0	400	1,000	600	2,000

Place-based priority

Keynsham offers opportunities for brownfield development, investing in re-structuring the local economy following the expected closure of Cadburys, improving local facilities and supporting a significant contribution to meeting development targets.

4.51 There are proposals for the regeneration of outworn town centre sites, the development of allocated residential land and for the redevelopment of Cadbury's following the expected closure. Delivering these proposals will secure economic re-structuring, significant contributions to development targets and improved self-containment. To enable the proposals to come forward, some £0.3m of public investment by 2015 is included in the Plan in support of planning work (see appendix A).

Yate/Chipping Sodbury

4.52 Yate has developed rapidly over recent years with growth buoyed by development pressures generated by the wider Bristol area. The town centre meets many of the shopping and related needs of local residents. Significant employment has also been created in the town. Nevertheless, many residents travel to jobs in the nearby North Fringe and the wider Bristol area. As a result, transport links from the town are congested and require improvement, especially in the context of further growth.

4.53 In recognition of the strong functional relationship with Bristol, the draft RSS identifies opportunities at Yate for both housing and employment growth to strengthen its role in serving the needs of the local population. Emerging proposals suggest that about 2,700 additional dwellings might be accommodated in the town between 2006 and 2026 taking account of both existing commitments and planned expansion.

4.54 The strategy for Yate and Chipping Sodbury seeks to increase its self-containment and increase the strength and vitality of both town centres. Both centres will be reinforced through further increases in the numbers of homes and jobs.

4.56 Accommodating any proposed expansion at Yate will require improved public transport within the town and to the wider area, in addition to the infrastructure required as part of new development. Completing the Greater Bristol Bus Network link to Yate, expected in the short-term, with an extension to serve new development areas and the introduction of 'smartcard' ticketing expected by about 2015, will provide some of this improvement. The Bristol Metro Project will secure improved rail services. However, while funding has been agreed for the rail Metro

Project, delivery is not anticipated until 2020. Provision of a Yate rail turn back facility would enable an interim improvement.

4.57 Accommodating the proposed expansion at Yate beyond a modest scale will also require major improvements to trunk sewerage in the adjacent Winterbourne area. These improvements are not scheduled until post 2017. However, an alternative lower cost, development funded, improvement would allow major development to proceed.

4.58 Yate includes the Priority Neighbourhoods of West Yate and Doddington, which require additional support to improve the quality of life of residents.

Yate/Chipping Sodbury: Proposed dwellings and jobs

Yate/Chipping Sodbury

	2006 -11	2011 -16	2016 -21	2021 -26	2006 -26
Dwellings	100	500	810	1,600	3,000
Jobs	0	500	1,000	2,000	3,500

Place-based priority

The scale of development proposals in Yate/Sodbury aim to increase the 'self-containment' of the towns, and secure economic re-structuring.

Opportunities for housing and employment growth have been identified at Yate and Chipping Sodbury to achieve greater 'self-containment' of the towns and to increase their strength and vitality as service centres. Building out existing housing commitments and planning a new urban extension will enable the development of a more sustainable community. Some £0.6m of public investment by 2015 is included in the Plan to support a range of planning and development studies to clarify opportunities for regenerating existing employment area, and to support the master planning of the proposed urban extension (see Appendix A).

Place-based priority

Investment in Thornbury aims to support the safeguarding and enhancement of local facilities.

4.59 The strategy for Thornbury is to revitalise the town centre and strengthen community facilities and services by allowing new development in close proximity and with good connections to the town centre. In support of the delivery of this strategy, some £0.3m of public investment by 2015 is included in the Plan to provide support for planning studies and master planning (see Appendix A).

5.0 Suburban intensification, market towns and rural communities: affordable and supported housing

Affordable Housing

5.1 The sub-regional priority to deliver suburban intensification, and small-scale developments in market towns and rural areas, reflects the need to support the renewal of existing development and the creation of more sustainable communities across the wider sub-region. In particular, it reflects the need to maximise opportunities to address housing affordability issues and support the creation of a greater mix of housing in all communities.

5.2 Suburban intensification on infill sites has traditionally been an important element of housing growth in the sub-region. It has facilitated essential urban renewal schemes that have provided for a mix of uses on previously developed land supported by existing infrastructure. Continued exploitation of these opportunities over the future will be essential to meeting the levels of growth identified in emerging Core Strategies and delivering the shared priority with the HCA of securing more affordable homes in the short-term.

5.3 In the West of England, a steady supply of affordable homes has been delivered through a managed programme with the strategic RSL partner, the Homes West consortium. Many of these dwellings have been on windfall sites in existing communities in suburban areas. Some of these homes have been in market towns and within the rural areas thereby addressing the needs of rural communities.

5.4 The priority attached to securing affordable homes through suburban intensification and delivering small-scale development opportunities at market towns and within rural areas also reflects the need to secure more mixed communities in areas where the predominant tenure is owner occupation. It reflects the need to support the creation of more balanced and sustainable communities by increasing densities around local centres, improving build quality and encouraging larger family housing and 1-2 bedroom flats in areas where people on the Housing Register wish to live. In rural areas, it recognises the need to realise the potential of rural 'exception' sites and support local schools through the provision of accommodation for younger families.

5.5 In spite of some recent market adjustments, the affordability of housing throughout the sub-region, particularly within rural areas and market towns, is a key issue for many communities. The West of England Strategic Housing Market Assessment shows a substantial average annual net need for 4179 affordable homes. It is clearly not possible to address the current shortfall without making full use of opportunities outside the priority areas.

5.6 Affordable housing for people in rural communities is a specific concern that needs to be addressed. House prices and rents, despite recent adjustments, remain very expensive in the rural areas of the West of England. Some members of rural communities, especially younger people and families, cannot afford to live locally with adverse consequences for local services, particularly shops, post offices and schools, and the over all quality of rural life. It is essential therefore that in order to prevent these adverse outcomes, a rural programme of affordable rural housing with the potential to support the delivery of rural 'exception' sites is maintained in order to secure 'balanced' rural communities.

Supported Housing/Extra Care

5.7 In addition to Affordable Housing, the Strategic Housing Market Assessment identifies the housing needs of particular groups of vulnerable people who require Supported Housing/Extra Care. The ageing population of the sub-region is leading to a rising need for supported homes for older persons. Local evidence also highlights the need for more supported housing for other vulnerable groups including young people, adults with learning disabilities and women fleeing domestic violence. The Homes and Community

Agency also has grant resources available for the provision of pitches for gypsies and travellers and bids have been invited for 2010/11.

5.9 Driven by need, the proposal is to integrate supported housing with new provision both in and outside priority areas to offer choice and appropriate housing solutions in communities people want to live in.

5.10 It is harder to provide specialist housing through planning policy, and therefore there is a relatively high reliance on public subsidy. However, there are knock-on benefits in terms of dignity in care, improved quality of accommodation, enhanced choice and control, and added variety and security of tenure for service users. Local authorities also contribute to ancillary facilities such as day centres attached to ExtraCare housing.

Investment

5.11 Against this background, the Plan includes investment of some £133.5m between 2010 and 2015 in smaller, affordable and supported housing schemes across the West of England. This compares with some £245m planned investment in 'place-based' priorities between 2010 and 2015. Existing commitments- Kickstart and the National Affordable Housing Programme, account for much of the investment required (£47m) outside the 'place-based' priorities (see Appendix A).

West of England Partnership

2010/11-2014/15 DELIVERY & INFRASTRUCTURE INVESTMENT PLAN WITH THE HOMES & COMMUNITIES AGENCY
Summary of investment levels to 2014/15 (At locations likely to require public investment)

	Place	2010-11	2011-12	2012-13	2013-14	2014-15	Total (£) m 2010/11-2014/15
1. City Centre and Major Business Locations	Bath City Centre - Bath City Riverside: Land Remediation, flood alleviation/mitigation, affordable housing	6.1	4.4	5.5	5.8	5.8	27.6
	Bristol Central Area - Temple Meads and St Philips, Stokes Croft and Dove Lane: Site planning/preparation and site specific infrastructure	1.2	2.1	2	3.8	0	9.1
	North Fringe of Bristol Urban Area - Filton Northfield, Cribbs Causeway, Wallscourt Farm, Harry Stoke, Coldharbour Lane: Site preparation & planning and affordable housing	2.0	8.6	7.2	5.9	6.0	29.7
	Bristol East Fringe - Emersons Green East, Existing Communities: Site preparation & planning and affordable housing	0.3	1.2	2.4	2.5	2.4	8.8
2. Support for Regeneration	South Bristol - Knowle West - Kingswear, Torpoint, Filwood, Inns Court: Site preparation & planning; site specific infrastructure and affordable housing	1.6	9	10.6	17.6	24.9	63.7
	South Bristol - Hengrove Park/Hartcliffe Campus: Site preparation & planning	0.1	0.3	0.0	7.0	8.0	15.4
	Weston-super-Mare Urban Extension - delivery planning; strategic infrastructure; flood management and affordable housing	0.1	1.7	2.9	13.0	10.1	27.8
	Weston-super-Mare Town Centre - site preparation & planning; supporting infrastructure and affordable housing	1.6	13.2	5.4	5.5	5.6	31.3
	Lockleaze/Wallscourt Farm (Bristol): Site preparation & planning; site specific infrastructure and affordable housing	1.8	4.8	6.2	6.6	2.4	21.8
3. Improving Local Communities	Somer Valley - Midsomer Norton, Radstock Town Centre, Old Mills: Site preparation & planning and site specific infrastructure	0	0.3	5.1	2.3	0	7.7
	Keynsham Town Centre and Somerdale: Site preparation & planning	0	0.3	0	0	0	0.3
	Yate/Sodbury - North Yate, Existing Communities: Site preparation & planning	0.3	0.3	0	0	0	0.6
	Thornbury: Site preparation & planning	0.2	0.1	0	0	0	0.3
4. Small Locations and Themes	Portishead, North Somerset: Affordable Housing	1	2.4	0	0	0	3.4
	Hanham Hall ,South Gloucestershire: Affordable Housing	0.3	0	0	0	0	0.3
	Stockwood 21, Bristol: Affordable Housing	2.2	0	0	0	0	2.2
	Advanced Tailored Package - Various sites Bristol & North Somerset: Affordable Housing	0.6	0	0	0	0	0.6
	Bristol Garage Sites, Bristol: Affordable Housing	1.7	0	0	0	0	1.7
	Suburban intensification, Bristol: Affordable Housing	3.0	6.7	9.6	3.8	5.9	29.0
	Rural & Market Towns, North Somerset: Affordable Housing	2.0	6.3	8.8	1.0	2.0	20.1
	Rural & Market Towns, & Housing for Vulnerable Adults South Glos: Affordable Housing	2.7	3.4	3.2	2.0	3.0	14.3
	Rural & Market Towns, B&NES: Affordable Housing	1.0	1.0	3.0	1.5	3.5	10.0
5. Other Commitments	Kickstart-All Authorities: Affordable Housing	11.5	0.0	0.0	0.0	0.0	11.5
	LA New Build, Bristol: Affordable Housing	4.4	0.0	0.0	0.0	0.0	4.4
	National Affordable Housing Programme (NAHP): Affordable Housing	27.5	7.9	0.6	0.0	0.0	36.0
Total Investment		73.2	74.0	72.5	78.3	79.6	377.6

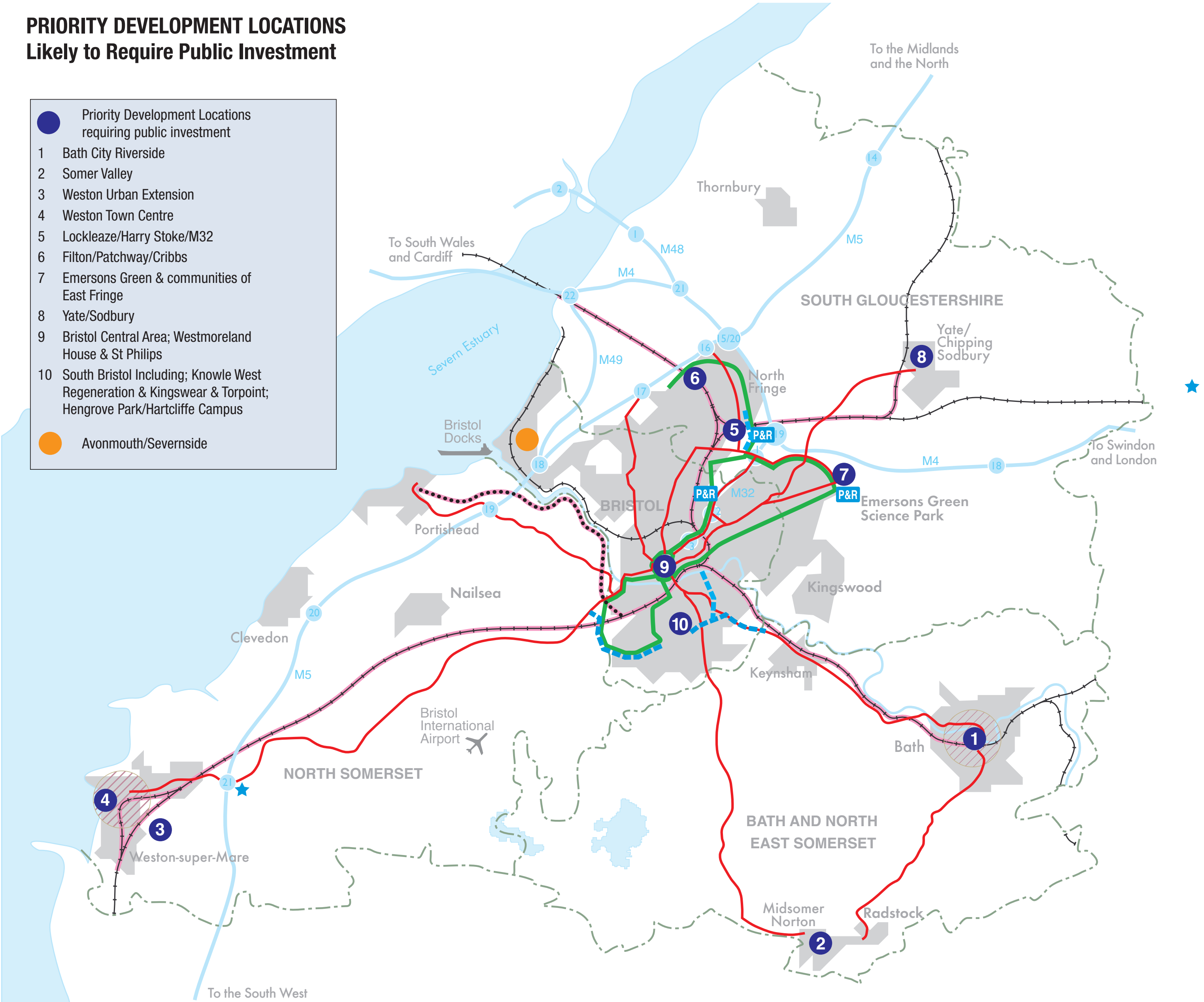
APPENDIX B

PRIORITY DEVELOPMENT LOCATIONS
Likely to Require Public Investment

Priority Development Locations requiring public investment

1 Bath City Riverside
2 Somer Valley
3 Weston Urban Extension
4 Weston Town Centre
5 Lockleaze/Harry Stoke/M32
6 Filton/Patchway/Cribbs
7 Emersons Green & communities of East Fringe
8 Yate/Sodbury
9 Bristol Central Area; Westmoreland House & St Philips
10 South Bristol Including; Knowle West Regeneration & Kingswear & Torpoint; Hengrove Park/Hartcliffe Campus

Avonmouth/Severnside



Key

Housing & Employment Priority Development Locations requiring public investment (named in table).

RFA2 Major Transport Schemes

- Bus (GBBN)
- Rapid Transit
- Transport Link
- Transport Package
- P&R New Park & Ride Site
- Rail Service Improvement
- Junction Improvement
- Portishead Rail Corridor

Note: All transport scheme routes are indicative.

- Rail
- Local Authority Boundary

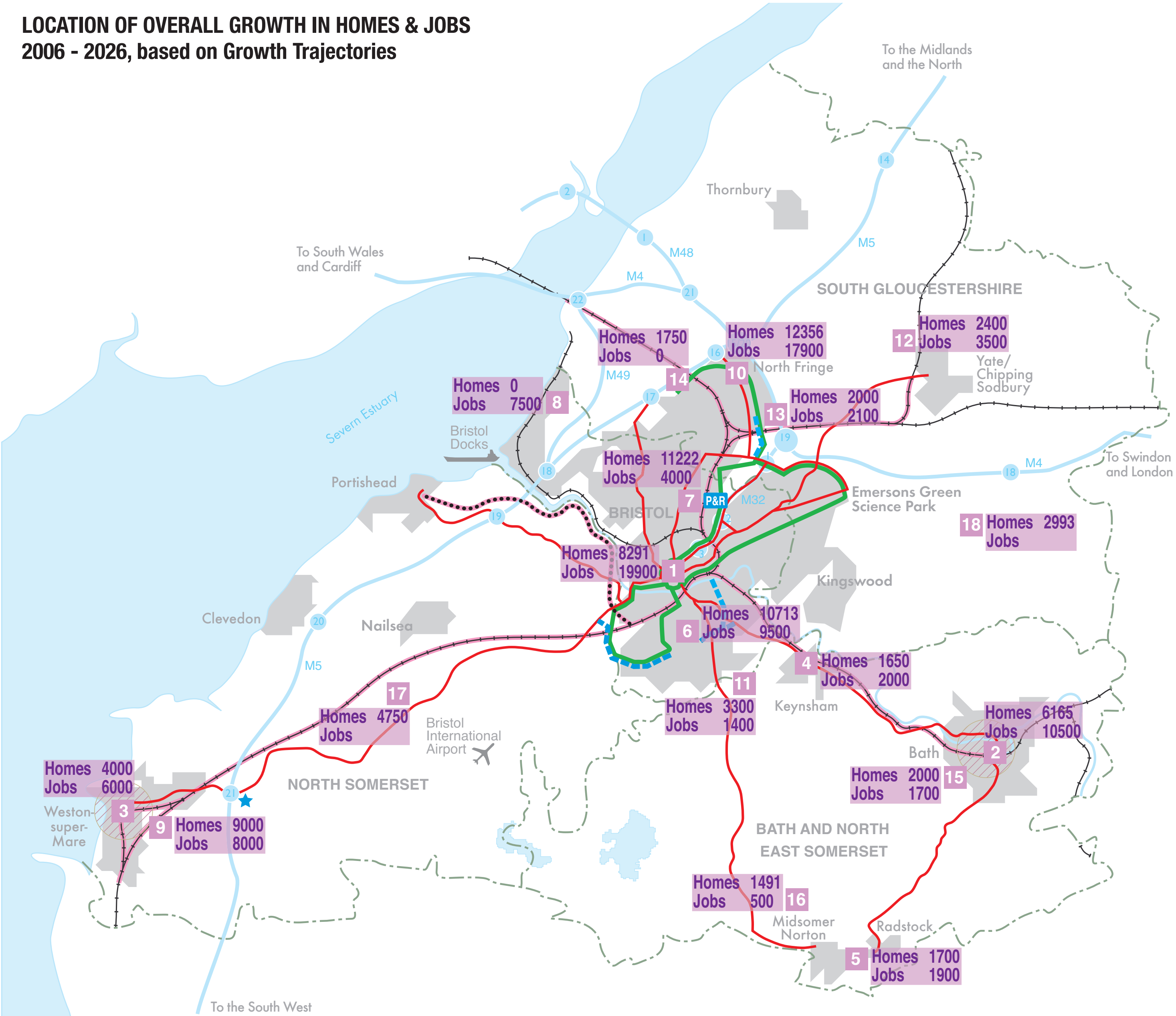
March 2010

West of England Partnership

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

APPENDIX C

LOCATION OF OVERALL GROWTH IN HOMES & JOBS
2006 - 2026, based on Growth Trajectories



Key

Housing & Employment

17 Key Sites - named in Appendix D

RFA2 Major Transport Schemes

Bus (GBBN)

Rapid Transit

Transport Link

Transport Package

New Park & Ride Site

P&R Rail Service Improvement

Junction Improvement

Portishead Rail Corridor

Rail

Local Authority Boundary

Note: All transport scheme routes are indicative.

March 2010

West of England Partnership

South Gloucestershire Council

Bristol City Council

Bath & North East Somerset Council

North Somerset Council

OVERALL HOMES AND JOBS TRAJECTORY 2006-2026
Prepared for the Single Conversation February 2010

		Homes					Jobs				
Map B Ref:	Key Locations	2006-2011	2011-2016	2016-2021	2021-2026	2006-2026	2006-2011	2011-2016	2016-2021	2021-2026	2006-2026
	A.URBAN REGENERATION & SUBURBAN INTENSIFICATION	16,597	17,588	16,795	13,418	64,398					
	City & town Centre	4,902	6,437	4,999	4,769	21,107	5,750	10,050	12,200	11,450	39,450
1	Bristol including St Phillips	2,944	2,997	916	1,434	8,291	5,000	5,000	5,000	4,900	19,900
2	Bath Urban Area including Western riverside	1,044	1,215	2,151	1,755	6,165	0	2,100	4,200	4,200	10,500
3	Weston urban area	377	734	1,444	1,445	4,000	750	1,750	1,750	1,750	6,000
4	Keynsham	157	870	488	135	1,650	0	400	1,000	600	2,000
5	Midsomer Norton and Radstock	380	620	400	300	1,700	0	800	650	450	1,900
	Suburban and urban edge	11,695	11,151	11,796	8,649	43,291	5,500	7,900	8,150	7,450	46,900
6	South Bristol total including Knowle West, Hengrove and Hartcliffe Campus	2,807	1,831	3,772	2,303	10,713	1,000	3,500	2,750	2,250	9,500
7	North Bristol total including	5,806	2,460	1,125	1,831	11,222	1,000	1,000	1,000	1,000	4,000
8	Avonmouth/Severnside					0	3,500	1,400	1,400	1,200	7,500
9	Weston Urban Extension	0	1,300	3,850	3,850	9,000	0	2,000	3,000	3,000	8,000
10	Bristol Urban Area Total including East and North Fringe (S.Glos)	3,082	5,560	3,049	665	12,356	7,300	6,800	3,000	800	17,900
	B URBAN EXTENSIONS	0	312	4,600	6,538	11,450	0	1,000	3,040	4,660	8,700
11	Urban Extension SE of Bristol	0	0	660	2,640	3,300	0	0	560	840	1,400
12	Proposed Area of Search E - Yate	0	0	808	1,592	2,400		500	1,000	2,000	3,500
13	Proposed Area of Search D - M32 Area	0	52	1,092	856	2,000		500	800	800	2100
14	Cribbs Causeway	0	260	1,040	450	1,750	0	0	0	0	0
15	Urban Extension South of Bath	0	0	1,000	1,000	2,000	0	0	680	1020	1,700
	C RURAL/REST OF DISTRICT	4,019	3,940	808	467	9,234		400	100		500
16	B&NES rural	467	964	60	0	1,491	0	400	100		500
17	N.Somerset rest of district	2,400	1,550	500	300	4,750					
18	S.Glos rest of district	1,152	1,426	248	167	2,993					
Total		20,616	21,840	22,203	20,423	85,082	11250	18950	23,390	23,560	95,550

West of England Partnership

WEST OF ENGLAND AREA: RFA2 MAJOR TRANSPORT PROGRAMME TO 2019/20