



Shaping Bristol over the next 20 years

Bristol Development Framework - Core Strategy

Preferred Options Review

February 2009

How long does the consultation period last?

Eight weeks from Friday 27th February 2009 to the closing date for comments on Friday 24th April 2009.

How can you comment?

Please e-mail or write to the city council by Friday 24th April 2009.

bdf@bristol.gov.uk

Core Strategy Consultation (CD/BH)

FREEPOST BS6529

BRISTOL

BS1 5BR

If you would like to speak to someone about the Core Strategy please phone **0117 903 6725**.

If you would like to be added to our Bristol Development Framework contact list, please provide relevant contact details including an e-mail address.

What will happen to your comments?

Responses will be taken into consideration and will be a very important contribution to the development of the Publication version of the Core Strategy.

The responses and a summary of the issues that they raise will be published on the Bristol Development Framework web site:

www.bristol.gov.uk/bdf.

You can receive regular updates on the progress of the Bristol Development Framework by registering with Bristol News Direct through the Bristol City Council Website.

If you would like this information in a different format, for example Braille, audiotape, large print or computer disc, or community languages, please contact: Strategic and Citywide Policy Team on 0117 903 6725.



Preferred Options Review

Foreword

In January last year we consulted on the Preferred Options for the Bristol Core Strategy, which highlighted key themes for inclusion in a new Local Development Framework. As this will replace the existing Local Plan, it offers an opportunity to update existing policies, add new ones and set fresh direction to planning the future of our city. We are very grateful to the many residents, businesses and community organisations who responded with comments, observations and ideas.

The responses were thought provoking and wide-ranging. There was support for the emerging strategy's key themes: revitalising south Bristol; a strong city centre; regeneration in the northern arc and inner city; a key role for local centres; transport solutions to support change and economic success. But there were also some differences of opinion, many suggestions for refining policy and questions about how delivery would be achieved.

As a next stage, this paper takes forward the approaches to different areas of the city and to transport framework which links them. It adds detail to the earlier outline policies and responds, where possible, to the comments and suggestions made.

The Secretary of State for Communities and Local Government has asked that the emerging Regional Spatial Strategy for South West England should seek more growth in Bristol. It is now proposed that 36,500 new homes should be built in the city by the year 2026, which is far more than the amount previously agreed by the Regional Assembly. There is concern whether the higher number of homes is appropriate and achievable, although the City Council remains ambitious for Bristol and wants to see sustainable growth which benefits all our residents, but not at the levels suggested. The suggested changes will also place additional pressure on our neighbouring Unitary Authorities and we are working together to address the sub-regional challenges that this presents.

The Regional Strategy has not yet been finalised but we need to think ahead about how the additional homes could be delivered if the new figures are confirmed, so that the Council and its partners are able to plan ahead for the green spaces, jobs, schools, health care, shops, transport, and other community facilities needed to support communities. This paper also proposes a way of accommodating the extra homes proposed – a way which attempts to balance the City's need for affordable homes, protecting quality employment land, delivering key infrastructure and protecting and enhancing our environment. The Council's clear aim is to make best use of existing urban space, rather than encouraging further encroachment upon the green belt.

We value your continuing involvement in the challenging task of planning Bristol's future development. We do hope you will be able to take the time to comment on this paper and help shape the strategy which will guide our city's development over many years to come.



Bristol Development Framework

Preferred Options Review

Summary

This paper follows on from the publication of the Core Strategy Preferred Options Paper in January 2008. It provides a further opportunity for involvement in the development of the Core Strategy for Bristol.

The paper explores how the Spatial Strategy for the city could evolve in response to the Secretary of State's Proposed Changes to the Regional Spatial Strategy (RSS) in July 2008. It also provides further detail on the content of emerging Spatial Policies. It does not expand upon the emerging Development Principles set out in the Preferred Options January 2008; these will be addressed by means of further community involvement in Summer 2009.

Section 1 of this paper sets out the context and the process for the review of the Preferred Spatial Strategy Option. Relevant changes to the draft RSS made in the RSS Proposed Changes July 2008 are identified and explained – particularly the proposed increase in the number of new homes allocated to Bristol.

Section 2 sets out six options to accommodate the proposed additional homes and shows how they have been considered. A suggested approach to accommodating the proposed additional homes is identified. In summary, this would comprise:

4,500 new homes derived from more efficient use of urban land

500 additional homes located within an expanded City Centre

1,000 - 1,700 additional homes on some land currently retained for industrial and warehousing uses

Up to 1,500 additional homes located on the south east edge of the city as part of the larger south east urban extension

Section 3 sets out emerging Spatial Policies and explains how the emerging policies have evolved to reflect community involvement and the RSS Proposed Changes July 2008. The key proposals are as follows:

South Bristol

- Further detail on how and where regeneration will be achieved in South Bristol

Bristol City Centre

- Greater emphasis on the City Centre's regional importance
- Additional homes provided within an expanded City Centre (merging of previous "City Centre" and "St. Philips North of Feeder Canal" policies)

Regeneration Areas – Inner City / East and Northern Arc

- Emerging policy identifies the difference in character of the two broad areas
- An indication of the number of new homes to be provided in each area is included

Urban Extension – South West Bristol

- Identifies need to coordinate with the regeneration of South Bristol
- Reduced provision of new homes: 500 homes compared to 1,000 proposed in the Preferred Options January 2008

Urban Extension – South East Bristol (New Policy)

- Provision of additional homes and employment land at Hicks Gate (optional development scenarios provided)

Green Belt (New Policy)

- Refers to limited release of Green Belt land within the city boundary to accommodate urban extensions to the south west and south east of Bristol
- Protection of remaining Green Belt land within the city boundary

Avonmouth / Bristol Port

- Clearer recognition of the economic importance of Avonmouth and Bristol Port

Employment Land Provision and Protection

- A range of levels of new industrial and warehousing land allocated to the east of Brislington Park and Ride

Alternative Use of Industrial and Warehousing Land (New Policy)

- Allows for redevelopment of some industrial and warehousing land if required to provide additional homes

Centres and Retailing

- Further detail on the type and scale of development that should be accommodated within centres

Transport and Access Improvements

- Further detail on proposed public transport improvements and key transport infrastructure proposals
- Greater emphasis on walking and cycling

The council is seeking your views on these proposals through this Preferred Options Review Paper.

Preferred Options Review

Contents Page

1. Bristol Development Framework Core Strategy	
Preferred Options Review	3
Why Review the Preferred Options?	3
The Review Process	4
What do I comment on?	4
2. Exploring the Options	6
Assessing the Options	7
Suggested Approach to Meeting RSS Proposed Changes	7
3. Emerging Spatial Policies	8
Spatial Vision	8
Strategic Objectives	8
South Bristol	8
• Emerging Policy BCS 1 – South Bristol	9
Bristol City Centre	11
• Emerging Policy BCS 2 – Bristol City Centre	11
St Philips, North of the Feeder Canal	13
Regeneration Areas – Inner City / East and Northern Arc	14
• Emerging Policy BCS 3 – Regeneration	14
Urban Extensions to Bristol	15
Urban Extension at South West Bristol	15
• Emerging Policy BCS 4 – Urban Extension to South West Bristol	16
Urban Extension to South East Bristol	17
• Emerging Policy BCS 5 – Urban Extension to South East Bristol	17
Green Belt	19
• Emerging Policy BCS 6 – Green Belt	20
Avonmouth / Bristol Port	20
• Emerging Policy BCS 7 – Avonmouth and Bristol Port	20
• Employment Land Provision – Delivering a thriving economy	21
• Emerging Policy BCS 8 – Employment Land Provision and Protection	22



Alternative use of industrial and warehousing land	23
• Emerging Policy BCS 8A – Alternative Use of Industrial and Warehousing Land	23
Centres and Retailing	24
• Emerging Policy BCS 9 – Centres and Retailing	25
Transport and Access Improvements	27
• Emerging Policy BCS 10 – Transport and Access Improvements	27
4. The Next Steps	30
Appendix 1: The Bristol Development Framework	31
Appendix 2: Spatial Vision and Strategic Objectives	33
Appendix 3: Assessment of Spatial Strategy Options	36
Appendix 4: List of Development Principles Policies	50
Appendix 5: Glossary	52
Key Diagram	58

Preferred Options Review

1. Bristol Development Framework Core Strategy

Preferred Options Review

1.1 This paper provides a further opportunity for involvement in the development of the Core Strategy for Bristol. Community involvement at the Issues and Options stage enabled the council to develop an emerging favoured approach to the Core Strategy. This was set out in the Preferred Options January 2008, which identified a preferred Spatial Strategy Option for the city and a series of preferred Development Principles.

1.2 Following the publication of the RSS Proposed Changes July 2008, the council is exploring how the Preferred Spatial Strategy Option could respond, should the changes be approved. The aim of this Preferred Options Review Paper is to give you the opportunity to comment on potential changes to the evolving strategy.

Why Review the Preferred Options?

1.3 The RSS Proposed Changes July 2008 have implications for the spatial elements of the emerging Core Strategy. The RSS sets out the expected role of Bristol and the

West of England in providing for future growth over the next 20 years. The Core Strategy must be consistent with the RSS.

1.4 The changes proposed by the Secretary of State are of a scale that requires review of the council's existing Preferred Spatial Strategy Option for the city. The key changes with implications for the distribution of development across the city are as follows:

- An increase in housing numbers;
- An expanded role for the City Centre;
- An emphasis on the role of the North Fringe in relation to employment growth; and
- Identification of "transport outcomes" for the sub-region.

1.5 Further details of the RSS Proposed Changes July 2008 are set out below.

Housing

1.6 The RSS Proposed Changes July 2008 seek to increase the housing allocations across the region with 137,950 net additional dwellings proposed for the West of England Housing Market Area and 36,500 within the Bristol city boundary. This revised figure includes a new allocation of 1,500 dwellings within the city boundary

Local Authority	Draft RSS	RSS Proposed Changes July 2008	
Bristol	28,000	36,500	Bristol Urban Area 33,500 SW Bristol 1,500 SE Bristol 1,500
Bath and North East Somerset	15,500	21,300	
North Somerset	26,000	26,750	
South Gloucestershire	23,000	32,800	
West Wiltshire	10,500	12,300	
Mendip	7,200	8,300	
TOTAL	110,200	137,950	

as part of a wider proposal for an urban extension to the south east of Bristol. Previously the entire allocation for this urban extension fell within Bath and North East Somerset. A comparison with the original Draft RSS (June 2006) figures for each authority within the West of England Housing Market Area is provided

City Centre

- 1.7 The RSS Proposed Changes July 2008 identify specific roles for Bristol City Centre. This includes an expansion of its employment, service, retail and cultural roles through redevelopment and regeneration. The changes make reference to a need to extend the City Centre so that its potential can be more fully realised.

Employment

- 1.8 The RSS Proposed Changes July 2008 emphasise the continuing role of the North Fringe as an economic centre of regional and national importance. This is in addition to the employment growth proposed for both the City Centre and South Bristol.
- 1.9 The changes also attach a figure to the amount of land required for employment in the Bristol Travel to Work Area.

Transport

- 1.10 The RSS Proposed Changes July 2008 remove much of the detail regarding specific transport proposals within the West of England. Instead, reference is made to the growth in movement on corridors linking Bristol with Weston-Super-Mare and Yate and the need to ensure that these corridors work effectively. Reference is also made to improving orbital movement around South Bristol to enhance accessibility and

support regeneration. These two broad axes, described as ‘transport outcomes’, are shown in diagrammatic form in the Key Diagram for the sub-region attached to policy HMA1 of the RSS Proposed Changes July 2008.

The Review Process

- 1.11 The council has considered how the RSS Proposed Changes July 2008 may affect the Spatial Policies outlined in the Preferred Options January 2008. Key to this consideration is how Bristol might accommodate the additional housing numbers. To address this particular issue the council has explored a number of options, which include:

- More efficient use of urban land;
- Additional use of urban open land;
- Additional urban extensions;
- Additional use of green belt land;
- Use some land reserved for employment use for new homes; and
- Redevelop St. Philip’s Marsh for mixed uses including new homes.

The council has assessed the suitability of these options and identified a suggested approach (see Appendix 3). The council has then examined how the Spatial Policies could be modified to take account of this preferred approach. In addition, this paper sets out how community involvement in connection with the Preferred Options January 2008 has shaped the content of the emerging Spatial Policies. The emerging Spatial Policies are set out in full in Section 3.

What do I comment on?

- 1.12 The council is seeking your views on:
- The options identified to

Preferred Options Review

accommodate the additional housing set out in the RSS Proposed Changes July 2008;

- The suggested approach to accommodating the additional housing proposed;
- The approach to modifying the Spatial Policies of the Core Strategy, should this be necessary; and
- The content of the emerging Spatial Policies.

- 1.13 We would like to know if you agree or disagree with how the emerging Spatial Policies could be modified to address the RSS Proposed Changes July 2008, or if there are alternative approaches that should be considered. We would also like to receive your comments on the emerging detailed content of the Spatial Policies.
- 1.14 If you commented at an earlier stage there is no need to repeat those comments – they have been noted and will be taken into account as the Core Strategy is developed further.
- 1.15 Details on how to respond are provided at the front of this document.

This document does not explore the emerging Development Principles set out in the Preferred Options January 2008. These are policies applicable to all development, rather than specific areas, and are not significantly affected by the RSS Proposed Changes.

There is no need to make further responses to the proposed Development Principles. The council will continue to fully engage with the community and stakeholders to develop the detailed wording of these policies. This will include a further period of community involvement on the Development Principles in Summer 2009. The proposed Development Principles policies are listed at Appendix 4 for information.

2. Exploring the Options

2.1 The RSS Proposed Changes July 2008 state that Bristol's allocation of new homes should increase to 36,500. The proposed dwelling provision set out in the Preferred Options January 2008 was 29,500. The RSS has not yet been finalised but the council must begin to consider how to address this shortfall.

Land for developing new homes within the city boundary is limited. The council needs to explore sustainable and deliverable options for accommodating the additional housing, should it be required. A number of options are examined:

More efficient use of urban land

2.2 This option considers the reshaping of residential development to a greater extent than envisaged in the Preferred Options January 2008. This could mean increasing the density of residential land use in accessible locations. It could also mean examining how areas could be redeveloped to achieve more intensive use of urban land, including reallocation of land such as under-used road space or surface car parking.

2.3 In considering efficient use of land, the council has also re-examined the contribution that small development sites, woven into the fabric of the urban area, could make in meeting the proposed additional housing numbers. These are likely to be small sites which come forward for development but which have not been specifically identified as available through the Development Plan process. They may include small previously developed sites that become available, for example: vacant premises, an unused garage court, a residential conversion or a new flat over a shop.

Additional use of urban open land

2.4 This option considers increasing the amount of urban open land which is brought forward for development. This could mean making available a greater quantity of undeveloped land within the city for development than envisaged in the Preferred Options January 2008.

Additional urban extensions

2.5 The options explores the allocation of up to 1,500 new homes on the south east edge of the city as part of a larger urban extension to Bristol. If the approved version of the RSS includes these proposals, they would also need to be included in Bristol's Core Strategy, which has to conform with the RSS. This option also explores the potential for accommodating more homes at the urban extension locations than the levels envisaged in the RSS Proposed Changes July 2008.

Additional use of Green Belt land

2.6 This option also explores the potential for development in other sections of the Green Belt – in addition to the areas proposed for the urban extension.

Use some land reserved for industry and warehousing for new homes

2.7 This option addresses whether it would be appropriate to identify land, currently retained for employment uses, for the construction of new homes. This would mean redeveloping some primarily industrial and warehousing land for a mix of uses including housing.

Redevelop St. Philip's Marsh for mixed uses including new homes

2.8 This option re-examines the potential for redevelopment of St. Philip's Marsh as

Preferred Options Review

part of an expansion of the City Centre. This could mean redeveloping the whole area including some primarily industrial and warehousing land for a mix of uses including housing.

Assessing the Options

- 2.9 An illustration of the assessment is provided in Appendix 3. To help understand the implications of each option, social, environmental and physical impacts are identified. A Sustainability Appraisal of the options has been undertaken. The council met with stakeholders to consider options and obtain views on which were the most and least favoured, and to examine whether there were other possible approaches. Whilst presented separately, the options are of a character which means the additional homes could be delivered from a combination of approaches.

Suggested Approach to Meeting RSS Proposed Changes

- 2.10 The assessment has led to a suggested approach for accommodating the additional housing allocation set out in the RSS Proposed Changes July 2008. Should these changes be approved, the council proposes the following adjustments to the Preferred Spatial Strategy Option (shown opposite):
- 2.11 If the RSS does not ultimately confirm the level of 36,500 new homes, the Core Strategy will not need to incorporate the full extent of development set out above. However, elements of the above approaches may still need to be considered if the approved RSS requires a larger number of homes than was proposed in the Preferred Options January 2008.

4,500 new homes derived from more efficient use of urban land

The Preferred Options January 2008 envisaged that more efficient use of urban land – such as redevelopment and reshaping of areas – would occur to help meet the draft RSS homes allocation of 28,000. A further 4,500 homes could be delivered from sub-division of larger dwellings (about 1,500 homes) and from developing small schemes on range of sites throughout the built up area (about 3,000 homes). Opportunities for imaginative design solutions would be explored at all urban sites to ensure optimum densities and efficiency in the use of land.

500 additional homes located within an expanded City Centre

The Preferred Options January 2008 identified potential for 8,500 new homes in the city centre and St Philip's north of the Feeder canal. This would be extended to 9,000 under this approach.

1,000 - 1,700 additional homes on some land currently retained for industrial and warehousing uses

The Preferred Options January 2008 did not envisage any residential or mixed used development on these sites, other than at St Philip's north of the Feeder Canal.

Up to 1,500 additional homes located on the south east edge of the city as part of the larger south east urban extension

No urban extension was proposed within the city boundary at this location in either the draft RSS or the Preferred Options January 2008.

3. Emerging Spatial Policies

3.1 This section sets out the Spatial Policies which the council proposes should be included in the Core Strategy. They reflect the comments received during community involvement and address new evidence. Where appropriate, the emerging policies also reflect the suggested approaches to meeting the higher homes allocation in the RSS Proposed Changes July 2008.

Spatial Vision

3.2 The Preferred Options January 2008 set out a Spatial Vision for the city setting out how the city and places within it should develop.

How has the approach been changed in response to community engagement?

3.3 The Vision remains largely unchanged. Whilst there was not universal agreement about the Vision, there was support for its main elements.

How may the approach change in response to RSS Proposed Changes?

3.4 The emerging Vision for the City Centre has been slightly amended to reflect the approach set out in the RSS Proposed Changes July 2008. It is included in Appendix 2.

Strategic Objectives

3.5 The council proposes that the Strategic Objectives set out in the Preferred Options January 2008 are retained. Some limited amendments are included with the addition of references to cycling and walking. The revised Strategic Objectives are included in Appendix 2.

South Bristol

3.6 The Preferred Options January 2008 included a policy for the regeneration of South Bristol. This approach reflected the need to address the deprivation which exists in parts of South Bristol and the disparities between this area and other parts of the city. The approach set out in the Preferred Options January 2008 received support during public engagement and reflects the priorities of the RSS Proposed Changes July 2008, of local partnerships and regional agencies.

How has the approach changed to reflect community involvement?

3.7 There was considerable support for regeneration and development in South Bristol. However, this view was not universal with some feeling that there was too great an emphasis on South Bristol at the expense of other areas of the city. It was also suggested that the approach to the regeneration of the South Bristol area needed to be more specific, particularly in terms of delivery, and that there needed to be better recognition of the links between South Bristol and the proposed urban extensions.

3.8 In response to concerns raised, work is being undertaken on how the regeneration will be achieved. Further detail on delivery will be provided in the Publication version of the Core Strategy and in the infrastructure delivery programme which will accompany that document. These will provide additional information on which parts of South Bristol are going to be most affected by the strategy.

Preferred Options Review

How may the approach change in response to RSS Proposed Changes?

- 3.9 The emerging policy maintains emphasis on the regeneration of South Bristol and, therefore, continues to be in accordance with the RSS Proposed Changes July 2008. The RSS Proposed Changes July 2008 contain a policy (HMA1) which makes specific reference to regeneration of this area of the city, with particular emphasis on broadening the housing stock, improving the quality and diversity of retail, employment and service provision and improving accessibility. The emerging South Bristol policy makes provision for these matters. However, the provision of additional industrial and warehousing uses on land to the east of Brislington Park and Ride is being reconsidered; options for this have been considered in relation to the options for the south east urban extension set out in emerging policy BCS 5.

Emerging Policy BCS 1 – South Bristol

South Bristol will be a priority focus for comprehensive development and regeneration. Development, including major land use change or reshaping, will be focused on the area around the Hartcliffe Roundabout and broadly covered by Knowle West, Hengrove Park, Inns Court, Imperial Park and the Hartcliffe campus as indicated on the Key Diagram. Development will be for a mix of uses to include:

- 50,000 sq m of new office floorspace;
- 5-10 hectares of new industrial and warehousing land at Novers Hill / Vale Lane; and
- A minimum of 10,000 new homes of a mix of type, size and tenure.

Consideration will be given to the creation of a new or enhanced centre to provide shops, services, employment and community facilities.

Development will be supported by a range of improvements to key public services and infrastructure which will include provision of:

- Community Hospital;
- Skills Academy;
- Healthplex and leisure facilities;
- Safe routes for pedestrians and cyclists; and
- Improvements in the quality of open space.

Improvements to transport infrastructure will be made to enhance links between existing communities within South Bristol, and between South Bristol, the City Centre and the north of the city. Improvements will include:

- Rapid transit routes connecting Hengrove with the North Fringe (via the City Centre);
- Extended Showcase bus corridors - A37;
- Reshaped pattern of roads and junctions to improve accessibility and connectivity within South Bristol; and
- Essential transport links and improvements including the South Bristol Link (subject to consultation).

Emerging Policy Explanation

- 3.10 A key element of the Preferred Spatial Strategy Option for the city is the regeneration of South Bristol to include additional mixed use, employment, and residential development. This approach received support during public engagement on the emerging strategy and reflects the priorities of local partnerships and regional agencies.
- 3.11 South Bristol combines a concentration of social needs with substantial opportunities for development and renewal. Parts of the area experience concentrations of deprivation in terms of income, employment, health, education,

housing, environment and crime. There are substantial opportunities for development in the Hengrove Park area, where the new the South Bristol Community Hospital and the City of Bristol Skills Academy will be located. The area has good links to the City Centre and there are opportunities for improved transport links, including to Bristol International Airport which is only 10 miles away to the south west. Urban extensions are proposed to the south west and south east of South Bristol which will also influence the development of the area.

- 3.12 The revitalisation of South Bristol will help address imbalances in employment opportunities and travel to work patterns in the city which have arisen as a result of extensive development on the north fringe of the Bristol urban area. The new sources of employment that are planned for South Bristol will increase the number of job opportunities available to local residents, especially high value added jobs.
- 3.13 Parts of South Bristol are characterised by large areas of homes of a single tenure type. The new homes to be developed in the area will include a variety of types and tenures which will contribute to the development of balanced and sustainable communities. The delivery of new homes in South Bristol will require the release of some 'lower value' open space sites. Remaining areas of open space will be improved so that they offer better open space provision to local residents. Regeneration will also require reshaping of poor quality urban form in some locations to support better comprehensive redevelopment opportunities.

- 3.14 The development of a new centre, either on a new site or at an enhanced existing centre, may be appropriate in South Bristol, acting as a new focus for the area and helping to improve retail and service provision. However, there are a number of factors which could influence the delivery of such a centre including projected retail expenditure, the impact on other centres and the nature of development in the adjoining urban extensions. The council is making an assessment of the need for a new centre and potential locations. If land needs to be allocated in South Bristol for the development of a new centre this will be undertaken through the Site Allocations Development Plan Document.
- 3.15 Major changes will be needed to the transport infrastructure of the area to support new development and improve the existing provision. There will be strong emphasis on improvement to pedestrian and cycle facilities and public transport services. The Key Diagram indicates a potential new link between the Hartcliffe Roundabout and the A38 and A370. There has been public consultation on South Bristol links along this route which included consideration of alternative transport solutions as well as road based options. A Park and Ride facility outside Bristol on the A37 is under consideration.
- 3.16 The regeneration of South Bristol will not occur in isolation but is part of the integrated spatial strategy for the city. For example, improvements to transport will enable greater access to new employment created in the city centre. The proposals will also be coordinated with the urban extensions proposed outside the city in order to secure an integrated form of development and ensure benefits arising from change contribute to regeneration in South Bristol.

Bristol City Centre

3.17 The Preferred Options January 2008 promoted the continuing mixed-use development of the City Centre, including 7,500 new homes and 150,000 sq m of office floorspace.

How has the approach changed to reflect community involvement?

3.18 The policy and supporting text have been amended to reflect community and stakeholder aspirations that the City Centre's regional and national importance should be better emphasised. Concerns about the type of housing promoted have been reflected in the emerging policy explanation which now broadly identifies housing types.

How may the approach change in response to RSS Proposed Changes?

3.19 The emerging policy plans for 9,000 homes in an extended City Centre.

3.20 The RSS Proposed Changes July 2008 propose an expansion of the "employment, service, retail and cultural roles of the City Centre, including through redevelopment and regeneration". The emerging policy proposes that the City Centre boundary should extend eastwards into the area identified in the Core Strategy Preferred Options January 2008 as "St Philips, North of the Feeder Canal" and that this area becomes a mixed-use quarter. It is also proposed that the City Centre boundary is extended in the Newfoundland Street area to allow for further mixed-use developments.

Emerging Policy BCS 2 – Bristol City Centre

Bristol City Centre's role as a regional focus will be promoted. The City Centre boundary will expand:

- into the St Philips area, north of the Feeder Canal; and
- into the Newfoundland Street area.

Development will include mixed uses for offices, retail, leisure, tourism, entertainment and arts and cultural facilities. Development up to 2026 will include:

- 150,000 sq m of new high quality office floorspace;
- 9,000 new homes;
- Continuing consolidation and expansion on the University of Bristol and Bristol Royal Infirmary sites;
- Creation of a mixed-use St Philip's quarter, incorporating specialist employment uses and residential development; and
- Development of Newfoundland Street gateway mixed-use sites incorporating office and residential development.

Higher densities and a mix of development will be particularly encouraged within the Broadmead, Nelson Street and St James' Barton areas.

There will be continued improvements of major regeneration areas and City Centre gateways including Old Market, Stokes Croft, Cumberland Basin and Temple Meads and Redcliffe.

Design of development in the City Centre will be expected to be of the highest standard in terms of appearance, function, conservation of historic assets, sustainability and contribution to maintaining and enhancing biodiversity. Priority will be given to pedestrian access, cycling and public transport. New developments should include measures to secure public access and

routes for walking, cycling and public transport, including access to waterfront areas.

Major developments should demonstrate measures to enhance social inclusion and community cohesion, especially in respect of those communities close to the City Centre.

Facilities and services, including those of a small scale, which contribute to the diversity and vitality of the City Centre will be encouraged and retained.

The Floating Harbour will continue to be a location for maritime industries and for water based recreation activities.

Emerging Policy Explanation

3.21 The City Centre has a pivotal role in the sustainable economic future of Bristol, the West of England and the region as a whole. It will continue to be the focus of commercial, retail, cultural, leisure and tourism activities. The City Centre offers an unparalleled sustainable location for future growth, situated at the centre of travel networks, including Temple Meads railway station, the main bus and coach station and other key hubs for existing and proposed public transport services. It provides significant opportunities in further developing the role of the Bristol as a knowledge-based economy and enhancing Bristol's international competitiveness.

3.22 The City Centre encompasses the neighbourhoods of Harbourside, West End, Old City, St Michael's, Broadmead, Stokes Croft, Old Market, Temple and Redcliffe. It is also proposed to expand the city centre boundary area into St Philips, north of the Feeder Canal and at Newfoundland Street, to the north east of the Cabot Circus development. The City Centre includes the core shopping area of Broadmead and the other City Centre

retail and service areas of Queens Road/Park Street, Christmas Steps / St Michael's, Baldwin Street / Victoria Street, Harbourside, Old Market and Stokes Croft. A higher density and mix of development of the existing Broadmead, Nelson Street and St James' Barton area will be promoted, capitalising on the development of Cabot Circus.

3.23 The council's Employment Land Study confirms that there will be a need and demand for new office floorspace over the period of the Core Strategy. This strategy aims for 150,000 sq m of that demand to be met within the City Centre, building on Bristol's role as office capital of the region. Office development in the City Centre will be of a high quality and will include headquarters offices.

3.24 The Cabot Circus development was opened in September 2008. It will strongly reinforce the role of Bristol City Centre as the principal destination for shopping and leisure in the city and in the south west region. The 2007 Bristol Retail Study indicates that there is likely to be capacity for further comparison retail provision after 2012. However, the study recommends that the effects of the new development will need to be assessed before any additional provision is planned. The council therefore aims to undertake a further retail assessment in 2010 to inform the future planning of all retail provision in the city.

3.25 Residential development will continue to be an important feature of the City Centre, helping to bring vitality to the area and support its diversity. From 1996 to 2007 over 3,500 new homes were completed in the central area and a further 9,000 more are envisaged up to 2026. New housing development would be primarily for apartments and town

Preferred Options Review

houses with densities appropriate to a City Centre location.

- 3.26 The City Centre is a focus for a wide area and symbolizes the city. It forms the historic core of the city and contains numerous listed buildings. Therefore, it is important to the City Centre's continued viability and attractiveness that the highest standards of design are maintained. Developments will be expected to follow the lead of past successes in urban design and help to reshape areas where change is needed. City Centre developments also have the potential to become flagships of sustainable design and construction which also contribute to maintaining biodiversity in an urban setting.
- 3.27 The City Centre is a location for large-scale developments of citywide and regional importance. However, its character, vitality and diversity also owe a great deal to the range and diversity of uses, including those of a small scale. Such uses include small shops, pubs, cultural and community facilities. The Floating Harbour is also important as a location for some maritime industries and water based recreational activities. These will continue to be a feature of that part of the City Centre.
- 3.28 Continued growth and development in the City Centre benefits the city and region as a whole. However, it may be difficult for members of more deprived communities, especially those close to the City Centre, to benefit directly from change. The Core Strategy therefore expects that major developments will have regard to social inclusion, for example by providing for skills and training and by ensuring that services and jobs are accessible to those whose transport choices are limited.

St Philips, North of the Feeder Canal

- 3.29 The Preferred Options January 2008 proposed a policy for the redevelopment of the northern part of the St Philips industrial area for 1,000 new homes and new types of employment to create higher numbers of job opportunities. It was suggested that the known conservation, flood risk and access issues could be addressed comprehensively through an Area Action Plan.

How has the approach changed to reflect community involvement?

- 3.30 There was considerable support for the redevelopment of this area to take advantage of its close proximity to Temple Meads railway station and the recent and ongoing office developments at Temple Quay. Due to its relatively small size it is not considered appropriate to pursue an Area Action Plan for the area's redevelopment. Instead, it is proposed that the City Centre boundary will be extended to cover this area and a flexible mix of land uses will be promoted. Further assessment work on flood risk will also be carried out to identify the land uses that would be appropriate in this location. This work will inform the Publication version of the Core Strategy.

How may the approach change in response to RSS Proposed Changes?

- 3.31 The RSS Proposed Changes July 2008 propose an expansion of the "employment, service, retail and cultural roles of the City Centre, including through redevelopment and regeneration". It is proposed that the St Philips, North of the Feeder Canal policy is incorporated within the City Centre policy enabling future land uses to be considered flexibly within the context of the City Centre as a whole.

Regeneration Areas – Inner City / East and Northern Arc

3.32 The Preferred Options January 2008 included a proposed policy for regeneration of the “Northern Arc” and “Inner City / East” areas of Bristol. This approach reflected concerns from earlier community involvement that attention should be paid to areas of deprivation across the city.

How has the approach changed to reflect community involvement?

3.33 There was general support for regeneration in these areas but responses suggested a need to reflect the distinct character of the areas. The emerging policy aims to clarify the distinct character of the two broad areas. It was also suggested that approaches to the areas needed to be more specific. This has been addressed by indicating the proposed number of new homes, setting out the approach to employment and addressing the issue of housing mix.

How may the approach change in response to RSS Proposed Changes?

- 3.34 Emerging policy BCS 8A would allow for the limited use of some existing industrial and warehousing land to meet the proposed requirements for new homes. However, it is not proposed that this approach is extended to the Northern Arc area where it is important to retain the limited number of sites for industry to contribute to the local economy and provide a range of jobs.
- 3.35 Retention of industrial land is also proposed for the Inner City / East area. However, proposals for expansion of the City Centre could mean the change of some existing industrial land on the edge of the Inner City / East area.

Emerging Policy BCS 3 – Regeneration

Social, economic and physical regeneration will be promoted in the Northern Arc and Inner City / East. Development which promotes local employment opportunities will be encouraged and existing opportunities for employment should be maintained.

Inner City / East:

In the Inner City / East area, development which secures social, economic and physical regeneration will be encouraged. New housing development will contribute to a mix of new dwellings to meet local needs.

Development will include the provision of about 2,000 new homes.

Northern Arc:

In the Northern Arc, higher density and mixed forms of development in the most accessible locations will be encouraged where they would contribute to more balanced and sustainable communities. More efficient use will be made of underused land.

Development will include the provision of a minimum of 3,000 new homes.

Emerging Policy Explanation

3.36 The Core Strategy gives a particular emphasis to the regional priority of regeneration in South Bristol. However, this emphasis does not ignore the fact that areas of deprivation and opportunities for regeneration exist in other parts in the city. Those needs are particularly focused in the area to the east of the City Centre and in a number of locations in a broad arc along the northern part of the city from Lockleaze to Lawrence Weston.

3.37 The Inner City / East area lies within the Lawrence Hill, Ashley and Easton wards of the city. It is a diverse and vibrant multi-

Preferred Options Review

cultural area but with high concentrations of disadvantage. The density of existing residential development is fairly high. There are indications of an imbalance in the housing stock with family homes under-represented in some areas. There are a number of employment sites throughout the area providing opportunities to work locally.

- 3.38 The emphasis in this area will be on maintaining the employment base and ensuring new development helps to secure regeneration. The continued vitality of the centres in the area will make an important contribution and these will be supported.
- 3.39 The Northern Arc description refers to a group of distinct communities which share some common characteristics. These include areas of low-density family housing with concentrations of single tenure types, limited service provision and some poor quality local amenity space. The Northern Arc generally corresponds with the wards of Lockleaze, Henbury, Southmead, Kingsweston and part of Avonmouth.
- 3.40 The area would benefit from additional households to help maintain the viability of local services and facilities. Opportunities will be taken to secure higher densities and more efficient use of land in accessible locations. Some open land may be better used for built development, with remaining open spaces improved so that they provide more attractive and usable areas for the local communities.

Urban Extensions to Bristol

Background

- 3.41 Over the next twenty years new homes and jobs will be expected in a number of

urban extensions to the Bristol urban area, both within and outside the city boundary. Areas of Search have been shown in the RSS Proposed Changes July 2008 to accommodate these and include the provision of 10,500 dwellings to the south west of Bristol (9,000 of which within North Somerset and the remaining 1,500 within the city boundary) and 9,500 dwellings to the south east of Bristol (with up to 8,000 being within Bath and North East Somerset and the remaining 1,500 in Bristol).

- 3.42 To the north of Bristol, the RSS Proposed Changes July 2008 identifies an Area of Search for 2,000 dwellings within South Gloucestershire to the north west of Frenchay. To meet the allocation for new dwellings in South Gloucestershire, options for development of around 2,500 dwellings located immediately to the north of Henbury and Brentry are being considered by South Gloucestershire Council. To the east, the RSS Proposed Changes July 2008 proposes 8,000 dwellings in the Area of Search beyond Kingswood. Although these areas lie outside the city boundary, the council will work closely with South Gloucestershire Council to ensure that the interests and needs of the city are taken into account and to ensure that any adverse impacts are mitigated. Areas of joint work will be similar to those for urban extensions which directly involve the development of land within Bristol.

Urban Extension at South West Bristol

- 3.43 The Preferred Options January 2008 included a proposed policy for an urban extension to provide 1,000 new homes within the city boundary.

How has the approach changed to reflect community involvement?

- 3.44 Community involvement at the Preferred Options stage suggested that between 500 and 2,500 dwellings could be delivered within the Bristol boundary. There was acceptance that this is a sustainable location for additional housing owing to its proximity to the City Centre and that the extension has the potential to be an exemplar of high density living with good public transport links. It was also suggested that clearer links were needed within the document between the regeneration of South Bristol, the South Bristol Link and the urban extension. A further suggestion was that if a new centre is needed for South Bristol a better site could be on the border with North Somerset, within an urban extension.

How may the approach change in response to RSS Proposed Changes?

- 3.45 The RSS Proposed Changes July 2008 made no change to the requirements for homes in the Area of Search to the south west of Bristol, confirming that 1,500 homes are to be provided within the city boundary. However, due to various site constraints the council considers that only about 500 dwellings could in fact be provided within Bristol, significantly less than the figure quoted in the RSS Proposed Changes July 2008. This lower level of provision is reflected in Emerging Policy BCS 4.
- 3.46 The Core Strategy policy wording reflects requirements for public transport measures and also makes clear the need for this development to support the regeneration of South Bristol.

Emerging Policy BCS 4 – Urban Extension to South West Bristol

Provision of 500 new homes of a range of types and tenures is proposed within Bristol (as shown on the Key Diagram) as part of wider proposals for south west Bristol as set out in the Regional Spatial Strategy.

Full advantage will be taken of the locational and environmental assets of the development area.

The opportunity to support the regeneration of the South Bristol area will be exploited by creating strong linkages between the new and existing communities and by balancing the provision of employment and local services to the benefit of both.

Emerging Policy Explanation

- 3.47 The RSS proposes 10,500 dwellings to the south west of Bristol of which 1,500 are to be provided within the city boundary. The RSS identifies an Area of Search for consideration of the location of these dwellings that extends along the city boundary from the A370 southwards, beyond the A38 to the western edge of Witherwood.
- 3.48 However, the council considers that due to a number of current and potential site constraints, only 500 dwellings could be provided within Bristol as part of this urban extension rather than the figure quoted in the RSS. The remaining 1,000 homes will be provided elsewhere in the city. See paragraph 2.10.
- 3.49 The council will work closely with North Somerset Council on the planning and delivery of this area to ensure the following key issues are considered:
- Developing ways of securing overall positive regeneration benefits for South Bristol;

Preferred Options Review

- The mix and balance of land uses required;
- Transport infrastructure;
- Inclusion of all necessary supporting public and private sector services, employment and infrastructure facilities including affordable housing, health, education, leisure, strategic green corridors, green space and wildlife network links between the urban area and the surrounding countryside;
- The environmental impact of the development;
- Strategic flood risk issues; and
- Urban design and the relationship of new development in this area with the existing urban areas.

Urban Extension to South East Bristol

- 3.50 The Preferred Options January 2008 did not include a policy on an urban extension to the south east of Bristol as the Draft RSS (June 2006) did not include a requirement for Bristol in this location.
- 3.51 Policy BCS19 in the Preferred Options document identified approximately 15 hectares of land for industrial and warehousing use (B2/B8) on land to the east of Brislington Park and Ride.

How has the approach changed to reflect community involvement?

- 3.52 Several comments were received regarding the omission of the identification of the south east urban extension in the urban extension policy. A number of respondents considered a South Bristol Link to be integral to the planning of the south east urban

extension and that it needed to be reflected in the document. There was a view that the identification of 15ha of employment land to the east of the Brislington Park and Ride was premature until proper consideration of the urban extension options had taken place.

- 3.53 A policy for the south east urban extension has now been included in response to the RSS Proposed Changes July 2008.

How may the approach change in response to RSS Proposed Changes?

- 3.54 The RSS Proposed Changes July 2008 include an allocation of 1,500 dwellings within Bristol, as part of a wider proposal for an urban extension to the south east of Bristol. The overall capacity of the urban extension has been increased from 6,000 dwellings in the Draft RSS to a total of 9,500 dwellings (8,000 within Bath and North East Somerset).
- 3.55 An emerging policy on the south east urban extension has been included in this document for consideration. However, in order to accommodate residential development and associated uses and infrastructure in this location, decisions would need to be taken in respect of existing land uses and future aspirations.

This policy would only be required if the RSS confirms a requirement for an urban extension at south east Bristol with 1,500 homes inside the city boundary.

Emerging Policy BCS 5 – Urban Extension to South East Bristol

Provision of up to 1,500 new homes and land for industrial / warehousing use is proposed within Bristol east of the A4 Bath Road Park and Ride site (Brislington) as indicated on the Key Diagram.

The new community will be designed flexibly and managed in a way that ensures appropriate phasing of development and makes provision for a mix of uses including:

- Accessible neighbourhood centre (or centres) with retail, housing, employment, service, community and leisure provision;
- A range of housing types and tenures;
- Employment opportunities;
- An integrated transport infrastructure which improves strategic links and ensures the effective provision of public transport, pedestrian and cycle provision; and
- Managed and informal green spaces including strategic green corridors.

Full advantage will be taken of the locational and environmental assets of the development area. The development would be designed to be part of a larger urban extension in the event that such an approach is pursued.

The opportunity to promote the regeneration of the whole South Bristol area will be exploited by creating strong linkages between the new and existing communities and by balancing the provision of employment and local services to the benefit of both.

Options

3.56 Consideration will need to be given to how this level of development can be accommodated given the aspiration for up to 15 hectares of land for industrial and warehousing use to the east of the Park and Ride site. The council considers that it will not be possible to accommodate 15 hectares of employment land and 1,500 dwellings at this location. In view of this, two potential options to accommodate either 1,500 dwellings and a reduced employment area or 15 hectares of employment land and less housing are set out below for consideration:

Option 1: Provide 1,500 dwellings and 6 hectares of industrial and warehousing employment land on land east of the A4 Park and Ride site (Brislington).

Option 2: Provide 15 hectares of industrial and warehousing employment land and approximately 800 - 1,000 dwellings on land east of the A4 Park and Ride site (Brislington).

3.57 Both of these options will require the redevelopment of existing land uses including the employment land to the rear of Long Fox Manor, the garden centre, allotments and cricket ground. As Option 2 would not provide the full 1,500 dwellings specified in the RSS Proposed Changes July 2008 the shortfall would need to be accommodated elsewhere within Bristol City Council's boundary, for example on land currently reserved for industrial and warehousing use – see Emerging Policy BCS 8A.

Emerging Policy Explanation

3.58 The Draft RSS proposed an urban extension to the south east of Bristol of 6,000 new dwellings of which all were to be provided within Bath and North East Somerset. The Draft RSS identified an Area of Search for consideration of the location of these dwellings which extended around the south and south east of the city. The RSS Proposed Changes July 2008 now specify a requirement for the provision of 1,500 new dwellings within the city boundary (overall capacity of the Area of Search increased to 9,500 dwellings). As there is only limited potentially available development land within Bristol in this area, provision will need to be made to the east of the A4 Bath Road Park and Ride site (Brislington).

3.59 The council will work closely with Bath and North East Somerset Council on the

Preferred Options Review

planning and delivery of any urban extension to ensure the following key issues are considered:

- Developing ways of securing positive regeneration benefits for South Bristol;
- The mix and balance of land uses required;
- Inclusion of all necessary supporting services, employment and infrastructure facilities including affordable housing, health, education, leisure, strategic green corridors and wildlife network links between the urban area and the surrounding countryside;
- The environmental impact of the development;
- Strategic flood risk issues; and
- Urban design and the relationship of the extension with the existing urban areas.

3.60 As a wide area of land is included within the RSS Area of Search there could potentially be more than one mixed-use urban extension to the South East of Bristol on land outside the city boundary. The Council will work closely with Bath and North East Somerset Council to ensure that the interests and needs of the City and the surrounding area are met and to ensure that any adverse impacts are mitigated should urban extensions be proposed in this area. Areas of joint work would be similar to those for urban extensions which directly involve the development of land within Bristol. The delivery and phasing of such developments, including the associated infrastructure, would need careful planning.

Green Belt

3.61 The Preferred Options January 2008 did not include a specific proposed Green Belt policy, but made mention at Paragraph 5.22 that housing needs for the sub-region could not be met without some alteration to the Green Belt.

How has the approach changed to reflect community involvement?

3.62 Community involvement at the Preferred Options stage showed opposition to the use of Green Belt land for the urban extensions. Many comments recommended alternative sites within the existing urban area for development and an increased emphasis on protecting the Green Belt. Further comment was made that development within the Green Belt should only be considered when it is impossible to accommodate any further development on urban fringe or brownfield sites. Other comments were received objecting to the apparent focus of Green Belt release solely for the delivery of housing needs and considered that land in the Green Belt should be released to accommodate the wider strategic development needs of the city.

3.63 The council has to produce a Core Strategy in conformity with the RSS. This means that the council has to plan for urban extensions within the areas indicated by the RSS. However, a policy is now proposed to safeguard the remaining areas of Green Belt within the city from inappropriate development.

How may the approach change in response to RSS Proposed Changes?

3.64 See references to the south west and south east urban extensions above.

Emerging Policy BCS 6 – Green Belt

Land will be removed from the Green Belt to accommodate the urban extensions to the south west and, if required, south east of Bristol.

The broad extent of the remaining Green Belt is indicated on the Key Diagram. These remaining areas of Green Belt will be protected from inappropriate development as defined in Government policy (currently PPG2).

Emerging Policy Explanation

3.65 The RSS requires the development of urban extensions to the south west and south east of Bristol to help meet the housing requirements of the sub-region. The Areas of Search shown in the RSS where these urban extensions are to be located include areas of designated Green Belt. The specific areas of Green Belt that may be required to accommodate urban extensions will be identified on the Proposals Map accompanying the Site Allocations Development Plan Document. This process will determine the realigned inner boundary of the Green Belt in Bristol. Although the RSS proposes urban extensions which require development on Green Belt land, this strategy envisages that most of the designated Green Belt within the city boundary will be retained, continuing to provide a green setting for the city and contributing to the preservation of distinct identity of settlements.

Avonmouth / Bristol Port

3.66 The Preferred Options January 2008 set out the main elements of the proposed policy approach for Avonmouth and Bristol Port. This supported the development of existing employment land for further industrial and warehousing development.

How has the approach changed to reflect community involvement?

3.67 In response to comments on the Preferred Options January 2008, the policy includes a clearer recognition of the economic importance of Avonmouth and Bristol Port.

How may the approach change in response to RSS Proposed Changes?

3.68 The RSS Proposed Changes July 2008 does not promote the production of a joint Area Action Plan for the Avonmouth / Severnside Area with South Gloucestershire Council. However, it does recognise that careful planning will be necessary. Therefore the Core Strategy policy continues to emphasise the importance of joint working with key partners.

Emerging Policy BCS 7 – Avonmouth and Bristol Port

Avonmouth is identified as a priority area for industrial and warehousing development including port-related activities, manufacturing, distribution, waste management and environmental technologies. New development and redevelopment for these land uses in the existing employment areas will be supported in principle.

Emerging Policy Explanation

3.69 Avonmouth, together with the adjacent Severnside area in South Gloucestershire, supports regionally-important industrial and warehouse/distribution employment uses. These include activities related to Bristol Port, logistics operations (including large format distribution warehouses), manufacturing industry and energy and waste infrastructure and services.

Preferred Options Review

3.70 A number of factors present challenges to new development on greenfield land in the Avonmouth area. These include landscape and archaeological considerations as well as highway capacity constraints. The area's nature conservation value, including the internationally important Severn Estuary and rhine system, is also a very significant consideration.

3.71 Perhaps the largest challenge relates to flood risk. The Strategic Flood Risk Assessment of the Avonmouth / Severnside area (jointly commissioned by Bristol City Council, South Gloucestershire Council and the Lower Severn Drainage Board) concluded that, with sea level rise and climate change, the area is likely to be at an increasing risk from tidal and non-tidal flooding. Flooding caused by a tidal surge was identified as a particular issue. Whilst the Environment Agency is considering a scheme to update and improve flood defences along the Avonmouth / Severnside coastal zone, it is currently uncertain as to whether it will be delivered in the foreseeable future.

3.72 The council does not consider it appropriate, at this stage, to promote new allocations for employment development on greenfield land in the Avonmouth / Severnside area. Instead, it will continue to support, in principle, industrial and warehousing development which takes advantage of both the extensive brownfield land redevelopment opportunities available as well as the land with existing planning permission for these uses. In particular, the council will support opportunities to develop and strengthen clustering of environmental technology and related enterprise in the Avonmouth area.

3.73 Close and continued liaison with key partners including neighbouring authorities, the South West Regional Development Agency, Government Office for the South West, Bristol Port Company, the Environment Agency and the Highways Agency will be undertaken when considering proposals in the area.

3.74 In July 2008 the Bristol Port Company submitted a Harbour Revision Order application to the Secretary of State for Transport for the creation of a deep sea container terminal. The proposed new terminal will enable the port to handle future generations of ultra-large container ships. The council recognises that the scheme's potential for job creation and added value output to the local and sub-regional economy is of a significant scale and longer-term benefit. It therefore supports the proposal in principle but has made a request to the Secretary of State that the Bristol Port Company carries out additional assessment work to address the council's concerns relating to transport capacity and services, archaeology and nature conservation.

Employment Land Provision – Delivering a thriving economy

3.75 The Preferred Options January 2008 set out the council's preferred strategy for ensuring adequate land is safeguarded and provided to meet the needs of Bristol's key and diverse economic sectors.

How has the approach changed to reflect community involvement?

3.76 Whilst there was general support for the approach set out in the Preferred Options January 2008, a number of comments considered that it could have set more ambitious economic growth and employment land targets. Conversely, a

number of respondents felt that the economic growth levels promoted were incompatible with tackling climate change. On balance, it is considered that the evidence used to justify the growth and land requirements remains valid. As a consequence the overall policy approach has been maintained.

How may the approach change in response to RSS Proposed Changes?

- 3.77 The proposal for new land to the east of the Brislington Park and Ride facility has been expressed as a range up to 15 hectares to reflect the RSS Proposed Changes July 2008's proposal for an urban extension to south east Bristol.
- 3.78 An emerging policy BCS 8A has been added to allow for the redevelopment of limited areas of industrial land if needed to meet the RSS Proposed Changes July 2008's proposed homes allocation.

Emerging Policy BCS 8 – Employment Land Provision and Protection

The following employment land provision will be made for the period to 2026:

- 236,000 sq m net additional new office floorspace (Use Class B1a):
 - 150,000 sq m in Bristol city centre;
 - 50,000 sq m in South Bristol; and
 - 36,000 sq m distributed amongst town, district and local centres.
- Up to 24.5 hectares net additional new industrial and warehousing land (Use Class B1c, B2 and B8) in South Bristol:
 - Up to 15 ha land to the east of Brislington Park and Ride; and
 - 5-10 ha land around the existing Novers Hill / Vale Lane Principal Industrial and Warehousing Areas.

- Strategically important Principal Industrial and Warehousing Areas identified as “fit for purpose” by the Employment Land study will be retained for continued industrial and warehousing uses (Use Classes B1c/B2/B8). Support will be given for redevelopment proposals which make more efficient use of the land available.
- Other locally important employment sites, including small workshops / workspace and start-up / incubator business premises will be retained where they make an important contribution to the local economy and employment opportunities.

Emerging Policy Explanation

- 3.79 To meet the needs of Bristol's diverse economic sectors, the Core Strategy will promote the delivery of the following amounts, type and broad location of new employment land including 236,000 sq m of new office (Use Class B1a) floorspace. The City Centre will be the main locational focus for this (providing 150,000 sq m) as it will build on its existing strengths as the region's office capital and as a sustainable, accessible location for high-density employment. It will also enable the expansion of some of Bristol's key economic sectors. To support the regeneration of South Bristol 50,000 sq m will be located where there are high levels of accessibility to public transport and housing, and developed together with a range of other uses and services. The remaining 36,000 sq m should be located in centres which are accessible by public transport. This will help to provide additional local employment opportunities in sustainable locations across the city.
- 3.80 The majority of the city's 68 existing Principal Industrial and Warehousing Areas (covering over 1,160 hectares of

Preferred Options Review

land - 620 of which are at Avonmouth) reviewed by the ELS continue to be 'fit for purpose' and fulfil their role as strategically important land for industrial and warehousing activities. They will continue to be safeguarded for these uses, as they will also contribute to the demand for new industrial and warehousing land through intensification and redevelopment.

- 3.81 New industrial and warehousing land is also to be provided in two locations in South Bristol:
- a) In the area to the east of the Brislington Park and Ride (up to 15 hectares), if appropriate, as part of a mixed use urban extension; and
 - b) In the area around the existing Novers Hill / Vale Lane Principal Industrial and Warehousing Areas (5 to 10 hectares).
- 3.82 These locations both benefit from close proximity to existing industrial and warehousing areas, good access to the strategic road network and few adjacent residential constraints.
- 3.83 Maintaining valuable industrial and warehousing sites is also an integral part of the strategy. This is especially important for providing continued local business and employment opportunities across the city, but particularly in parts of Bristol experiencing persistently high levels of socio-economic deprivation. It is also relevant given the important contribution the city's businesses and organisations make to the sub-regional and regional economy. In addition the built-up nature of the city means that it is very difficult to physically replace industrial and warehousing sites if they are re-developed for alternative uses.
- 3.84 The Core Strategy's policy on Planning Obligations will also set out how new

employment development can provide social and community benefit by, for example, providing childcare facilities, training, apprenticeships and using local labour during construction.

Alternative use of industrial and warehousing land

- 3.85 The Preferred Options January 2008 set out an approach which retained the majority of industrial and warehousing land for continued use for those purposes.

How has the approach changed to reflect community involvement?

- 3.86 A new emerging policy is proposed to address the RSS Proposed Changes July 2008. See below.

How may the approach change in response to RSS Proposed Changes?

- 3.87 The proposed increase in the number of new homes has required a review of how homes can be delivered. If needed to meet the RSS Proposed Changes July 2008's homes requirements, emerging policy BCS 8A could be used to allow for the delivery of new homes. This would mean that some land previously intended to be retained for industry and warehousing would instead be developed for housing and, where appropriate, a mix of uses, including new homes and more intensive forms of employment development.

This policy would only be required if the RSS confirms a requirement of 36,500 homes for Bristol.

Emerging Policy BCS 8A – Alternative Use of Industrial and Warehousing Land

In order to provide for additional homes, this strategy proposes the redevelopment of limited areas of industrial and warehousing land for new homes including, where appropriate, mixed-use development.

Emerging Policy Explanation

3.88 In order to provide sufficient land to meet the requirements for housing set out in the RSS Proposed Changes July 2008 it will be necessary to allow some land currently reserved for industry and warehousing to be redeveloped for housing including, where appropriate, mixed uses incorporating more employee-intensive business uses such as offices. It is estimated that about 1,000 to 1,700 homes would need to be developed on such sites in order to provide for the levels of new homes envisaged in the Regional Spatial Strategy Proposed Changes.

3.89 The Site Allocations Development Plan Document will identify those industrial and warehousing areas required to accommodate new homes using appraisal criteria which will include:

- Attractiveness of the area for industrial and warehousing businesses, as evidenced by e.g.:
 - Vacancy levels;
 - Age and quality of buildings;
 - Parking, internal circulation and servicing;
 - Ease of access to the main road network;
 - Adjacent land uses which may constrain operations, due to need to reduce noise and limit hours of operation;
 - Market demand for industrial and warehousing development;
 - Topography, size, shape and access.
- The area's suitability for housing and / or mixed-use development.

■ Socio-economic factors including:

- Socio-economic deprivation in the local area;
- Availability of other industrial and warehousing land locally; and
- Local regeneration initiatives and designations.

Centres and Retailing

3.90 The Preferred Options January 2008 included a policy aim to focus new development on the city's hierarchy of centres, with higher densities at those centres most accessible by sustainable transport modes (e.g. cycling, walking, bus).

How has the approach changed to reflect community involvement?

3.91 There was general support for the proposed elements of the policy but more clarity was sought, in particular, about the role and implications of the hierarchy of centres. The draft policy aims to clarify this by providing additional explanatory text and information on the type and scale of development that Bristol's centres should accommodate.

How may the approach change in response to RSS Proposed Changes?

3.92 No change is proposed to this policy in response to the RSS Proposed Changes July 2008. However, it is likely that opportunities for further efficiency of urban land use will arise in and near the accessible centres identified in emerging policy BCS 9.

Preferred Options Review

Emerging Policy BCS 9 – Centres and Retailing

Main town centres uses will be primarily located within the identified network and hierarchy of centres serving Bristol. Town, District and Local Centres will also be focuses for the development of:

- Community facilities;
- Higher density forms of residential development provided the centre is suitable for such development and has a high level of accessibility by public transport, cycling and walking; and
- Smaller scale office developments providing local office floorspace provision (totalling 36,000 sq m across the city).

Development will be of a scale and intensity appropriate to the position of the centre in the hierarchy and to the character of the centre.

The vitality, viability and diversity of the centres will be maintained and enhanced. A strong retail character will be maintained in the centres identified as being part of the network.

Local shopping and service provision in smaller frontages or single shops away from the identified centres should be retained where it remains viable and provides an important service to the local community. The provision of new small scale retail facilities will be encouraged where it would provide for local needs and would not be harmful to the viability and diversity of any nearby centres.

Emerging Policy Explanation

3.93 The hierarchy of centres, which is based on the Bristol Citywide Retail Study, is set out below.

City Centre

- Bristol City Centre, incorporating:
- Broadmead, Cabot Circus

- Old City, Baldwin Street, Victoria Street
- Stokes Croft
- Queens Road, Park Street
Christmas Steps, St Michaels
- Harbourside
- Old Market

Town Centres

- Bedminster
- Clifton
- Fishponds
- Gloucester Road Henleaze
- Shirehampton
- St George (Church Road)
- Wells Road (Broadwalk)
- Westbury on Trym
- Whiteladies Road

District Centres

- Arnside Road
- Crow Lane
- Lodge Causeway
- North View
- Ridingleaze
- Stapleton Road
- Symes Avenue
- Whitchurch

Local Centres

- Ashley Road/ Grosvenor Road
- Avonmouth Village
- Bishopsworth
- Brislington
- Broomhill Road / Fremeaine Avenue
- Chandos Road
- Coldharbour Road

Druid Hill, Stoke Bishop
 Filton Avenue
 Filton Road
 Filwood Broadway
 Gilda Parade
 Lawrence Hill
 Lockleaze
 Mina Road
 Picton Street
 Sandy Park Road
 Shirehampton Road
 Southmead Road
 St Anne's Village
 St Marks Road
 St Michaels Hill
 Stockwood
 Stoke Lane
 Totterdown
 Wellington Hill West /
 Southmead Road

3.94 Bristol City Centre is at the head of the hierarchy. Strongly reinforced by the Cabot Circus development, it will remain the principal destination for shopping and leisure in the city and in the South West region.

3.95 Whilst the City Centre is reasonably accessible to the city as a whole, Bristol is also served by a diverse network of town, district and local centres of varying size. Some of the centres are destinations drawing shoppers and visitors from a wide area but most provide mainly for the day-to-day needs of local residents. All the centres are essential to the vitality of the city, the diversity of its shopping provision and to social inclusion, helping to reduce car dependency by providing services close to homes.

3.96 There remain parts of Bristol which are less well served with a good local network of accessible shopping provision. Therefore, the policy encourages new local provision where it would help address local needs and would not harm existing centres.

3.97 This strategy aims to direct new retail to identified centres in the hierarchy. Development for retail and the other main town centre uses in, or adjoining, these centres should be of an appropriate scale. Where proposed levels of development would be of a greater scale, it should be clearly demonstrated that the catchment the development will serve is in keeping with the role of the centre. As a general guide individual schemes for new retail and office development should not exceed the following indicative size threshold:

- Town Centre 2,500 sq m
- District Centre 1,000 sq m
- Local Centre 500 sq m

3.98 Residential and / or mixed-use employment development at accessible centres will be particularly promoted where it takes advantage of underused areas.

3.99 In addition to providing facilities like shops, cafés and banks, centres also include varying levels of community facilities, work places and leisure facilities. Many centres are a focus for transport services and all offer a chance to access essential facilities close to people's homes. Centres are therefore well placed to be a focus for a range of developments, including residential developments of a higher density which can both benefit from the services provided and help to sustain the viability of those services. This builds on the current pattern of

Preferred Options Review

development in Bristol, and offers potential for suburban renaissance around existing centres.

3.100 Main town centre uses referred to in this policy include retail, leisure and entertainment, commercial and public offices, arts, culture and tourism. Whilst these uses are directed to the centres in general, they will not necessarily be appropriate in all locations.

Transport and Access Improvements

How has the approach changed to reflect community involvement?

3.101 The need for an improved public transport system for the city was a key concern. Also of significance was the perceived need for inclusion of alternative modes of transport and associated infrastructure such as new Park and Ride sites, Rapid Transit and greater emphasis on rail. Proposed public transport improvements and key transport infrastructure proposals are now included within the emerging policy wording. The emerging policy also includes a reference to supporting the further development of a network of routes to support walking and cycling.

Comments were fairly evenly divided for and against the proposed South Bristol Link. Clarity was sought as to the status of the proposal.

How may the approach change in response to RSS Proposed Changes?

3.102 The RSS Proposed Changes July 2008 state that action should be taken to improve access for all to and from South Bristol and to provide for orbital movement, supporting regeneration and employment growth. The RSS Proposed Changes July 2008 state that this is to be achieved through the implementation of demand

management measures, sustainable travel measures and, if necessary, targeted new infrastructure investment to unlock pinch points. The emerging policy refers to proposals for public transport improvements and new infrastructure such as the proposed South Bristol Link.

Emerging Policy BCS 10 – Transport and Access Improvements

Development proposals should be located where sustainable travel patterns can be achieved, with more intensive, higher density development at accessible centres and transport nodes. Proposals should minimise the need to travel, especially by private car and maximise opportunities for the use of walking, cycling and public transport.

The council will support the delivery of significant improvements to public transport services to improve accessibility within Bristol and the delivery of the strategic transport infrastructure required to support the proposed level of growth. In particular it will support, subject to environmental impact assessment where appropriate:

1. The implementation of the Greater Bristol Bus Network (significant investment in public transport corridors across the Greater Bristol area to deliver substantial improvements in the quality of bus services).
2. The delivery of transport infrastructure improvements, including:
 - Rapid Transit routes (Ashton Vale to Emerson's Green and Hengrove to the North Fringe, all via the City Centre).
 - Rail improvements (including the possible reopening of lines and the provision of new stations and Greater Bristol Metro Rail project); and

■ New and expanded Park and Ride facilities:

- New site on the M32; and
- Expansion of existing Park and Ride sites where appropriate.

■ South Bristol Link;

■ Callington Road Link;

3. As part of the Cycling City initiative there will be further development of a network of routes to support walking and cycling.

4. Making the best use of existing transport infrastructure through improvement and reshaping of roads and junctions where required to improve accessibility and connectivity and assist regeneration.

Land required for the implementation of transport proposals will be safeguarded to enable their future provision. Corridors with the potential to serve as future routes for walking, cycling and public transport will also be safeguarded.

Emerging Policy Explanation

3.103 The main elements of the transport strategy are shown on the Key Diagram and set out in Emerging Policy BCS 10.

3.104 The need for good transport connections within the city and the West of England sub-region is vital to economic prosperity and to the quality of life of residents. The Core Strategy aims to provide a policy framework that can enable delivery of the transport infrastructure required for Bristol to grow in a sustainable manner, facilitate improvements to accessibility, provide a step change in public transport provision and minimise the need to travel especially by the private car.

3.105 National and regional transport policy documents emphasise the need to:

- Promote sustainable transport choices in land use decisions;
- Promote accessibility of sites to essential facilities by public transport, walking and cycling; and
- Reduce the need to travel, especially by car.

3.106 These themes were picked up by the Joint Local Transport Plan (JLTP) for the West of England (2006/07-2010/11) which was prepared by the four West of England authorities. The document sets out a 5-year transport capital investment programme within the context of a long-term vision to transform Bristol and the sub-region's transport network. The JLTP is based round the four shared priorities of tackling congestion, improving accessibility, improving road safety and improving air quality.

3.107 The creation of the Transport Innovation Fund (TIF) was announced by the Government in "The Future of Transport" White Paper (2004). The fund aims to help local authorities reduce congestion on the road network by supporting innovative local transport packages that combine demand management initiatives with better public transport services. The transport vision for the West of England authorities is contained within "Our Future Transport" which is an overview document towards the development of a TIF application. This covers the period to 2026 and contains wider proposals to provide major investment in the transport system.

3.108 The Core Strategy reflects the JLTP policy aims and transport strategies and TIF proposals affecting Bristol. The scale of development proposed in the Core



Preferred Options Review

Strategy will have significant impacts on the transport system and this growth can only be accommodated through major investment in transport infrastructure and the implementation of transport strategies. The successful implementation of the JLTP and its longer-term aspirations will be key to the successful delivery of the Core Strategy. Proposals will be assessed in line with emerging Department for Transport guidance in 'Developing a Sustainable Transport System'.

- 3.109 Accessibility is a key principle in the Core Strategy. It seeks to focus development at accessible centres and seeks improved accessibility to, within and between poorly served communities.
- 3.110 Developments will need to provide mitigation measures in line with their impacts, carry out any necessary works and provide transport contributions to ensure an adequate level of accessibility by all modes of transport.

4. The Next Steps

- 4.1 This paper provides an opportunity to comment on the proposals to change the Preferred Spatial Strategy Option and the general form and content of the emerging Spatial Policies. Details on how to respond are provided at the front of this document.
- 4.2 The council will use the comments to finalise a revised Preferred Spatial Strategy Option in the event that the RSS Proposed Changes July 2008 are approved. The comments will also support the continued development and refinement of the Spatial Policies. Further community involvement is planned for Summer 2009 to advance the associated Development Principles. This will be undertaken in accordance with the Statement of Community Involvement.
- 4.3 Whilst no date is set for Government approval of the RSS, the council is aiming to publish the pre-submission 'Publication' version of the Core Strategy in September 2009.
- 4.4 Representations on the Core Strategy can be made at the Publication stage. Following Publication the Core Strategy will be formally submitted to the Secretary of State. This is expected to be in December 2009 / January 2010. The document is then subject to examination by an independent inspector who will assess whether it is sound. The inspector will hold public hearings as part of that process. The inspector's report is binding. If found sound, the document including any changes made by the inspector will be formally adopted by the council. This is expected to be in late 2010.

Preferred Options Review

Appendix 1: The Bristol Development Framework

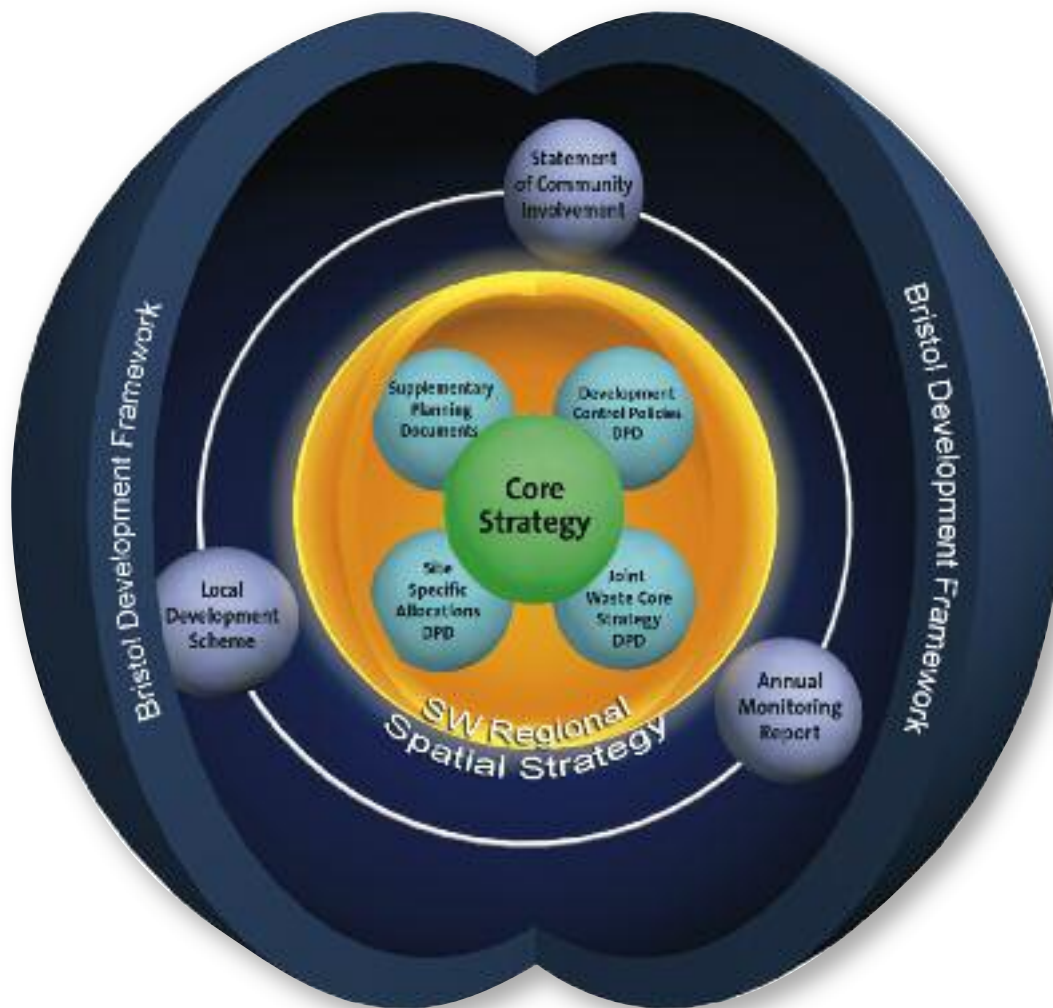
What it is and why we are preparing it

Bristol is changing; by 2026 significant population and employment growth is expected. The population of Bristol could rise by some 53,000. The RSS Proposed Changes July 2008 expect that 92,000 additional jobs need to be provided for in the Bristol Travel to Work Area

over the next 20 years – of which it is estimated that there could be about 54,000 additional jobs for Bristol itself. Climate change also needs to be addressed in terms of reducing both carbon emissions and developing strategies to mitigate and adapt to the potential affects.

Bristol City Council is preparing a series of planning documents known as the Bristol Development Framework. These key documents will guide growth and change in the city over the next 20 years and into the longer term.

Bristol Development Framework Documents



The Local Development Documents within the orange segment of the diagram provide policy or guidance on the application of policy, and will be subject to regular review and updating.

The Core Strategy is the first of a set of Development Plan Documents and will be the main component underpinning the Bristol Development Framework. The Core Strategy is due to be published in September 2009. In preparation for this a number of documents have been prepared. The stages in the preparation of the Core Strategy are set out below.

The council is working with the adjoining councils and various agencies to ensure that policies and documents are sound, and that sub-regional growth will be successfully delivered. The Development Plan Documents, together with the RSS, will form the statutory development plan for Bristol.

The Core Strategy

The Core Strategy guides development and growth and will set out the key elements of the planning framework for Bristol up to 2026 and beyond. It will include:

- An overall Spatial Vision for Bristol;
- Strategic Objectives;
- A Delivery Strategy for achieving the objectives; and
- Arrangements for managing and monitoring the delivery of the strategy.

An infrastructure delivery programme document will be produced to accompany the Core Strategy. This will identify the infrastructure to be provided in support of the Core Strategy.

Stages in the preparation of the Core Strategy

■	Core Strategy Leaflet	August 2006
■	Issue Paper	November 2006
■	Issues and Options Paper	July 2007
■	Preferred Options Paper	January 2008
Current stage →	■ Preferred Options Review Paper	February 2009
■	Publication Stage	September 2009
■	Submission to Secretary of State	December 2009
■	Adoption	December 2010

Appendix 2: Spatial Vision and Strategic Objectives

Emerging Spatial Vision for Bristol

The ambition for our city is to be a prosperous, cohesive and sustainable city, a Regional and Green Capital which is a great place to live. The aims are to prioritise better outcomes for children, younger and older people, sharing prosperity, growth and regeneration, and to create a safe and healthy city made up of thriving neighbourhoods with a high quality of life. The Core Strategy must deliver sustainable economic and housing growth and transport improvements, whilst reducing carbon emissions and addressing climate change. Over the Core Strategy period...

...South Bristol will be developed as a counterpoint to the rapidly developing north, and transformed through a comprehensive approach to social economic and physical regeneration, together with significant new employment uses, including offices, new homes and a potential new centre.

...the City Centre will grow; its regional, national and international role of the will be maintained and enhanced.

...the economic benefits of sustainable growth will be shared across communities, including the Northern Arc and Inner City / East areas, to extend social cohesion and integration and improve the health and wellbeing throughout the city.

...Bristol's economy will continue to grow to secure the city's position as a high performing Core City through supporting additional accessible employment opportunities, jobs and increasing skills and educational attainment.

...we will have integrated transport and development proposals and improved accessibility throughout Bristol delivered through the transport vision for the West of England.

...a network of valuable open spaces, green infrastructure and wildlife habitats will be protected and improved throughout the city.

...we will achieve the creation of sustainable communities of exceptional urban design.

...Bristol will be a leader in the mitigating and adapting to climate change, implementing low carbon approaches to development.

...high quality design will be an essential part of all new development in the city to support quality of life and the attraction of the city to businesses and visitors.

...provision of an additional mix of homes, together with social infrastructure, will stabilise housing affordability and meet the needs of a growing and changing population.

Emerging Strategic Objectives

Objective 1:

Ensuring a sustainable future for Bristol

"In 2026, we want Bristol to be... a Green Capital with sustainable development and growth which meets the needs of the city, now and into the future".

Objective 2:

Mixed, balanced and sustainable communities

"In 2026, we want Bristol to have... mixed, balanced and sustainable local communities throughout the city, where places are shared and communities mixed, that are good places and communities to live in and are socially cohesive, and where there is easy access including by walking and cycling to local

community and health services, shops, culture and leisure facilities, employment, education and skills training in a high quality environment”.

Objective 3:

Ambitious and sustainable economic growth

“In 2026, we want Bristol to have... a thriving and diverse local economy, maintaining the economic growth of Bristol above the regional and national level of economic growth and ensuring continued competitiveness as a Core City. Development and regeneration will take place at accessible and sustainable locations throughout the city providing new employment and training opportunities”.

Objective 4:

Appropriate housing provision

“In 2026, we want Bristol to have... provided for the new homes sought by the Regional Spatial Strategy within mixed, balanced and sustainable communities. This housing will comprise an appropriate mix to promote housing choice for all members of the community including the provision of affordable homes to help meet the needs of the population of Bristol in 2026.”

Objective 5:

Better health and wellbeing

“In 2026, we want Bristol to have... a pattern of development and urban design that promotes good health and well-being and provides good places and communities to live in. Bristol will have open space and green infrastructure, high quality healthcare, leisure, sport, culture and tourism facilities which are accessible by walking, cycling and public transport. This will help enable active lifestyles, improve quality of life and reduce pollution”.

Objective 6:

High quality built environment

“In 2026, we want Bristol to have... highly attractive and safe places, with a high quality well designed built environment. A Core City with a destination status of international standing, with quality development throughout and good places and communities to live in”.

Objective 7:

High quality natural environment

“In 2026, we want Bristol to have... a high quality natural environment where valued open spaces and biodiversity are conserved and enhanced and a green infrastructure network is maintained”.

Objective 8:

Improved accessibility and connectivity

“In 2026, we want Bristol to have... improved accessibility and connectivity to and between centres and within the city, to key services and places of work and recreation, with improved quality of life, for residents, businesses and visitors alike. Residents and workers will have a reduced need to travel. Congestion will be managed, public transport and walking and cycling provision improved and roads, pedestrian areas and spaces will be safe.”

Objective 9:

Effective waste management

“In 2026, we want Bristol to have... sufficient sites for the delivery of sustainable waste management facilities and to have enabled the minimization of waste in new development”.



Preferred Options Review

Objective 10:

Adapting to climate change and promotion of renewable energy

“In 2026, we want Bristol to have... addressed the causes of climate change through the delivery of sustainable construction methods and renewable energy production. Development in Bristol will have taken into account the impact of climate change including the increased risk of flooding”.

Objective 11:

Community involvement and engagement

“In 2026, we want communities within Bristol to be... actively engaged in the planning process through implementation of measures outlined in the Statement of Community Involvement and the Bristol Compact”.

Appendix 3: Assessment of Spatial Strategy Options

Option	Option Assessment	
<p>More efficient use of urban land</p>	<p>Implications</p> <p>Broad Impacts Positive</p> <ul style="list-style-type: none"> ■ Reduces the overall land take – i.e. minimises loss of either open space or land allocated for other uses ■ Exploits locations with good public transport accessibility ■ Provides a potential critical mass of people to support local services ■ Provides potentially greater patronage for public transport ■ Increases the potential to provide a greater range of housing types ■ Can enhance the vitality and viability of neighbourhood centres ■ Can enhance the quality of the local environment as appropriate design solutions will require imagination and ingenuity <p>Negative</p> <ul style="list-style-type: none"> ■ There may be a danger of over-development of sites and poor design which can result in low quality living environments. ■ Unsympathetic development i.e. failure to respect the character of a setting that may be defined by a particular density ■ Potential failure to provide a reasonable range of accommodation within a development i.e. may not provide larger family dwellings. 	<p>Stakeholder Meeting Observations</p> <p>Most stakeholders supported intensification in appropriate areas subject to:</p> <ul style="list-style-type: none"> ■ High levels of accessibility. ■ High quality design including breakout space to avoid slum development. ■ High standards of sustainable construction. <p>Stakeholders were concerned about:</p> <ul style="list-style-type: none"> ■ Ensuring that local character is respected. ■ Ensuring a mix of uses and adequate local facilities.

Preferred Options Review

Sustainability Appraisal Summary

Summary

Subject to a focus on accessible locations, this approach performs well in terms of health impacts, supporting communities and reducing the need to travel by car. Its impact on the economy is, however, harder to forecast and its impact on environmental quality and the consumption of natural resources would depend on implementation.

Significant Effects

This approach has the potential for significant positive impacts on supporting local facilities and reducing the need to travel while minimising land-take. Without mitigation, however, there could be harm to the mix of housing types and townscape interests, a shortage of recreational space, a loss of biodiversity and the creation of a noisier environment.

Mitigation Necessary

Good urban design is key to the success of this option. High-density development must be provided with good quality communal open space and would benefit from the Home Zone approach to street design. Design should incorporate biodiversity and maximise the recycling of materials and waste. Minimum floorspace standards would help to secure an acceptable environment for future residents. Policies should support the delivery of a mix of uses and a mix of housing types to meet local needs.

Outcome

Potential of Option to deliver additional homes

On balance the option has greater benefits than disbenefits, performs reasonably well under SA and was the most favoured option by the stakeholder group.

A broad number of locations across the city could help to deliver more efficient use of land. However, as the Preferred Options already seeks more efficient use of the land, greater account may need to be taken of smaller sites which come forward for development but have not been specifically identified as available through the development plan process

High

Option Option Assessment

Implications

Broad Impacts

Positive

- Minimises land-take in other locations
- Possible contribution to capital funding for Parks and Green Space Strategy through selected disposal of low value open space
- Opportunity to enhance value of open space through partial development

Negative

- Erosion of citywide stock of urban open land – loss of amenity / nature conservation value
- Perceived loss of opportunity to enhance low value urban open land

Stakeholder Meeting Observations

Most stakeholders opposed the development of additional urban open land on the basis of:

- Biodiversity impacts.
- Amenity impacts.
- Health impacts.

Some stakeholders felt that redevelopment of poor quality urban open land, such as spaces around roads and high-rise development, could be of benefit to the community.

Additional use of urban open land

Preferred Options Review

Sustainability Appraisal Summary

Summary

Although it has some scope to support local facilities and services, this approach performs very poorly against the objective of maintaining and improving environmental quality and assets. The impact of this approach on the economy is difficult to forecast. Its impact on health and wellbeing, accessibility and the consumption of natural resources would be largely dependent on implementation, both in the selection of sites for development and in the detailed layout and design of development.

Significant Effects

This approach could assist in the delivery of affordable housing and improve the surveillance of retained open land, whilst providing opportunities to create new areas of quality townscape including new open spaces. However, significant negative effects have been identified, including the loss of social opportunities within communities, detriment to health and wellbeing, harm to biodiversity, the loss of greenfield sites and potential detriment to townscape and landscape character. Development of open land could increase the risk of flooding and development in inaccessible locations would increase the need to travel.

Mitigation Necessary

The selection of sites for development would have to take into account their location in relation to jobs and services and their importance for nature conservation. Good urban design would be key to ensure that development preserved or enhanced public access to any retained sections of urban land, as well as including good quality new communal space. Design should incorporate biodiversity and sustainable drainage systems and maximise the recycling of materials

Outcome

Potential of Option to deliver additional homes

On balance the option has greater disbenefits than benefits, performs poorly under SA and was one of the least favoured options by the stakeholder group.

As the Preferred Options already seeks the release of 'low value' open space to secure opportunities for comprehensive redevelopment in certain areas, the scope for further releases may be limited. The council will prepare Area Green Space Plans to identify areas of 'low value' open space.

Low

Option Option Assessment

Implications

Broad Impacts

Positive

- Opportunity to develop a sustainable community which delivers a high quality of life
- Potential regeneration benefits for South Bristol - through improved access to employment opportunities, greater housing choice, greater service / shopping / community facilities provision and improved transport infrastructure

Negative

- Loss of openness to the Green Belt at the south east edge of the city
- Potential loss / erosion of amenity and/or nature conservation value of area
- Potential loss of some land safeguarded for new industrial and warehousing provision. This may limit Bristol's economic potential

Stakeholder Meeting Observations

Most stakeholders opposed the development of additional urban extensions on the basis of:

- Increased need to travel.
- Biodiversity impacts.
- Impacts on the availability of agricultural land.

Stakeholders were concerned about:

- Phasing development to prioritise regeneration in the existing urban area.
- Ensuring the effective delivery of infrastructure.
- Ensuring high standards of sustainable construction.
- Cross-boundary working.

Additional Urban Extensions/ Additional Housing Within Urban Extensions

Preferred Options Review

Sustainability Appraisal Summary

South West Urban Extension – Additional Housing

Summary

This approach performs very poorly against a large majority of the objectives. In many cases the actual effects would be dependent upon how the development would be implemented. However, overall the opportunity to create sustainable mixed-use development would be limited if the Bristol part of the urban extension was required to accommodate additional homes.

Significant Effects

This approach could assist in the delivery of a range of homes of the type to meet identified need, particularly affordable homes and therefore have a positive effect on this objective. However, the approach has the potential for significant negative effects on improving people's access to services such as shops, jobs, healthcare, schools and community facilities if the area of the urban extension within Bristol's boundary is required to accommodate an even greater number of homes than is proposed in the Regional Spatial Strategy. This approach could severely constrain the amount of land available for these essential services.

Mitigation Necessary

As opportunities for mixed use development would be limited within the Bristol part of the extension, mitigation would have to be in the form of improvements in public transport links between this area and essential services (jobs etc) in the wider urban extension area, within South Bristol and in the City Centre. Design should incorporate biodiversity and maximise energy efficiency and the recycling of materials

Continued...

Outcome

Potential of Option to deliver additional homes

The benefits and disbenefits of this option are relatively balanced. The option performs poorly under SA and was one of the least favoured options by the stakeholder group.

The RSS Proposed Changes July 2008 indicate 1,500 new homes at both the south west and south east edges of the city as part of larger urban extensions. If the approved version includes these proposals, the numbers should be included in Bristol's Core Strategy which has to conform with the RSS Proposed Changes July 2008. In practice, the capacity of these areas to accommodate further housing is limited. Any shortfalls would have to be made up elsewhere in the city. The RSS Proposed Changes July 2008's allocation for the south east urban extension could only be achieved by reducing the level of new employment land proposed

Moderate



Option

Option Assessment

Implications

Broad Impacts

Positive

As above

Negative

As above

Stakeholder Meeting Observations

As above

Preferred Options Review

Sustainability Appraisal Summary

New South East Urban Extension

Summary

Although some positive effects can be identified, overall both options perform fairly poorly against a large majority of the objectives. In some matters the effects would be neutral or depend on implementation, but where specific impacts are identified they are predominantly negative.

Significant Effects

This approach could assist in the delivery of affordable housing (particularly Option 1) and could have positive effects on the economy through the provision of employment land, particularly if Option 2 is pursued. However, both options would result in significant negative effects due to loss of biodiversity, the loss of greenfield sites and detriment to townscape and landscape character. This approach would also have negative effects on objectives related to climate change and flooding as some parts of the area to be redeveloped are subject to a high risk of flooding.

Mitigation Necessary

The selection of sites for development would have to take into account their location in relation to flood risk areas. A mix of uses (including community facilities) and housing types would be required to meet local needs along with good links to the existing urban area and good public transport links into the City Centre. Design should incorporate biodiversity and maximise energy efficiency and the recycling of materials and waste, and mitigation would be required where appropriate against the risk of flooding.

Outcome

Potential of Option to deliver additional homes

As above

Option Option Assessment

Implications

Broad Impacts

Positive

- Development could be linked to existing built-up areas on the edge of the city

Negative

- Loss of openness to some parts of the Green Belt.
- Potential weakening of separate identities of areas
- Potential loss/erosion of amenity and/or nature conservation value of area

Stakeholder Meeting Observations

Most stakeholders opposed the additional use of Green Belt land on the grounds of:

- Objection in principle;
- Increased need to travel;
- Biodiversity impacts;
- Impacts on the availability of agricultural land.

Some stakeholders felt that other considerations should be taken into account before Green Belt development is dismissed outright.

Additional use of Green Belt land

Preferred Options Review

Sustainability Appraisal Summary

Summary

This approach performs very poorly against all objectives. In some matters the effects would depend on implementation, but the impacts identified are predominantly negative.

Significant Effects

This approach would have significant negative effects in respect of health and wellbeing, and access to jobs and services. It would increase the need to travel and would not serve to make public transport, cycling and walking easier or more attractive. Further significant negative effects include harm to biodiversity, the loss of greenfield sites and potential detriment to townscape and landscape character. Development of Green Belt land could increase pollution and the risk of flooding.

Mitigation Necessary

Design should incorporate sustainable drainage systems to reduce the risk of flooding. Policies should support the delivery of a mix of uses and a mix of housing types to meet local needs.

Outcome

Potential of Option to deliver additional homes

On balance the option has greater disbenefits than benefits, performs poorly under SA and was one of the least favoured options by the stakeholder group.

The RSS Proposed Changes July 2008 proposes modifications to the Green Belt in specific locations to deliver urban extensions on the edge of the city. Excepting such modifications, the RSS Proposed Changes July 2008 requires that the general extent of the Bristol and Bath Green Belt be maintained

Low

Option	Option Assessment	
	Implications	
<p>Use some land reserved for Industry and Warehousing for new homes</p>	<p>Broad Impacts</p> <p>Positive</p> <hr/> <ul style="list-style-type: none"> ■ Opportunity to transform the appearance and function of less attractive areas of the city ■ Opportunity for mixed use development including office based employment to mitigate loss of job opportunities <p>Negative</p> <hr/> <ul style="list-style-type: none"> ■ Loss of some protected industrial and warehousing land with potential loss of employment opportunities. This may have localised economic impacts that cumulatively limit Bristol's economic potential and limit potential for future employment provision ■ Potential for some job displacement, reducing opportunities for certain types of business to access and serve local markets ■ Could disrupt the strategic balance between homes and jobs 	<p>Stakeholder Meeting Observations</p> <p>Most stakeholders cautiously supported this option.</p> <p>Stakeholders were concerned that:</p> <ul style="list-style-type: none"> ■ Employment uses should be retained in centres. ■ Redevelopment of employment sites should deliver a mix of uses. ■ Compatibility issues between residential and industrial uses should be addressed.

Preferred Options Review

Sustainability Appraisal Summary

Summary

The effect of this approach on many objectives would depend on implementation, most notably on the location of the employment land to be redeveloped, the mixture of uses proposed and the design. However, this approach has the potential for a significant negative effect on the economy and could have both positive and negative impacts on accessibility objectives. The impact on environmental quality and the consumption of natural resources would either be largely neutral or would depend on implementation.

Significant Effects

This approach could assist in the delivery of affordable housing. However, this approach has the potential for significant negative effects on the economy due to the loss of important industrial and warehousing uses and could have a negative effect on reducing the need to travel as many employment sites are not located in highly accessible locations. Poorly sited and designed development could fail to support communities or promote healthy lifestyles. This approach would have negative effects on a number of different objectives in cases where the employment land to be redeveloped is subject to a high risk of flooding.

Mitigation Necessary

The selection of sites for development would have to take into account their location in relation to local services and flood risk areas. The careful selection of sites and good urban design would be key to ensure that a high quality environment was created in these predominantly industrial areas that promoted healthy lifestyles and strong communities. A mix of uses (including community facilities) and housing types would be required to meet local needs. Design should maximise the recycling of materials and waste, and mitigation would be required

Outcome

Potential of Option to deliver additional homes

The option's benefits must be balanced with economic concerns. The option's performance under SA is largely dependent on how it might be implemented, but could have the potential for significant negative effects on the economy. This was one of the more favoured options by the stakeholder group.

The Employment Land Study has identified some less well performing Industrial and Warehousing land across the city. It is likely that deliverable development land could be identified.

High

Option Option Assessment

Implications

Broad Impacts

Positive

- To support necessary provision for new homes and to ensure Bristol fulfils its economic potential
- Location exploits employment opportunities at Temple Quay and the City Centre and proximity to Temple Meads Station
- Potential regeneration benefits for adjacent areas with high concentrations of deprivation - through greater employment opportunity, greater housing choice, greater service/shopping/community facilities provision, increased accessibility to City Centre
- Opportunity to transform the appearance and function of this part of central Bristol. Sensitive mixed use conversion of historic structures can greatly enhance the area
- Opportunity for mixed use development including higher intensity forms of employment – office based - to mitigate loss of job opportunities

Negative

- Substantial loss of protected industrial and warehousing land with potential loss of employment opportunities. This may limit Bristol's economic potential
- Potential for significant job displacement, reducing opportunities for certain types of business to be located close to the city centre
- Potential flood risk. Redevelopment with mixed uses may result in greater numbers of residents and people working in the area being at risk from flood incidents

Stakeholder Meeting Observations

Some stakeholders cautiously supported this option.

Stakeholders were concerned that:

- St Philips Marsh serves a local need and lies in a sustainable location for employment uses.
- Some existing businesses would be difficult to relocate.
- Redevelopment should deliver a mix of uses including a range of employment uses.
- Flood risk would have to be mitigated.

Redevelop St. Philip's Marsh for mixed uses including new homes

Preferred Options Review

Sustainability Appraisal Summary

Summary

Due to the accessible location of St Philips Marsh, this approach performs moderately well in terms of health impacts and supporting communities, but there are significant flood risk issues in the area. This approach would have a negative impact on the economy and could have both positive and negative impacts on accessibility objectives. The impact on environmental quality and the consumption of natural resources would either be largely neutral or would depend on implementation.

Significant Effects

This approach could assist in the delivery of affordable housing and could improve the surveillance of the St Philips area, as well as having a positive impact on local facilities (including those in the City Centre). However, this approach has the potential for significant negative effects on the economy due to the loss of important industrial and warehousing uses and negative effects on the need to travel due to the displacement of important industrial and warehousing uses to less accessible locations. This approach would also have negative effects on a number of different objectives due to the high vulnerability of the area to flooding.

Mitigation Necessary

Good urban design would be key to ensure that a high quality environment was created in this predominantly industrial area that promoted healthy lifestyles and strong communities. A mix of uses (including community facilities) and housing types would be required to meet local needs. Design should maximise the recycling of materials and waste, and extensive mitigation would be required

Outcome

Potential of Option to deliver additional homes

The benefits and disbenefits of this option are relatively balanced. The option's performance under SA is largely dependent on how it might be implemented, but could have the potential for significant negative effects on the economy. This was one of the more favoured options by the stakeholder group.

Whilst the Employment Land Study has identified a number of less well performing Industrial and Warehousing sites within St. Philips Marsh, the area as a whole (south of the Feeder Canal) is considered valuable to the citywide stock of Industrial and Warehousing floorspace.

Low

Appendix 4: List of Development Principles Policies

This document does not further explore the emerging Development Principles set out in the Preferred Options January 2008. These are policies applicable to all development, rather than specific areas, and are not significantly affected by the RSS Proposed Changes July 2008.

Further engagement with the community and stakeholders on the Development Principles will take place in Summer 2009. In the mean time, the following list of policies is provided for your reference, further details of which can be found by referring to the original Preferred Options Paper of January 2008.

Policy Title / Description	Preferred Options January 2008 Page No.
Quality urban design Setting standards for high quality urban design in all future development, including the production of new design guidance.	28
Conservation areas and historic environment Preserving and enhancing historic places and buildings.	29
Sustainable design and construction Setting standards for sustainable design and construction in new development.	29
Renewable electricity and heat Setting standards for the incorporation of renewable and low-carbon energy in new development and principles for freestanding renewable installations.	30
Pollution (formerly Climate Change, CO2 Emissions & Air Quality) Managing air and water pollutants and the contamination of land.	30
Waste Maximising waste self-containment and providing for recycling.	30
Housing provision Setting the housing trajectory for the period 2006-2026.	34

Preferred Options Review

Policy Title / Description	Preferred Options January 2008 Page No.
Affordable housing provision Setting standards, ratios and thresholds for the delivery of affordable housing.	34
Density Setting housing density standards linked to levels of accessibility.	34
Housing type Setting out an approach to delivering a mix of housing types.	35
Gypsy and travellers, and travelling showpeople Setting out criteria and broad locations for gypsy, traveller and travelling showpeople's accommodation.	35
Community services and facilities Setting out an approach to preserving and delivering community services and facilities.	40
Green Infrastructure, nature conservation and open space Setting standards for green infrastructure and biodiversity in Bristol linked to the Parks and Green Spaces Strategy.	41
Flood risk Managing the risk of flooding in Bristol.	42
Infrastructure and developer contributions Setting out an approach to the delivery of infrastructure through developer contributions.	-

There is no need to make further responses to the proposed Development Principles at this stage. The council will continue to fully engage with the community and stakeholders to develop the detailed wording of these policies.

Appendix 5: Glossary

This Glossary is intended as a user-friendly guide to explain common planning terms as well as defining some other terms which feature in the Core Strategy. It does not necessarily provide the legal definition of each term as set out in statute or national planning policy statements or guidance. This Glossary includes excerpts from the Planning Portal (www.planningportal.gov.uk) which provides an extensive online Glossary document of planning and related terms.

Acronym	Term	Explanation (where necessary)
	Affordable Housing	Social rented or intermediate housing provided to specified eligible households whose needs are not met by the market
	Annual Monitoring Report	A report submitted to the government by local planning authorities or regional planning bodies assessing progress with and the effectiveness of a Local Development Framework.
	Area Action Plan	A type of Development Plan Document focused upon a specific location or an area subject to conservation or significant change (for example major regeneration).
	Areas of Search	Broad locations identified by the Regional Spatial Strategy for the development of urban extensions.
	Bristol Compact	The Bristol Compact lays out the principles and commitments of the relationship between the voluntary and community sector and the city council as well as other members of the Bristol Partnership.
	Bristol Development Framework (BDF)	See Local Development Framework
	Bristol Partnership	See Local Strategic Partnership
	Citywide Retail Study	A component of the evidence base for the Bristol Development Framework.
	Conservation Areas	Areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.
	Core City	The Core Cities group is a network of England's major regional cities: Birmingham, Bristol, Leeds, Liverpool, Manchester, Newcastle, Nottingham and Sheffield.

Preferred Options Review

Acronym	Term	Explanation (where necessary)
	Core Strategy	A Development Plan Document setting out the spatial vision and strategic objectives of the planning framework for an area, having regard to the Community Strategy (see also Development Plan Documents).
DCLG	Department of Communities and Local Government	
DfT	Department for Transport	
	Development Control / Development Management	The process of determining planning applications.
	Development Control Policies	Proposed Development Plan Document providing general policies for Development Control in addition to those contained within the Core Strategy and Site Allocations Development Plan Documents.
	The Development Plan	A development plan comprises the relevant Regional Spatial Strategy and the Development Plan Documents contained within the Local Development Framework.
DPDs	Development Plan Documents	Development Plan Documents are prepared by Local Planning Authorities and outline the key development goals of the Local Development Framework. DPDs include the Core Strategy, Site Allocations of land and, where needed, Area Action Plans. There will also be an adopted Proposals Map which illustrates the spatial extent of policies that must be prepared and maintained to accompany all DPDs. All DPDs must be subject to rigorous procedures of community involvement, consultation and independent examination, and adopted after receipt of the inspector's binding report. Once adopted, Development Control decisions must be made in accordance with them unless material considerations indicate otherwise. DPDs form an essential part of the Local Development Framework.
	Development Principles	Core Strategy policies applicable to all development, rather than specific areas (see Spatial Policies).
	Employment Land Study	A component of the evidence base for the Bristol Development Framework.

Acronym	Term	Explanation (where necessary)
	Evidence Base	The information and data gathered by local authorities to justify the "soundness" of the policy approach set out in Local Development Documents, including physical, economic, and social characteristics of an area.
GOSW	Government Office for the South West	
	Green Belt	Areas of land designated in development plans within which the fundamental aim is to prevent urban sprawl by keeping that land permanently open.
	Green Capital	Our city's ambition to be recognised as a Green Capital in Europe.
	Greenfield Land or Site	Land (or a defined site) usually farmland, that has not previously been developed.
	Green Infrastructure	Strategic networks of accessible, multifunctional sites (including parks, woodland, informal open spaces, nature reserves and historic sites) as well as linkages (such as river corridors and floodplains, wildlife corridors and greenways). These contribute to peoples well-being, and together comprise a coherent managed resource responsive to evolving conditions.
	Housing Market Area	A geographical area which is relatively self-contained in terms of reflecting people's choice of location for a home, i.e. most people settling in the area will have sought a house only in that area.
	Inappropriate Development (Green Belt)	Development that would detract from the openness of the Green Belt and contribute to urban sprawl or the merging of separate towns, except where required for certain purposes such as agriculture, forestry and essential facilities (for more information see PPG2: Green Belts).
	Independent Examination	The process by which a planning inspector may publicly examine a Development Plan Document or a Statement of Community Involvement (SCI), in respect, before issuing a binding report. The findings set out in the report of binding upon the local authority that produced the DPD or SCI.
	Infrastructure Delivery Programme	Document to be produced alongside the Core Strategy that will identify the infrastructure to be provided in support of the Core Strategy.

Preferred Options Review



























Acronym	Term	Explanation (where necessary)
	Issues and Options / Preferred Options	The "pre-submission" consultation stages on Development Plan Documents with the objective of gaining public consensus over proposals ahead of submission to government for independent examination.
JLTP	Joint Local Transport Plan	5-year strategy for the development of local, integrated transport, supported by a programme of transport improvements. Used to bid to Government for funding transport improvements.
	Joint Waste Core Strategy	Development Plan Document prepared by the four West of England authorities concerning policies for waste.
	Key Diagram	The diagrammatic interpretation of the Spatial Strategy as set out in a local authority's Core Strategy.
LAA	Local Area Agreement	LAAs set out the priorities for a local area agreed between central government and a local area (the local authority and Local Strategic Partnership) and other key partners at the local level.
LDD	Local Development Document	These include Development Plan Documents (which form part of the statutory development plan) and Supplementary Planning Documents (which do not form part of the statutory development plan). LDDs collectively deliver the spatial planning strategy for the local planning authority's area.
LDF	Local Development Framework	The Local Development Framework (LDF) is a non-statutory term used to describe a folder of documents, which includes all the local planning authority's local development documents.
LDS	Local Development Scheme	The local planning authority's time-scaled programme for the preparation of Local Development Documents that must be agreed with government and reviewed every year.
LSP	Local Strategic Partnership	An overall partnership of people that brings together organisations from the public, private, community and voluntary sector within a local authority area, with the objective of improving people's quality of life.
	Objectives and Indicators	Objectives are what are trying to be achieved, and indicators are measures that show whether or not objectives are being achieved. They can be used to help show whether planning policy is effective, or be used in helping to conduct a Sustainability Appraisal.

Acronym	Term	Explanation (where necessary)
P&GSS	Parks and Green Spaces Strategy	The Bristol Parks and Green Space Strategy (P&GSS) outlines a 20 year investment programme for the future provision of green space and the facilities and services that should be provided.
	Planning Obligations	Legally binding agreements between developers and the local planning authority arrived at through the Development Control process, by which developers agree to undertake certain works, make certain payments or participate in certain initiatives as part of a proposed development.
	Preferred Options	See Issues and Options / Preferred Options
	Preferred Spatial Strategy Option	See Spatial Strategy
	Proposals Map	A Local Development Document setting out the policies contained in other Local Development Documents visually in the form of an Ordnance Survey based map.
	Rapid Transit	A public transport service operated with road going vehicles, including a length of segregated route away from traffic congestion.
RSS	Regional Spatial Strategy	Regional planning policy document to be produced under the new planning system by the Regional Assembly. This will be a statutory document and the Local Development Framework will have to be in general conformity with its policies.
	Site Allocations	A Development Plan Document setting out site-specific allocations of land for specific land uses.
SWRA	South West Regional Assembly	Regional Planning Body (RPB) The SWRPB is one of the nine regional bodies in England, responsible for preparing Regional Spatial Strategies.
SWRDA	South West Regional	The nine Regional Development Agencies (RDAs) set up in the English regions are non-departmental public bodies. Their primary role is as a strategic driver of regional economic development in their region.
	Spatial Policies	Core Strategy policies setting out the Spatial Strategy for Bristol.
	Spatial Strategy	Strategy for future growth, including the broad locations proposed for growth and the broad levels of growth to be accommodated in these locations.

Preferred Options Review

Acronym	Term	Explanation (where necessary)
SCI	Statement of Community Involvement	A Local Development Document setting out how the Council intends to engage the community and stakeholders in the Local Development Framework and determination of planning applications.
	Supplementary Planning Document (SPD)	A Supplementary Planning Document is a Local Development Document that may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a 'parent' Development Plan Document.
	Sustainability Appraisal (SA)	An appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development (Sustainability Appraisal documents are available on the council's web site).
	Sustainable Community Strategy	The Local Strategic Partnership draws up a Sustainable Community Strategy setting out the priorities for its area. It aims to get the whole community involved in developing and implementing the strategy and the Local Area Agreement.
	Transport Innovation Fund	The DfT fund aims to help local authorities reduce congestion on the road network by supporting innovative local transport packages that combine demand management initiatives, such as road user charging and workplace parking charges, with better public transport services and other measures to encourage us to use alternatives to the car.
	Travel to Work Area	Zones in which the bulk of the resident population also work.
	Urban Extension	Involves the planned expansion of a city or town and can contribute to creating more sustainable patterns of development when located in the right place, with well-planned infrastructure including access to a range of facilities, and when developed at appropriate densities.
	West of England	A sub-region comprising the administrative areas of Bristol City Council, Bath and North East Somerset Council, North Somerset Council and South Gloucestershire Council.

Key Diagram

-  **Bristol City Council Boundary**
 -  Built up areas outside of boundary
 -  Green belt area
 -  **City Centre**
 - Mixed commercial development
 - Redevelopment opportunities: Broadmead, Nelson Street and St James Barton
 - Up to 9000 homes
 - 150,000 sq m office floorspace
 -  **Proposed extensions to City Centre**
 - Newfoundland Street - Mixed use
 - St Philips (Part) - Mixed use
 -  **South Bristol**
 - Economic, social and physical regeneration
 - 10,000 homes
 - 50,000 sq m office floorspace
 - Up to 24.5 ha industry and warehousing
 -  **Potential New Centre**
 - Including shops, services and employment
 -  **Urban Extensions: Areas of search outside of City Boundary**
 -  **Areas of Urban Extensions within Bristol Boundary**
 - Up to 1500 homes
 - Up to 500 homes
 -  **Regeneration Areas**
 - Economic, social and physical regeneration
 - Northern Arc, Inner City / East
 -  **Avonmouth/Bristol Port**
 - Industry and warehousing
 - Transport**
 -  Proposed Showcase Bus Corridor
 -  Existing Showcase Bus Corridor
 -  Other existing highway
 -  South Bristol Link Phase 1 and 2 (options subject to consultation)
 -  Callington Road Link & Associated Highway Improvements
 -  M32 Park & Ride (proposed)
 -  Existing & expanding P&R sites
 -  Possible new station
 -  Existing Stations
 -  Existing passenger rail network
 -  Currently no passenger service rail line
 -  Potential Rapid Transit Routes (no priority order)
-  **Town Centres**
 - Bedminster
 - Gloucester Road
 - Whiteladies Road
 - Fishponds
 - St Georges (Church Road)
 - Clifton village
 - Wells Road (Broadwalk)
 - Westbury on Trym
 - Shirehampton
 - Henleaze
 -  **District Centres**
 - 1 Stapleton Road
 - 2 North View
 - 3 Whitchurch
 - 4 Symes Avenue
 - 5 Arnside Road
 - 6 Lodge Causeway
 - 7 Crow Lane
 - 8 Ridingleaze
 -  **Local Centres**
 - 1 Avonmouth Village
 - 2 Totterdown
 - 3 Brislington
 - 4 Southmead Road
 - 5 Ashley Road
 - 6 Lawrence Hill
 - 7 Sandy Park Road
 - 8 St Mark's Road
 - 9 Filton Road
 - 10 Filton Avenue
 - 11 Bishopsworth
 - 12 St Michael's Hill
 - 13 Stoke Lane
 - 14 Coldharbour Road
 - 15 Filwood Broadway
 - 16 Stockwood
 - 17 Gilda Parade
 - 18 Shirehampton Road
 - 19 Chandos Road
 - 20 Mina Road
 - 21 Lockleaze
 - 22 Broomhill Road
 - 23 Druid Hill
 - 24 Picton Street
 - 25 St Anne's village
 - 26 Wellington Hill West

Preferred Options Review

