



Shaping Bristol over the next 20 years

Bristol Development Framework - Core Strategy

Preferred Options

January 2008

How long does the consultation period last?

Six weeks from Friday 11th January 2008 to the closing date for comments on Friday 22nd February 2008.

How can you comment?

Please e-mail or write to the City Council
by 5.00pm on Friday 22nd February 2008

bdf@bristol.gov.uk

Strategic and Citywide Policy Team

BDF (PTSD/BH)

FREEPOST (BS 6529)

BRISTOL

BS1 5BR

If you would like to speak to someone about the
Core Strategy please phone **0117 903 6720**.

What will happen to your comments?

Representations made in response to the Preferred Options document will be included in a database of summaries. Responses will be taken into consideration and will be a very important contribution to the development of the Submission Core Strategy.

The schedule of responses will be published on the planning policy website:

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 to be added to our Bristol Development Framework contact database please provide relevant contact details including an e-mail address.

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 6796.

Foreword

What is this consultation about? - Building our shared future

Bristol is our city, it belongs to all of us and we are all responsible for it, for how it looks, how it feels, how it works – and for the quality of life it offers now and in the future.

Bristol is a fantastic city, incredibly diverse, built to extremely high architectural design standards, and with quality open spaces and parks and historic buildings and conservation areas, with established credentials as a green city for the past 10 years. Bristol is both a transport hub and a destination, providing employment, culture and leisure opportunities for the region with ready access to the countryside. Bristol demands to be protected and enhanced for the benefit of today's residents and our future generations.

But we also want, and expect, more for Bristol.

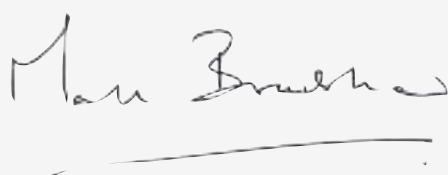
We need Bristol to grow to accommodate the housing and employment needs of our increasing population, and to become a city of shared prosperity, a Green Capital with a sound established and sustainable future. Parts of the city don't have the quality of life we would wish for all, where there are imbalances in access to job opportunities, lower levels of health, poor public transport access, and connections between communities and across the city. In parts of the city there are shortages of affordable housing, and areas where there is a need to boost levels of educational attainment.

As a council we want to put in place transformational change that enables financial and social investment to deliver thriving mixed, balanced and sustainable communities and neighbourhoods in all parts of the city – where local people feel safe, and want to stay and invest their own resources. Where all communities have access to a range of residential, employment, social, health, educational and retail service opportunities within walking distance or by public transport.

This consultation on the Core Strategy Preferred Options paper is the setting out of our stall. We have considered the comments received on the Issues and Options Paper in the summer of 2007, on the objectives for Bristol and three alternative area based spatial options for the future, and have proposed a Preferred Spatial Option and emerging set of development principles for the period to 2026. The City Council would like your comments and views on the Preferred Options and whether they will deliver our objectives for the future of the city – to help us to be clear about the extent to which our emerging proposals will deliver our community's aspirations.

This is part of our commitment to encourage and facilitate debate about tackling the key challenges we face - principally balancing continued growth with maintaining and enhancing community well-being and overall quality of life in our city.

This is an important opportunity: please take part in helping to settle the key principles that will shape our city between now and 2026.



Clr Mark Bradshaw
Executive Member for Access
and the Environment



Bristol Development Framework

Executive Summary

The Core Strategy Preferred Options

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.

Preferred Options is the next formal consultation stage in the development of the Core Strategy for Bristol, and:

- develops a Spatial Vision and the Strategic Objectives of the Issues and Options paper;
- advances a single preferred Spatial Strategy Option for the City; and
- identifies main elements of Development Principles guiding all development for discussion.

The document has been informed by the views expressed on the Issues and Options Paper from communities and stakeholders and takes into account new information on:

- new population projections suggesting substantially higher demand for housing (estimated to be an increase in 43,000 net additional households 2006-26);
- further analysis of the capacity of South Bristol and the need for a wide range of development options to provide the flexibility to meet the 28,000 net additional homes in draft Regional Spatial Strategy (RSS);
- higher dwelling provision figures likely to be forthcoming in the RSS Panel Report;
- rapid growth in communities in the Inner City / East areas; and
- the need for social and economic regeneration in Northern Arc, Inner City / East areas of deprivation.

To demonstrate that the aspirations of the Core Strategy can be delivered and that there is flexibility in growth potential for the future, the preparation of the Preferred Option has addressed:

- Strategic drivers: growth in population, affordable housing, employment land and associated infrastructure requirements;
- Local/citywide drivers: imbalance in economic opportunity, affordable housing provision, access to local and community services imbalance;
- Local opportunities and constraints: capacity for increased density of activity, availability of land, infrastructure constraints.

The Preferred Spatial Strategy Option comprises:

- A South Bristol focus for growth of housing and new employment provision to enable regeneration and to provide a counterbalance to the existing attraction of the north fringe of the city. This is a change in focus and will be particularly evident after 2011 when current development commitments across the city are largely completed, as illustrated by the proposed phasing of new housing construction.
- 29,500 new homes proposed between 2006 -26:
 - South Bristol will provide 11,000 by 2026, with 8,500 built after 2011 of which approximately 1,000 will be in extensions to the urban area within Bristol
 - The Central Area and St Philips will provide 10,000 new homes, 5,000 of which will be built after 2011
 - Elsewhere 8,500 new homes are proposed, 5,000 of which will be built after 2011
- Continuing focus on City Centre to deliver economic growth with mixed use provision in part of St Philips, north of the Feeder.
- identifying additional employment land – to support new jobs for existing and future residents in the south of the city.

Preferred Development Principles:

A series of Core Policy areas have been developed to enable further debate on the principles of potential core policies. These include:

- Addressing climate change; energy and waste; sustainable design and construction, renewable energy, air quality, waste;
- Development focus and higher densities at centres highly accessible to public transport and services.
- Built environment: quality environment and urban design, conservation and historic environment;
- Transport and access improvements
- Housing: number, affordable housing, density, type, Gypsies and Travellers;
- Employment land provision and protection;
- Centres and retailing, and provision of community services and facilities;
- Open space, green infrastructure, nature conservation;
- Water and Flood Risk.

Preparation of the Preferred Options is being informed by a Sustainability Appraisal, Appropriate Assessment, Health Impact Assessment and Equality Impact Assessment.

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Bristol Development Framework

1. The Bristol Development Framework

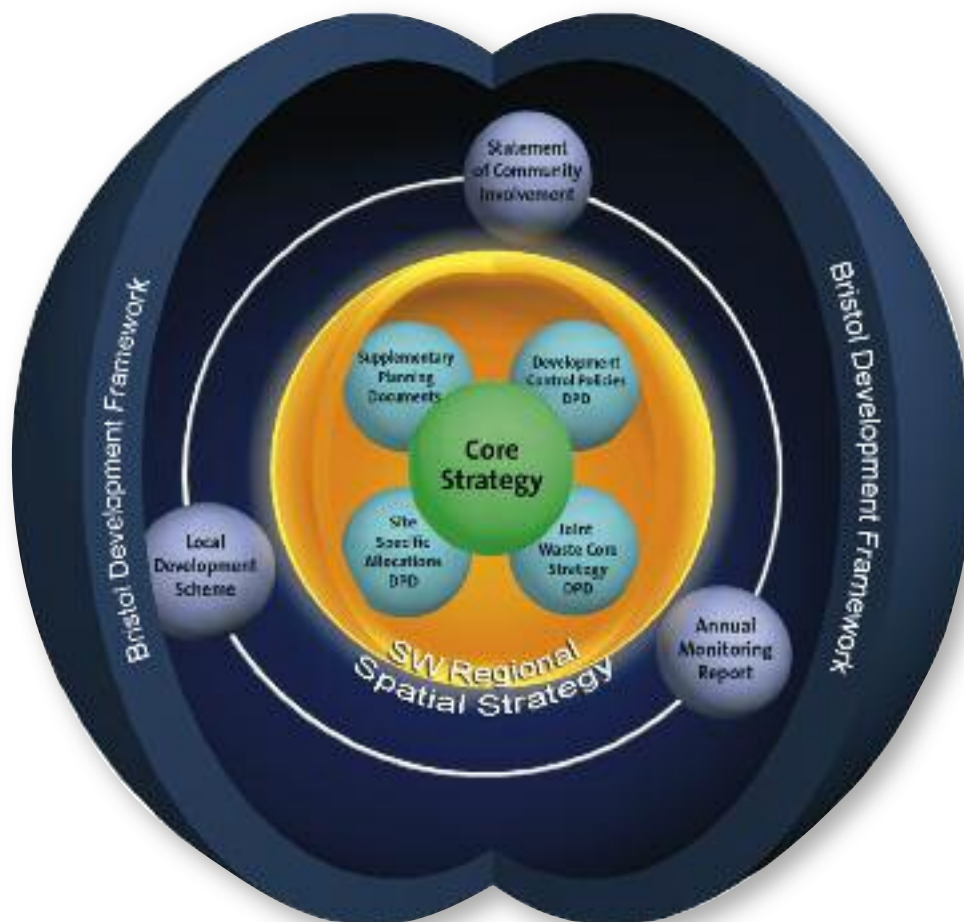
What it is and why we are preparing it

1.1 Bristol is changing; by 2026 significant population and employment growth is expected. The population of Bristol could rise by some 53,800¹ by 2026 (a 13% increase between 2006 and 2026). The draft Regional Spatial Strategy expects 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 54,200 additional jobs for Bristol itself. Climate change needs to be addressed both through the Core Policies and also through mitigation and adaptation which are incorporated into the choices made about location, accessibility, density and design.

1.2 Bristol City Council is preparing a series of planning documents known as the Bristol Development Framework (BDF). 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.

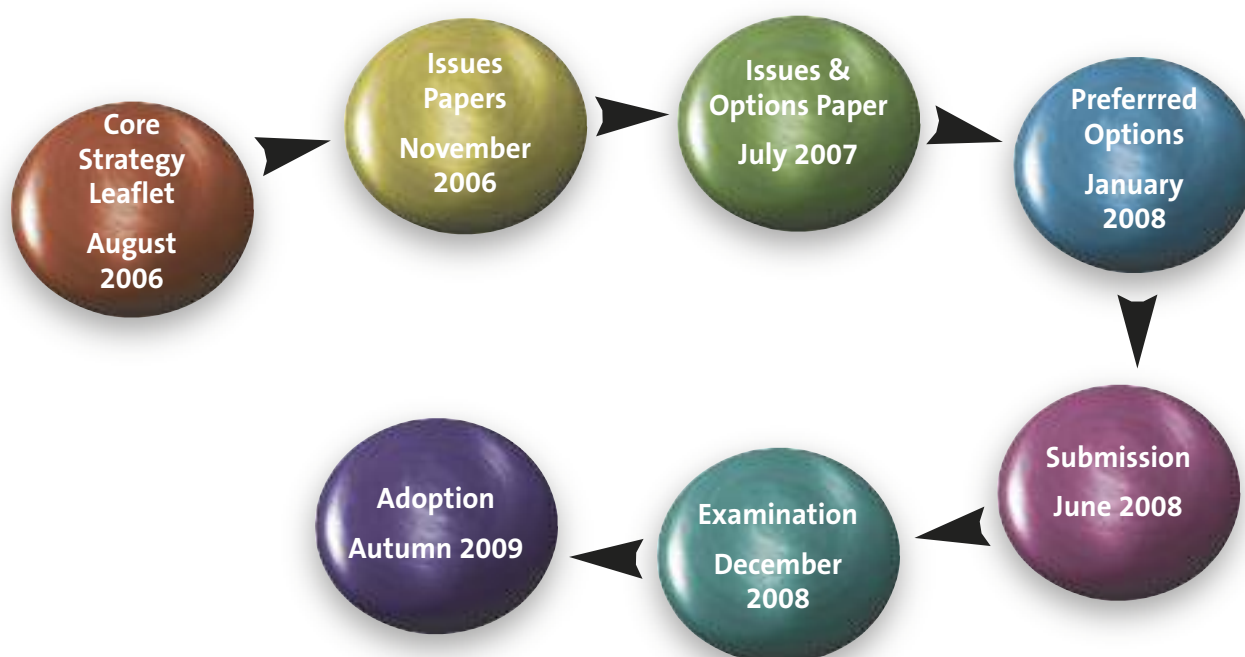
1. ONS revised 2004-based Population Projections

1.3 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 for Submission to the Secretary of State in June 2008. In preparation for this there have been a number of publications set out below.

1.4 The council is working with the adjoining councils, the South West Regional Assembly, Government Office and the Regional Development Agency to ensure that policies and documents are consistent and complementary, and that sub-regional growth will be successfully delivered. The Local Development Framework, together with the Regional Spatial Strategy for the South West, will form the statutory development plan for Bristol.

Stages in the preparation of the Core Strategy

■ Core Strategy Leaflet	August 2006
■ Issue Paper	November 2006
■ Issues and Options Paper	July 2007
Current stage --> ■ Preferred Options	January 2008
■ Submission Version	June 2008
■ Examination	December 2008
■ Adoption	Autumn 2009



The Core Strategy

- 1.5 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:
- A Spatial Vision for Bristol;
 - Strategic Objectives;
 - A Spatial Strategy;
 - High level Development Principles; and
 - How the Bristol Development Framework will be implemented and monitored.
- 1.6 It will not include detailed development control policies or allocations for the development of individual sites. These will be included in the future Development Plan Documents to be prepared later in the Bristol Development Framework programme.

The Preferred Options Paper

- 1.7 Community involvement at the Issues and Options stage has enabled the council to develop an emerging favoured approach to the Core Strategy. The aim of this Preferred Options paper is to give you the opportunity to comment on this developing strategy in accordance with the Statement of Community Involvement. It is vital that we are aware of all alternative approaches before preparation of the draft Core Strategy that will be submitted to the Secretary of State for independent examination in June 2008.
- 1.8 The council has produced a community involvement programme for this stage of the Core Strategy's preparation. This is available to view on the council's website:

www.bristol.gov.uk/bdf. It sets out the engagement activities that the council will use to ensure that the community are able to both comment on the Preferred Options paper and inform the content of the Submission version of the Core Strategy. The aim of the community involvement will be to seek as much consensus as possible about the direction and content of the submitted document.

Sustainability Appraisal

- 1.9 The Preferred Options is accompanied by a formal Sustainability Appraisal (SA) report, which considers the social, environmental and economic implications of the options proposed. The Core Strategy will be subject to Sustainability Appraisal at each stage of preparation. This will incorporate the requirements of the EU Directive on Strategic Environmental Assessment (SEA). Appropriate Assessment (AA) of the Core Strategy will help us meet the requirements of the Habitats Directive. Equalities Impact Assessment (EqIA) and Health Impact Assessment (HIA) will also inform the development of the Core Strategy.

2. Evidence and Issues

Evidence base

- 2.1 In preparing the Preferred Options we have used the most up to date information available and have commissioned research and a number of surveys to complement existing information. A wide range of information, statistics and studies has also been compiled and summarised as part of the Spatial Atlas which was published alongside the Issues and Options Paper (July 2007). The Spatial Atlas together with full reports of studies is available on the web site: www.bristol.gov.uk/bdf
- 2.2 The Submission version of the Bristol Core Strategy will reflect any revised data on growth in population, economy and housing available at the time of publication. Further studies, and emerging work, should also become available to inform the Core Strategy over the next few months, including:
- Strategic Flood Risk Assessment of Bristol;
 - Further work on South Bristol regeneration;
 - Strategic Housing Market Assessment;
 - Affordable Housing delivery;
 - Bristol City Council Regeneration Framework and Economic Development Strategy;
 - Ongoing review of SNCI sites;
 - Appropriate Assessment of impact on Natura 2000 sites;

- Continuing analyses of plans and strategies of key service and infrastructure providers;
- West of England Delivery Plan;
- West of England Green Infrastructure Study;
- Adopted Parks and Green Spaces Strategy; and
- Bristol Retail Study and Action Plan.

Key issues

- 2.3 Key issues for the Core Strategy were set out in the Issues Paper (November 2006) and Issues and Options Paper (July 2007). These issues have been reviewed and developed to reflect where those issues are particularly significant for Bristol and taking into account input from consultation, they are summarised below.

Key issues summary

Overarching issue:

Ensuring a sustainable future for Bristol

Social issues:

1. Having enough homes to meet current and projected population need, with a wider range of unit sizes and tenure type, including affordable homes, particularly where there is inadequate provision and high demand.
2. Ensuring the provision of high quality and successful local services, facilities and centres and enabling vulnerable and at risk centres to thrive through protection of existing and future development opportunities.
3. Providing the environment for healthier living and addressing social and health inequalities in South Bristol, Inner City / East and the Northern Arc.
4. Enabling the provision of a high quality accessible education service throughout Bristol.

Economic issues:

5. Providing for the land use demands of a thriving economy whilst balancing the competing demands on land for housing, employment and social and physical infrastructure.
6. Providing employment opportunities in the deprived areas of the city where there is particular need for a wider choice of employment.
7. Improving transport movement and accessibility to employment and community facilities throughout Bristol, with particular need to improve public transport linkages within and between communities in the Lockleaze area and in

South Bristol within the Hartcliffe, Hengrove, Knowle and Whitchurch areas, and to ease congestion in the centre.

8. Enabling development in leisure, sport, culture and tourism within existing communities and in new development to give greater opportunity for locally based activities thereby reducing the need to travel.
9. Promoting regeneration and renewal initiatives across the city but focusing initially on those areas in priority need.

Environment / physical issues:

10. Protecting and enhancing Bristol's built and historic environment, ensuring high quality sustainable urban design and construction and attractive and better places and spaces throughout the City.
11. Protecting and enhancing the natural environment and ensuring best use is made of open spaces to meet the needs of residents and employees in the city.
12. Mitigating the causes of climate change and adapting to the effects of climate change, particularly the potential for flooding in the City Centre and Avonmouth.
13. Reducing pollution throughout the city and improving air and water quality, noise and light pollution particularly in the inner city and within the Air Quality Management areas.
14. Supporting strategic and local sustainable waste management solutions and enabling minimisation of waste at source.
15. Reducing the opportunity for crime.

3. Spatial Vision for Bristol

Developing the Vision

- 3.1 The proposed Spatial Vision for Bristol reflects the Key Issues, the overarching visions and aspirations set out in the Draft Regional Spatial Strategy (RSS), the Vision for the West of England for 2026, the Community Strategy and Bristol City Council's Corporate Plan.
- 3.2 The Core Strategy will be the spatial expression of the Sustainable Community Strategy. Bristol's current Community Strategy 2006 establishes a twenty year vision for Bristol, and delivers the vision through 3 year delivery plans 2006-09
- (the council's Corporate Plan is aligned to the same timetable). The Community Strategy and Corporate Plan are currently being reviewed in order to inform the Local Area Agreement (LAA) process and should be agreed by March 2008 to feed into the Submission version of the Core Strategy. Proposals for Multi Area Agreements (MAA) are also being developed.
- 3.3 Drawing on the response to the Issues and Options Paper and the evolving work of the Bristol Partnership in preparing the Sustainable Community Strategy the following Spatial Vision for Bristol is proposed for the Core Strategy.

Proposed Spatial Vision

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 district centre.

...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.

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



Preferred Option

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

...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.

...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.

...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.

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

...part of St Philips will be redeveloped to provide a greater intensity of higher productivity jobs and homes, retaining important employment operations and uses vital to the functioning of the city.

Proposed Spatial Vision

Q1: Does the proposed Spatial Vision adequately reflect the Key Issues facing Bristol?

- Yes
- No – please explain
- In part – please explain

4. Strategic Objectives

Developing the Strategic Objectives

4.1 Strategic Objectives are needed in order to deliver the Spatial Vision for the city. They will be the means by which we measure future success through monitoring indicators and setting out Core Policies which meet the Strategic Objectives. The Issues Paper (November 2006) contained 16 key issues and from these seven objectives were derived and included in the Issues and Options document (July 2007). Following consultation on the Issues and Options Paper, the Strategic

Objectives have been further developed. The Preferred Options Core Strategy now contains eleven strategic objectives. The key change being that objective 6: “High Quality Built and Natural Environment” has now been split into two separate objectives on the built environment and natural environment and that new objectives are included on climate change and energy use, waste management and community involvement and engagement. The Submission version of the Core Strategy will set out the indicators necessary to monitor each of the Objectives, and Core Policies where appropriate.

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”.

This key objective will be achieved by a sustainable pattern of future development and through implementation of Core Policies: BCS14 (housing provision), BCS19 (employment land provision), BCS16 (density) and BCS09/11 (sustainable design and construction and climate change, CO2 emissions and air quality).

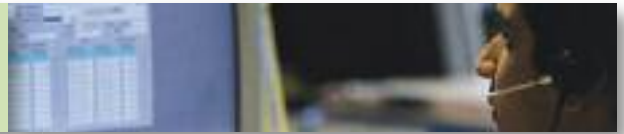
Objective 2: Mixed, balanced and sustainable communities



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

This key objective will be achieved through implementation of Core Policies BCS16 (density), BCS07 (quality urban design), BCS04 (regeneration areas) and BCS01 (South Bristol).

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”.

This key objective will need to be met within sustainable, social, economic and environmental constraints and it will be achieved through implementation of Core Policies BCS19 (employment land provision), BCS04/02/01 (regeneration areas, City Centre, South Bristol), BCS05 (Extensions to the Urban area / Green Belt) and BCS21 (community facilities/services).

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.”

This key objective will be achieved through implementation of Core Policies BCS14 (housing provision), BCS16 (density), BCS15 (affordable housing provision) and BCS04 (regeneration areas).

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”.

This key objective will be achieved through implementation of Core Policies BCS22 (open space, green infrastructure and nature conservation), BCS21 (community facilities), BCS07 (quality urban design), BCS13 (transport and accessibility) and BCS11 (climate change, CO2 emissions and air quality).

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”.

This key objective will be achieved through implementation of Core Policies BCS07 (quality urban design and place shaping), BCS09 (sustainable design and construction), BCS23 (water and flood risk) and BCS10 (renewable electricity and heat targets).

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”.

This key objective will be achieved through implementation of Core Policies BCS07 (quality urban design), BCS09 (sustainable design and construction) and BCS22 (open space, green infrastructure and nature conservation).

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 improved and roads, pedestrian areas and spaces will be safe.”

This key objective will be achieved through implementation of Core Policies BCS16 (density) and BCS13 (transport and accessibility).

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 minimisation of waste in new development”.

This key objective will be achieved through the implementation of Core Policy BCS12 (Waste).

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”.

This key objective will be achieved through the implementation of Core Policies BCS09 (sustainable design and construction), BCS10 (renewable electricity and heat targets), BCS11 (climate change, CO2 emissions and air quality) and BCS23 (water and flood risk).

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”.

This key objective can be achieved through the implementation of the Statement of Community Involvement.

Proposed Strategic Objectives

Q2: Will the proposed Strategic Objectives help to deliver the proposed Spatial Vision for Bristol?

- Yes
- No – please explain
- In part – please explain

Q3: Are there other Strategic Objectives which we should include?

5. Preferred Spatial Strategy Option

Developing the Spatial Strategy Option for Bristol

- 5.1 The Spatial Strategy comprises of the spatial distribution and core principles which will guide development in the city to meet the Strategic Objectives. The Issues and Options Paper set out three Spatial Strategy Options for delivering growth in Bristol to 2026 (see Annex A for summary). To develop a Preferred Spatial Strategy Option for Bristol we have taken into account the consultation responses to the Issues and Options Paper, the Sustainability Appraisal work, input from the Sustainability Appraisal Expert Panel, emerging work looking at the development opportunities in South Bristol, and other recently published evidence, for example the revised ONS 2004-based Population Projections.
- 5.2 Options 1, 2 and 3 of the Issues and Options Paper all provided deliverable ways forward. However, none of them offered the optimum approach in view of the likely increase in housing provision, the increasing pressure for housing and the most sustainable pattern of development. Overall the questionnaire responses to the Issues and Options paper favoured a mixture of some or all of the Spatial Strategy Options.
- 5.3 The Preferred Spatial Strategy Option integrates selected features of all three Spatial Strategy Options from the Issues and Options Paper. The Regional Spatial Strategy may suggest an increase in housing provision beyond the 28,000 homes in the Draft RSS. In anticipation of this potential increase and in response to the higher levels of projected demand for

housing, the Preferred Options Paper considers potential for provision of new dwellings up to 29,500 additional homes between 2006 and 2026.

- 5.4 The housing provision is based on the estimated capacity of Bristol to deliver sustainable growth founded on the 2006 Housing Land Availability Assessment, strategic estimates of potential additional growth in South Bristol, St Philips, the City Centre and within extensions to the urban area within Bristol, and the balance of employment land and other uses. This level is also proposed in order to provide flexibility in response to opportunities to ensure delivery. The indicative figures may change if other development opportunities become available prior to the Submission of the Core Strategy.

Preferred Spatial Strategy Option

- 5.5 The Preferred Spatial Strategy Option, including the spatial distribution and core principles, sets out how the future development of Bristol can be prioritised over the next 20 years and beyond. The Spatial Strategy will deliver the Strategic Objectives and Spatial Vision set out above. To some degree the scope for policy interventions are limited in the early years of the Core Strategy due to the high level of planning decisions for housing and employment already in the pipeline. The Joint Local Transport Plan, which sets out the vision for transport in the West of England for the next 20-30 years, sets the strategic transport context for the Core Strategy.
- 5.6 To accommodate the high levels of sustainable growth in homes, jobs and infrastructure the Preferred Spatial Strategy Option includes a number of features:

Preferred Option

1. Economic, social and physical regeneration of South Bristol;
2. Enabling continued growth of the City Centre;
3. Redevelopment of part of St Philips to provide a range of employment and homes;
4. Economic, social and physical regeneration of the Northern Arc and Inner City/East side; and
5. Integrated extensions to the urban area within Bristol supporting South Bristol regeneration, and adjustment to the Green Belt.

These features are described in more detail below. The Preferred Spatial Strategy Option may be further refined to reflect your comments, any further specific opportunities identified or significant issues being highlighted as part of the evolving evidence base.

Proposed dwelling provision

- 5.7 The proposed housing provision, subject to revision in response to the emerging RSS, is set out below.

Proposed dwelling provision

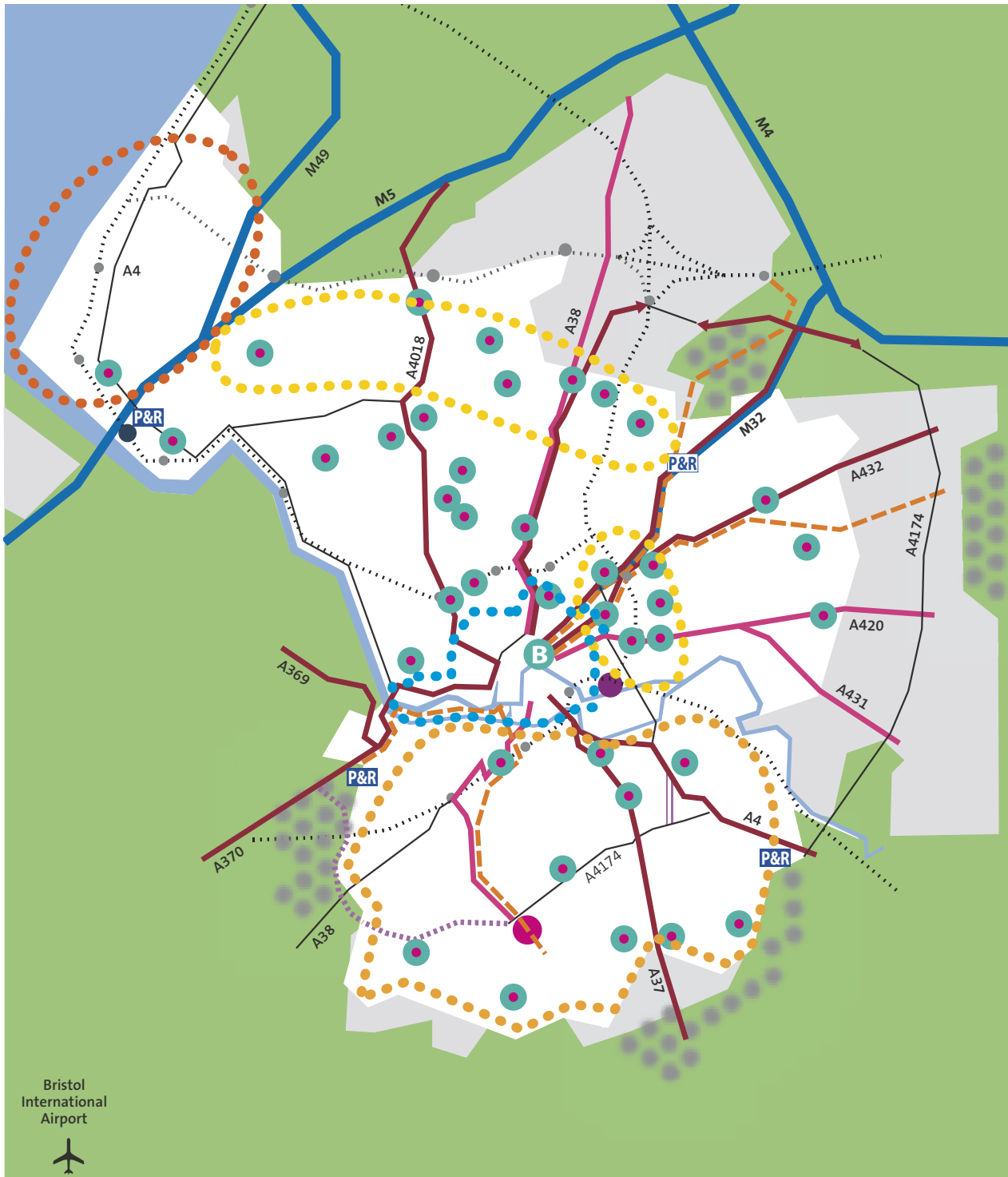
Area	Dwellings with planning permission	Additional dwellings 2006-26	Total additional dwellings 2006-26
South Bristol	2,500	7,500	10,000
Central Area (inc. City Centre)*	5,000	4,000	9,000
St Philips (part)		1,000	1,000
Rest of Bristol	3,500	5,000	8,500
Extensions to the urban area within the Bristol Boundary		1,000	1,000
TOTAL	11,000	18,500	29,500
Windfall**			1,500

* The figures for the Central Area refer to the wards of Cabot, Lawrence Hill and Ashley and includes the City Centre, defined as the City Centre Strategy Area. There are some 7,500 dwellings proposed in the City Centre, of which 4,000 already have planning permission.

** PPS 3 states that windfall allowances should not be included in Housing Figures without robust evidence. However, this figure is suggested to give a realistic and complete picture of future provision. The figure is based on the past rate of 100 subdivisions of existing dwellings per year between 2001 and 2006 being continued from 2011 to 2026. It is not possible to identify these individual sites.

Note: Figures are rounded to the nearest 500 and are based on the 2006 Residential Development Survey and 2006 Housing Land Availability Assessment. These figures may be amended as this work is updated.

Bristol Development Framework Core Strategy: Preferred Statial Option Key Diagram



Preferred Option



City Centre

- Mixed commercial development
- Redevelopment opportunities: Broadmead, Nelson Street and St James Barton
- 7,500 homes
- 150,000 sq m office floorspace



St Philips (Part)

- Mixed employment and homes
- 1,000 homes



South Bristol

- Economic, social and physical regeneration
- 10,000 homes
- 50,000 sq m office floorspace
- 24.5 ha industry and warehousing



Potential New District Centre

- Including shops, services and employment



Urban Extensions: Areas of Search

- 1,000 homes within Bristol



Regeneration Area

- Economic, social and physical regeneration Northern Arc, Inner City / East



Avonmouth

- Industry and warehousing



Accessible Centres and Transport Nodes

- 36,000 sq m office floorspace



Broadmead

Transport



Showcase Bus Corridors



Other Existing highway



South Bristol Link Road Phase 1 and 2



Callington Road Link



M32 Park & Ride (proposed)



Existing & expanding P&R sites



Proposed new station



Stations



Rail Network



Potential Bus Transit (BRT) Routes (no priority order)

Preferred Spatial Strategy Option

Q4: We consider that the Preferred Spatial Strategy Option will deliver the proposed Spatial Vision and meet the proposed Strategic Objectives. Do you...

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Please explain if you disagree or strongly disagree

Q5: Should the Preferred Spatial Strategy Option include additional features?

- Yes - Please indicate
- No

Q6: Do you have an alternative Spatial Strategy?

- Yes - Please indicate
- No

Economic, social and physical regeneration of South Bristol

5.8 The preferred Spatial Strategy Option is for comprehensive regeneration of South Bristol to include additional mixed use, employment, and residential development. 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. It will also improve the current poor retail and service provision in the area and provide a focus for South Bristol. This focus will provide a major opportunity for the council, community and service partners to work together on place-shaping.

5.9 The comprehensive regeneration of South Bristol will require the release of lower 'value' open space sites and reconfiguration of poor quality urban form to support better comprehensive redevelopment opportunities. This would result in better quality open space overall and a mix of different housing types and tenures.

5.10 Key challenges for delivering South Bristol regeneration include:

- The level of growth anticipated will be higher than past rates and will require coordination of private and public sector resources to deliver, including innovative approaches to delivery.
- Making South Bristol as attractive to developers and investors as the north of the city.

Preferred Option

- Community support will be required for major change, an increase in the number of new homes and jobs will be needed to deliver the aspirations.
- Existing low density areas and poor quality urban form will need to be reconfigured.
- Low 'value' open space within the urban fabric of the city will be required to make the most of opportunities for comprehensive redevelopment
- The need to identify more land for employment use to provide for the new jobs.
- Significant development/ infrastructure/ land assembly costs

depending on the form, scale and extent of regeneration to be determined.

- Tackling skills levels in South Bristol to ensure local residents are able to take up new job opportunities, particularly given the anticipated growth in knowledge based sectors.

Implementation

- 5.11 Further work on South Bristol, with significant community involvement, will identify the precise extent of regeneration opportunities in the area. This work will identify a delivery strategy for urban renewal in South Bristol to improve neighbourhoods and strengthen and deliver balanced and sustainable communities.

Proposed main elements of Core Policies:

BCS01	South Bristol	
		<ul style="list-style-type: none"> • Comprehensive regeneration of South Bristol to include additional mixed use, employment, including 50,000 sq m of new office floorspace, 24.5ha of new industrial and warehousing, and 10,000 new homes. • Focus of development in Filwood, Hengrove Park and Imperial Park with major land use change or reconfiguration of the area centred on Hengrove Park and Hartcliffe roundabout, and covered by Knowle West, Hengrove Park, Inns Court, Imperial Park, Symes Avenue and the Hartcliffe Campus. • Potential new district centre for South Bristol including shops, services and employment • New local office/research/light industrial and warehousing type employment, increasing the number of job opportunities, especially high value-added jobs, available to local residents; • Significant new residential development including a greater range, choice and variety of accommodation and tenures;

Continued...

- Improved accessibility and public transport to assist regeneration and link the area with the City Centre and the north of the city, including:
 - substantial reconfiguration of the pattern of roads and junctions;
 - Bus Rapid Transit Routes into South Bristol;
 - expanded and improved Showcase Bus Routes (GBBN); and
 - essential highway improvements.

Economic, social and physical regeneration of South Bristol

Q7: Will the proposed Core Policy help to address imbalances in employment opportunity, travel to work patterns and retail provision that exist between north and south Bristol?

- Yes
- No - Please explain

Q8: Does the Core Policy set out all the main elements needed to achieve the economic, social and physical regeneration of South Bristol?

- Yes
- No - Please explain

Q9: Are there other strategic elements that should be included?

- Yes - Please indicate
- No

Q10: How can the Council involve the community to help deliver the economic, social and physical regeneration of South Bristol?

Enabling growth of the City Centre

- 5.12 The City Centre has a pivotal role in the sustainable economic future of Bristol. The City Centre needs to continue to be the focus of commercial, retail and cultural activities. The City Centre offers a sustainable location for future growth, sitting at the centre of travel networks. It provides significant opportunities in further developing the role of the Bristol as a knowledge-based economy and enhancing Bristol's international competitiveness.
- 5.13 Within the City Centre a number of areas and sites of major change need to be identified, further developing the City Centre Strategy 2005-10. These further areas of change include promoting a higher density and mix of development of the existing Broadmead, Nelson Street and St James Barton area, capitalising on the current development of Cabot Circus.
- 5.14 To enable growth of the City Centre will require:
- continued promotion of mixed-use City Centre development and a focus for B1 (including office-based)

employment to accommodate the anticipated strong levels of 20-year growth as indicated by the Employment Land Study (2007);

- reviewing and embedding the City Centre Strategy within the Bristol Development Framework;
- strengthening the City Centre as an existing, regionally important commercial location for example for business, services, ICT and communications, public administration, banking and insurance, and retail;
- supporting the continued focus of development and improvements of major regeneration areas and City Centre gateways e.g. Old Market, Stokes Croft and Cumberland Basin; and
- Ensuring that those in the disadvantaged communities close to the city centre can contribute to and benefit from city centre growth.

Proposed main elements of Core Policies:

BCS02	City Centre	<ul style="list-style-type: none"> • Continued promotion of mixed-use City Centre development for commercial uses including business, including 150,000 sq m of new office floorspace, retail and leisure and 7,500 new homes. • Promoting a higher density and mix of development particularly within the existing Broadmead, Nelson Street and St James Barton area. • Support continued improvements of major regeneration areas and City Centre gateways e.g. Old Market, Stokes Croft and Cumberland Basin, Temple Meads.
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Enabling growth of the City Centre

Q11: Does the proposed Core Policy set out all the main elements needed to enable the growth of the City Centre?

- Yes
- No - Please explain

Q12: Are there other strategic elements that should be included?

- Yes - Please indicate
- No

Redevelopment of part of St Philips to provide a range of employment and homes

5.15 The St Philips area is a large area of employment land, the majority of which is in industrial and warehousing use. These activities support only a low intensity of jobs in the area.

5.16 Redevelopment of the area of St Philips north of the Feeder Canal is proposed to accommodate an increased density of employment and other uses, to provide jobs, homes and connections to improve the prospects of neighbouring areas with high levels of deprivation, and to improve accessibility to the main rail links and the City Centre.

5.17 A comprehensive approach is required for the area to the north of the Feeder Canal to address a range of issues, in particular the impact of redevelopment on existing businesses and flood risk, and to take advantage of the opportunity to plan and enhance the area as a whole, rather than in an incremental way. An Action Area Plan which identifies:

- an appropriate mix of new residential development and research/media/science type employment including the provision

of a range opportunities for lower skilled employment.

- priority sites and buildings for action;
- how best to make the most of positive locational features including the waterfront, historic townscape and archaeology.
- the factors shaping redevelopment and regeneration, including flood risk mitigation;
- business premises which should be retained;
- improvements to pedestrian and cycling accessibility and connectivity; and
- improvements to public transport provision.

could be an appropriate way to secure a comprehensive approach for the development of this part of St Philips.

5.18 The location of redevelopment at St Philips north of the Feeder Canal would maximise the potential of the proximity of the station, Temple Quay and the former Temple Meads diesel depot site whilst promoting developer, market and business interest in such an attractive destination.

Preferred Option

The area could improve accessibility to a broader and more balanced range of skilled jobs, services and additional housing for adjacent areas with high concentrations of deprivation. Redevelopment provides the 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.

- 5.19 The area does contain some local employment which may need to relocate and other opportunities for industrial and warehousing would need to be found within Bristol and the wider sub-region.
- 5.20 Accessibility to the area would need to be substantially improved including the provision of new infrastructure including bridges, road capacity and public transport. Much of the area has been identified as at risk of flood by the Environment Agency and this would need to be taken into account, as would sites of nature conservation value.

Proposed main elements of Core Policies:		
BCS03	St Philips north of the Feeder Canal	<ul style="list-style-type: none"> • Redevelopment of the area north of the Feeder Canal to accommodate an increased density of business uses and homes. • Provision for new business uses – to provide research/media/science type employment, and up to 1,000 new homes, including supporting social and community provision and green infrastructure.

Redevelopment of part of St.Philips to provide a range of employment and homes

Q13: Does the proposed Core Policy set out all the main elements needed to achieve the part redevelopment of St. Philips to provide a range of employment and homes?

- Yes
- No - Please explain

Q14: Are there other strategic elements that should be included?

- Yes - Please indicate
- No

Q15: Should the Council prepare an Area Action Plan for part of St. Philips?

- Yes - Please explain
- No - Please explain

Economic, social and physical regeneration of the Northern Arc and Inner City/East

5.21 Comprehensive approaches to regeneration have also been identified for two further areas of Bristol - Northern Arc and Inner City / East. The emerging Bristol Regeneration Framework will develop on-going opportunities for social and economic regeneration, whilst further physical development opportunities within the Northern Arc and Inner City / East and their wider context will be developed through delivery later on in the Core Strategy period. Growth and regeneration in these areas should focus on providing higher density development

in existing centres and in accessible areas. Area Action Plans could help to deliver regeneration and change in these areas.

Northern Arc - Southmead, Kingsweston, Henbury, Lockleaze, Avonmouth.

Inner City/East - Lawrence Hill, Ashley, Easton

Proposed main elements of Core Policies:

BCS04	Regeneration areas	<ul style="list-style-type: none"> • Comprehensive approaches to regeneration of Northern Arc and Inner City/East . • Provide higher density development focusing on existing centres and accessible areas. • Identify further opportunities for comprehensive regeneration.
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Economic, social and physical regeneration of the Northern Arc and Inner City East

Q16: Does the proposed Core Policy set out all the main elements needed to achieve the economic, social and physical regeneration of the Northern Arc and Inner City East?

- Yes
- No - Please explain

Q17: Are there other strategic elements that should be included?

- Yes - Please indicate
- No

Continued...

Q18: Should the Council prepare Area Action Plans for these areas?

- Yes - Please explain
- No - Please explain

Extension to the urban area / Green Belt

5.22 Future growth of the Bristol urban area will be necessary to support sustainable economic growth, stabilise and improve housing affordability and support an aspiring, prosperous and growing population. Over the next twenty years new homes and jobs will be expected in a number of urban extensions to Bristol urban area, outside of Bristol's administrative boundaries. These have been identified as Areas of Search by the Draft Regional Spatial Strategy. Housing capacity studies indicate that housing needs for the sub-region cannot be met without some alterations to the Green Belt. In the long term extension of the urban area within the city boundary providing some 1,000 homes, and associated infrastructure, to the south west of the city, will need to be developed as an integrated part of urban extension proposals within North Somerset. It is important that commitments to key infrastructure, and delivery funding for South Bristol regeneration and development are in place before plans for urban extensions to the South of Bristol are implemented. A Joint Delivery Plan will help identify the triggers which will enable the successful integration and phasing of development in and around Bristol.

- 5.23 The Regional Spatial Strategy will determine the general extent of any Green Belt change. Substantial joint working with surrounding local authorities is anticipated to bring forward sustainable urban extensions, including
- developing phasing mechanisms and triggers to safeguard positive regeneration benefits;
 - redefining the inner boundary of the Green Belt;
 - the need for Joint Area Action Plans and masterplanning / urban design will need to be explored with the Government Office;
 - ensuring supporting services and infrastructure is delivered, including public transport, green infrastructure and wildlife network links between the urban area and the surrounding countryside; and
 - addressing strategic flood risk issues.

The Bristol Development Framework will reflect the RSS policies and the Site Specific Allocations DPD will address the detailed extent of Green Belt changes within the City boundary.

Proposed main elements of Core Policies:

BCS05	Extension to the urban area / Green Belt	<ul style="list-style-type: none"> Provision of 1,000 new homes in extensions to the urban area within and to the south west of Bristol, to be developed as an integral part of urban extensions within North Somerset.
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Extensions to the Urban Area / Green Belt

Q19: Does the proposed Core Policy set out all the main elements needed to deliver growth in extensions to the urban area of Bristol?

- Yes
- No - Please explain

Q20: Are there other strategic elements that should be included?

- Yes - Please indicate
- No

Q21: Should the Council prepare joint Area Action Plans for Urban Extensions?

- Yes - Please explain
- No - Please explain

Avonmouth / Bristol Port

5.24 Avonmouth, together with the adjacent Severnside area in South Gloucestershire, support important industrial and warehousing employment uses which provide port related activities, logistics, energy and waste infrastructure, etc.. The area is also at significant risk from tidal flooding. Increasing flood risk through climate change places uncertainty over the long-term future of Avonmouth for employment development on additional greenfield sites. The area is also adjacent to the Severn Estuary which is internationally important for its biodiversity.

5.25 Further joint work will be needed with South Gloucestershire to establish further capacity of the Avonmouth/Severnside area to accommodate further employment uses, particularly in relation to flood risk, biodiversity, extant planning permissions and transport issues.

Preferred Option

Proposed main elements of Core Policies:

BCS06	Avonmouth / Bristol Port	<ul style="list-style-type: none">• Support existing areas of employment provision, and redevelopment of these areas to provide industrial and warehousing uses, including port related activities, waste management, energy production and distribution.• Redevelopment to maximise the efficient use of land and to mitigate any impacts on biodiversity and flood risk.
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Avonmouth / Bristol Port

Q22: Does the proposed Core Policy set out all the main elements needed to support the future growth of Avonmouth / Bristol Port?

- Yes
- No - Please explain

Q23: Are there other strategic elements that should be included?

- Yes - Please indicate
- No

6. Preferred Development Principles

6.1 In this section we have set out the proposed main elements of Core Policies which will establish the development principles for all development in the city. As part of the community involvement activities on the Preferred Options document, the council will engage fully with the community and stakeholder to develop the detailed wording of these Core Policies. This will help to ensure that the Core Strategy Submission version contains policies which have been informed as fully as possible by community/stakeholder views and the evidence base.

Urban design, built environment and urban character

6.2 Bristol has areas with an exceptionally high quality built environment with important views into and out of the city

which support the attractiveness and economic success of the city. A number of areas are particularly sensitive to change including the Georgian and Victorian townscapes. Other areas are less sensitive to change and improvement, including areas of postwar reconstruction and interwar/postwar housing estates. Characterisation work is proposed to support the Bristol Development Framework.

6.3 Raising design standards and management of the public realm has a key part to play in the delivery of better places. Policies need to respond to Bristol's existing high quality built environment, local distinctiveness, identity and character to ensure the outstanding design quality of new development. Design quality can also contribute to successfully achieving higher densities and improving access to jobs and services.

Proposed main elements of Core Policies:

BBCS07	Quality urban design	<ul style="list-style-type: none"> High quality urban design and placeshaping will be achieved through: <ul style="list-style-type: none"> Requiring masterplans / design codes for major sites. Setting out detailed standards in the Development Control Policies DPD including reference to: best practice, including CABE Buildings for Life, lifetime homes standards and DfT/DCLG Manual for Streets. Consultation on major applications with CABE South West Design Review Panel and smaller applications with Bristol Urban Design Forum. Developing updated urban design guidance as part of a SPD.
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Continued...

BCS08	Conservation Areas and historic environment	<ul style="list-style-type: none"> • Preserve and enhance Conservation Areas. • Development and highways work should respond positively to historic and high quality places and spaces. • Where possible re-use high quality historic buildings.
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Urban Design, built environment and urban character

Q24: Do the proposed Core Policies set out all the main elements needed to achieve high quality urban design and placeshaping?

- Yes
- No - Please explain

Q25: Are there other strategic elements that should be included?

- Yes - Please indicate
- No

Climate change, energy and waste

6.4 The Core Strategy will help to reduce carbon emissions, promote sustainable energy solutions and respond to existing and anticipated climate change in ways that protect the environment. The Bristol Development Framework will promote resource efficiency in the design and

construction of all new development, including on-site renewable energy generation where appropriate. The spatial strategy will direct development to the most sustainable locations to minimise the need to travel by car. The policies will also seek adaptation to the impacts of climate change.

Proposed main elements of Core Policies:

BCS09	Sustainable design & construction	<ul style="list-style-type: none"> • Sustainable design and construction will be achieved through: • Development of 'Eco-neighbourhoods', including zero carbon standards, use of the SW Sustainability Checklist for Developments and requirement for sustainability statements to be submitted for major developments.
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Continued...

		<ul style="list-style-type: none"> Setting out detailed standards in the Development Control Policies DPD including reference to: Draft RSS Policy G; requirement to meet minimum standards through BREEAM / Code for Sustainable Homes, moving to zero carbon building and reducing ecological footprint
BCS10	Renewable electricity and heat targets	<ul style="list-style-type: none"> To meet or exceed requirements of RSS policy RE5 and to make contribution to region’s renewable electricity and thermal capacity targets. To seek site renewable energy generation for major developments.
BCS11	Climate change, CO2 emissions & Air Quality	<ul style="list-style-type: none"> Reducing CO2 emissions - contribution towards 60% cut in CO2 emissions by 2050, through: Setting out detailed policies in the Development Control Policies DPD including reference to adapting to climate change integrated with mitigation Implementing the Joint Local Transport Plan to seek to reduce CO2 emissions, and mitigate air quality impacts on population in central areas
BCS12	Waste	<ul style="list-style-type: none"> Seek to support the maximising of waste self containment within Bristol and the sub-region through land use management. Waste minimisation through support for support for facilities in new development to reduce, re-use and recycle waste.

Climate change, energy and waste

Q26: Do the proposed Core Policies set out all the main elements needed to help reduce carbon emissions, promote sustainable energy solutions and respond to existing and anticipated climate change?

- Yes
- No - Please explain

Q27: Are there other strategic elements that should be included?

- Yes - Please indicate
- No

Transport and access improvements

- 6.5 Public transport access within Bristol is uneven. Some routes to the city centre are well served, however other orbital and radial routes, including in parts of south and east Bristol, have poor levels of accessibility. Improved access is required in all areas of Bristol, including public transport, walking and cycling.
- 6.6 Key to the delivery of the Core Strategy will be the successful implementation of the Joint Local Transport Plan (JLTP) (December 2006) produced by the four

West of England unitary authorities. The West of England authorities are also working towards a bid for funding for a range of further transport improvements from the Department for Transport, Transport Innovation Fund (TIF). A full application will be submitted in early 2008. Further work will need to be undertaken with the adjacent unitary authorities to address transport infrastructure to support the anticipated level of growth within Bristol and the proposed urban extensions.

Proposed main elements of Core Policies:

BCS13	Transport and access improvements	<ul style="list-style-type: none"> • Support the delivery of significant improvements to public transport services to improve accessibility within the city and sub-region. • Support the delivery of strategic transport infrastructure required to support the proposed level of growth. • Details in Site Specific Allocations DPD safeguarding any land required.
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Transport and Access Improvements

Q28: Does the proposed Core Policy set out all the main elements needed to support improvements to public transport, increased accessibility and strategic transport infrastructure?

- Yes
- No - Please explain

Q29: Are there other strategic elements that should be included?

- Yes - Please indicate
- No

Population change, household growth and housing

6.7 New Office for National Statistics (ONS) revised 2004-based population projections were published in September 2007. These projections suggest that the population of Bristol could increase by some 53,800 between 2006 and 2026. It is estimated that these projections may lead to an increase of about 43,000 households in Bristol over the next twenty years. This would indicate a higher level of demand for housing and services. The 2004-based household projections suggest that the bulk of household growth, about 65%, will be of one-person households. The Core Strategy will need to direct the level and form of growth to meet these needs.

6.8 The draft RSS currently requires that 28,000 new homes will be needed within the city by 2026. It also expects that additional growth will need to be accommodated within urban extensions on green field sites on the fringes of the Bristol urban area. The draft RSS makes provision for the Bristol urban area to increase by some 64,000 dwellings.

6.9 In total, 92,500 new homes are expected in the whole of the West of England area with a distribution of additional homes by 2026 between the four authorities as set out below:

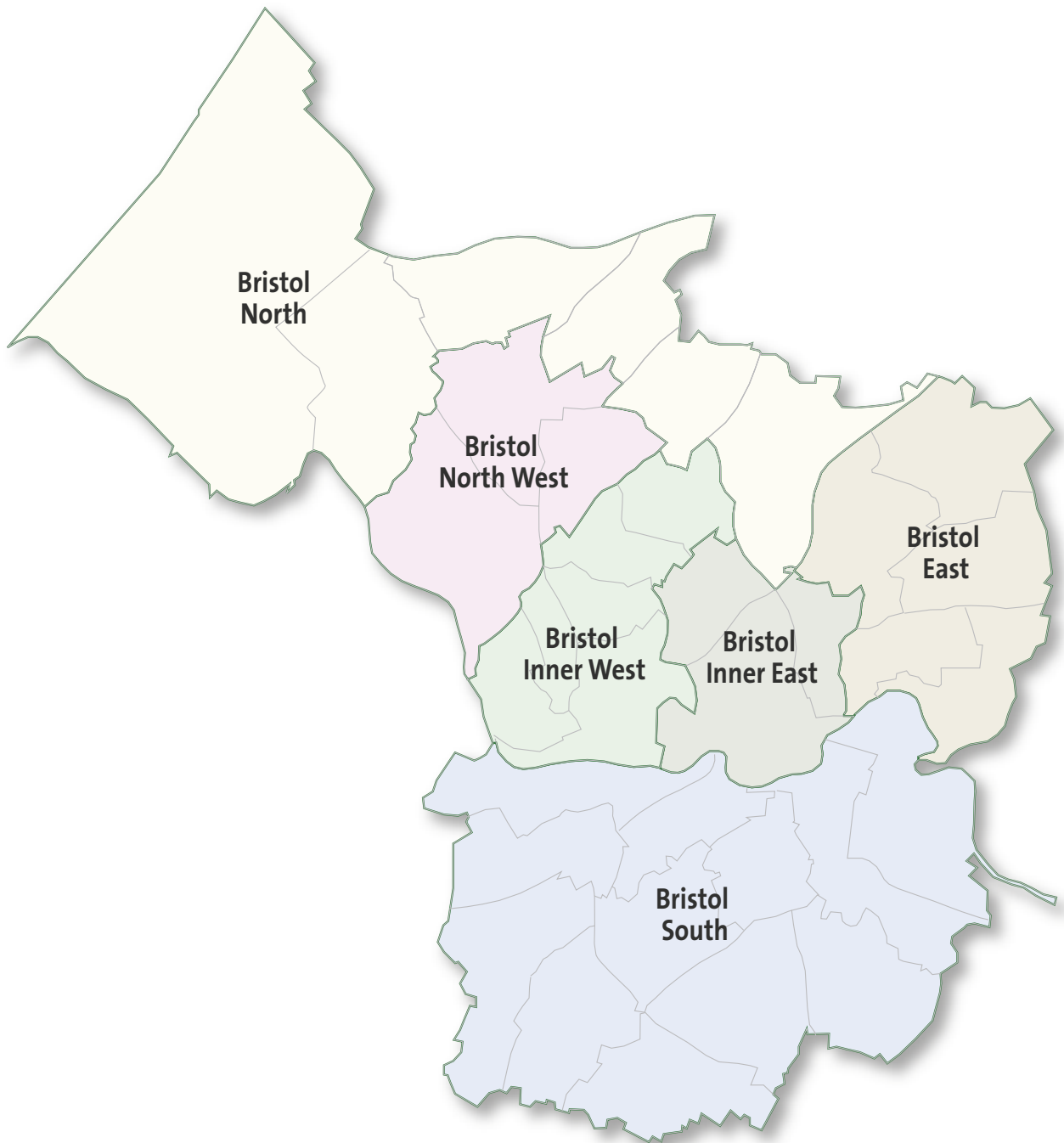
	Draft RSS
Bristol	28,000
Bath and North East Somerset	15,500
North Somerset	26,000
South Gloucestershire	23,000
TOTAL	92,500

6.10 The overall levels of growth in final Regional Spatial Strategy may change and the Core Strategy may need to be amended. However it is hoped that the emerging Core Strategy will be sufficiently robust and flexible to easily accommodate any changes.

6.11 The population of Bristol is growing with different parts growing at different rates. The inner city and east areas of Bristol have experienced high levels of population growth in recent years, following recent high levels of migration and increases in new homes. ONS Small Area Population Estimates suggest that

Preferred Option

Strategic Housing Market Assessment Zones



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between 2001 and 2005 41% of Bristol's population growth has been in three wards of Cabot Lawrence Hill and Ashley.

6.12 A Strategic Housing Market Assessment has been commissioned for the West of England Housing Market Area. This will provide crucial evidence to support the development of affordable housing policies, including the future needs and demand across Bristol and the wider Housing Market Area. Outputs from this assessment should also enable the City Council to further develop policies for delivering a mix of housing across the city. Initial viability work has suggested that sites in the Inner West and North West areas (see map above) of Bristol remain viable whilst being able to support higher proportions of affordable housing. Further work will be necessary to explore the implications of different site size thresholds, for example reducing the threshold from 15+ to 10+ dwellings, on

the provision of both market and affordable housing.

6.13 The RSS will also need to identify the amount of additional pitches required for use by Gypsies and Travellers in each authority area for the period up to 2011. Draft proposals including additional pitch numbers were consulted on separately by the Regional Assembly from August to October 2007. The responses to this consultation will be considered by an independent panel at a separate Examination in Public in March 2008. The West of England Gypsy and Traveller Accommodation Assessment (GTAA) estimates an additional 24 residential pitches and 0 transit pitches are required within the Bristol City Boundary for Gypsies and Travellers, together with 8 pitches for Travelling Showpeople for the period up to 2011. The requirement for Gypsies and Travellers will be reflected in the RSS.

Proposed main elements of Core Policies:

BCS14	Housing provision	<ul style="list-style-type: none"> Housing provision of 29,500 between 2006 and 2026. Housing trajectory.
BCS15	Affordable housing provision	<ul style="list-style-type: none"> Affordable housing threshold of 15 or more dwellings. Requirement for up to 40% affordable housing target within Inner West and North West areas. Requirement for up to 30% affordable housing target elsewhere. Social rented / intermediate proportion. Size / type of affordable housing.
BCS16	Density	<ul style="list-style-type: none"> Density of development of housing should be at least 65 dph. Higher target densities in more accessible locations. Densities should reflect local conditions and contexts, for example the historic environment.

Continued...

BCS17	Housing type	<ul style="list-style-type: none"> Promote mix of types and avoid excessive concentrations in certain areas.
BCS18	Gypsy & Travellers, and travelling showpeople	<ul style="list-style-type: none"> Criteria based policy requiring appropriate site provision to be made for Gypsies, Travellers and Travelling Showpeople. Guide to the identification of suitable sites and assess applications. Site allocations DPD to identify sites to accommodate 24 residential pitches for Gypsies and Travellers and 8 pitches for Travelling Showpeople to 2011 and further provision to 2016.

Population change, household growth and housing

Q30: Do the proposed Core Policies set out all the main elements needed to help meet housing demand and need across the city?

- Yes
- No - Please explain

Q31: Are there other strategic elements that should be included?

- Yes - Please indicate
- No

Q32: Is there justification for lowering of the affordable housing threshold to below 15 dwellings?

- Yes - Please explain
- No - Please explain

Delivering a thriving economy

- 6.14 Bristol plays a dominant economic role in the region and sub-region, providing a centre for a wide range of economic activities. A 'thriving economy' is one of the five long-term aims of the Bristol Partnership's Community Strategy. The draft Regional Spatial Strategy (RSS) identifies Bristol as "the economic hub of the South West". The Core Strategy will provide the strategic framework for identifying the amount, type and broad location of land to meet the needs of Bristol's diverse economic sectors.
- 6.15 Policy SR4 of the draft RSS sets out the aspirations for the Bristol Travel to Work Area to accommodate at least 92,000 additional jobs between 2006-2026, based on a 3.2% annual average increase in Gross Value Added (GVA). The RSS identifies Bristol city centre as the region's office capital and establishes the revitalisation of South Bristol as a major strategic objective.
- 6.16 In the central Bristol area some 102,000 people (2001 Census SWS) are employed in a diverse range of occupations. These include significant office-based employment in the city centre/Temple Quay areas (e.g. finance and banking, public administration and professional services), and retail and other service-based jobs (e.g. in and around Broadmead).
- 6.17 Growth in the north and east fringes of Bristol have had significant effects on patterns of economic growth and travel to work. There was an estimated increase of 30,000 jobs between 1996-2006 in the North Fringe (South Gloucestershire Council). The Core Strategy seeks to rebalance these patterns through supporting growth in the City Centre and regeneration in South Bristol.
- 6.18 The Port of Bristol (within both Bristol and North Somerset) also plays an economic role in the sub-region with an estimated 7,000 jobs (Bristol Port Company) dependent on its activities, directly and indirectly. Bristol Airport within North Somerset Council's area is an employer of sub-regional significance with approximately 2,500 (Roger Tym BIA Impact Study) full-time equivalent employees. The Employment Land Study 2007 (ELS) identified that although Bristol's economy has performed well since the mid-1990s, with a high proportion of the workforce employed in 'knowledge based' sectors and highly qualified, there are serious skills deficits, unemployment and socio-economic deprivation, especially in the South, Inner City / East and Northern Arc areas of Bristol.
- 6.19 The city centre office market shows signs of continuing strength with some 290,000 sq m of new office floorspace in the pipeline. Conversely, there are shortages in the supply of high quality industrial and warehouse space in all areas of the city apart from Avonmouth.
- 6.20 Employment sites in the city are under continuing pressure for redevelopment for alternative uses, particularly housing. There is a limited supply of land for all uses in the city, and the growing population and economy will mean that these pressures are set to increase. Continued loss of employment land (particularly for industrial and warehousing/distribution activities) may harm Bristol's capacity for growth in the future.
- 6.21 The ELS assessed the amount and type of employment land required to meet the needs of Bristol's economy over the period 2006-2026, reviewed the quality of the

main employment areas and assessed potential locations for new employment land.

6.22 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:

- 236,000 sq m of new office (Use Class B1) floorspace.
 - The city centre should be the main locational focus (providing 150,000 sq m) building on its 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 (i.e. professional services, finance and banking, ICT and communications and public administration).
 - To support the comprehensive regeneration of South Bristol 50,000 sq m should 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 district and local centres which are highly accessible by public transport. This will help to provide additional local employment opportunities in sustainable locations across the city. Further work in South Bristol may also identify opportunities and capacity for this office floorspace to assist in tackling that area's particular regeneration needs.

■ 24.5 hectares of new industrial and warehousing (B2/B8) land.

- New industrial and warehousing land should also be provided in two locations in South Bristol:
 - a) In the area to the east of the Brislington Park and Ride (approx. 15 hectares).
 - b) In the area around the existing Novers Hill/Vale Land Principal Industrial and Warehousing Areas (approx. 5-10 hectares).

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. Further work in South Bristol may also identify opportunities and capacity for this new industrial and warehousing land to assist in tackling that area's particular regeneration needs.

6.23 Protecting existing valuable employment sites is also an integral part of the council's preferred strategy. The majority of the city's 68 existing Principal Industrial and Warehousing Areas reviewed by the ELS continue to be 'fit for purpose' and fulfil their role as strategically important land for industrial and warehousing activities. These areas will continue to be safeguarded for these uses through the Site Specific Allocations DPD. The intensification and re-use of areas to provide higher quality industrial and warehousing land and premises will also be supported. To inform the Site Specific Allocations DPD, the council will also carry out a qualitative review of employment sites which are not currently safeguarded in the Local Plan. The sites likely to be

reviewed include City Centre office buildings and industrial and warehousing buildings spread across the city. 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. The built-up nature of the city means that it is very difficult to physically replace employment sites which are re-developed for alternative uses.

Proposed main elements of Core Policies:

BCS19	Employment land provision and protection	New employment land provision 2006-26:
		<ul style="list-style-type: none"> • 236,000 sq m net additional new office floorspace: • Site Specific Allocations DPD to, if necessary, allocate and safeguard key sites to provide: <ul style="list-style-type: none"> > 150,000 sq m in the city centre > 50,000 sq m in South Bristol > 36,000 sq m distributed amongst district and local centres highly accessible by public transport • 24.5 hectares net additional new industrial and warehousing land in South Bristol: • Site Specific Allocations DPD to allocate and safeguard key sites to provide: <ul style="list-style-type: none"> > approx 15 ha B2/B8 land to the east of Brislington Park and Ride > 5-10 ha B2/B8 land around the existing Novers Hill/Vale Lane Principal Industrial and Warehousing Areas
		Protecting existing employment land:
		Site Specific Allocations and Generic Development Control Policies DPDs to:
		<ul style="list-style-type: none"> • safeguard those Principal Industrial and Warehousing Areas identified as 'fit for purpose' by the ELS for continued B2/B8 use • provide proposals and policies to ensure that other valuable employment sites are also safeguarded

Delivering a thriving economy

Q33: Does the proposed Core Policy set out all the main elements needed to meet sustainable economic growth needs?

- Yes
- No - Please explain

Q34: Are there other strategic elements that should be included?

- Yes - Please indicate
- No

Centres, retail provision and community facilities

6.24 Work on the Bristol Retail Study and Action Plan underpins the Preferred Spatial Strategy Option. Parts of Bristol are well served by a network of Town, District and Local Centres. The new Cabot Circus also will provide a significant attraction for Bristol residents. However, there remain parts of Bristol which are less well served with a good local network of shops which are easily accessible by foot, bicycle or public transport. Centres which are 'at risk' and 'poor / under-performing' will be a priority focus. Positive policies will also be developed to maintain 'destination' and 'strong / functional' centres.

6.25 Centres and transport nodes, identified on the Key Diagram, which are highly accessible by public transport are proposed as a focus for development by:

- intensified growth in and around accessible centres encouraging new homes and appropriate employment land uses (such as offices and other commercial and leisure uses);

- Seeking to maximise development densities; and
- Retaining and enhancing services, including education, health, community facilities and public utilities.

6.26 The focus on maintaining and enhancing the role of accessible centres and transport nodes will help to maintain and improve accessibility to services for existing and new residents. This builds on the current pattern of development in Bristol, and will offer potential for suburban renaissance around existing centres.

6.27 A proposed retail hierarchy, which is based on the Bristol Retail Strategy and further work, has been set out in Annex B. Some retail frontages outside of the identified centres will also need identifying for protection.

Proposed main elements of Core Policies:

BCS20	Centres and retailing	<ul style="list-style-type: none"> To support the role and hierarchy of identified Town, District and Local Centres (see Annex B). Focus development, including 36,000 sq m of new office floorspace, and higher densities at accessible centres and transport nodes. Site Specific Allocations DPD to define boundaries of Town, District, Local Centres and retail frontages outside centres.
BCS21	Provision of Community Services and facilities	<ul style="list-style-type: none"> Seek to protect and enhance community facilities where evidence of need. Ensure social infrastructure is implemented alongside development

Centres, retail provision and community facilities

Q35: Do the proposed Core Policies set out all the main elements needed to support the role of centres and to ensure the provision of community services and facilities?

- Yes
- No - Please explain

Q36: Do you support the revised centre hierarchy for the city?

- Yes
- No - Please explain

Q37: Are there other strategic elements that should be included?

- Yes - Please indicate
- No

Open space, green infrastructure and nature conservation

Open space

6.28 Within the city boundary there are 1,500 hectares of accessible green space but this is unevenly distributed. In addition, there is a significant variation in quality and facilities available. Certain areas of the city have large amounts of low quality green space. Significant improvements are needed to provide residents across Bristol with good access to good quality parks and green spaces. The Draft Parks and Green Spaces Strategy (July 2007) sets out the framework for implementing improvements to open spaces over the next 20 years and to provide appropriate levels of open accessible and good quality recreation and leisure opportunities for communities and the growing population.

Green infrastructure

6.29 Green Infrastructure is the strategic, physical network of green spaces, for example, green corridors. It contributes to

the vitality and quality of life in Bristol. Green Infrastructure will need to be taken into account as an integral part of development. The West of England Green Infrastructure Working Group has been developing a Green Infrastructure Tool and Strategy for the sub-region, to be completed by March 2008. These will assist the further development of the Core Strategy and subsequent Development Plan Documents.

Nature conservation

6.30 The Avon Biodiversity Action Plan will be carried forward into the development of a Bristol Biodiversity Action Plan. Together the Biodiversity Action Plans and the Core Strategy will need to safeguard and enhance priority habitats and species. The impacts of climate change on biodiversity will need to be mitigated through the maintenance and management of cohesive network of habitats throughout the city.

Proposed main elements of Core Policies:

BCS22	Open space, Green Infrastructure & nature conservation	<ul style="list-style-type: none"> To maintain a network of Green Infrastructure through: Protecting and enhancing International / National designations. Minimum open space standards and where deficiency reference to P&GSS. Reviewing, safeguarding and enhancing SNCIs. Reviewing and maintaining network of Wildlife Network Sites. Setting out detailed standards in the Development Control Policies DPD including reference to Parks and Green Spaces Strategy minimum open space standards
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Open space, green infrastructure and nature conservation

Q38: Does the proposed Core Policy set out all the main elements needed to support improvements to the accessibility and quality of open space, nature conservation and the development of green infrastructure?

- Yes
- No - Please explain

Q39: Are there other strategic elements that should be included?

- Yes - Please indicate
- No

Water and flood risk

6.31 Areas of Bristol are at significant risk of flooding, notably parts of Avonmouth and the City Centre. The Bristol Development Framework will seek to minimise vulnerability to flooding through the identification of areas of flood risk, identify where new infrastructure and mitigation measures are needed, address conservation and enhancement of water quality and promote the use of

sustainable drainage. A strategic Flood Risk Assessment is being commissioned for Bristol in conjunction with adjacent local authorities and the Environment Agency. The Bristol Development Framework will take into account implications of growth on the water network including the potential need for new infrastructure. Blue infrastructure will also be mapped.

Proposed main elements of Core Policies:

BCS23	Water & flood risk	<ul style="list-style-type: none"> • Avoiding development in areas at risk of flooding. • SUDS strategy required for all major developments • Setting out detailed standards in the Development Control Policies DPD including reference to: sustainable drainage standards for all new development; avoidance of harm to natural watercourses; and enhancement of river corridors.
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Water and flood risk

Q40: Does the proposed Core Policy set out all the main elements needed to take account of flood risk and water quality?

- Yes
- No - Please explain

Q41: Are there other strategic elements that should be included?

- Yes - Please indicate
- No

Severn tidal barrage

6.32 Whilst proposals for a Severn Tidal Barrage are outside the Bristol City Council area, they are likely to have considerable impacts on a wide range of issues within Bristol. These will need to be taken into account as further work is carried out by the Government, and future reviews of the Core Strategy will need to give careful attention to this point.

Bristol International Airport

6.33 Bristol International Airport (BIA) issued a final version of their Master Plan in 2006 which provides detailed information on

proposals for expansion for the period to 2015, based on developing the airport to handle 9 million passengers per annum (mppa). The Master Plan also looks forward to 2030 and includes indicative plans showing how the airport might develop in the longer term to accommodate up to 12.5 mppa. It is understood that an application will be submitted to North Somerset Council in the first or second quarter of 2008. The City Centre and the South of Bristol will be particularly influenced by airport growth in terms of employment opportunities and environmental impact.

Core Policies

Q42: Will the proposed Core Policies successfully deliver the Preferred Spatial Strategy Option and the proposed Strategic Objectives?

- Yes
- No - Please explain

Q43: Are there other Core Policies which we should include?

- Yes - Please indicate
- No

7. Implementation and phasing

- 7.1 The Core Strategy Submission version will set out a delivery strategy for achieving the Spatial Objectives. This will set out what is intended to happen where, when, and by what means it will be delivered. This will be informed by the West of England Sub Regional Development Plan, when it is completed.
- 7.2 Successful regeneration of South Bristol is a key early priority and later phasing of other major development opportunities within Bristol will be necessary to enable the transformational change required. Further work on South Bristol regeneration will need to be integrated into the statutory portfolio of documents of the Bristol Development Framework to ensure it can be delivered.
- 7.3 The development of an Area Action Plan is proposed to guide the redevelopment of part of St Philips. It is proposed that an Area Action Plan should be adopted prior to the redevelopment of the area.
- 7.4 The City Centre Strategy will need to be updated and brought into the portfolio of Bristol Development Framework documents.
- 7.5 Action Plans could help to guide comprehensive approaches to regeneration for the Northern Arc and Inner City / East regeneration areas. These would need to be developed later on in the plan period.
- 7.6 Further consideration of the delivery mechanisms will be required in the light of the Government's forthcoming proposals which were consulted on as part of the Planning White Paper (May 2007). These will need to be set out in future revisions to the Local Development Scheme.

Implementation and phasing

Q44: Would the regeneration/development of certain areas of the city be assisted by the production of Area Action Plans or other location specific statutory documents?

- Yes - Please explain
- No - Please explain

8. Monitoring

8.1 The Core Strategy will contain a set of indicators for monitoring the Core Strategy Strategic Objectives, and Core Policies where appropriate, through the Annual Monitoring Report. The indicators will need to be developed to reflect the National Core Output indicators, the new

National Indicators for Local Authorities and Local Authority Partnerships (DCLG, December 2007), LAA/MAA indicators, local indicators and the housing trajectory. From April 2008 Each LAA, agreed with the Government, will contain up to 35 performance indicators selected from the list of 198 National Indicators, together with a number of other indicators.

Monitoring

Q45: Are there any specific local indicators that the City Council need to consider?

- Yes - Please indicate
- No

Sustainability Appraisal Report

Q46: The significant social, economic and environmental effects of the Core Policies in the Preferred Options Paper have been appraised and set out in the last section of the draft Sustainability Appraisal Report. Do you agree with this appraisal?

- Yes
- No - Please explain

Equalities

Q47: Are any of the Core Policies likely to have unfavourable effects on some groups within the community?

- Yes - Please explain
- No

Q48: What steps can the City Council take to mitigate against any negative effects of policies?

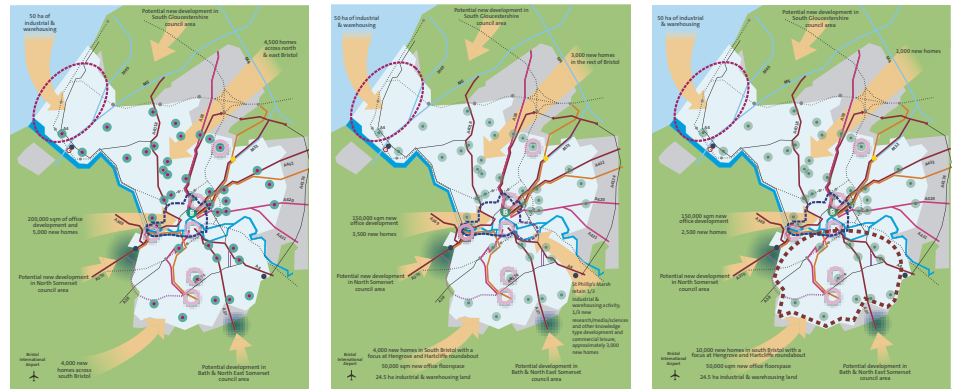
Additional Comments

Q49: Are there any additional comments you wish to make? Please refer to the relevant document and paragraph numbers where appropriate.



Bristol Development Framework

Annex A: Issues and Options Paper (July 2007) – Spatial Strategy Options



	Option 1	Option 2	Option 3
Dwellings (Net increase)			
City Centre	10,000	8,500	7,500
St Phillips		3,000	
South Bristol	6,500	6,500	12,500
Rest of Bristol	8,500	7,000	5,000
Urban extensions	1,000	1,000	1,000
Windfalls	2,000	2,000	2,000
Total	28,000	28,000	28,000
B1 (including Office floorspace) (m2)			
City Centre	200,000	150,000	150,000
South Bristol		50,000	50,000
Other town and district centres	36,000	11,000	36,000
B2/B8 (Industrial/Warehousing) (Hectares)			
Avonmouth	50	50	50
South Bristol		24.5	24.5
Other	24.5		

Annex B: Proposed Retail Hierarchy

Name	Proposed Designation
Broadmead Regeneration Area	City Centre (Regional)
Baldwin St / Victoria St	Part of City Centre
St Michaels/Christmas Steps	Part of City Centre
Old Market	Part of City Centre
Queens Road / Park St	Part of City Centre
Stokes Croft	Part of City Centre
Arnside Road	District
Crow Lane	District
Lodge Causeway	District
North View	District
Riding Leaze	District
Stapleton Road	District
Symes Avenue	District
Whitchurch	District
Bedminster	Town
Clifton	Town
Fishponds	Town
Gloucester Road	Town
Henleaze	Town
Shirehampton	Town
St George (Church Road)	Town
Wells Road (Broadwalk)	Town
Westbury on Trym	Town
Whiteladies Road	Town
Ashley Road/Grosvenor Rd	Local
Avonmouth Village	Local
Bishopsworth	Local
Brislington	Local
Broomhill Road / Fermaine Ave, Brislington	Local
Chandos Road	Local
Coldharbour Road	Local
Druid Hill, Stoke Bishop	Local



Preferred Option

Filton Avenue	Local
Filton Road	Local
Filwood Broadway	Local
Gilda Parade	Local
Lawrence Hill	Local
Lockleaze	Local
Mina Road	Local
Picton Street	Local
Sandy Park Road	Local
Shirehampton Road	Local
Southmead Road	Local
St Annes 'Village', St Annes Road	Local
St Marks Road	Local
St Michaels Hill	Local
Stockwood	Local
Stoke Lane	Local
Totterdown	Local
Wellington Hill West / Southmead Road junction, Henleaze	Local
Two Mile Hill	Frontage
Fishponds Road	None
Hotwells	None

Annex C: 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	Housing, whether for rent, shared ownership or outright purchase, provided at a cost considered affordable in relation to incomes that are average or below average, or in relation to the price of general market housing.
AA	Appropriate Assessment	Appropriate Assessment is a requirement of the European Habitats Directive. Its purpose is to assess the impacts of the plans and projects on internationally designated sites nature conservation sites.
	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).
	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.
BREEAM	Building Research Establishment Environmental Assessment Method	A way of assessing the environmental performance of both new and existing buildings.
	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

Preferred Option

	Bristol Urban Design Forum	The Bristol Urban Design Forum will be part of a new initiative to encourage design excellence in the city's buildings and public realm. The Panel will provide expert design reviews of development proposals, focussing on projects which have a significant impact on the city's urban areas.
	Bus Rapid Transit	A public transport service operated with road going vehicles, including a length of segregated route away from traffic congestion.
CABE	Commission for Architecture and the Built Environment	
	Characterisation	Characterisation is a tool for examining a place to identify its essential qualities and character.
	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.
	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 DPDs).
	Corporate Plan	The Corporate Plan sets out what the council plans to achieve over the next three years towards the delivery of the longer term vision for the city.
DCLG	Department of Communities and Local Government	
	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.
		Development Plan Documents include the core strategy, site-specific 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.

DfT	Department for Transport	
	Ecological footprint	The area of land and water which is required to support a defined economy or human population at a specified standard of living indefinitely, using prevailing technology.
	Eco-neighbourhoods	Exemplar "green developments" based on the DCLG Eco-towns concept. They will meet the highest standards of sustainability, including low and zero carbon technologies and quality public transport systems. They will make use of brownfield land and surplus public sector land where practical and lead the way in design, facilities and services, and community involvement
EqIA	Equality Impact Assessment	An Equality Impact Assessment is a systematic and thorough consideration of how a policy is affecting, or likely to affect, people from different backgrounds
	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.

Preferred Option

	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.
GVA	Gross Value Added	The difference between output and intermediate consumption for any given sector/industry. That is the difference between the value of goods and services produced and the cost of raw materials and other inputs which are used up in their production.
HIA	Health Impact Assessment	Health impact assessment is a practical approach that determines how a proposal will affect people's health. Recommendations to 'increase the positive' and 'decrease the negative' aspects of the proposal are produced to inform decision-makers.
	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.
	Independent Examination	The process by which a planning inspector may publicly examine a Development Plan Document (DPD) 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.
	Issues, Options and 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.
	Key Diagram	The diagrammatic interpretation of the spatial strategy as set out in a local authority's Core Strategy.
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.
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.
	Low Value Green Space	Low value in this context refers to value assessed by a range of factors including: nature conservation, history and archaeology, and, especially, local community value. It does not refer to financial value.
MAA	Multi Area Agreements	The Government plans to enable local government to transcend traditional administrative and structural boundaries and deliver solutions that cover entire commuter routes, housing and employment markets for the first time through Multi Area Agreements (MAAs).
	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.
ONS	Office for National Statistics	
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.
	Place Shaping	The Lyons Inquiry into Local Government (Lyons 2006) set out a role for local government as the voice of a whole community and an agent of 'place'. This role includes building and shaping local identity, and making sure that the right services are provided to local people based on local needs and preferences.

Preferred Option

	Planning and Compulsory Purchase Act, 2004	The Act which sets out the requirement to produce a Local Development Framework
	Planning Policy Statement	National planning policy produced by the Government as part of the new planning system.
	Planning Inspectorate	Body which considers the appropriateness of planning policies, taking into account public consultation responses.
	Preferred Options	See Issues, Options and Preferred Options
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.
SNCI	Site of Nature Conservation Interest	Sites designated for their local nature conservation or geological value.
	South West Design Review Panel	The Panel works with local authorities and developers to help the South West to achieve the highest possible standards of design in the built environment. Design review by the Panel is part of a regional programme to promote good design in architecture and planning in the South West.
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 Development Agency	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.
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.
SEA	Strategic Environmental Assessment	The consideration of policies and proposals to assess their impact on the environment. This is to be undertaken as part of a Sustainability Appraisal.
SUDS	Sustainable Drainage Systems	Sustainable drainage systems (SUDS) offer an alternative approach to drainage in developed areas.

	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.
	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.
TIF	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.
	Windfall Site	A site not specifically allocated for development in a development plan, but which unexpectedly becomes available for development during the lifetime of a plan. Most "windfalls" are referred to in a housing context. They tend to be very small sites for one or a small number of homes.