

West of England Partnership Board
14 January 2010

SINGLE CONVERSATION DELIVERY & INFRASTRUCTURE INVESTMENT PLAN

RECOMMENDATION

1. That the Board endorses progress to date and the next steps to prepare the Delivery and Infrastructure Investment Plan.

BACKGROUND

2. The focus of the Single Conversation is investment in communities, homes and jobs to achieve:
 - Sustainable places in priority areas
 - Economic prosperity and opportunity
 - Housing for everyone.
3. The Homes & Communities Agency and South West Regional Development Agency, two of a number of potential co-financers of infrastructure continue to emphasise place-based investment to secure sustainable communities. Negotiations are also continuing on sub-regional priority themes, namely:
 - Suburban intensification. Rural and Market Towns
 - Affordable Housing and Supported Housing for older and vulnerable people
 - Capacity Building
 - Gypsies and Travellers.

PROGRESS

4. Following the report to the Board in September 2009 local authority and partnership officers have continued to identify and assess specific priority places and themes for the development of homes and jobs, based on emerging Core Strategies.
5. By the beginning of November council officers had identified a long-list of priorities for development likely to require public investment. Since then, with continuing assessment of priorities, four formal negotiations have taken place with the HCA and RDA as co-financers, focussing on the:
 - Overall strategic case for investment
 - Review of indicative public investment in infrastructure for each priority place and theme, against proposed homes and jobs, for the period 2010/11 - 2019/20
 - Identification of: Years 1-3 as 'firm'; Years 4-5 as 'soft' and Years 6-10 as 'indicative'.

6. The emerging Delivery & Infrastructure Investment Plan is expressed in the following Appendices to this report.

Appendix A: Draft Strategic Case for Investment

7. This addresses:
 - Sub-regional context, objectives and requirements
 - Challenges and Opportunities
 - Delivering growth
 - Scale of affordable housing need
 - Regeneration
 - Mixed, sustainable communities
 - Infrastructure provision and the viability of development sites
 - Realising the priorities of the spatial strategy
 - Approach to Priority Places and Sub-regional Priority Themes
 - Summary of Priority Places
 - Summary of Sub-regional Priority Themes.

Appendix B:

Table A Investment & Outputs Schedule for Priority Places & Themes requiring public investment 2010/11 – 2019/20

8. The Table identifies the varying levels of estimated public investment in infrastructure, against homes and jobs outputs, by place and by theme. It identifies the substantial annual public-sector funding gap - based on assessments so far.
9. So far the required level of public investment in infrastructure, and the outputs of homes and jobs, have been assessed at 'plan' rather than 'project' level. In due course detailed master-planning and project planning will provide more detailed assessments.
10. Circumstances vary across the proposals but in general:
 - Assessments in the early years are much firmer, although they still rely upon assumptions about the viability of developments at a time when the economic upturn has only just started
 - At this stage it is difficult to assess the extent to which developments can support S106 payments
 - The continued availability of the £450m RFA2 strategic transport investment has been assumed given the strength of the business case, despite likely public expenditure cuts.
11. Further appraisal of the proposals in this framework for investment is currently taking place. Authorities have taken account of the draft Roger Tym & Partners strategic assessment of infrastructure requirements and deliverability of key development sites.

12. Further prioritisation of the investment framework is also taking place. This is necessary because of the size of the public sector funding gap identified, the need to focus on policy priorities and the importance of maximising value for money from what will be reducing amounts of public capital investment. The Partnership's commitment to sustainable communities, the need to balance homes and jobs and the importance of meeting pressing needs for more affordable homes and supported housing are key.
13. This work will also need to take into account current Single Conversation negotiations with the Environment Agency, Highways Agency, Registered Social Landlords and GOSW. Discussions on deliverability are also planned with developers in January, with the assistance of the HCA & RDA. At a later stage, when priority projects are being assessed in more detail, full appraisal will be necessary and will result in further refinement of the Plan.
14. Given the scale of public investment required, it will be essential to maximise: the use of public assets; S106 Agreements; HCA & RDA investment; Regional Infrastructure Fund cash-flow support; and, the support of infrastructure providers. The potential and timing of Accelerated Development Zones and Community Infrastructure Levy, as practical sources of investment in the medium term, will also need to be explored.

Appendix C: Individual Prospectuses for Priority Places & Themes

15. This appendix provides examples of the individual prospectuses that have been prepared to support the Strategic Case for Investment, and to assist work with partners and investors.

Appendix D: Map A Priority Places requiring public investment

16. This map shows the location of Priority Places in relation to planned investment in Major Transport Schemes up to 2019/20, and the homes and jobs output envisaged.
17. Whilst further discussion of Avonmouth Severnside is envisaged, no public investment is currently proposed in the period up to 2019/20. A recent submission to government responded to a request for expressions of interest in establishing an Accelerated Development Zone. This would enable business rate in an agreed zone to be retained for an agreed period, as a means of financing infrastructure.

Appendices:

E. Table B: Overall Homes & Jobs Trajectory 2006-2026

F. Map B: Location of Overall Homes & Jobs Trajectory

18. These Appendices identify the total growth in jobs and homes envisaged by emerging Core Strategies, including those requiring public investment summarised at Appendix B. The homes and jobs outputs are below the original Draft RSS and the Government's Proposed Changes to RSS. Changes are currently the subject of a Sustainability Assessment required by Government; based on recent advice from GOSW this assessment is planned for completion by March 2010, and Government may decide on further public consultation.

Appendix G: Next Steps Timetable

19. The overall aim is to report the Delivery & Infrastructure Investment Plan to this Board on 25 February 2010 and to Council Cabinets in March 2010.

NEXT STEPS

20. These are summarised in the Next Steps Timetable at Appendix G. Much remains to be done in reviewing the specifics and assessing viability to ensure effective prioritisation and targeting of resources.

APPENDICES

(The content of these appendices remains draft whilst assessment, negotiations and prioritisation continues)

- A. Draft Strategic Case for Investment
- B. Table A Investment & Outputs Schedule for Priority Places & Themes requiring public investment 2010/11 –2019/20
- C. Individual Prospectuses for Priority Places & Themes
- D. Map A Priority Places requiring public investment
- E. Table B: Overall Homes & Jobs Trajectory 2006-2026
- F. Map B: Location of Overall Homes & Jobs Trajectory
- G. Next Steps Timetable

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WEST OF ENGLAND

SINGLE CONVERSATION: DRAFT JOINT INVESTMENT AND DELIVERY PLAN STRATEGIC CASE FOR INVESTMENT

Delivering place-based priorities and sub-regional development themes

1. INTRODUCTION

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

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

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

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

- Meeting the needs of existing and future residents for homes and jobs
- Securing mixed use developments that discourage travel by car
- Prioritising urban regeneration and intensification
- Securing the infrastructure required to support growth
- Reducing the impacts of climate change
- Safeguarding and enhancing the natural environment.

The Multi Area Agreement also includes a commitment through the 'Single Conversation' with government agencies, to prepare a sub-regional Integrated Delivery

and Investment Plan that identifies and prioritises the investment required to secure the planned new housing and jobs. The Agreement indicates that the Plan will sequence and phase the delivery of housing and employment and the infrastructure required across the sub-region, and support the creation of mixed and sustainable communities, including a supply of affordable and supported housing.

Against this background, the Joint Investment and Delivery Plan for the West of England has been prepared to set out priorities for investment in communities, homes and jobs to create:

- Sustainable *places in priority areas*
- Economic *prosperity for all*
- Housing *for everyone through support for affordable and supported housing, for intensification and renewal in suburban, and rural and market town locations, for gypsies and travellers, and for capacity building and master planning.*

The following document sets out:

- The key challenges and opportunities addressed by the Joint Investment and Delivery Plan (section 2)
- The approach of the Plan, in particular to identifying 'place-based' priorities for public investment in support of development and sub-regional themes addressed by such investment across the wider area (section 3); and finally
- The nature of each of the 'place based' priorities and sub-regional themes, the investments required to enable delivery of these priorities and themes, and their contributions to delivering strategic development requirements (sections 4 and 5).

Attached appendices set out further details about the place based priorities and sub-regional themes and summaries of the key outcomes in terms of dwellings and jobs, and the investment requirements.

2. CHALLENGES AND OPPORTUNITIES

Delivering growth

The West of England offers significant potential for development and has an important role to play in delivering growth and contributing to regional targets, as indicated above. The draft Regional Spatial Strategy allocates some 20% of the additional dwellings proposed for the South West to the West of England, and 25% of the additional jobs. Delivering the proposed additional dwellings would mean achieving a house-building rate of 5,868 per annum over the future. This compares with a past average build rate of 3,864 per annum (1996-2009). Delivering the additional dwellings would require therefore, a significant increase in the annual completion rate for the sub-region.

Delivering the proposed additional jobs implies a need for an additional 800,000sq m gross office floor space (40,000sq m gross per annum average) between 2006 and 2026. The implications for industrial land requirements are less clear. However, monitoring data shows that industrial development completions across the sub-region have averaged 28ha per annum over the last 20years.

These levels of growth would increase the pressure on an already over-heated housing market and congested strategic road network unless substantial investment in new development and supporting infrastructure is secured. Initially, achieving higher levels of

growth is likely to be constrained by development viability issues arising as a result of the recession. Delivering this growth therefore, would be facilitated by public investment to help overcome development constraints, support the regeneration of disadvantaged communities and outworn urban fabric, and the establishment of balanced communities.

Scale of affordable housing need

The recent Strategic Housing Market Assessment has estimated that the need for affordable homes in the West of England is rising by some 4,179 per annum. This compares with past historic completion rates for all dwellings of 3,864 per annum. Even if the RSS Proposed Changes dwelling provision for the West of England of 5,868 per annum was met, 71% of these homes would have to be affordable to meet estimated existing and future need.

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

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

The RSS requires 35% of all new homes provided to be affordable. Developer contributions to affordable housing are required only for larger sites. However, between 1996-2008 approximately 39% of all housing completions (some 17,897) in the West of England were on small sites of less than 10 units and did not therefore provide any contributions to affordable housing.

Regeneration

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

In addition, the number of persons resident in the deprived localities of the West of England is considerable- some 75,825 live in the 10% most deprived localities ranked nationally according to levels of deprivation and some 142,634 in the 20% most deprived localities ranked at the national level.

Mixed, sustainable communities

Building new homes provides the opportunity to create more balanced and sustainable new communities, and thereby enhance their health and well-being. Realising this opportunity has implications for the ways in which new development is planned. These range from achieving the latest building standards, better design of development, the housing mix including tenure and size, provision of local services, amenities, jobs and protecting and enhancing the natural environment through to improving the accessibility

of new developments to major employment locations and town centres, consistency with business location requirements and safeguarding critical environmental assets.

Further growth therefore, must be planned within a framework that ensures that development is sustainable. Short-term considerations must not lead to sub-optimal development in terms of building standards, local facilities and the required improvements to infrastructure in the wider area, and harm progress towards achieving more sustainable development over the long-term. The appropriate safeguards therefore, must accompany new development to ensure that complementary investment in new infrastructure is secured.

Infrastructure provision and the viability of development sites

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

A recent study¹ advises that a substantial funding gap will need to be addressed in order to make substantial progress with many of the major development proposals for the sub-region. This reflects doubts about the current viability of these developments as a result of the recession and sharp falls in development values and levels of activity. It also reflects uncertainties about how all of the major new infrastructure required to support development can be funded. These difficulties arise in part from the recession and an historical deficit in infrastructure investment, and are especially apparent when considering the infrastructure investment required to support the high levels of growth proposed by draft RSS.

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

Realising the priorities of the spatial strategy

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

Shifting the locational emphasis of new development from north Bristol to the south of the City and to Weston-super-Mare, and thereby re-directing market preferences, will need to be acknowledged in setting public priorities for investment in supporting development, meeting infrastructure requirements and affordable housing. It also

¹ Responding to Infrastructure Delivery and Planning Issues in the west of England. Roger Tym and Partners for the West of England Partnership. November 2009.

requires a range of other initiatives designed to support the regeneration of disadvantaged communities and the re-vitalisation of local economies.

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

Approach

The Joint Investment and Delivery Plan is expressed in terms of spatial, 'place based' priorities and sub-regional 'themes' to be addressed across the sub-region. This approach reflects the aims and objectives of HCA guidance on the preparation of Local Investment Plans. Similarly, the engagement of partner agencies in preparing the Plan including, HCA, RDA, GOSW, Highways Agency, RSLs, the local councils and other stakeholders as appropriate, acknowledges the approach set out by the guidance.

The 'place-based' priorities of the Plan describe where and when partners intend to promote development, the characteristics to be met by this development, the delivery issues to be addressed and associated requirements for public investment. In each case, development aspirations for the wider area as shown by the emerging Core Strategies are set out, and the contributions of the 'place based' priorities and other initiatives to delivering these aspirations are identified.

The sub-regional themes supplement the 'place-based' priorities and express priorities to be addressed in managing and supporting development at all locations across the sub-region. They seek to address the housing and other developments needed to support the delivery of sustainable communities across the wider sub-region beyond the priority locations. Particular attention is given to the need for affordable and supported housing.

The Delivery Plan sets out development priorities and themes arising over the period from 2010 to 2020. It identifies development proposals and associated investments arising annually over the next 3 years (2010-2013), then over the following two years (2013-2015) and finally, over the following 5 years (2015-20). The investment and actions required to enable delivery of the priorities are set out in term of the contributions from the private sector and public agencies.

Expected outcomes arising from the delivery of the specified priorities are expressed in terms of dwellings and jobs. Recognition is also being given to the wider benefits of delivering the priorities in terms of 'place-making'. In particular, the benefits arising from balancing homes with jobs, integrating new communities with existing communities and from renewing the built environment and achieving more sustainable development.

Identifying 'place-based' priorities

The 'place-based' priorities identified by the Delivery Plan reflect the spatial strategy and the delivery issues to be addressed in securing the delivery of the strategy. The 'place-based' priorities therefore take account of the significance of particular development proposals to the spatial strategy and issues arising with the phasing and delivery of these proposals.

The 'place-based' priorities also reflect requirements for public investment in support of delivering the spatial strategy. Requirements for public investment are identified therefore, where there would be clear benefits the wider public.

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

- Strategic fit with the spatial strategy for the sub-region, the visions of the Partnership and the local councils and HCA priorities' RFA2 priorities
- Securing clear outputs with indicative phasing
- Requiring further public investment in order to overcome development constraints (value for money)
- Demonstrating a tactical or strategic opportunity for delivering new homes, jobs and affordable and supported housing in accord with the sub-region.

The 'place-based' priorities emerging from these considerations in summary comprise:

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

Delivering the 'place-based' priorities has the potential to deliver some 24,030 homes, 36% of which are affordable/supported housing, and some 36,600 jobs. Some 11,880 dwellings are expected to be realised within the first 5 years. This is set against the overall dwelling trajectory that shows some 22,108 homes being completed between 2011 and 2016.

The specific contributions of the place based priorities to meeting development targets and the actions and investments required to enable their delivery are set out in section 4 below.

Sub-regional priorities or themes

The Delivery Plan also sets out the investment required to support the delivery of mixed and sustainable communities across the wider sub-region through a series of proposed investments grouped under the following themes:

- Supported housing for older and vulnerable people
- Rural and market towns
- Suburban intensification
- Transit and residential sites for gypsies and travellers
- Capacity building.

These sub-regional investment themes, as described above, seek to ensure that the housing and other developments needed to support the delivery of sustainable communities are met outside the identified 'place based' priorities. The sub-regional themes seek to support the provision of affordable and supported housing in areas where people want to live and work, as well as opportunities to support housing renewal and opportunities for enhancing the creation of more balanced and sustainable communities.

Particular attention is given by the sub-regional themes to the needs of particular groups, providing supported housing and transit/residential sites for gypsies and travellers. In

addition, investment is proposed in a range of planning studies in order to support plan making across the sub-region, support for local communities and the delivery of strategic development aspirations.

The investments identified under the sub-regional priorities or themes have the potential to deliver xxx affordable and xxx supported homes in the short term, this is a substantial proportion of the required affordable housing to meet need.

4. THE PLACE-BASED PRIORITIES-A SUMMARY

The following section sets out in summary each of the ‘place-based’ priorities arising from the considerations described above in section 3. In each case, the strategic context is set out in terms of the development aspirations of the emerging Core Strategies, implied development trajectories and key delivery requirements. The ‘place-based’ priorities are then described, delivery issues and public investment requirements identified and contributions to delivering overall development strategies assessed.

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

Bath and Bath City Centre

The RSS proposes that Bath will develop its role as an economic, service, tourism and cultural centre by means of the re-use of existing buildings and sites within the urban area. The emerging Core Strategy of the Council acknowledges this view proposes provision for up to 6,000 homes and 10,450 jobs within the City between 2006 and 2026. These proposals are consistent with the strength of the Bath economy and its importance to the prosperity of the wider area. They also acknowledge important opportunities for new business and residential development provided by large, mixed use, brown field sites at Bath City Riverside on the edge of the City Centre.

Bath: Proposals for dwellings and jobs

		2006-11	2011-16	2016-21	2021-26	2006-26
Bath Urban Area Dwellings		1044	1215	2151	1,755	6,000
(incl.W.Riverside) Jobs		0	2100	4200	4,200	10,500

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

Improvements to transport within Bath and connections with the wider area are required to support the enhancement of the role of Bath and the accompanying development aspirations as proposed by planning strategies. Key proposed transport improvements identified as required include a bus-based rapid transport network linking park and ride sites on the edge of the City with the City Centre and Bath City Riverside, improved bus services, enhanced rail frequencies and associated traffic management and pedestrian measures. Funding of £57m has been provisionally agreed for the Bath Transportation Package, which embraces many of these improvements. It is to be implemented by

2013. Further investment will be required to support specific major development proposals and the growth proposals for the City over the long term.

Improvements to flood defences of the City Centre and Bath Western Riverside are also required which would also benefit locations downstream from Bath. These improvements may require an investment of £34.5m and will have significant implications for the viability of development proposals in the City Centre, especially at Western Riverside (see below).

Place-based priority

Bath City Riverside: Opportunity for urban regeneration

Bath City Riverside provides opportunity for securing an enlarged City Centre through the regeneration of brown field sites at a location where car use would be minimised. Expansion of the city centre is essential to creating the capacity to meet anticipated development requirements and enhancing the role of the City in line with planning strategies. About 2,150 dwellings and over 5,500 jobs could be provided by 2020 accounting for about two thirds of the dwellings and nearly 90% of the jobs shown as arising across the whole of Bath over these years.

Master planning of the Bath City Riverside development has been undertaken and is currently being up-dated and incorporated into a Regeneration Delivery Plan to be published by the Council in April 2010. Some sites are the subject of planning applications.

Bringing forward the development of Bath Riverside however requires considerable investment in the following:

- Park and ride and improved bus services as identified and funded by the agreed Bath Package
- Land remediation and demolition, flood defences, land assembly, business relocation and site transport infrastructure (£20m)
- Strategic flood management and protection that would benefit the City Centre (and Keynsham) (£7.5m)
- Support for the provision of affordable housing (£7.8m).

A significant element of this investment will be required in advance of the delivery of development to address initial viability and strategic infrastructure issues. Some further investment will also be needed in transport improvements in the wider area in parallel with development progress over the longer-term.

Bath City Riverside: Development proposals and investment requirements

	2010-13	2013/5	2015-20	2010-20
Homes*	508	290	1,350	2,148
Jobs	40	1,100	3,900	5,040
Investment**	£22.1m	£8.1m	£5.3m	£35.5m

* Includes 814 affordable homes.

**Includes £7.8m to facilitate the delivery of affordable housing up to 2015.

Bristol City Centre

Supporting the maintenance and enhancement of the City Centre is a key priority of Bristol City Council, the sub-region and the region. This reflects the economic importance of the City Centre in terms of current levels of activity, growth potential, and

supporting the knowledge based economy and competitiveness, and investment in cultural and leisure facilities. It also reflects the benefits of city centre development to sustainable development objectives owing to the potential for high-density activity, minimising travel and encouraging travel by alternatives to the car.

In recognition of draft RSS proposals and the economic and wider benefits, the emerging Core Strategy proposes substantial development in the City Centre including an additional 8,300 new homes 150,000 sq m gross office floor space. The office proposals together with existing commitments and the expansion of jobs in other services, could enable the delivery of an additional 20,000 jobs between 2006 and 2026.

Bristol City Centre: Proposals for dwellings and jobs

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

Delivering the development trajectory set out above would also facilitate the regeneration of adjacent areas, in particular the proposed extension of the City Centre into the Temple Meads and St Philips areas.

Bringing forward proposals for major improvements to the accessibility of the City Centre would also facilitate delivering the development trajectory. The most significant include the further development of the showcase, Greater Bristol Bus Network, a smartcard ticketing system and especially, the bus rapid transport network with supporting park and ride facilities, and the Greater Bristol Metro. Funding for the majority of these schemes has been agreed in principle.

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

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

Place based priority

Stokes Croft, Temple Meads and St Philips: Opportunity for urban regeneration

Stokes Croft is a key gateway to the City Centre and adjacent to the disadvantaged communities of St Pauls. Stokes Croft includes a number of derelict, under-used buildings in poor condition as well as much evidence of social exclusion, which together detract from the overall image and success of the City Centre, in particular the recently opened Cabot Circus retail development.

The un-used Westmoreland House, owing to its scale, derelict condition and location, is a significant component of Stokes Croft that has an adverse impact on overall character of the neighbourhood and adjacent communities. It represents Bristol’s most challenging

individual site on the edge of the City Centre, the regeneration of which would contribute significantly to progressing the re-vitalisation of Stokes Croft and the wider area with benefits to the City Centre.

A mixed-use scheme for Westmoreland House is proposed that meets the requirements of the local community. Various master planning exercises have been completed over recent years. A recent planning application has been refused however, on the basis of scale, design and form and mix of uses.

Bringing forward Westmoreland House requires land assembly, probably through compulsory purchase procedures, some demolition and then provision of new workspace and homes.

Temple Meads and St Philips: Opportunity for urban regeneration

Proposals for the extension of the City Centre into the adjacent areas of Temple Meads and St Philips seek provide opportunity for building on the success of the nearby Temple Quay developments. They provide opportunity for securing further investment in the renewal of out-worn urban fabric and in particular, high density residential developments close to the many jobs at Temple Quay and across the wider City Centre. Bringing forward these proposals would supplement the range of commercial development opportunities available to accommodate city centre growth requirements. Above all, bringing forward the proposals would provide scope for securing high density residential development close to the many jobs provided in the wider city centre and minimise travel.

Delivering the proposals for Temple Meads and St Philips requires a range of studies to appraise development options, establish master plans, investment requirements and delivery arrangements.. Estimates of the potential for accommodating new jobs and homes will then be prepared.

Bristol City Centre

Westmoreland House, St Philips and Temple Meads: Development proposals and investment

	2010-13	2013/15	2015-20
Homes	20+	40+	
Jobs	30+	TBC	
Investment	£4.5m	£1m	

Bristol North and East Fringe

The North Fringe

Extensive business park development in the North Fringe supported much of the overall growth of employment in the sub-region over the 1990s with local employment rising by about 20,000. Comparatively few sites now remain available for further business expansion at least compared with the recent scale of business expansion.

Planning strategies are seeking to moderate the further growth of jobs in the area, improve the balance between homes and jobs, reduce congestion and improve accessibility, and enhance the facilities available for the local population. Against this background, the major development sites remaining in the area and emerging Core

Strategy proposals for further development are primarily for residential development supported by local facilities and modest allocations for local employment. Nearly 11,000 additional dwellings could be supported by these developments and emerging proposals between 2006 and 2026 while the potential for economic expansion in the area could support about 14,000 extra jobs.

Several major transport schemes are proposed to improve movement within and especially to and from the North Fringe. These include bus based rapid transport that eventually will link the area with the adjacent Emersons Green, as well as the City Centre and South Bristol and, further development of the Greater Bristol bus network, the Stoke Gifford Link and the Greater Bristol (rail) Metro Project.

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

The East Fringe

Substantial residential development has been undertaken over recent years. Further substantial development is proposed by the existing Local Plan extending over some 177ha, which includes potential for 2,750 dwellings and a science park of 25ha with potential for expansion on some 20ha of adjacent land. A total of some 8,000 additional dwellings and 6,000 additional jobs could be provided in the area between 2006 and 2026.

Delivering the additional development proposed for the East Fringe will increase traffic flows on already congested radials to the City Centre and the Ring Road, especially the link to the North Fringe. The improved services being provided by the Greater Bristol Bus Network over the next few years and especially the proposed rapid transit link to the North Fringe to be implemented by 2017, will address these issues. A direct rapid transit link to the City Centre however, is not likely to be implemented before 2020.

North and East Fringe: Proposals for dwellings and jobs

	2006-11	2011-16	2016-21	2021-6	2006-26
North and East Homes*	3,620	6,243	6,214	2,630	18,707
Fringe Jobs**	7,300	7,300	3,800	1,600	20,000

* Includes about 10,750 units in the North Fringe.

** Includes about 14,000 jobs in the North Fringe.

Placed-based priority

Filton Northfield and Cribbs Causeway

Filton and neighbouring Patchway in the North Fringe have been identified as Priority Neighbourhoods that need additional support in order to improve quality of life for local residents and make the areas safer and stronger.

Key to enhancing the area is major mixed-use development at Filton Northfield. The proposals extend over 74ha and comprise some 2,200 dwellings of mixed tenure, size and type, including a third affordable. Local shopping, health care, education and other

community facilities including ExtraCare housing and some 14ha of employment land are included within the development.

The Filton Northfield proposal offers a significant contribution to delivering the dwelling target for the North Fringe area and reducing the very considerable local imbalance between homes and jobs. It also offers some scope for meeting the relocation requirements of local businesses. The development has commenced; new dwellings will be completed over the next 12 months. It is essential that this progress be maintained.

Owing to the recession, progressing the Filton Northfield development requires public support, in particular, for the investment required in major infrastructure ahead of the development. Currently, the required public support is being provided by the Regional Infrastructure Fund, by HCA Kickstart funding and by a grant from the National Affordable Housing Programme for the first 46 affordable homes. Although the viability process has yet to reach final conclusions, indications are that this support will need to be maintained over the short and medium term in order to progress the development

At Filton Northfield, maintaining current proposed levels of public investment would enable some 144 dwellings to be delivered over the next year, a further 950 by 2015 and another 2,500 by 2021 (including 1,500 at Cribbs Causeway), at a location close to a very considerable number of jobs. It would also make available some 14ha of employment land.

Further windfall developments are anticipated generally across the area. In addition, in the medium and longer term, major developments are proposed in the vicinity of Cribbs Causeway. The precise location of these opportunities however, remains to be identified.

At Filton Northfield, maintaining current proposed levels of public investment would enable some 144 dwellings to be delivered over the next year, a further 950 by 2015 and another 2,500 by 2021 (including 1,500 at Cribbs Causeway), at a location close to a very considerable number of jobs. It would also make available some 14ha of employment land.

Filton/Patchway/Cribbs Causeway: Development proposals and investment requirements

	2010-13	2013-15	2015-20
Homes	528	572	2,478
Jobs	3,330		
Investment	£6.05m	£7.89m	0

Place-based priority

Lockleaze and Harry Stoke

The area from Lockleaze to Bristol Parkway railway station represents one of the most compelling challenges for the West of England sub region. About 5,750 dwellings could be provided over the next 20 years. Some developments are currently underway and are expected to deliver new homes in the short-term close to very considerable employment, mainly in 'knowledge-based sectors with significant growth potential.

Large new greenfield developments are proposed for Coldharbour Farm, Harry Stoke and Wallscourt Farm, which straddles the boundary between Bristol and South Gloucestershire. In total, about 3,800 new homes could be provided. However, the

viability of these developments under current market conditions is uncertain leading to delay with development. It is an imperative that public support is provided for these developments in the short-term, subject to a robust assessment of viability, to enable immediate progress with development.

In contrast, Lockleaze close by but across the district boundary in Bristol is an isolated low-density former council housing estate where residents experience significant disadvantage. There are few local amenities, very limited local employment and poor access to the jobs in the North Fringe. The City Council is seeking to regenerate the area by investing in housing renewal, improved local facilities and local amenities, and through the provision of more local employment, in part by enhancing access to the many jobs of the North Fringe. To date, the City Council has invested about £18.5m in land provision, site preparation and improvements to the public realm. A further £600,000 has been invested in the preparation of planning strategies and development briefs. Government has provided a further £1.3m for community infrastructure and access improvements.

Lockleaze/Harry Stoke: Development proposals and investment requirements

	2010-13	2013-15	2015-20
Homes	1,554	1,210	2,114
Jobs	3,160		
Investment	£23.68m	£12.72m	£2.4m

Place-based priority

Emersons Green and communities of the East Fringe

Substantial development is proposed at Emersons Green East extending over some 177ha that includes potential for 2,750 homes and a science park of 25ha with potential for expansion over an adjacent 19ha.

Proposed public support for the science park needs to be maintained in recognition of its significance to the economic success of the area and the wider region. Over 6,000 jobs in science-based businesses could be provided over the long-term and significant support for new and small businesses in this crucial economic sector.

As in the case of the North Fringe, there are uncertainties under current market conditions about the viability of the large residential development proposed at Emersons Green East. A viability assessment is being carried out and, subject to the outcome; significant public investment may be required to allow the site to come forward.

The East Fringe also includes the Priority Neighbourhoods of Staple Hill and Kingswood that require additional support in order to improve quality of life, and safer and stronger communities. There are various sites in these areas that require public investment.

Emersons Green and communities of the East Fringe Development proposals and investment requirements

	2010-13	2013-15	2015-20
Homes	638	704	1,456
Jobs	5,000		
Investment	£8.83m	£5.47m	0

SUPPORT FOR REGENERATION

South Bristol

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

Progressing the regeneration of South Bristol requires improving prospects for local employment through enhancing the local economy. It also requires diversifying the range and increasing the number and density of dwellings, and improving local facilities and transport links with the wider areas. The emerging Core Strategy proposes some 50,000sq m gross office floor space, 5-10ha of employment land and over 10,000 additional dwellings, a new or enhanced district centre facilities as well as the major community facilities planned for Hengrove Park, and essential transport links and improvements.

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

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

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

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

Proposals for dwellings and jobs

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

Place based priority

Knowle West Regeneration Framework and Kingswear and Torpoint: Opportunity for regeneration.

Knowle West is a regional priority and requires significant renewal if it is to deliver as a place to live, work and enjoy. A development framework for some 35ha is being prepared to clarify how development will be brought forward, to provide the community with a distinct sense of place, and a sustainable local centre and other facilities, connected by planned public transport schemes

Key constraints include land assembly, demolition and the need to service key sites. Without public action to address these constraints, development will be marginal in the short-term. Site preparation is estimated to cost £20m, the key transport investment is the rapid transit link for which RFA funding is committed. Community infrastructure requirements comprise a local centre (about £10m gap funding), new primary school (about £5m), green space (about £10m) and other community facilities (about £10m).

About 2,500 homes, including 875 affordable, and 300 jobs could be supported. Some 500 homes could be supported by 2013.

Kingswear and Torpoint is currently a dysfunctional former council estate of condemned housing and poor quality open space. The proposal accounts for 6ha and comprises new housing, better access, improved open space and local employment that would re-vitalise the neighbourhood. It is prioritised by the council as an exemplar project setting the standards for future development in South Bristol.

Development constraints relate to viability with an estimated shortfall of between £6m and £15m identified, depending on the scale and nature of the provision to be made for affordable housing and the recovery of the housing market.

Master planning is complete and land owned by the City Council, HCA and Knightstone is committed to the scheme. New Growth Points funding has been used to fund master planning and is expected to be used to fund re-housing and site demolition. . About 474 homes, including 142 affordable, and 20 jobs could be provided by 2013.

Knowle West and Kingswear and Torpoint development proposals and investment requirements: Opportunity for urban regeneration and suburban intensification

	2010-13	2013-2015	2015-20
Homes*	974	1,000	1,000
Jobs	20	300	
Investment	£15.5-25.5m	£30+	£15m

* Includes 985 affordable homes.

Place-based priority

Hengrove Park, Constellation Site and Hartcliffe Campus

These sites account for some 95ha and offer the potential to create a counterpoint to the North Fringe. The Core Strategy indicates that future development will include major new leisure, employment, education and health services as well as new homes. Detailed plans remain to be prepared that integrate the development with the proposed rapid transit.

Significant investment will be required in site preparation, community infrastructure and affordable housing as well as the RFA funding already committed to the rapid transit. At this stage, about £500,000 is required to fund master planning.

Hengrove Park, Constellation Sites and Hartcliffe Campus: Development proposals and investment requirements

	2010-13	2013/15	2015-20
Homes		TBC	TBC
Jobs	100	TBC	TBC
Investment	£5.5m	TBC	TBC

Weston-super-Mare

The regeneration of Weston-super-Mare is a priority of public policy at regional, sub-regional and local levels. Securing the regeneration of the town would benefit local communities, in particular by facilitating actions to alleviate the high levels of disadvantage burdening some local communities. It would improve the self-containment of the town through enhancing local employment and the town centre, and thereby reducing the outflows to the Bristol area. It would also enable the town to make a significant contribution to meeting sub-regional development requirements through recycling large brown field sites coming forward at Weston Airfield and Locking Parklands thereby lessening further development pressures on congested areas on the fringes of Bristol.

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

Key infrastructure requirements to be met to enable progress with development at Weston comprise transport; flood protection and further specific investments required in support major development proposals. Key transport requirements with RFA funding allocated and scheduled for completion by about 2015/16 include M5 Jn 21 capacity enhancements, improved bus services within the town, in particular to an improved Worle Station, again scheduled for 2016, and in the longer term, a bypass M5 Jn 21, and improved rail services. Further major investments in transport and flood protection will be required to support the urban extension proposals.

Weston-super-Mare: Proposed dwellings and jobs

			2006-11	2011-16	2016-21	2021-26	2006-26
Weston urban area	Dwellings	town	377	734	1,444	1,445	4,000
		Urban ext.	0	1,300	3,850	3,850	9,000
		All	377	2,034	5,294	7,705	5,295
	Jobs	All	0	3,000	5,150	5,150	13,300

Place-based priority

Weston- urban extension: opportunity for regeneration.

Weston-super-Mare's urban extension is a strategic scale development that comprises Weston Airfield and Locking Parklands, with capacity proposed for more than 8,000 jobs and 9,000 homes by 2026. The delivery of the urban extension the scale of development proposed is essential to meeting development targets for the town. The availability of large Greenfield employment sites with good access to improved rail services and the M5 is will greatly enhance prospects for attracting major inward investments to the town.

At Weston Airfield an application has been agreed in principle for a 42ha business park, supporting facilities and a link road. At Locking Parklands, permission has been granted for 100 homes, 600sq m gross office floors pace and infrastructure for a 3,000sq m gross innovation centre. In addition, permission has been granted in principle for a 5,200sq m factory for Oxford Instruments. Further applications for the remaining stages of the development at Locking Parklands are to be submitted within the next 12 months.

Any substantial development at the Airfield requires substantial investment in a Cross Airfield Link (£11.3m) and the Airfield Link Bridge £22.1m). Some £6.9m is available from RFA for these schemes. In addition, large parts of the Airfield and nearby Locking Parklands are at risk of flooding. The cost of addressing this risk is estimated to be about £9.2m.

At Locking Parklands, as well as flood protection, investment is required in road safety measures and access to the site costing about £1m. HCA is seeking to secure £3.5m of infrastructure investment in the site.

Meeting affordable housing requirements will also require public subsidy.

Weston urban extension: Development proposals and investment requirements

	2010-13	2013/15	2015-20
Homes*	450	400	1,910
Jobs	7,500		
HCA/RDA investment**	£16.4m	£17.2m	£40.5m

* Includes 780 affordable and 86 supported homes.

** Includes for affordable housing an estimated £5.9m for 2010-13, £4.7m for 2012-15, and £16.4m for 2015-20. NB Draft figures subject to revision following completion of viability assessments.

Place based priority

Weston Town Centre, Gateway and South Ward opportunity for urban regeneration

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

A substantial programme of public realm investment by SWRDA and North Somerset Council (the Weston Civic Pride Initiative), along with the rebuilding of Weston Pier, has substantially increased interest already in the area. The next decade represents an unparalleled opportunity to build on this investment.

Several key development sites have been identified as early priorities. They include opportunities for securing town centre extensions and for new development at several 'gateway' sites. The former would provide opportunity for enhancing the role of the town centre while the latter would support this objective and benefit nearby communities. These sites include:

Town Centre extension opportunities

Dolphin Square: Constructed in the 1960s, Dolphin Square has limited architectural merit. Redevelopment provides an opportunity to upgrade the environment, and provide an extension to the town centre. The site comprises about 2.3ha. It could accommodate about 8,000 sq m gross retail floors pace, 3,400 sq m gross office floors pace, 350 dwellings and leisure, community and tourist uses.

Victoria Square: Victoria Square comprises 0.74ha at a prime seafront location to the rear of the Sovereign Shopping Centre and close to the Grand Pier. It offers therefore a key opportunity to expand Weston's retail offer with potential for about 6,800 sq m gross retail floor space, a hotel, about 157 dwellings, office and leisure uses, and to provide a connection between the High Street and the Seafront.

Gateway opportunities

Several sites offer opportunity for development for office, residential and leisure uses that would meet local needs and support the regeneration of the nearby town centre through enhancing image, access as well as local expenditure, and linkages with the urban extension. These sites comprise:

- Locking Road Car Park- 800 jobs and 80 dwellings
- Station Car Park- 575 jobs
- Sunny side Road- 850 jobs and 50 dwellings
- Rugby Club- 950 jobs and 100 dwellings
- Gas Works- 950 jobs and 500 dwellings
- Avoncrest - 1,000 jobs, leisure/open space and 600 dwellings.

The large Avoncrest site, a former refuse tip, requires remediation that would cost about £6m with additional costs for residential development. A proposal is currently being developed for leisure development, possibly linked to housing. Work could start 2010/11 on site if planning application presented and successful.

South Ward

South Ward has a particular concentration of deprivation and low-quality housing. The priority for investment is the refurbishment or replacement of some 778 non-traditional and high-density units. It is estimated that 250 new affordable units could be delivered between 2015 and 2020 at an estimated cost of £14.7m. This would also enable links between regeneration in the Ward itself and in other areas of Weston, creating local jobs and a wider diversity of housing for South Ward tenants.

Weston Town Centre, Gateway and South Ward: Development proposals and investment requirements

	2010-13	2013/15	2015-20
Homes*	278	278	987
Jobs	6,035		
HCA/RDA investment	£4.46m	£14.5	£22.8m

- Includes 601 affordable homes.

Delivery of Weston Town Centre regeneration

Consideration is being given to establishing a 'local delivery vehicle' to bring together all interests, provide focus and confidence about delivery, and to encourage investment by improving co-ordination, management and delivery of development.

Funding is needed to commission an assessment of a suitable delivery vehicle and 'pump priming' the preferred option over the short-term.

IMPROVING LOCAL COMMUNITIES

Keynsham: Opportunity for regeneration and suburban intensification

Proposals for dwellings and jobs

The RSS and the emerging Core Strategy identify opportunity at Keynsham for housing and employment growth in recognition of the functional link with Bristol and in order to strengthen the role of the town in meeting the requirements of the local population. This complements the opportunity provided by the expected closure of the Cadburys factory to accommodate substantial development on a brown field site. Against this background, the emerging Core Strategy proposes up to 1,600 dwellings and 2,100 jobs at the town.

Realising this development potential requires improvements to bus services as currently coming forward through the implementation of the Greater Bristol Bus Network. Other beneficial improvements proposed include 'smartcard' integrated ticketing and the long term Bristol Metro Project for which funding has been agreed in principle for delivery by 2020.

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

Keynsham: Proposed dwellings and jobs

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

Place-based priority

Keynsham Town Centre and Somerdale

Proposals are coming forward for the redevelopment and refurbishment of two outworn sites in the town centre to provide new offices, community and residential floors pace. In addition, a master plan has been prepared for allocated development land at South West

Keynsham. Finally, a master plan is being prepared for the redevelopment of the Somerdale site on the edge of the town. These proposals together represent much of the potential development capacity identified at Keynsham by the Core Strategy.

The public investment required to enable the delivery of these development proposals comprises £2.5m support for the Somerdale development (includes improved highway access, improved access and capacity at the station, and public open space enhancement), £2m to secure viable development proposals and traffic management and public realm improvements in the town centre, and £13.5m towards supporting the delivery of affordable housing up to 2015.

Keynsham Town Centre and Somerdale: Development proposals and investment requirements

	2010-13	2013/15	2015-20
Homes	285	415	685
Jobs	200	700	700
HCA/RDA investment*	£5.55m	£6.6m	£6.6m

* Includes £13.5m towards the delivery of an estimated 490 affordable homes

Somer Valley (Midsomer Norton and Radstock)

Modest residential development in the area over recent years has not been matched by additional local employment. The closure of traditional manufacturing industries has led to significant job losses. There is now significant commuting to Bath while options for improving local employment are being eroded by the redevelopment of some older industrial areas for housing.

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

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

		2006-11	2011-16	2016-21	2021-26	2006-26
M.Norton & R'stk	Dwellings	380	621	0	0	1,001
	Jobs	0	800	250	0	1,050
Rural areas	Dwellings	467	964	60	0	1,491
	Jobs	0	400	100		500

Place-based priority

Somer Valley- Opportunity for market town regeneration and intensification

A number of sites have planning permission or are allocated for development, largely without significant infrastructure constraints. The Council and SWRDA have committed in excess of £1.5m to the regeneration of redundant railway land in Radstock town centre and resources are committed for the preparation of Regeneration Delivery Plans for the town centres and master planning the Old Mills employment site.

Further public investment is now requested to enable the regeneration of brown field sites in the town centres and to bring forward employment land at Old Mills. This includes £0.75m for infrastructure, traffic management and public realm improvements in Radstock town centre, £2.25m for land assembly, remediation, traffic management and public realm improvements in Midsomer Norton town centre, £3m on highways and public utilities to make available employment land at Old Mills, and £22.1m in support of affordable housing.

Somer Valley: Development proposals and investment requirements

	2010-13	2013/15	2015-20
Homes	910	530	530
Jobs	60	555	760
HCA/RDA investment*	£10.7mm	£9.55	£5.2m

* Includes £22.1m towards the delivery of an estimated 1,375 affordable homes

Yate /Chipping Sodbury

Yate has developed rapidly over recent years with growth buoyed by development pressures generated by the wider Bristol area. Significant employment has also been created in the town. The town centre meets many of the shopping and related needs of local residents. The town also benefits from good transport links to Bristol and in particular, proximity to the many jobs in the North Fringe. Large numbers of residents therefore commute to jobs in the wider area.

In recognition of the strong functional relationship with Bristol, the RSS identifies opportunities at Yate for both housing and employment growth to strengthen its role in serving the needs of the local population. Emerging proposals suggest that between 2,000 and 3,000 additional dwellings might be accommodated in the town between 2006 and 2026.

Accommodating any proposed expansion at Yate will require improved public transport within the town and to the wider area in addition to the infrastructure required as part of new development. Completing the Greater Bristol Bus Network link to Yate, expected in the short-term, with an extension to serve new development areas and the introduction of ‘smartcard’ ticketing expected by about 2015, will provide some of this improvement. The Bristol Metro Project will secure further improvement. However, while funding has been agreed for the Metro Project, delivery is not anticipated until 2020.

Accommodating the proposed expansion at Yate beyond a modest scale will also require major improvements to trunk sewerage in the adjacent Winterbourne area. Wessex Water advises that this could occur over the next 5 years with substantial development contributions. It would serve developments in the North and East Fringe as well as at Yate.

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

Yate/Chipping Sodbury: Proposed dwellings and jobs

	2006-11	2011-16	2016-21	2021-26	2006-26
Yate/Chipping Dwellings	0	572	1,456	972	3,000
Sodbury Jobs	0	500	1,000	2,000	3,500

Place-based priority

Yate/Chipping Sodbury: Opportunity for market town regeneration and extension

In the short to medium term, two smaller sites are expected to come forward with capacity for 298 dwellings. Further major development will require the completion of master planning for a major urban extension. Re-modelling of existing employment areas is also proposed in order to attract new business investment and strengthen local employment. Technical studies are required to clarify the scope for re-modelling as well as ways of improving transport networks serving new development areas.

Public funding will be required for the proposed master planning and technical studies, and for securing affordable housing in smaller development sites expected to come forward in the short-term.

Yate/Chipping Sodbury: Development proposals and investment requirements

	2010-13	2013/15	2015-20
Homes	298	0	572
Jobs	2,700		
HCA/RDA investment*	£2.77m	0	0

*Need to specify actions to be funded by requested investment????

5 SUB-REGIONAL PRIORITIES

Suburban intensification, market towns and rural communities

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

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

The priority attached to suburban intensification also addresses the delivery of affordable housing in areas where the predominant tenure is owner occupation. In the West of England, a steady supply of affordable homes has been delivered through a managed programme with the strategic RSL partners, the Homes West consortium. Many of these dwellings have been on windfall sites in existing communities in suburban areas. Some have been in market towns and within the rural areas. These dwellings as well as addressing the need for affordable homes, has also contributed to the creation of more

balanced and sustainable communities by increasing densities around local centres, improving build quality and encouraging larger family housing and 1-2 bedroom flats in areas where people on the Housing Register wish to live.

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

Supporting opportunities for investing in ‘suburban intensification’ also contributes to maintaining and enhancing local employment by encouraging re-investment in existing business locations where appropriate, to provide premises that meet business location requirements. Encouraging re-investment in existing business locations over the future will need to support the managed growth of industrial, office and small workspace facilities across a range of locations, especially where relevant to addressing shortages of local employment and weaknesses in local economies.

Against this background, a number of studies and appraisals are proposed outside the ‘place-based’ based priorities set out above. Areas and locations that are to be the focus of this work include: in South Bristol- Brislington/Flowers Hill, Novers Hill/Vale Lane; in North Bristol- Goodneston Road, Fishponds, Burghill Employment area, Westbury on Trym, Muller Road Bus Depot, Lockleaze; in South Gloucestershire- existing employment sites in Kingswood; Avonmouth/Sevenside.

Suburban intensification and rural & Market towns: Development proposals and investment requirements

	2010-13	2013/15	2015-20
Homes	3,080	1,088	2,104
Jobs	2,829		
HCA investment*	£66.80m	£23.1	£14.1m

Capacity Building: Investment requirements

	2010-13	2013/15	2015-20
HCA/RDA investment*	£2.15m	£0.4m	

Supported Housing/Extra Care for Vulnerable Adults

The Strategic Housing Market Assessment identifies the housing needs of particular groups of people, with an emphasis on the demographic profile of the South West and the ageing population of the sub-region, the need to provide supported housing for vulnerable and older people is evident.

Local evidence also highlights the need for more supported housing for other vulnerable groups including young people, adults with learning disabilities and women fleeing domestic violence.

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

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

Supported Housing/Extra Care for vulnerable and older people: Development proposals and investment requirements

	2010-13	2013/15	2015-20
Homes	463	379	403
HCA investment*	£53.4m	£29.5m	£34.7m

Gypsies and travellers

The draft RSS requires local authorities to provide deliverable sites for gypsies and travellers in their development plan documents. The following scale of provision needs to be planned for between 2006 and 2011:

B&NES- 39 pitches; Bristol- 24 pitches; North Somerset- 46 pitches;
South Gloucestershire- 83 pitches.

Provision for additional sites to be delivered beyond 2011 should be based where appropriate on enabling growth at a rate of 3% per annum.

Gypsies and travellers: Investment requirements

	2010-13	2013/15	2015-20
HCA investment	£3.61m		

6. Implementation, monitoring and review

To follow.