

Regional Funding Advice 2

WEST OF ENGLAND PARTNERSHIP SUBMISSION

November 2008

Regional Funding Advice 2

West of England Partnership Submission:

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SUBMISSION REQUIREMENTS

A1. A SUMMARY OF THE KEY OBJECTIVES AND OUTCOMES THAT HAVE BEEN IDENTIFIED IN THE WEST OF ENGLAND AREA TO DELIVER SUSTAINABLE ECONOMIC GROWTH

High levels of projected growth are forecast in jobs and population, and planned in housing, for the West of England in the period up to 2026; with the economic downturn, lower levels are now expected in 2009 and 2010.

The schedule at **Appendix 1** sets out an indicative sequencing and phasing of this growth in jobs and housing in key locations across the sub-region.

This indicative prioritisation will be further examined, confirmed and underpinned as the programme for the production of Local Development Frameworks by each authority is completed; this work will be complemented by collaboration on issues of sub-regional significance, including cross-boundary development locations.

The West of England's Vision 2026 sets out clearly the commitment of the social, economic and environmental partners and strategic organisations to maintaining and enhancing the high quality of life in the sub-region, by managing successfully the projected high levels of growth in jobs, population and housing.

In summary, Vision 2026 looks forward to the following achievements:

- anticipated and shaped high levels of growth successfully; more and better jobs and homes for local people especially in south Bristol and Weston-super-Mare;
- internationally competitive output, growth, employment levels and skills;
- urban regeneration ensuring everyone is sharing in increased prosperity;
- suburban renaissance & urban extensions built on mixed and sustainable communities;
- public transport solutions and action on climate change enhancing quality of life;
- attractive to business & investors; influential nationally and internationally.

With a population of 410,500 people, Bristol is the largest city in the South West, the urban hub of the West of England and one of the eight 'core' cities in England. It is a prosperous city, nationally and internationally, with a GVA per head that is consistently above the national average.

The success of the West of England is forecast to continue. It has been recognised by the Communities and Local Government Department as a Growth Point.

The West of England's prosperity is not shared by all its citizens: wards in Bristol and in Weston-super-Mare suffer from multiple deprivation, with some of the UK's most prosperous areas alongside some of the most deprived. The 2007 Index of Multiple Deprivation at **Appendix 5** highlights the most deprived areas in the sub-region.

The practical outcomes prioritised by the West of England are as follows.

1. Business competitiveness and economic growth

- To improve productivity and competitiveness, and safeguard/increase jobs in key sectors including aerospace, engineering, other manufacturing sectors, defence, environmental technologies, high technology, financial services, creative industries, and the rural economy;
- To increase the availability of serviced-sites and property to encourage business investment, especially in South Bristol and Weston-super-Mare;

- To sustain the knowledge-based economy by increasing basic and higher level skills, improving graduate retention and increasing the rate at which businesses form from R&D work within the four universities in the sub-region;
- To reduce worklessness and unemployment by addressing pre-employment and intermediate skills, to increase inclusion and address disadvantage;
- To increase the number, survival and growth rates of starter and small enterprises including social enterprises, in part by the focus and increased resources for Business Link services;
- To attract inward and indigenous investment in the sub-region.

2. Housing

- To plan to meet the diversity of size, price and tenure in the housing needs of existing and future residents;
- To enable an adequate supply of affordable and supported housing, to meet the needs of local people and to enable local employers to recruit and retain staff;
- To unlock early the potential of brownfield land, identifying and removing technical, financial and policy barriers, in preference to the use of greenfield or greenbelt land;
- To secure the investment required in economic, social and environmental infrastructure to match the growth in homes and jobs and to create successful, mixed and sustainable communities with access to local services, facilities and jobs.

3. Mixed & sustainable new communities

- To engage stakeholders, local communities and developers in planning and delivering well-designed, mixed use and sustainable new and existing communities;
- To ensure that new communities have access to a full range of community facilities and formal and informal open spaces;
- To provide a range of facilities and services that meet people's needs, enable community and cultural expression and contribute to the distinctiveness and vibrancy of places and communities;
- To support the distinctiveness of Market Towns;
- To support and adopt renewable energy developments as a source of power to reduce reliance on fossil fuels, to develop environmental technology, knowledge-based industries and a secondary business in the installation, repair and maintenance of equipment;
- To manage water resources to ensure the provision of long term secure supplies of potable water, appropriate drainage and sewerage systems and the alleviation of flood risk.

4. Connectivity and accessibility

- To secure the investment in the transport system required to match the growth in jobs and homes, and to deliver improvements that tackle congestion, minimise air and noise pollution, reduce high carbon travel and enhance travel choice, to improve quality of life and economic performance;
- To embed advanced digital connectivity into new developments.

5. Environmental sustainability

- To deliver new development, in ways that improve and enhance our natural and built environment and heritage and minimise environmental impact;
- To ensure that all new buildings are energy efficient, capable of being used flexibly in their lifetimes and of high quality design, with the aim of addressing and reducing the effects of climate change.

A2. SUMMARY OF HOW THESE OBJECTIVES CONTRIBUTE TO REGIONAL OBJECTIVES AND NATIONAL PSAS RELATED TO ECONOMIC DEVELOPMENT

The West of England and partners are driving this agenda forward through a Multi-Area Agreement (MAA) which is currently being developed. The table below sets out the key indicators within this agreement and their relation to national PSA targets.

Objective	MAA indicator	National PSA target
Sustain high levels of economic growth and Increasing competitiveness	No national indicators. Actions relate to promoting innovation and enterprise (Science City), developing employment sites & premises, and inward investment programmes	PSA 1: Raise the productivity of the UK economy. PSA 6: Deliver the conditions for business success in the UK. PSA 7: Improve the economic performance of all English regions and reduce the gap in economic growth rates between regions.
Delivering new homes targets, more affordable homes and mixed & sustainable communities	NI 159: Supply of ready to develop housing sites NI 154: Net additional homes provided	PSA 20: Increase long-term housing supply and affordability. PSA 28: Secure a healthy natural environment for today and the future.
Delivering transport infrastructure to reduce congestion and increase use of public transport	NI 167: Congestion on key routes: average journey time per mile during the morning peak NI 177: Local bus passenger journeys originating in the authority area DfT	PSA 5: Deliver reliable and efficient transport networks that support economic growth. PSA 27: Lead the global effort to avoid dangerous climate change.
Reducing worklessness and NEET young people; increase level 2 and Level 3 qualified adults	NI 152: Working age people on out of work benefits NI 163: Working age population qualified to at least Level 2 or higher NI 117: 16 to 18 year olds not in education, training or employment (NEET)	PSA 2: Improve the skills of the population, on the way to ensuring a world-class skills base by 2020.

Finally, the prioritisation of the West of England interventions – and in particular actions to support regeneration and worklessness – would align closely with the approach outlined in the emerging national regeneration framework, '*Transforming Places: Changing Lives*', in particular the recognition of the opportunity to connect areas of growth with areas of deprivation within sub-regions.

A3. THE MAIN BARRIERS TO SUCCESSFUL DELIVERY OF THESE OBJECTIVES AND OUTCOMES

A4. INNOVATIVE APPROACHES TO DELIVERY THAT WOULD HELP OVERCOME THE BARRIERS (E.G. EXPANSION TO REGIONAL INFRASTRUCTURE FUND)

1. Managing growth

(a) Meeting transport and housing infrastructure requirements as part of managing growth successfully

Transport infrastructure

The West of England's priorities for investment in transport infrastructure are as follows.

Major Schemes for the RFA2 Period to 2018/19			
Schemes in the DfT Programme and early 2009 Programme Entry bids		Scheme Cost £m at Out-turn prices	
Greater Bristol Bus Network		£42.3	
Bath Package		£50.6	
Weston Package		£19.3	
Rapid Transit Ashton Vale to Emersons Green Phase 1 (Ashton Vale to Temple Meads)		£43.2	
SUBTOTAL		£155.4	
Proposed Additional Major Schemes to 2018/19	Proposed Implementation Period	Value £m	Priority
North Fringe to Hengrove Package Rapid Transit Hengrove to North Fringe (including M32 Park & Ride) plus North Fringe Package (Stoke Gifford Transport Link and Rapid Transit to Emersons Green)	2013 - 2017	£169.2	1
South Bristol Link Phases 1 and 2	2013 – 2015	£47.3	
Callington Road Link/Bath Road Improvements	2012 - 2015	£69.6	
Greater Bristol Metro Rail Project Cross Bristol rail corridors – Weston, Worle, Bristol Temple Meads, Filton Abbey Wood, Bristol Parkway, Yate, Keynsham, Bath	2012 – 2014	£19.7	
M5 junction 21 Bypass	2015 – 2019	£51.7	
Portishead Rail Corridor	2012 – 2014	£25.7	
Rapid Transit Ashton Vale to Emersons Green Phase 2 (Temple Meads to Emersons Green)	2013 – 2015	£74.0	
SUBTOTAL		£457.2	
Rapid Transit to Cribbs Causeway	2016 – 2018	£11.0	2
Weston-super-Mare Package Phase 2	2015 – 2019	£60.6	
Rapid Transit to Bristol International Airport	2016 – 2019	£53.2	
Rapid Transit to Kingswood	2016 – 2019	£45.0	
Cycling Major Scheme	2011 – 2014	£19.7	
M5 junction 19	2017 – 2019	£8.5	
Maintenance Schemes (A38 North South Link, A420 Kingswood to Wiltshire Boundary and Strategic Route North, Yate)	2010 - 2012	£25.6	
SUBTOTAL		£223.6	

Proposed Scheduled Major Schemes for the Period 2018/19 - 2026

Second Avon Crossing
Weston-super-Mare - BIA – Bristol
A38 - A370 Barrow Gurney Bypass
Saltford Bypass
M4 Link
Yate Package
East Fringe Package
South East Bristol Package

The grounds for continuing investment in transport infrastructure and its impact within the West of England are as follows.

- Good transport infrastructure and services are central to the way the sub-region functions, and to delivering its wider social, economic and environmental vision.
- The West of England transport proposals include a range of strategic schemes which seek to address national, regional and Joint Local Transport Plan objectives.
- Transport plays a pivotal role in the functioning of the West of England area, allowing people to access jobs, education and other facilities effectively whilst providing them with a range of sustainable travel choices.
- Traffic congestion is a cost to the economy and a constraint on growth and regeneration. At least £350m is lost to our economy each year and this is expected to rise to £600m by 2016.
- Overall the volume of traffic on the area's roads has grown by 21% over the last 10 years compared to 16% nationally. This impacts on air quality, reduces the reliability of public transport and effects the quality of life in our area.
- The Greater Bristol Strategic Transport Study June 2006 supported and demonstrated the need for significant investment of more than £1.5 billion over the next 20 years to tackle existing problems and support the proposed growth in population, jobs and housing.
- The area has seen growth in demand for travel, through new development and increasing levels of mobility, which have outstripped the provision of the new transport infrastructure required to accommodate it sustainably.
- The scale and timescale of new housing and employment proposed, and the need for this growth to support regeneration and to encourage more sustainable linkages between homes and the services and facilities people need, is challenging.
- The Eddington Report recommended targeting resources at successful but congested urban centres such as the West of England in order to accelerate economic growth and competitiveness.

Increasing the speed at which transport schemes are developed, approved and implemented

- In order to meet the levels and implementation programme for growth changes are required to the way in which major transport schemes are brought forward to implementation. At the heart of this is a more collaborative approach with DfT to the major scheme bid development, assessment and approval process. There are two key but interrelated stands – timescales for bid development, and resources and risk.
- The RFA Transport Advice Supplementary Note recommends to the Regions that they allow 4-5 years for road schemes and 3-4 years for public transport schemes to progress from Programme Entry bid submission to the start of implementation. This timescale is clearly at odds with the need to resolve the areas current challenges and to bring forward development in the early part of the RSS period.

- Mechanisms need to be jointly explored with Government which would speed up this process. These could include more DfT involvement and guidance at the bid development stage to ensure submissions meet their requirements, swifter passage of bids through the DfT approval process, sharing risks and costs associated with twin tracking eg progressing consents in advance of a Programme Entry decision, and mechanisms to allow elements of packages to be brought forward in advance of Full Approval.
- In terms of resources the major schemes process places a significant burden on the authorities. New approaches should be considered to assist promoters in resourcing the development of bids, particularly pre-Programme Entry when costs are wholly met by the authorities.
- In addition the ever increasing demands of modelling and appraisal for major schemes adds to cost and timescales. Consideration should be given to the emphasis given to modelling particularly for lower cost schemes, and at Programme Entry bid stage and where schemes have a robust value for money case and the Business Case will therefore not be compromised by refinement through the approval process.

Housing Infrastructure

Timely investment in both transport and housing infrastructure is vital to managing growth successfully and building mixed and sustainable communities.

Appendix 1, Housing and Employment Trajectories sets out the high levels of growth and development required and projected for the West of England, and highlights the scale of investment required in economic, social and environmental infrastructure. Section 5 of this submission sets out in more detail the development and regeneration priorities for the sub-region.

To meet these requirements the sub-region will need to maximise the use of public assets, negotiate successfully for developer contributions and make best use of cash flow support. It will also need very substantial public investment if the infrastructure requirements are to be met successfully.

At this stage an assessment of strategic infrastructure requirements and costs has not been completed. A specialist consultant is being commissioned to undertake this work, with completion by April 2009.

(b) Unlocking early the potential of brownfield and under-utilised land and innovating in the development of mixed and sustainable urban communities

The Secretary of State's Proposed Changes to the South West's draft Regional Spatial Strategy (RSS) substantially increase the housing numbers required in the West of England. Significant economic growth is also anticipated which should be accommodated within mixed developments to support more sustainable communities and travel patterns. Both housing and employment land also require supporting infrastructure, which brings its own land requirements.

Whilst there are some substantial key urban sites currently identified for development, such as Hengrove Park in South Bristol, the majority of this urban growth will need to be found from the long-term redevelopment of existing, currently occupied residential estates and other previously used land, the re-working of open space, and infilling.

The greater housing numbers further increase the need for a programme of funding for urban regeneration and investment in infrastructure that supports smaller-scale redevelopment schemes as much as the larger 'key strategic' sites.

Such developments should facilitate programmes of sustainable construction, mixed-housing tenure, decentralised energy, high-speed broadband, district centres, and small workspace provision. Although in the long-term these will be required across the urban area as well as in the more dispersed parts of the sub-region, they could initially be rolled out around priority sites as a catalyst unlocking uses and attracting other complementary commercial uses.

Clearly, it would be important to use market demand, developer contributions and other private sector investment to fund some of these costs. For example, the distribution networks for district heating are hard to develop commercially, whilst the power station and end-systems are normally commercially attractive and can be added as development progresses. Therefore the power station / house end systems may be delivered by the market but the distribution network is likely to require public investment, especially if the sites are to be brought forward at different times. Given the advancement of the Code for Sustainable Homes in the coming years, strategic sustainable energy solutions will be essential.

We would therefore propose that funds are set aside to deliver a programme of smaller-scale developments and associated infrastructure.

(c) Providing homes of appropriate quality and price to meet the demand from current and future residents, and especially to enable local employers to recruit and retain skilled staff

The disparity between the cost of housing and the average wage levels means that the lack of homes within appropriate price ranges is a major constraint on the growth of employment as employees cannot afford to live in the area. We are seeking a long-term commitment to creating new affordable homes through S106, HCA funding and by bringing unoccupied stock back into many more use.

(d) Supporting the distinctiveness of market towns

This will be supported in the following ways:

- Taking forward the work developed through the former Market and Coastal Towns programme which was designed to respect their identities and focus on enhancing their characters;
- Working with locally accountable bodies to facilitate informed discussion over the need for new homes and jobs to support community and commercial facilities as part of our commitment to place-making;
- Ensuring that distinctiveness and sustainability are built-in.

2. Responses to the economic downturn

As with other areas of the South West, the West of England is vulnerable to the effects of the credit crunch and economic downturn. Early evidence of its impact includes:

- A reduction in planning applications and the delivery of housing. There is evidence of mixed-use developments failing as housing elements are dropped. The fall in house prices may bring a small number of households into affordability but this is likely to be counterbalanced by the fall in supply. Shared ownership schemes are suffering from reluctance to lend and being replaced by interim rents. Registered Social Landlords (RSLs) are taking the opportunity to buy reduced-price stock from developers: this has benefits, but puts plans for mixed-tenure communities at risk.
- Business confidence has suffered and there has been a rise in insolvency, indebtedness and unemployment. A number of the West of England's key sectors are at risk, notably finance and banking, but also sectors such as the creative industries, which are characterised by SMEs. The recent LGA report 'From recession to recovery' identified Bristol as one of the national high-risk areas for job losses from 2008 – 2010, and there is some evidence locally that this is already taking hold. For example, job losses at major house-builders have been reported, with multiplier effects for contractors and a reduction in construction apprentice recruitment, especially in larger firms. The sub-region also stands to lose disproportionately from falling retail sales following the buoyancy of this sector across the sub-region.
- Significant reductions in capital receipts and developer contributions are reducing our capacity and confidence to invest in regeneration and growth.

- Stepped increases in unemployment are apparent. Indicative of the exposure of the West of England to the downturn, local unemployment is climbing more rapidly than nationally. Over the last 6 months, the number of unemployed claimants resident in the West of England has increased by 28% (or 2,400) compared with 16% nationally.
- Government action to enhance the capacity and confidence of financial institutions to lend to borrowers and support investment should reduce the length of the recession. The work of government agencies aimed at reducing risk with development projects, supporting the provision of affordable and social housing, and fiscal policies aimed at boosting consumer demand, will also assist.
- Regional initiatives and proposals aimed at enhancing business support and loan facilities, and support for business innovation and knowledge transfer, will be welcomed by many business sectors. Support for innovation and knowledge transfer is likely to be of particular benefit to the West of England given the importance of knowledge-based businesses to the local economy. The Regional Infrastructure Fund could also provide the opportunity to bring forward the new infrastructure vital to enabling the rapid recovery and future growth of the West of England as well as the regional economy.
- The West of England authorities are assessing the effects of the downturn on the local economy. They are committed to mitigating wherever practical the adverse consequences for both businesses and individuals, and to working with regional bodies and government to ensure that the depth of the downturn is minimised and that the sub-region maximises its contribution to recovery.

We propose that RFA2 funds support a range of responses to these challenges, including those recently put forward by the South West Regional Assembly. In particular, we suggest:

- Investment that would bring forward the sub-region's transport programme more quickly to accelerate the pace of growth, economic and community regeneration;
- Measures to unlock development of urban and derelict land sites through land assembly, clearance and bringing development certainties;
- 'Infrastructure first': where housing is unlikely to be delivered immediately, a focus on site preparation and supporting infrastructure, with priority given to regeneration areas and brownfield sites, will quicken delivery once the market improves;
- Mixed communities: the purchase of land to facilitate the future supply of more mixed and balanced communities. In particular, RFA funding could be used to buy land in higher-value areas for future affordable housing. This could be organised through an 'opportunity fund' allowing a rapid response when new sites become available;
- Targeted business support for at-risk sectors and SMEs;
- Continued and increased resources for skills, training and support into employment, with enhanced support for those who need to retrain following redundancy or bankruptcy;
- Additional gap-funding for capital projects or revenue programmes where developer contributions have reduced.

Investment proposals:

- An 'opportunity fund' for 2 years to allow the rapid purchase of value-for-money land or premises;
- A fund for 2 years to be set aside for business support for at-risk sectors and SMEs and enhanced employment and skills support.

3. Innovation

(a) Innovation in project delivery

An impact of the credit crunch is that the delivery of projects can no longer be left to the seemingly inevitable rise in end values to accommodate unplanned costs or to deliver socially necessary outcomes. We would like to work with regional partners to consider innovative solutions to this problem. For example:

- The effective use of public sector assets to lever investment.
- The use of Community Development Land Trusts and Community Development Finance Instruments, including transfer of land at base value
- The development and use of joint ventures, asset-backed delivery vehicles, etc
- Appropriate risk-sharing arrangements between public and private sectors in project delivery.
- Improvement of appropriate project development, evaluation and delivery skills that relate to the selected delivery vehicles and reflect the centrality of communities in determining the future of places.

(b) Innovative financing

Bristol, as one of England's eight Core Cities, has recently launched proposals for 'Accelerated Development Zones', (ADZ) based on the American model of Tax Increment Financing. This would allow the retention of the uplift in business rates from specified developments for a certain period of time, to pay back borrowing for upfront enabling costs.

Although Bristol does not have specific ADZ proposals at the present time, the opportunity may also be of value to other parts of the region, and we would suggest— subject to government approval of the model – that the RIF be used to front-fund such investment and that this is publicised to potential partners.

4. Improved ways of working

(a) Spatially-integrated approaches to planning and delivery: a 'single conversation'

A focus on delivering individual projects and funding streams – and the associated bureaucracy – can delay the work to create more spatially integrated 'place-based' approaches to delivery.

To avoid this delay, we strongly support the 'single conversation' approach proposed by the Homes & Communities Agency, and would ask that the RDA and other relevant partners commit to active participation.

In addition, we would like to explore the possibility of an 'envelope' or 'single cheque' approach to the funding of an area.

(b) Revenue support

Planning and delivery across the sub-region require substantial investment in capacity. Funding streams frequently focus on capital investment, but neglect the capacity support required upfront to bring developments and regeneration forward.

Consequently, we strongly support the proposal for a Capacity Fund (as originally proposed in RFA1) to help tackle technical issues. For example, urban extensions that involve cross-boundary working require additional co-ordination to ensure that new developments meet the needs of existing and future residents.

5. Ensuring environmental sustainability

(a) Managing water resources – the provision of long term secure supplies of potable water, the provision of appropriate drainage and sewerage systems and the alleviation of flood risk

Adoption of the Code for Sustainable Homes will increase the emphasis on reducing water consumption, through rainwater harvesting, grey water recycling and the use of sustainable urban

drainage measures. Upstream measures can reduce the levels of flooding and attenuate run off. For example, increasing woodland areas (if appropriate to the ecology of the area) in the upper reaches of the river catchment will have three benefits:

- reduce the rate at which water flows into water courses;
- increase the capacity of the landscape to absorb water;
- add to the amount of carbon captured from the atmosphere.

This needs to be complemented by investment in the areas of growth, particularly in central Bath, Bristol and Avonmouth/Sevenside, to mitigate flood risk and enable site to come forward for development.

An agreement with other authorities and the Environment Agency is necessary so that the decisions on the measures required before development can take place are linked to the housing and jobs trajectory. Projects will not then be delayed because regulatory information is not available.

(b) Renewable energy developments – as a source of power to reduce reliance on fossil fuels, to develop knowledge based industries and to support a secondary business in the installation, repair and maintenance of equipment.

Moving towards carbon neutrality will require the adoption of active measures to reduce the need for fossil fuels; this also needs to be accompanied by measures to reduce the demand for energy. Innovation in energy efficient appliances, low embedded carbon building products and construction methodologies is also required. As new equipment is developed there will be a need for skills to manage and maintain it.

A5. THINKING ACROSS THE THEMES, A 'PACKAGE' OF PRIORITY INVESTMENTS THAT WOULD CONTRIBUTE TO DELIVERING THE OUTCOMES IDENTIFIED ABOVE. (INCLUDING EVIDENCE FOR THIS CHOICE).

1. Sequencing and phasing of priorities

Appendix 1 sets out the indicative sequencing and phasing of the growth in jobs and housing in key locations across the sub-region. The **Appendix** identifies the priority areas for development in housing and employment; with few exceptions all sites include housing and employment unless they are too small to provide scope for both.

Development within the urban areas remains a first priority across the sub-region, coupled with advance planning for the future development of the planned urban extensions. Much of the development within the urban areas will be dispersed; substantial investment in cross-urban infrastructure, as well as site specific, will therefore be required.

2. Maps and bar charts: planned developments and complementary transport infrastructure

The distribution of the development is set out in four maps included at **Appendix 2** – one for each council area.

A further set of schematic maps at **Appendix 3**, as well as a set of bar charts at **Appendix 4**, identifies the planned and proposed to transport investment to support recent and future areas of growth in housing and employment.

3. Objections to the Proposed Changes to RSS

The Secretary of State's Proposed Changes to the Regional Spatial Strategy significantly increase the scale of provision for additional dwellings in the West of England. The West of England authorities have major reservations about the ability of the West of England to accommodate the scale of change proposed by the Secretary of State, without further consideration of the possible effects on sustainability, the environment and quality of life. Together with the West of England Partnership, the authorities have set out their concerns in their formal response to the Secretary of State and are challenging the increases in the proposed changes and their deliverability.

However, whether the housing provision for the West of England is closer to the draft RSS or the Proposed Changes, the scale of housing growth in the sub-region will be substantial and will exceed that which occurred in the past.

In view of this, the RFA submission, including the housing trajectory, assumes that the Secretary of State confirms the housing provision for the four authorities in the West of England in accordance with the proposed changes, that is 117,350 homes over the period 2006 to 2026.

The submission also takes account of:

- Consideration of phasing in line with realistic and up to date expectations of development capacity and realistic timescales for the delivery of the required infrastructure
- Ongoing technical work undertaken in the sub-region to support the preparation of Core Strategies

The scale of infrastructure required is indeed challenging, but if it is not made available there is a real risk that even the lower levels of growth will not be delivered and there will be serious difficulties in achieving the overall ambition of developing more sustainable communities for the future.

In various parts of the West of England, the challenge is not just to cater for the needs potentially arising from the growth planned as part of the RSS, but to secure the infrastructure, which is needed to support already committed development.

In South Gloucestershire, the challenge is focussed around the North Fringe of the city and includes significant regional developments such as the Science Park, Emersons Green East and a cluster of major housing developments centred on the northern end of the M32. In North Somerset, congestion at M5 Junction 21 and Junction 19, arising from committed development, badly affects access to the motorway and through the junctions. Significant investment in transport infrastructure is essential to support these developments.

4. Mixed and Sustainable Communities

The West of England is committed to building mixed and sustainable communities with appropriate investment in transport, economic, social and environmental infrastructure with local services and facilities and access to jobs.

5. Local Development Frameworks (LDFs).

These indicative priorities for development will be confirmed as part of developing each Council's Local Development Framework; in the meanwhile the planning of key sites will continue.

6. Infrastructure required and its cost

In the case of some developments indicative costings for infrastructure, mostly those included in the recent round of Growth Point Funding, are provided. A specialist consultant is to be appointed to complete by Spring 2009 an assessment of the strategic infrastructure needs of the priority strategic sites. In the meanwhile the delivery of the housing set out in Councils' LAAs relies upon the take up of deliverable sites by developers, as soon as incentives and/or changes in the economy permit.

INDICATIVE PRIORITY DEVELOPMENTS IN BRISTOL

In summary Bristol's priorities for integrated growth, regeneration and investment are as follows:

- Regenerating existing areas of **South Bristol** and collaborating with North Somerset especially in securing employment and investment in transport infrastructure. Existing urban areas would be transformed through social economic and physical regeneration, together with significant new employment uses, including offices, new homes and a potential new district centre.
- Maintaining and enhancing the regional, national and international role of the **City Centre**, building on the success of the new £500m Cabot Circus retail area and redeveloping parts of **St. Philips** to provide a greater intensity of higher productivity jobs and homes.
- Regenerating the Northern Arc and Inner City / East area regeneration, with an early focus on a range of immediate development opportunities in **Lockleaze**.
- Support for strategic employment sites at **Avonmouth** and **Sevenside**, including important industrial and warehousing employment and other port-related activities. Potential investments include flood defences and enhanced transport links, whilst proposals for a Deep Sea Container Terminal may provide additional opportunities and needs. This area is also home to the largest cluster of environmental technologies in the UK, and continued sectoral support would be of benefit, including through land supply.
- **Cultural investment** to support Bristol's **creative industries sector** and in recognition of the city's role as a **cultural hub** for the wider city-region and South West. Specific investments include the Colston Hall and proposed Bristol City FC stadium.
- **Digital connectivity**: ensuring the availability of Broadband/ Next Generation Access
- **Employment & skills**: essential for the growth of a more productive economy and in tackling deprivation and disadvantage. Please see overall sub-regional priorities.

The identification of these priorities should not detract from the need to invest in the city as a whole: only one-third of the potential housing units identified for the period to 2026 are located on 'super-major' planning sites, that is sites that could provide more than 100 units. This means that the remaining 22,000 units would be spread across the wider urban area. Examples of the support required for this type of development would include sustainable construction, decentralised energy, high-speed broadband, district centres, small workspace provision and more.

Similarly, although the priorities can and will be broken down into a series of individual projects, we would strongly support a spatial 'place-based' approach, bringing partners and funding streams together in a single conversation to phase and integrate developments for maximum economic, social and environmental sustainability. This could include an 'envelope' or 'single cheque' approach to the funding of an area.

1. South Bristol and urban extensions

South Bristol

The successful regeneration of South Bristol is an immediate high priority. Subject to Regional Spatial Strategy and Bristol Development Framework processes, this area is set to deliver up to 12,390 jobs and 12,719 homes in the period from 2006 – 2026.

Much of this growth will be achieved through through programmes of estate renewal in Knowle West and brownfield land regeneration at Hengrove Park. The outcome of this will be denser, more sustainable communities supported by diversifying land use to bring homes and jobs closer together and socio-economic mix to stimulate local economies.

Comprehensive regeneration of South Bristol would 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 that 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.

The 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.

It is essential that regeneration within the urban area is closely tied to the development of urban extensions to South East and South West Bristol.

The following are some indicative costs and priority proposals for South Bristol. These should not be considered to be comprehensive. For example, they do not include costs for mainstream utilities.

Description	Estimated cost
Major programmes	
<p>Delivery of 35% affordable housing. 20% of this to be delivered at nil subsidy; 80% to be delivered at approx. £70k per unit.</p> <p>An early priority is a Local Housing Company for estate regeneration in Knowle West, delivering 3,000 homes, of which 45% would be affordable. This could require up to £78m gap-funding and £77m social housing grant (SHG).</p> <p>In addition:</p> <p>Gap-funding to ensure that LHC homes meet required standards of sustainability would add a further £20m to the costs, £10m of which would be required over the years from 2010 – 2014.</p> <p>The Council is also interested in developing District Housing Infrastructure for these sites. Estimated costs are £18m for the Distribution Network and £18m for power station and house end systems.</p>	<p>£300m over 20 years *.</p> <p>Sustainability gap-funding: £20m.</p> <p>District Heating: £36m.</p>
ERDF urban enterprise programmes (citywide, but with targeting of South Bristol areas).	£20m from 2008 – 2013.
Employment land provision for 12,390 jobs over 20 years.	TBC
Build costs of offices and industrial / warehouse units to accommodate up to 12,390 jobs (does not include consideration of land values or remediation costs).	£1.4m over 20 years *.
Employment and skills – substantial share of citywide activity to be targeted on South Bristol areas of deprivation.	Please see below.
Transport major scheme priorities: Greater Bristol Bus Network; South Bristol Link Phases 1 & 2; Callington Road Link / Bath Road improvements; North Fringe to Hengrove Package; Rapid Transit Ashton Vale to Emersons Green Phases 1 & 2; Rapid Transit to Bristol International Airport.	Please see transport submissions.
Specific projects for early delivery (further details available in Growth Points Programme of Delivery).	
Local Housing Company: estate regeneration in Knowle West and associated infrastructure / sustainability – see above.	See above.
Knowle West Media Centre Stage 2: Managed workspace, business support & digital connectivity for creative businesses. Community facilities and support for young people into employment.	£5.2m
Hengrove Park: gap-funding for Phase 1 housing delivery + delivery of Phase 2: 1200 housing units, serviced employment land and public park.	£8.5m
Provision of Next Generation Access broadband for 1200 homes.	£1.2m
South Bristol District Centre: identification of location and phasing for development	£4.5m
Whitchurch: library & community facility; running track relocation; Park & Ride; bypass.	Library, etc: £3.6m; Running track: £4m. Other costs tbc.
Bristol City Football Club Stadium. Specific proposals tbc.	Not yet known.
Other investment in community facilities, green infrastructure, etc.	Tbc

Description	Estimated cost
Revenue funding (as per Growth Points Programme of Development)	
New Growth Bristol: planning support to bring on stream additional housing (including SSAs) and project management capacity to deliver the infrastructure required to support growth in Bristol and to plan urban extensions.	£1.4m
Bristol Development – South East Bristol extension: accelerated review and assessment of capacity for new homes, employment and associated infrastructure.	£0.3m

* Profiling / trajectories available on request.

Urban extensions to South East and South West Bristol

Two major urban extensions are proposed on the edge of the Bristol City Council administrative area, to the South West and South East, of which some 1,500 new homes are indicated within the Bristol boundary for each. Bristol is working with its West of England neighbours to plan for these in a coherent way, that supports redevelopment and regeneration in South Bristol rather than detracts from it, that complements the existing and growing urban network of employment and retail centres - especially those in deprived areas - rather than compete with them, and that is environmentally efficient in its use of land and other resources. The latter means adopting 'urban' levels of housing density, activity and connectivity and similar standards of urban and sustainable design as those expected within the city.

Bids for major transport schemes which would accommodate growth within and beyond the existing boundary have been prepared and are identified in the transport 'block'. These would come to fruition after 2013. In the meantime the suggestions for South Bristol regeneration, if phased to support regeneration within the city first, would support a coherent approach to development.

2. Bristol City Centre and St. Phillips

Bristol City Centre

The city centre has a pivotal role in the economic future of Bristol, not least as the focus of commercial, retail and cultural activities. The 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 city as a knowledge-based economy and enhancing international competitiveness.

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 recent development of Cabot Circus.

St. Philips

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. A comprehensive approach is required 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.

The location of redevelopment 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 an attractive destination. The area could improve access to a more balanced range of jobs, services and additional housing for adjacent areas with high deprivation.

Accessibility to the area would need to be substantially improved, including the provision of new infrastructure such as bridges, road capacity and public transport.

Investment proposals for city centre and St. Philips

Description	Estimated cost
Major programmes	
Delivery of 35% affordable housing. 20% of this to be delivered at nil subsidy; 80% to be delivered at approx. £70k per unit.	£242m over 20 years *.
Employment land provision for 33,110 jobs over 20 years.	TBC
Build costs of offices and industrial / warehouse units to accommodate up to 33,110 jobs (does not include consideration of land values or remediation costs).	£3.6m over 20 years *.
Employment and skills – share of citywide activity to link with employment opportunities in city centre	Please see below.
Transport major scheme priorities: Greater Bristol Bus Network; Rapid Transit Ashton Vale to Emerson's Green Phase 1; North Fringe to Bristol Package; Bristol Metro Rail Project; Rapid Transit Emersons Green to City Centre Phase 2; Rapid Transit to Cribbs Causeway; Cycle City.	Please see transport submissions.
Specific projects for early delivery (further details available in Growth Points Programme of Delivery).	
Baptist Mills Regeneration Scheme: 53 new dwelling units. New community library including study centre for Single Parent Action Network.	£14.1m
Westmoreland House: significant housing and employment use.	£3.6m
St. Mary-Le-Port, High Street / Wine Street: mixed-use regeneration project. Outputs include 43,417 sq ft retail, 102,349 sq ft office, 111,233 sq ft residential and a 200 room hotel, supported by extensive improvements to the surrounding public environment and adjoining city centre park.	£2.6m
Broadmead West, Nelson Street Regeneration Framework: 61,000 to 76,500 square metres mixed-use.	Public realm projects: £2m.
Redcliffe Way: Masterplanning & subsequent physical development, esp. public realm.	Tbc
Colston Hall Phases 2a (Front of House, Hall z, Studio) and 2b (main hall and backstage).	2a: £7.8m 2b: £27.2m.

3. Regeneration of the Northern Arc and Inner City / East, particularly Lockleaze

Comprehensive approaches to regeneration have also been identified for two further areas of Bristol: the Northern Arc and Inner City / East. The emerging Bristol Regeneration Framework will develop ongoing 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.

Specific opportunities have been identified in Lockleaze within the Northern Arc. These have significant potential for early work and are detailed below.

Investment proposals for Lockleaze

Description	Estimated cost
Major programmes	
Employment and skills, targeted on areas of deprivation including Northern Arc and Inner City / East, as below	Please see below.
Transport priorities: Cycle City (as below).	Please see transport submissions.
Specific projects for early delivery (further details available in Growth Points Programme of Delivery).	
Lockleaze visioning & community engagement	£0.6m
Muller Road Development (Areas A & B): 300 housing units + new cyclepath ./ footpath link to employment opportunities.	£7m

Description	Estimated cost
Bonnington Walk Playing Fields Development: 4Ha residential development land for 250 new dwellings. To be linked by an integrated cycle greenway to other regeneration activity to the south.	£9.1m
Gainsborough Square regeneration: 75 housing units, new community centre and retail units	£2.5m
Romney Avenue road improvements: vital transport link and road improvements to be provided in time to facilitate major increase in housing numbers	£1.5m

4. Creating a high-quality, sustainable urban environment

Environmental sustainability

In addition to requirements for individual properties, the Local Development Frameworks will help to reduce carbon emissions, promote sustainable energy solutions and respond to existing and anticipated climate change in ways that protect the environment. They 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.

Targets and actions include:

- reducing CO2 emissions: contributing to a 60% cut in CO2 emissions by 2050;
- 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;
- meeting or exceeding requirements of draft RSS policy RE5 and to making a contribution to the region's renewable electricity and thermal capacity targets;
- seeking site renewable energy generation for major developments.

Quality urban design

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 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.

High quality urban design and placeshaping will be achieved through:

- 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;
- developing updated urban design guidance as part of a SPD.

5. Avonmouth / Port of Bristol

Avonmouth, together with the adjacent Severnside area in South Gloucestershire, and including the Port of Bristol, which straddles the boundary with North Somerset, support important industrial and warehousing employment uses which provide port-related activities, logistics, energy and waste infrastructure, etc. These provide an estimated 7,000 jobs within the sub-region.

Actions to bring forward further development of Avonmouth and the Port include:

- further joint work with South Gloucestershire to establish the capacity of the Avonmouth / Severnside area to accommodate further employment uses, particularly in relation to flood risk, biodiversity, extant planning permissions and transport issues;
- support for 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.

Estimated costs for these projects are not yet available.

6. Employment & skills

Please see section D outlining West of England priorities and programmes.

7. Cultural investment

Information and costs of the Bristol City Football Club Stadium and Colston Hall are set out above. Substantial investment in community level cultural facilities will also be required. The West of England Sub-Regional Delivery Plan estimates the costs for the *sub-region* from 2006 – 2026 as follows:

Facilities	Cost (£m)
Community centres	131
Open space - public	49
Open space - developers	15
Playspace - public	11
Playspace - developers	16
Sports centres	40
Outdoor sports	40
Libraries	13
Cemetaries	10
TOTAL	325

8. Digital connectivity

“In the mid-to long term, Broadband / Next Generation Access will become a critical digital utility, essential to the competitiveness of any country and to the quality of life of its citizens. The UK will be no exception and, if anything, it will be even more dependent on this infrastructure than other economies. Here, high quality broadband will be essential for the continued development of sectors that in recent years have elevated the UK to a position of global leadership, such as the creative industries, financial services, software and gaming. Equally important, broadband will be central to critical processes of information and innovation in education and health services” - *Francesco Caio, “The Next Phase of Broadband UK, Action Now for Long-term Competitiveness” Report for BERR / OffCom, Sept 2008*.

Costs - BT has committed £1.5 billion to develop Next Generation Access (NGA) network that will cover 40% of UK homes. The Broadband Stakeholder Group estimate the total cost of NGA to every UK home as £29 billion.

Priorities - To fill the gap that the market will not meet, avoiding creation of new digital divides, maximizing economic/social advantage.

The primary focus proposed is the development of NGA in South Bristol using proposed new housing developments and enhancements to public infrastructure as a catalyst for public / private investment in NGA. Estimated costs are £1,000 per housing unit.

INDICATIVE PRIORITY DEVELOPMENTS IN BATH & NORTH-EAST SOMERSET

1. Bath Centre

Proposals for future development of central Bath need to be properly determined through the Local Development Framework (LDF) and this is currently being progressed. However, it is clear from work through the Future for Bath initiative (which will inform the LDF) that the central area of the city both requires change and presents major opportunities in respect of housing and regeneration. Linked to this work, initial indicative capacities suggest development potential that equates to a development potential of some 42Ha of land brought in to more productive use, subject to the outcome of the LDF process.

The MOD is a significant land owner, with three large but under utilised operational sites in the city. The planned consolidation of the residual activity on the Foxhill site would retain the employment generated whilst freeing previously developed land for new homes.

Particular issues in Bath are very high quality standards required in a World Heritage Site setting and the need to restructure already developed land in order to ensure more efficient and appropriate use, both of which result in additional costs over and above the normal high costs of city centre development.

2. Bath Western Riverside

The biggest housing and regeneration project in central Bath involves the development of the derelict Bath Western Riverside site, the only significant area of vacant and derelict land in the central area.

To realise the opportunities requires investment:

- to relocate some uses and release sites for development;
- in infrastructure to improve access to and movement through the city;
- in cultural facilities to ensure a sustainable centre which meets the needs of the community and visitors;
- in renewable energy infrastructure;
- in flood attenuation works, both within the centre and through new approaches involving upstream management;
- in skills to ensure that the workforce in Bath is able to take up the opportunities created.

The economic downturn means there is a significant gap between development costs and values. This is due to the high costs of clearing, remediating and servicing the site. Funding for this gap will unlock not just the 2,000 homes and potential to create 300 jobs on site, but also 1,400 homes and 2,600 potential jobs on other sites in the town centre. We will be looking to the RFA to contribute towards the costs of the enabling and infrastructure works.

3. Lower Bristol Road

The Lower Bristol Road area runs westward from the central part of the city, along the River Avon. It is another area of potential major change. Currently the area lacks coherence and much of the land is inefficiently used. It acts as a barrier for the more disadvantaged communities to the south west in terms of integration with the central area of Bath and access to the river and open space amenities to the north. A comprehensive mixed-use approach to this area is required to maximise its potential, including provision of new homes and provision of benefits to established communities adjoining.

4. Bath Urban Extension

The scale and location of an urban extension will be determined through the final Regional Spatial Strategy and the Local Development Framework. It will be essential to ensure that the extension is well integrated with the city through design and infrastructure provision and that it provides a mix of homes, jobs and other uses to provide the opportunities and facilities needed for a sustainable and inclusive community.

5. Market Town Centres

Whilst the focus for growth is on Bath, some new housing provision is required in Midsomer Norton, Radstock and Keynsham to meet local needs and contribute to regeneration. The town centres require investment to provide some new homes, create job opportunities and improve their retail and wider offer, to enable them to better serve the local communities and reduce the need for travel. This local and regeneration focused growth needs to be supported by investment in infrastructure, particularly in respect of transport, community, sports and leisure facilities, town centre improvements and renewable energy. Currently identified projects include:

- Cadbury Somerdale, Keynsham which could, subject to proper consideration through the planning process, deliver up to 600 new homes, 35% of which will be affordable plus employment uses and community facilities. Delivery estimated 2013/17.
- Radstock railway land – Delivery through Norton Radstock Regeneration Company (a community interest vehicle) and Bellway of 210 homes of which 57 will be affordable (27%), delivery is planned for 2011/13.

Clearly the impacts of the economic downturn will need to be monitored and there may be a role for the public sector in facilitating the timely delivery of the outcomes.

There will be particular requirements in relation to Keynsham in respect of any urban extension, depending on the final outcome of the RSS process.

6. South East Bristol Urban Extension

The draft RSS proposes an urban extension of 6,000 new homes. Delivery will require appropriate design and infrastructure provision to ensure that the development functions as a well integrated extension to Bristol and complements plans for the regeneration of south Bristol and the market towns within Bath and North East Somerset.

INDICATIVE PRIORITY DEVELOPMENTS IN NORTH SOMERSET

1. Weston-super-Mare Regeneration

The regeneration strategy for Weston-super-Mare is to stimulate retail, leisure and subsidiary residential development in the town centre, and to ensure the town's urban extension (3000 homes in the town centre, 9000 in the Weston Regeneration Area) is high-quality, sustainable and employment-led.

The council is committed to driving the phased growth in Weston, ensuring it progresses in the most effective manner and provides social, environmental and economic benefits at every stage.

(a) Town Centre

A vital and vibrant town centre is essential to ensure sustainability of the growth in Weston-super-Mare to 2026. Several large companies based in Weston closed in the 1990s, resulting in the loss of skilled and high-value jobs. Many of the job-holders remained living in the town but found paid employment elsewhere; this resulted in the considerable out-commuting (36%) experienced today and the traffic congestion at Junction 21 on the M5. Unemployment is around the national average but affects specific groups of people.

In common with many seaside towns, Weston has a relatively high population of retired people. Weston also has 11% of the national total of treatment beds for substance abuse rehabilitation (268 in Weston compared to 310 in London) resulting in a greater impact on unemployment, housing and social care. These figures are based on the regulated sector but the broader provision is larger.

There is a demand for over 35,000 sqm retail space in the town centre (32,100 comparison goods and 3,000 sqm convenience goods), estimated to provide around 500 jobs (100 jobs per 7,000 sqm). Other drivers for development and growth are the key development sites on the sea front (the Grand Pier and the Tropicana Lifestation) and Birnbeck Pier/Island at the northern end of the town centre. The success of Weston College and their future plans for expansion and higher education provision creates a unique opportunity to change the demographic of the town centre.

The regeneration strategy consists of site assembly in the town centre. This is likely to be necessary to drive inward investment. Dolphin Square is a prime office/retail site that is mostly in council ownership; the Victoria Square area properties are privately owned and closely linked to the existing Sovereign Centre. Development on both sites is crucial to increasing the viability of the High Street and improving the links between the town centre and the sea front.

The council recognises that concerted action is necessary, including joint venture and the use of compulsory purchase powers, if comprehensive development in the town centre is to be realised. The landowners in the Victoria Square area are working towards a joint venture and are seeking current valuation of each property, both residential and commercial. A report prepared for the council by DTZ Piedad in January 2006 did not assess the value of the properties rigorously but gave a very general estimate of £10m (excluding the Sovereign Centre) in the context of a major development.

(b) South Ward, Weston-super-Mare

Background

A super output area (SOA) in the ward has attracted Neighbourhood Management funding as it is in the top 3% most disadvantaged in England.

Of particular note are the high levels of benefit claimants, many on incapacity benefits, the lower levels of life expectancy (11 years less for people on South Ward) and the high concentration of North Somerset's NEET young people.

The Neighbourhood Management programme has started a process of empowering residents; bending the spend of mainstream service providers to achieve greater alignment with resident defined needs and priorities; and tackling those place based issues, such as parks and open spaces and crime and safety that are of concern to local people.

However, it is clear from the first 18 months of the programme that this will not be enough to create 'stable communities' particularly in the SOA, where population turnover is high. Neighbourhood problems are compounded by the lack of appropriate accommodation; redevelopment of the area is problematic, as a high density of accommodation makes it difficult to meet current criteria for housing redevelopment funds.

The concentration of social housing in the ward, and in particular in the SOA, has the effect of concentrating social issues with problems, compounded by geographical isolation. Car ownership is low and public transport inadequate.

These factors have combined to create a poverty of ambition and lack of aspiration. Many families that stay within the neighbourhood have 3 or even 4 generations of unemployed adults.

The way forward

Key partners have identified a set of aims for the improvement of the neighbourhood. These are:

- to reduce the current high level of social deprivation and social exclusion; linking people to jobs and opportunities;
- to change the physical environment of the estate making it a more pleasant environment in which to live and creating greater physical access to opportunities;
- changing the accommodation available to provide a more suitable offer to individuals and families;
- changing the tenure mix to raise aspiration and ambition and reducing the concentration of disadvantage;
- involving residents in the design and delivery of any change. No consultation has yet been conducted with residents as it is unclear whether there is any opportunity to redevelop the area.

The next step will be to identify funding for a feasibility study to look at the redevelopment of the SOA and also the opportunities that will be delivered through the development of the growth points. The development of a strong link between the regeneration of South Ward and the creation of new housing areas will help to overcome existing funding, density and tenure issues.

2. Weston-super-Mare Urban Extension

(a) Employment-led

The employment-led strategy for Weston Regeneration Area will see an average of 1.5 jobs per home by 2026. Given the current deficit of jobs today, it is necessary for 2.4 jobs to be provided per home in the early years. A large proportion of these jobs will be skilled/high-value jobs. Key employment sites are Locking Parklands (circa 25ha), Weston Airfield (circa 33ha) and Gateway (circa 10ha).

(b) Infrastructure

As the infrastructure is already at capacity it is necessary to ensure that there is an overall solution to each element of strategic infrastructure, treating the whole area as one development. Three key strategic elements are:

- flood alleviation and management;
- transportation;
- site remediation.

A strategic infrastructure tariff has been prepared and is being applied to all development in Weston. The tariff identifies and costs the strategic infrastructure required to support 12,000 homes and 333,770 sq m employment, as proposed in the Weston Area Development Framework (2005). Forward-funding mechanisms, including RIF, will be necessary to ensure infrastructure is phased in line with, or in advance of, development.

(c) Flood Prevention

A comprehensive study was completed by Royal Haskoning (2007) and the most suitable option demonstrated. A final method of delivering a strategic solution is now being progressed through the Core Strategy and the Masterplan. The cost of provision is estimated at £10m and includes a 60% optimism bias and excludes land cost. A final method of delivering a strategic solution is now being progressed through the Cores Strategy and masterplan process.

(d) Transport

Ensuring the old and new developments are well served by public and sustainable transport modes is of critical importance. A number of interventions have been identified such as:

- upgrading Worle railway station to provide a multi-modal interchange;
- new showcase bus routes;
- the Cross Airfield Link to improve access to new employment and to provide better public transport connections, including a new bridge crossing the main railway line;
- improvements to Junction 21 (M5);
- link from Locking Parklands to Worle station.

The multi-million pound Weston Package bid captures most of the strategic transportation issues.

(e) Remediation

The former amenity site is a key gateway development site. Comprehensive remediation is essential to enable rational and sustainable regeneration of the Weston Regeneration Area. The new railway bridge crossing would enter this site, connecting the whole of the new community to the existing town. Initial assessment on remediation has given an indicative cost of around £7m.

3. Employment and Skills Infrastructure

The LAA focuses on skills development and worklessness. Partners including Job Centre Plus and the LSC are working to deliver stretch targets in these areas. There is also an emerging need to extend the work of the West@Work project to enhance employer engagement in the town centre in addition to the proposed initiatives at Locking Parklands. Enabling local people to obtain employment during the build phases of employment as well as at the occupier phase is highly desirable. A range of skills training is essential to achieve this.

Weston College has been recognised as 'outstanding' for its support to its customers and the work it does in terms of its Business Enterprise Centre. Over the last seven years turnover has grown by some 150% and the College has very ambitious plans for both its estate and curriculum development. In the next three years the plans include further development of its University and Knightstone Campuses, creation of two new campuses - one in Weston-super-Mare and the other in the north of the district as well as the creation of a Centre for Arts in the town. The new campuses in Weston-super-Mare will include specific facilities for Construction, Engineering and High Technologies including the development of an incubator centre.

4. Growth Funding

The West of England Partnership has sought Growth Point funding for North Somerset of £45m to assist with the implementation of infrastructure and regeneration required to stimulate and support housing growth. The schemes submitted are:

- Avoncrest – land remediation to residential standard;
- Business Workspace – managed units for SME growth, including business support;
- Dolphin Square – land assembly for comprehensive mixed use scheme;
- Weston Flood management – provision of a strategic solution to enable comprehensive development (all uses);

- Pier Square –new pedestrian space; excellent design and facilities for key location linking town centre with the seafront;
- Weston Civic Pride Initiative – expansion of programme to stimulate economic development by upgrading key elements in Weston’s public realm;
- Wild Walk Bridge – extensive green corridor via a new bridge over the mainline railway from the proposed mixed use development on Weston Airfield to provide public and wildlife connections;
- Worle Station Interchange – comprehensive upgrading of the station to provide a multi-modal interchange, enabling residents in the existing and new developments to make sustainable travel choices.

Consultants have been commissioned (using current Growth Point funding) to ensure that the urban extensions are comprehensively masterplanned, including phasing and delivery of strategic develop strategic masterplans, delivery plans and design codes for both urban extensions.

5. Delivery Vehicle

A robust delivery plan is needed to ensure the strategic masterplan is delivered in each area. Councils across the country have tried various ‘delivery mechanisms’ over the years, with varying degrees of success. Indications are that an Asset-backed Delivery Vehicle may be the ideal option to kick start regeneration and ensure the long-term delivery of sustainable communities. Funding is required to develop such a vehicle, which will be expected to deliver:

- necessary infrastructure requirement master plans for the regeneration areas and the town centre;
- the appointment and management of developers and delivery organisations;
- exploration of the options for homebuilding where specifically required to do so.

In addition to funding for the provision of grant aid support for Wessex Home Loans, a joint venture of West of England housing authorities will enable the expansion of a programme that is providing new rented homes at less than RSL rent levels and improve the quality of existing stock.

INDICATIVE PRIORITY DEVELOPMENTS IN SOUTH GLOUCESTERSHIRE

Because of our position in the West of England and close proximity to Bristol, South Gloucestershire continues to be one of the fastest areas of development of homes and jobs in the country. The Draft Regional Spatial Strategy proposes that development will continue at high levels for the next 20 years, placing enormous pressure on the infrastructure quality of life and the environment in South Gloucestershire.

The economic prosperity of South Gloucestershire and high levels of employment, housing and population growth also make tackling traffic congestion a major challenge. Traffic growth has increased significantly since 1991. In 2001 72% of residents travelled to work by car compared to 62% nationally with only 7% using public transport compared to 15% nationally.

Whilst we do not agree with the overall level of growth proposed in the RSS, we recognise the need to ensure that new communities have the services and facilities they need to make them sustainable. While responding to this challenge, it will be important to maintain the things that residents most value particularly its heritage, access to green spaces and the special relationship between town and country.

We are determined to challenge and manage the planned level of development in a way that minimises adverse environmental impact, encourages sustainable communities and town centres and ensures the benefits of new developments are shared.

The Sustainable Community Strategy has a vision of South Gloucestershire which can be summed up as 'a great place to live and work'. "By working in partnership, our vision is for everyone who lives and works in South Gloucestershire to fulfil their potential, enjoy an excellent quality of life and support others in their communities whilst protecting the environment."

The Local Development Framework will set out everything to do with the development and the use of land. Many other plans and strategies will also need close integration to ensure that we develop a cohesive approach to delivering our communities' aspirations and that all our strategies are working in the same overall direction.

The South Gloucestershire Core Strategy – Issues and Options consultation carried out in May/June 2008, suggested that the spatial vision for South Gloucestershire should contain the following elements:

- to plan and deliver well-designed, high quality and sustainable new and existing communities;
- to enable a choice of housing, including an adequate supply of affordable and supported housing;
- sharing the benefits of economic prosperity;
- improving access to services and facilities;
- tackling congestion, minimising pollution and enhancing travel choice;
- reducing the need to travel and creating more opportunities for walking and cycling;
- protection and enhancement of the natural and built environment;
- applying measures to reduce the impact of climate change;
- Achieving higher design standards and energy efficiency in new buildings;
- Valuing and maintaining the character and distinctiveness of the different areas of South Gloucestershire and promoting a 'sense of place'.

Within South Gloucestershire, the key priority areas for integrated growth and investment are as follows:

1. North Fringe of the Bristol Urban Area

The north Fringe of the Bristol Urban area faces a number of challenges and it is recognised that the whole area needs to have the character and facilities of a modern urban area, both to meet the needs of the working populations as well as local residents. The distinctive character of different localities needs to be recognised and enhanced, to give residents a sense of community. A better balance between jobs and housing is also a key ambition.

Transport is a key concern and significant investment in public transport is required to tackle existing poor public transport and congestion.

New housing development is already committed at key locations such as Filton /Northfield, Wallscourt Farm and East of Coldharbour Lane. Together with the large number of smaller, already committed housing sites in the urban area, these sites are critical in terms of delivering against LAA targets NI154,155 and 159 and could bring forward over 12,000 homes over the next ten years. The Council is working with developers to ensure that all new development is well integrated with existing residential, employment and educational communities. High standards of design and open space provision are being aimed for, to help redress the current imbalances.

2. Cribbs Causeway /Filton - possible area of search

The RSS identifies the Cribbs Causeway / Filton for further housing development within the existing urban area, rather than as an urban extension. Opportunities for this new development, however, need to be carefully balanced against the requirement to protect the long-term operation of Filton airfield and jobs in the aerospace industry. A key challenge will be to integrate new development with existing communities, particularly in terms of access to services, as well as improving transport links.

3. Area of Search D - M32 area

Centred on the M32, this proposed urban extension extends the development already planned at Harry Stoke in an eastwards and southerly direction. Located very prominently, it is effectively part of the green gateway into the city, so it will be very important that any new development enhances the historical settings of Stoke Park and Hambrook and makes its contribution to a high quality network of green spaces, which link the city with the surrounding countryside. At the same time, the very real challenges of delivering a new transport corridor that connects Bradley Stoke/Harry Stoke with the Avon Ring Road need to be tackled. It is envisaged that development will be primarily for housing, as there are currently more jobs than workers in the immediate area. We will also seek to ensure that a high proportion of new homes are affordable, to help tackle the current shortfall in provision.

4. East Fringe of the Bristol Urban Area

The East Fringe of the Bristol urban area shares many of the challenges being experienced by the North Fringe – such as limited open space, declining traditional retail centres and pressure for development on infill sites. It differs, however, in that levels of employment are low and small businesses are being squeezed out by housing development. There is therefore a very real need to protect existing employment sites and achieve a better balance between homes and jobs. New housing development at Emersons Green East and the development of the Science Park will play a key role in tackling some of these issues.

5. Area of Search C - East of Bristol Urban Area

This is the largest area of search proposed in South Gloucestershire by the RSS at 8,000 dwellings, and is the most challenging to deliver. Development here will potentially involve substantial losses of open Green Belt land and tackling how to integrate existing rural communities into the urban fabric will be a key task. Successful delivery will also need to involve creating real new communities for the future, rather than additions to existing communities. We will be required to develop strategies to deal with the real lack of jobs in the neighbouring urban area, as well as helping to provide jobs which are easily accessible to new residents. Significant improvements to transport will be required, particularly to improve access into Bristol City Centre.

6. Yate

Our objective for Yate and Chipping Sodbury is to strengthen their respective roles as separate but distinctive towns. If new development is to be accommodated at a scale to be determined in the final RSS, it is essential that it is well integrated with existing communities in terms of access by foot, cycle, public transport and car. More jobs and affordable homes are required to meet already identified shortfalls. Similarly, access to Bristol, both for people and goods, needs to be substantially improved.

7. RFA2 Funding bid summary

A summary of the projects submitted for RFA2 funding for South Gloucestershire is set out in Table 1 below:

Table 1: South Gloucestershire Council – RFA2 funding bid summary

Project	RFA2 contribution
<i>Housing and physical regeneration</i>	
1. Housing Growth: grants to RSLs for New affordable provision 2009/11.	2009/10 - £8.19 million 2010/11 - £11.34 million
2. Housing Growth: grants to RSLs for New affordable provision 2011 onwards	2011/19 £118.94 million or £14.87 million per year
3. Rural Housing: Grants to RSLs for affordable provision in rural communities under 3,000 population based on local needs assessment	See 1 & 2 above
4. New affordable provision for older people – extra care - Programme of 14 schemes (663 units)	£126 million to 2014/15
5. New affordable provision for people with learning difficulties-230 units over 10 years	£27.6 million or £2.76 m per year
6. REIP funding – Investment in professional skills to address capacity deficit in strategic housing & planning / development	2009/12 £250K per year in SG
7. Disabled adaptations- 500+adaptations per year	£17m
8. Energy efficiency (traditional) -800 properties treated per year	£3m
9. Energy efficiency (renewables) – 500 properties treated per year	£7m
10. Private sector renewal - 100 properties improved per year in priority neighbourhoods	£1.5m
<i>Transport</i>	
North Fringe to Bristol Package (joint scheme)	£169.2m
Bristol Metro Rail Project (joint scheme)	£19.7m
Rapid Transit Ashton Vale to Emersons Green Phase 2 (Emersons Green to Temple Meads) (joint scheme)	£74m
Rapid Transit to Cribbs Causeway	£11m
Cycling Major scheme (joint scheme)	£19.7m
A38 North South Link – Maintenance scheme	£5.6m
A420 Kingswood to Wiltshire boundary (Maintenance Scheme)	£10.6m
Strategic Route North, Yate (Maintenance Scheme)	£9.4m

8. Growth Funding

The West of England Partnership has also sought Growth Point funding of £49.8m to deliver infrastructure to support housing in South Gloucestershire. The schemes submitted are set out in Table 2.

Table 2: South Gloucestershire Growth Point Bid Summary

Project	
Northfield	To provide a new community building to meet the needs of the existing community at Patchway and the new residents at Northfield.
East Fringe Transport	To assess and devise a programme of accessibility improvements to deliver an urban extension at Area C
Park and Ride – South Glos	To assess and devise a programme of Park and Ride facilities in South Glos
Stoke Gifford Transport	To bring forward a new transport link to improve access to committed and proposed housing sites
Yate & Chipping Sodbury Project – transport	To assess and devise a programme of accessibility improvements in the Yate and Chipping Sodbury Area
Cycle City	Joint project with Bristol City Council, to deliver a range of cycling measures
Bradley Stoke 6 th Form	To provide sixth form accommodation to meet the needs arising from the continuing residential development at Bradley Stoke
Emersons Green enabling infrastructure	Essential infrastructure work to bring forward a development of 2,750 homes at Emerson Green East
Extra Care Housing	To deliver extra care housing provision at key sites in the North and East fringe
Yate Youth Centre	To deliver youth provision to meet the needs arising from the proposed urban extension at Yate

Additional staff resources have been engaged, funded by the initial tranche of Growth Point funding, to bring forward work on the Core Strategy, masterplan the urban extensions and ensure a coordinated approach to assessing and delivering infrastructure needs.

ECONOMIC DEVELOPMENT

B1. THE MOST IMPORTANT OBJECTIVES / ACTIONS FROM THE RDA CORPORATE PLAN THAT SHOULD BE PRIORITISED:

A) AT REGIONAL LEVEL

B) WITHIN YOUR SUB-REGION

1. Key economic development priorities for the West of England

The West of England has already prepared a Sub-Regional Economic Assessment¹. This shows that the Bristol urban area accounts for about two-thirds of the employment in the West of England, much of this in Bristol's city centre and Northern Fringe. Bath and Weston-super-Mare are also important employment centres. Areas which have seen the closure of traditional industries, such as east and south Bristol, Bath, Weston-super-Mare and Norton Radstock, have seen less growth in recent years, and have therefore been identified as priorities for regeneration.

There has been a mismatch between the location of jobs and the resident workforce, resulting in much commuting, a lot of it by car and some long distance, particularly to the northern fringe (where 40% of the workforce travel more than 10km). Weston-super-Mare has, in particular, has seen the prospects for local employment eroded.

Recent industrial development has been predominantly in the northern fringe and office development has been in Bristol City Centre and the northern fringe, although there has also been an increase in office development in Portishead, showing the success of North Somerset Council's dual focus on housing and jobs development in that area.

Unemployment in the West of England as a whole has – at 3.3% - been low; however, there have been persistent concentrations of unemployment in nine inner city and suburban council estate wards in Bristol and in two wards in Weston-super-Mare. Office and service sectors have seen an expansion, leading to the growth of white collar, managerial, professional, semi-professional and personal service occupations; at the same time blue-collar occupations have been in decline. The Sub-Regional Assessment shows that there is a particular need to develop skills levels in the neighbourhoods with high unemployment and to develop the skills levels of young people.

Our sub-regional priorities for economic development are therefore as follows:

2. Substantial investment in infrastructure to support economic development

An RDA investment programme is required to support employment infrastructure needs in response to the high-levels of projected growth in housing and employment set out in the homes and jobs summary, at **Appendix 1** the appendices to this submission.

Investment in well-serviced sites and/or premises in key strategic locations, especially in South Bristol and Weston-super-Mare, to attract and meet the needs of business, is key to the generation and expansion of employment opportunities in communities. This investment would complement the housing-led physical regeneration of disadvantaged communities and the increased investment in raising skills and employment levels in these areas.

3. Greater investment in business support through Business Link

This investment is required to increase productivity in companies; to assist growing and new businesses relocating to new premises and/or the sub-region, giving priority to skills and innovation.

4. Employment & Skills

Current arrangements for revenue funding of the West at Work programme will cease in 2010. We believe that it is essential to agree new arrangements to secure the continuation of this highly successful team. This would allow the continuation of an integrated training and employment service to employers re-locating to major developments, and to assist disadvantaged and young people into employment. It would also assist in supporting people and companies affected by the economic downturn.

¹ West of England Sub-Regional Economic Assessment, October 2008, West of England Partnership

5. Science City

Continued investment to increase innovation and enterprise networks to improve innovation in companies.

6. West of England engagement with priorities described in the RDA Corporate plan

The above sub-regional priorities reflect our most pressing concerns. However, the scale and diversity of the West of England means that almost all of the RDA objectives and actions are of relevance (please refer also to sections A1 and A2 above). The summary below highlights examples of sub-regional actions of relevance to the headline priorities of SWRDA's Corporate Plan. We would hope that SWRDA continues to support these actions.

7. Supporting business and encouraging enterprise

- Key sectors for the West of England are aerospace, advanced engineering, professional services, finance and banking, ICT and communications, creative industries, and public administration. A number of these may need additional, targeted support during the economic downturn.
- ERDF: Bristol has developed a Strategic Investment Framework for ERDF Strand 3, Urban Enterprise. This is based around the programme's five strands:
 - small-scale infrastructure and facilities;
 - promoting and encouraging the creation of new enterprises / social enterprises within under-represented groups;
 - access to finance;
 - access to targeted business support services in the community;
 - enterprise opportunities from environmental improvements.

8. Delivering a low-carbon economy:

- Support for the Bristol Environmental Technologies Sector (BETS). The West of England has the largest cluster of environmental technologies in the UK at Avonmouth (200 plus companies and growing fast). Additional land supply may be required to remove restraints to future growth.
- Promoting and supporting renewable energy generation on major developments.

9. Science and innovation:

- Programmes and projects delivered through Science City Bristol.

10. People and skills:

- Investment in employment and skills support is described at E1-4 below.

11. Creating successful places:

- Support for effective spatial planning, managed growth and sustainable development is detailed at sections A, C and D, in particular through investment in transport, economic, social and environmental infrastructure and the regeneration of deprived areas.

12. Communications infrastructure:

- Significant investment in physical infrastructure, as detailed elsewhere in this response.
- Support for Bristol International Airport and the Port of Bristol, as appropriate.
- Investment in Broadband / Next Generation Access (Superfast Broadband). Strategic scoping of ICT cabling / superfast broadband capabilities investment requirements is required. Specifically, Bristol has discussed the potential for RDA investment in Next Generation Access, at a cost of around £1000 per housing unit, with possible early deployment at the Hengrove Park development in South Bristol and at other sub-regional key sites such as Locking Parklands, which is proposing mixed-use development with focus on technology driven commercial sectors.

B2. OPPORTUNITIES FOR GETTING BETTER ALIGNMENT WITH OTHER BLOCKS

B3. OUTSIDE OF THE RFA FUNDING BLOCKS, OTHER FUNDING STREAMS (PRIVATE AND PUBLIC) WHICH CAN BE ALIGNED /INFLUENCED IN RESPECT OF ECONOMIC DEVELOPMENT

We strongly support a spatially-integrated, place-based approach based on the 'single conversation' model proposed by the Homes & Communities Agency. We ask that other funding bodies such as government departments, the RDA, Highways Agency, Environment Agency and employment and skills organisations commit to active participation in this process.

We would like to explore further the possibility of the 'envelope' within which authorities take responsibility for the management of the funding allocated to their area. This reflects the changes proposed in the Sub-National Review.

The West of England Partnership is a good model of an integrated approach at the sub-regional level. Examples of active partnership working include Science City and the Environmental Technologies Sector (BETS) network.

Areas for improved alignment of funding:

- Homes and Communities Agency housing and regeneration funding streams need to be further integrated with SWRDA and transport funding to support the planning and delivery of sustainable mixed-use growth;
- DWP and LSC funding need to be aligned to deliver the right skills, together with 14-19 years skills planning, targeted at areas of growth and / or disadvantage;
- The Arts Council, DCMS and the RDA funding for cultural infrastructure / creative industries;
- Health Trusts, to enable appropriate planning for future population growth and spatial distribution;
- Subsidised transport for young people and jobseekers to enable access to education, employment, and training.

In addition, relationships with the private sector, particularly on developer contributions, will need close attention and continued negotiation as the economy changes.

HOUSING AND REGENERATION

C1. MAJOR PROGRAMMES FOR THE PROVISION OF NEW AND AFFORDABLE HOUSING (C1,2,4)

For major programmes for the provision of new housing please refer to section A5 above and the Indicative Housing Trajectory included in **Appendix 1**.

This response deals with the West of England's proposal for grants to RSLs for new affordable housing provision (NAHP) 2009-11 and 2011 onwards.

Affordable Housing Investment

(Please refer to **Appendix 6** Housing Investment Profile)

2005 West of England Housing: assessment of Affordable Housing Needs

Net annual need for additional affordable housing					
Local Authority	Year 2002	2004	2006	2009	Average
Bath & North East Somerset	639	771	685	562	664
Bristol	937	1229	935	626	932
North Somerset	808	1094	1067	890	965
South Glouc	1154	1327	1169	960	1152
WoE sub region	3537	4422	3855	3038	3713

This assessment which was undertaken at a time of (then) unprecedented year on year house price inflation. It predicted that 2004 would be the high point of this cycle of inflation, and that in 2005 a 'market correction' would bring prices back into line with long-term trends and reduce the need for affordable housing.

The study had not anticipated the continuing, investment-fuelled house price growth which persisted until 2007, culminating in the 'credit crunch'. The current 'market correction' is therefore steeper and more abrupt.

The draft 2008 Strategic Housing Market Assessment comments: The severe affordability issues in the South West will not abate as a result of the 'credit crunch'. And as the market recovers the 'affordability gap' will be as bad as it was in 2007.

Meeting affordable housing needs

Appendix 6 attached summarises the investment envisaged in affordable housing from two sources:

- grants to Registered Social Landlords (RSLs) to support affordable housing;
- private sector contributions to affordable housing on new housing developments;

Over the next few years progress in delivering more affordable housing will be substantially reduced given the impact of the economic downturn on the development industry.

Grants to RSLs for new affordable housing 2009/10 – 210/11 and 2011/12 onwards

The Homes & Community Agency's 2008/9 – 2010/11 provisional allocation of affordable housing grant to the West of England is c £63 million pa. This includes current allocations to pipeline schemes and projected Continuous Market Engagement allocations for the acquisition of unsold open market homes and surplus developer land.

On this basis **Appendix 6** summarises the estimated RSL affordable housing grant by authority for 2009/10 and 2010/11. These estimates include provision for new affordable homes in rural communities, except in the case of Bristol.

For the period 2011/12 – 2018/19 the RSL Grant estimates shown in **Appendix 6** are based on the 'Proposed Charges' housing growth, using the percentage affordable and grant per home estimated for each local authority area.

More affordable homes can be an important source of housing for the more vulnerable households requiring on-going support; the availability of these homes also releases social housing which may be used by the homeless. This is helpful in reducing the increasing reliance on expensive and relatively insecure private rented sector tenancies.

C2. AFFORDABLE HOMES IN RURAL AREAS

Provision for affordable homes in rural communities is included in the general provision for affordable homes, described above. The three authorities are seeking grant for 15 homes pa over the period 2011-19.

C3. LOCAL AUTHORITY ESTATE REGENERATION

In summary the proposed investment in the West of England set out at **Appendix 6** is as follows:

- *Local Housing Company.* This is a housing and regeneration vehicle initially focused on estate regeneration in Knowle West, South Bristol. The development will provide housing, employment and local facilities and services in a deprived area of South Bristol. The investment proposed in **Appendix 6** includes gap funding and social housing grant.
- *Housing Stock Replacement in Lockleaze, Bristol.* A programme of investment is proposed to provide 120 new shared ownership homes as part of the replacement of very poor quality PRC homes. This will support the sub-region's commitment to more mixed and sustainable communities through a programme of shared ownership funded alongside the rebuilding of PRC homes.
- *Regeneration of the Bournville Estate, Weston-super-Mare.* Investment is proposed in feasibility studies in order to scope and determine a capital programme which is likely to involve selective demolition, rebuilding and refurbishment to ensure more diverse tenures.

C4. PROVISION OF NEW HOMES ACHIEVING REGENERATION CROSS BOUNDARY

The major schemes proposed, and described in Priority Developments at section 5 of this submission, are as follows:

- South Bristol regeneration in the urban area linked to urban extensions to the South East and South West of the principle urban area;
- new development and estate transformation linking Lockleaze in North Bristol with Walls Court Farm in South Gloucestershire.

C5. NEEDS BASED HOUSING INVESTMENT (PA5)

In summary the schemes proposed and set out at **Appendix 6** are as follows:

- *Vulnerable adults.* The proposal is to develop supported housing options in Bristol to provide for people with enduring mental health problems and learning difficulties. The city attracts vulnerable households with support needs and/or increased risk of homelessness. This additional support is especially important given the impact on the vulnerable of reductions in the Supporting People Programme.
- *Extra-Care Housing* to meet the care and support needs of an ageing population and to avoid institutional care. The schemes proposed are included in **Appendix 6** and provide for a programme extension in Bristol and new programmes in Bath & North East Somerset, North Somerset and South Gloucestershire.

C6. INVESTMENT IN PROJECT DELIVERY SKILLS

Councils in the sub-region work well together on a variety of housing initiatives including:

- the development of the HomesWest partnership for RSLs and councils;
- harmonisation of private sector housing and affordable housing practice to ensure a consistent approach to developers and landlords whose interests often cross Local Authority boundaries;
- a joint (private) Landlord Expo event.

Appendix 6 includes a proposal for investments to increase officer capacity to support these other initiatives. A further proposal seeks resources to increase capacity by improving the skills and development of officers developing and supporting housing and regeneration programmes.

Delivery of housing growth relies on appropriate skills in the public sector and CLG recognises the need to provide a succession fund to replace I&DeA and CIH funding for capacity building. The scale and complexity of the growth agenda places a high premium on the availability of project delivery skills. The shortage in the availability of skills identified by the Academy for Sustainable Communities is heightened by the impact of the credit crunch and consequent need for innovation to enable delivery. The need for innovative approaches covers:

- the effective use of public sector assets to lever investment;
- the use of Community Development Land Trusts, Community Interest Companies/Special Purpose Vehicles and Community Development Finance Instruments;
- appropriate risk sharing arrangements between public and private sectors in project delivery;
- development of appropriate project development, evaluation and delivery skills that relate to the selected delivery vehicles and reflect the centrality of communities in determining the future of places.

C7. IMPACT OF THE LOCAL ECONOMIC ASSESSMENT, 14-19 EDUCATION AND SKILLS PACKAGE ON THE SCHEMES IDENTIFIED AT C1 TO C7 ABOVE

The West of England and the Region has prioritised:

- housing and employment growth in South Bristol;
- employment growth followed by further housing growth in Weston-super-Mare.

This prioritisation reflects the Economic Assessment: the need for employment opportunities in South Bristol to drive regeneration and the value of employment-led growth in Weston-super-Mare to reduce commuting and aid town centre regeneration.

The assessment also recognises the impact of physical change and development upon the pace of regeneration, especially when coupled with action to raise educational attainment, to improve 14-19 pathways into further education and employment, and to raise the skills and employment prospects of the long-term unemployed.

The need for a better supply of more affordable housing is also emphasised to assist local people, and employers seeking to recruit and retain staff. This is a key part of the sub-region's commitment to developing mixed and sustainable communities.

Work to establish sub-regional arrangements for 14-19 provision post-LSC are well advanced; the employer-led Employment and Skills Board is making progress in its terms on reducing worklessness in areas of disadvantage and addressing basic and intermediate skills levels.

The Economic Assessment also highlights the importance of good access and connectivity to economic prosperity and to the regeneration of disadvantages committees. The West of England's transport priorities focus on increasing access through improved public transport and joining up the sub-region, particularly where new development is planned, as well as reducing congestion.

C8. SHIFTING FROM PHYSICAL TO PEOPLE BASED REGENERATION

The opportunities that the Growth Agenda provides for physical change are allied to actions to:

- address inequalities in access to education, health and social care services and improve the quality of outcomes achieved;
- deliver better homes to mitigate the impacts of poor housing on health;
- reduce the causes of and the consequences of anti-social behaviours;
- bring forward opportunities for, enhance access to and improve the quality of training so as to make a closer link between acquisition of skills (NVQ3 and above) and employment.

Nonetheless, we believe that significant investment in physical regeneration remains a priority if the growth and quality of life of the sub-region are to continue and accelerate.

C9. HOW THE GROWTH AGENDA COMBATS DEPRIVATION AND EXCLUSION

The delivery of sustainable growth is rooted in local needs and opportunities. This provides a basis for addressing deprivation and exclusion by providing opportunities for affordable housing and employment and enabling increased property values to be harnessed to contribute to investment in facilities and services in areas of deprivation. The development of workforce skills and in particular investment to help people into work and to increase skill levels, is key to harnessing growth to tackle deprivation and exclusion.

The strategy outlined directly addresses deprivation and exclusion by:

- linking the development of housing and employment;
- creating new opportunities for training and employment, and linking those opportunities to the development of skills and reducing barriers to employment;
- providing better and more affordable public transport reducing journey to work times and costs making it easier for people to take up jobs;
- improving access to primary health care through new facilities linked to housing growth;
- providing more access to post 14 education to develop vocational and academic skills.

C10. PRIVATE SECTOR RENEWAL INVESTMENT

(Appendix 6 sets out the proposed investment)

The sub-region has larger private rented sector (14.9 % of the total housing stock); 22.9% of the private housing stock in Bristol does not meet the Decent Homes Standard.

At the same time, increasingly the private sector stock provides homes for those who cannot afford to purchase, as well as to support strategies to prevent homelessness. For this reason it is critical to support the renewal of private sector homes.

All four councils support the common themes of assisting disabled people, ensuring decent homes for the most vulnerable families and increasing energy efficiency.

The continuation of significant levels of funding for private sector renewal is critical to the maintenance of balanced and sustainable communities. Over the last ten years funding allocations for Private Sector Housing (PSH) Renewal have suffered significant reductions in investment from both the Regional Assembly and Government. With the impact of the economic downturn continued investment in private sector homes is now critical; this is reflected through its high priority in the South West Regional Housing Strategy.

In summary priority investment in Private Sector Housing is as follows:

a) *Disabled Households* - The sub-region has an ageing population and therefore the demand for resources for Disabled Facilities Grant is likely to increase.

b) *Private Sector Renewal Investment in deprived communities.* Improvements gained should contribute to broader social, economic and environmental benefits in those areas rather than just physical housing improvements.

c) *Low carbon emissions* - All four local authorities in the West of England are committed to using resources to improve energy efficiency across the existing private housing stock by targeting households that do not qualify for Warmfront or utility funded assistance. All of these measures will contribute to the reduction of carbon emissions from the existing housing stock.

d) *Decent Homes* - Targeted area action will ensure that resources are targeted at deprived areas suffering poor health, serious crime and poor housing conditions.

e) *Home Improvement loans* - The four local authorities in the West of England have been at the forefront of the initial development of Wessex Home Loans and the variety of new products, which have been developed over the last three years. Take up of the loan products has exceeded expectations and will continue to increase while the banks and other financial institutions have limited disposable funding. New products have been developed to lever in significant private sector and bank resources to improve housing conditions.

The proposal for Home Action Zones (HAZ) for two areas of Bristol will enable the authority to promote and advise on improvements in a concerted way and back this up with loans and grants. Bristol's private house condition survey has identified a number of areas with high levels of private housing coupled with high levels of deprivation. These HAZs would use a range of assistance for vulnerable households and others, including loan and grant products to tackle health deprivation, fuel poverty and to reduce carbon emissions, improve decency implement preventative measures to reduce falls and improve home security and fire safety. This targeted action would be for some six/eight months in each area. Bristol would share good practice from this project with other South West local authority.

POST 19 SKILLS

D1. WHAT ARE YOUR MOST IMPORTANT OUTCOMES FOR SKILLS?

A) AT REGIONAL LEVEL

B) WITHIN YOUR SUB-REGION

Employment and skills are central to the West of England Partnership's Vision for the sub-region. The Vision states that by 2026 the area will be:

- a buoyant economy competing internationally, based on investment by innovative, knowledge-based businesses and a high level of graduate and vocational skills;
- 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.

Delivering the Vision by supporting the growth of innovative, knowledge-based businesses requires a more educated and qualified workforce. The working age population of the West of England is more qualified than at regional and national levels. Nevertheless, intractable concentrations of low skilled and poorly educated persons are evident, especially in Bristol, despite recent buoyant economic conditions and evidence of skill shortages. Furthermore, demographic projections indicate a potential for these shortages to intensify over the future as a result of large numbers of persons reaching retirement age.

Against this background, the Sub-Regional Economic Strategy recognises that basic educational standards and skill levels need to be raised and overall economic activity levels increased, particularly amongst disadvantaged communities.

To address this challenge, the Strategy identifies a wide range of initiatives including:

- improving partnership working between employers, training providers, schools and local communities;
- encouraging employer investment in training and workforce development;
- raising the responsiveness of training and recruitment programmes;
- reducing barriers to employment and training faced by disadvantaged groups especially within the neighbourhood renewal areas of Bristol and Weston-super-Mare.

Action on employment and skills is one of the key components of the proposed West of England Multi-Area Agreement (MAA). Targets under discussion include increasing the proportions of the population qualified to level 2 (to 79.5% by 2013) and to level 3 and beyond, and tackling structural unemployment through the development of an enhanced outreach, engagement and support service.

D2. OUTSIDE OF THE LSC FUNDS, WHAT OTHER FUNDING STREAMS (PRIVATE AND PUBLIC) CAN BE INFLUENCED?

D3. WHERE DO YOU SEE BETTER ALIGNMENT OPPORTUNITIES FOR THOSE FUNDS IDENTIFIED IN 2?

A critical goal in implementing the actions required by the draft MAA is to increase employer investment in the development of the skills base.

It is also essential to develop a seamless structure of training for employers by aligning LSC funding with:

- HEFC funding for degree level provision; and,
- RDA and ERDF funding, for example to support innovation and development in businesses of which the training of individuals could form a significant component.

D4. WHAT INNOVATIVE SKILLS ACTIVITY DO YOU UNDERTAKE THAT YOU FEEL COULD/SHOULD BE ROLLED OUT TO THE REST OF THE REGION?

The West at Work partnership is an initiative set-up to enhance linkages between employers, jobs, potential workers and training providers. The partnership focuses on major job-generating development projects; it facilitates recruitment, particularly from disadvantaged communities, and meets the training requirements of potential recruits to jobs. It is based on securing effective partnership working between organisations that have strong links with businesses, jobseekers, community organisations and the training and education sectors.

West at Work is giving particular emphasis to linking local communities to opportunities for work arising at the following key development sites:

- Cabot Circus – the Broadmead expansion;
- South Bristol;
- Bath Southgate Centre;
- Bath Western Riverside;
- Bristol Harbourside Phase 2;
- Temple Quarter;
- SPark, The Bristol and Bath Science Park;
- Locking Parklands and Weston Park.

To date, West at Work has focused on the Cabot Circus development. It has delivered joint working between LSC, South West RDA, Connexions, Jobcentre Plus, Bristol City Council and the developers, and assembled a recruitment and training model for employers at Cabot Circus. A key goal has been to target workless people from the most disadvantaged local communities. A single point of contact for a range of public sector recruitment and training services was provided for both the developer and employers to access. A clear route was created to support individuals into these jobs, ranging from community engagement activity, on to soft skills training, pre employment training with a guaranteed job interview, and to employment and post employment support. A series of vocationally specific pre-employment training programmes were developed, funded and delivered to ensure that local people had the skills and opportunity to secure jobs at Cabot Circus. A Jobs and Skills Offer was developed for employers aimed at streamlining recruitment and training processes. Some 14,500 persons have engaged with the partnership from disadvantaged areas or backgrounds, 1,400 have taken part in bespoke training and about three quarters of Cabot Circus employers have taken advantage of the services available.

The progress of the West at Work partnership has been managed by the West at Work Programme Board, which comprises representatives of public agencies, local government and business. Recently the role of the Programme Board has been extended in response to the Leitch agenda and changes to the Welfare to Work agenda to focus on delivering a service which:

- directly and swiftly meets the recruitment and training demands of business;
- delivers a customised service in particular to key sectors, locations and companies;
- effectively links opportunity and need; and,
- builds directly on the West at Work project experience and its underpinning partnership.

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