

Bristol Development Framework

Core Strategy



Adopted June 2011



Bristol Development Framework Core Strategy

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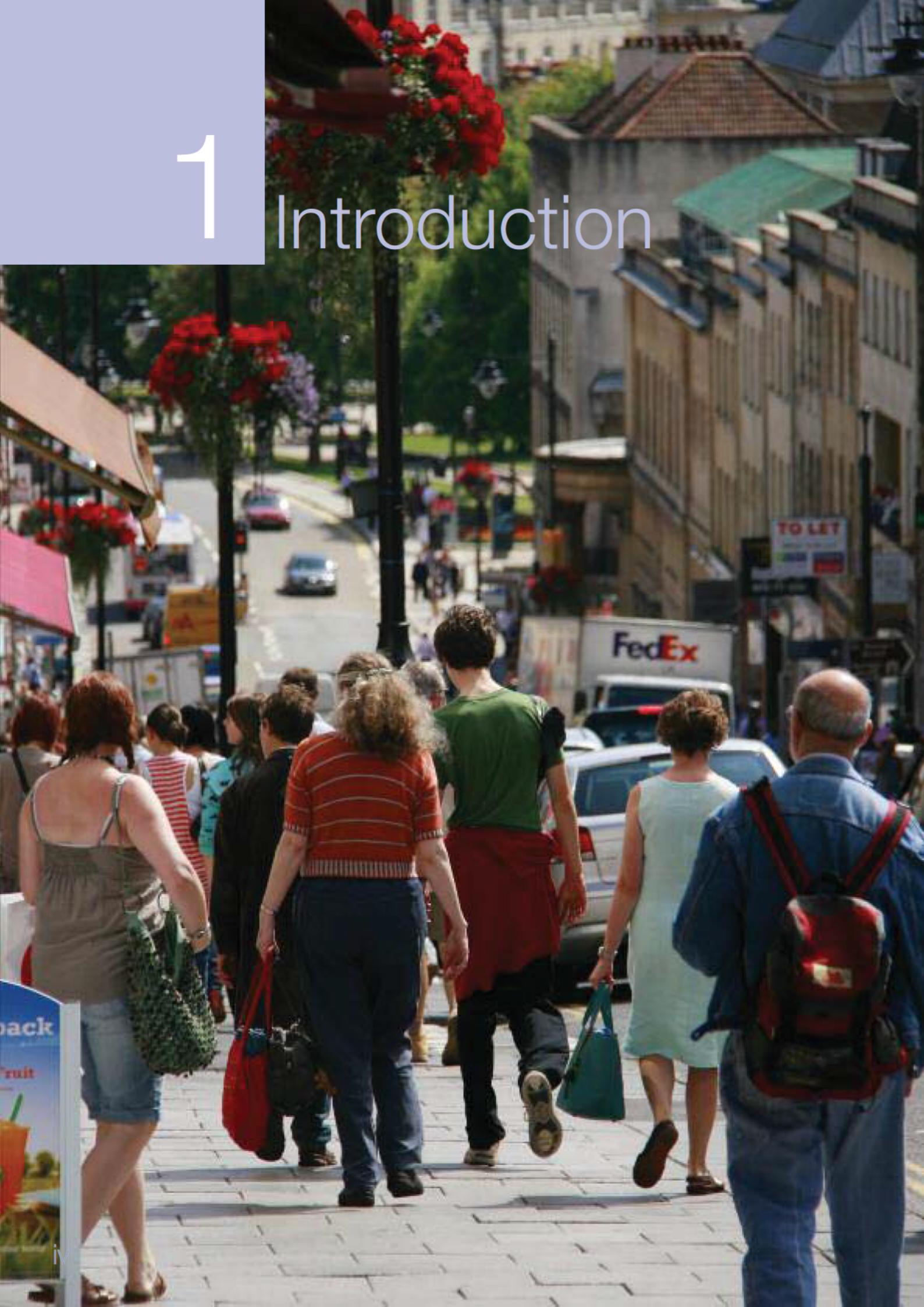
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1

Introduction



Introduction

1. Introduction

The Bristol Development Framework

- 1.1 The City Council is preparing the Bristol Development Framework (BDF). The BDF is a series of documents which will eventually replace the Bristol Local Plan that was adopted in 1997.
- 1.2 The BDF will consider how the city will develop over the next 15 to 20 years. The BDF documents will form part of the statutory Development Plan for the city. The Development Plan is used to help direct a range of implementation plans and decisions on planning applications.
- 1.3 The new development plan making process means that not all documents of the BDF need to be prepared simultaneously. The series of documents that make up the BDF will be prepared over time. The Local Development Scheme sets out the details of the documents the council will prepare in the next few years and when each will be prepared.

Core Strategy

- 1.4 The Core Strategy is the primary document in the BDF. In summary, it sets out:
 - **Where we are now:**
The **Spatial Portrait** uses a wide evidence base of information, statistics, studies and community involvement to identify the city's main social, physical and economic characteristics and the key, strategic **issues** it faces.
 - **Where we would like to be:**
The **Spatial Vision** and **Strategic Objectives** look forward to 2026, setting out how we want the city and its neighbourhoods to have changed and developed.
 - **How we get there:**
The **Delivery Strategy** is the means of delivering the vision and objectives. It provides the following:
 - > Spatial strategy – this contains the council's strategic policies for different parts of the city. It sets out the type, scale and broad location of where new homes, transport improvements, jobs, shops, open spaces and services will be located in the period to 2026.
 - > Development principles – these are the council's policies to ensure new development addresses the key issues facing the city.
- 1.5 The Core Strategy does not set out site-specific proposals or allocations; instead it looks at the broad locations for delivering new development. Other BDF documents will include site allocations and detailed development management policies and will have to be in conformity with the policies contained in the Core Strategy. Appendix A sets out which policies of the adopted Local Plan are proposed to be replaced by the policies in the Core Strategy.

- 1.6 Appendix B briefly summarises the main stages in the preparation of the Core Strategy and provides information on community involvement, the sustainability appraisal process and equalities impact assessment.
- 1.7 The Core Strategy should be read as a whole along with the other BDF documents, including the Joint Waste Core Strategy which has been prepared by the four West of England authorities.
- 1.8 The Core Strategy will be implemented by the council working with its partners, through the planned investment of private and public resources and by proactively managing development through planning applications and related planning processes. Information about delivery and implementation is set out at the end of each policy

Future Documents

- 1.9 Key to the implementation of the Core Strategy will be a set of future local development documents which the Council is proposing to produce as parts of the Bristol Development Framework.
 - Site Allocations & Development Management DPD - the specific sites with development opportunities will be identified in this document. This DPD has already commenced and will be subject to further community involvement through 2011.
 - Bristol Central Area Action Plan - a detailed vision to reinforce the unique character and international reputation of the city centre will be published in this document. Work on this DPD, which has already commenced, will include looking at the character of the central area and the delivery of new homes and commercial, creative and leisure space. Consistent with the Core Strategy, the Plan will also seek to maintain and improve the role of the harbour and waterways, conserve the city centre's heritage, improve transport services and revitalise areas in need of change. This DPD will be subject to its first formal stages of community involvement through 2011.
- 1.10 To support the Core Strategy and the Site Allocations & Development Management DPD the Council is also proposing to produce six supplementary planning documents to be adopted during 2011. These will cover the following topics:
 - Urban design;
 - Mitigating and adapting to climate change;
 - Knowle West area regeneration;
 - Developer contributions;
 - Green infrastructure;
 - Housing type and mix.
- 1.11 In October 2009 the Council set up a system of local neighbourhood

Introduction

committees with the aim of bringing decisions closer to communities. Neighbourhood committees may wish to consider how they bring a local dimension to the policy planning process as their work develops.

Supporting Documents and Strategies

- 1.12 The Core Strategy is a spatial plan which is informed by other plans and strategies and which helps support their delivery. A critical relationship is with the Joint Local Transport Plan which sets out specific proposals for delivery of transport schemes in the city. It also sets out the longer term transport vision for the sub-region.
- 1.13 The Core Strategy has also been prepared having regard to Bristol Partnership's Sustainable Community Strategy "the 20:20 plan"
- 1.14 The documents and strategies referred to in the Core Strategy are listed in Appendix D.

Minerals and Waste Planning

Minerals

- 1.15 The extensively built up character of Bristol provides no commercially attractive opportunities for mineral development and there is currently no active mineral extraction within the city.
- 1.16 In view of the lack of opportunities for mineral extraction in Bristol and in Bath and North East Somerset it has been agreed by the West of England Unitary Authorities that any apportionment for aggregate production should be shared between North Somerset and South Gloucestershire Council areas. This follows past patterns of apportionment set out in the Structure Plan for the West of England. It is not expected that Bristol will contribute to mineral production for the sub-region.
- 1.17 The Core Strategy does not include minerals policies as mineral extraction is not considered to be of strategic importance within the city. However, it is acknowledged that there are a number of detailed mineral related issues which require policy coverage. It is proposed that these be addressed in the council's Site Allocations & Development Management DPD and would include:
 - The designation of Mineral Safeguarding Areas, consistent with the requirements of Minerals Policy Statement 1, following the methodology set out in the British Geological Survey document "A Guide to Mineral Safeguarding in England." The aim would be to ensure that any surface coal resources in East and South Bristol and any other mineral resources which have the potential for future exploitation are safeguarded from non-mineral surface development and site allocations which may result in their sterilisation. Any proposed Mineral Safeguarding Areas would be subject to consultation and ultimately shown on the Proposals Map.
 - A policy to take account of the need to address land instability arising

from former mineral workings, associated mining legacy/hazards and the suitability of the restoration proposals undertaken, as required by Planning Policy Guidance Note 14 and Minerals Policy Statement 1, to ensure public safety and to prevent unnecessary expenditure falling on the public purse.

- A policy to state the criteria to be used in assessing mineral proposals and in formulating conditions.
- Criteria built into the site allocation methodology to ensure that the impact of mineral sterilisation and ground conditions, including mining legacy that arises, are properly considered in the site selection process with any necessary remediation measures then identified in the Site Allocations & Development Management DPD.

1.18 Until new policies are adopted in the Site Allocations & Development Management DPD, development proposals in the surface coal areas of South and East Bristol will be considered in the light of:

- the potential for prior extraction of coal and the need to avoid unnecessary sterilisation; and
- potential ground instability associated with historic mining and the need for related remedial measures

1.19 The general extent of coal resource areas and of legacy areas is shown in the diagrams in Appendix E.

Waste

1.20 The four Unitary Authorities within the West of England have prepared a Joint Waste Core Strategy (JWCS) which will form part of the development plan for Bristol. As advised in PPS12, the JWCS sets out the strategic spatial planning policy for the provision of waste infrastructure across the plan area. It sets out the Authorities' aspirations for all levels of waste management until 2026: prevention, reuse; recovery and disposal.

1.21 The JWCS contains policies to direct the development of non-residual waste treatment development (that involving recycling, composting, storage and transfer of wastes) and for the disposal of waste. To enable consistency across the plan area the JWCS also provides a development management policy that is relevant to waste development proposals. This will be considered alongside each Authority's other development management policies.

2 Issues and Challenges

A wide-angle photograph of a modern urban plaza. In the foreground, a large, shallow fountain with multiple water jets is active, creating a dynamic spray of water. The plaza is paved with large, light-colored tiles. In the background, there are several modern buildings with large glass windows and doors. One building has a sign that reads "PRAVINS". A large, mature tree with a thick trunk stands prominently in the center of the plaza. People are walking and sitting on the paved areas, and a few people are sitting on the steps of a building. The overall atmosphere is lively and modern.

Issues and Challenges

2. Issues and Challenges

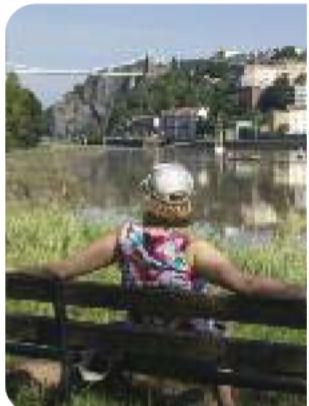
Portrait of Bristol

- 2.1 The strategy for the future development of the city is based on an understanding of the characteristics that make Bristol what it is. The spatial portrait describes some of the features that give the city its unique character.
- 2.2 Bristol is one of the eight core cities in England. It is the largest city in the South West region. The City Council's administrative area covers approximately 110km² with an estimated population of 421,300.
- 2.3 Diagram 2.1 at the end of this section shows the city's administrative area and electoral wards.



Bristol's people

- 2.4 If recent trends continue, Bristol's population is projected to grow by 26% between 2006 and 2026 to 519,800. Compared to the rest of the region, the population profile of Bristol is relatively young, with more children aged under 16 than people of pensionable age. At an estimated 49,700 (11.9%) Bristol has the largest black and minority ethnic population of all local authorities in the South West. This population is not evenly distributed; the inner city wards of Lawrence Hill, Ashley and Easton have the highest percentage residents from those groups.
- 2.5 The total number of students at Bristol's two main universities – University of Bristol and University of the West of England – has risen substantially since 2001 from 45,600 to 52,400 students. 34.5% of working age people in Bristol are educated to degree level compared with the national average of 29%. However, there are some parts of Bristol which are in the most deprived 10% nationally for education, skills and training deprivation, with particular concentrations in South Bristol wards.
- 2.6 Overall recorded crime levels have been falling in recent years and, as of March 2009, the crime rate in Bristol was at a ten year low. Bristol contains some areas of socioeconomic deprivation which are amongst some of the most deprived areas in the country yet are adjacent to some of the least deprived. Levels of educational attainment in Bristol's schools are generally lower than comparable cities. However, recent results show





continuing sustained improvement on the majority of indicators across all key stages.

Bristol's places

2.7 The city is set within a distinctive landscape defined by the valleys of the Rivers Avon, Frome, Trym and Malago, the flood plain of the Severn Estuary, the Dundry slopes and areas of countryside surrounding the city. Bristol's rich heritage includes the city centre's medieval core and Georgian parts of Clifton, Hotwells, Kingsdown and St Paul's. The historic Floating Harbour, along with the Avon New Cut and the Feeder Canal, is a unique feature which has defined the development of the city centre and will continue to shape this part of the city.

2.8 There are high-density Victorian neighbourhoods adjacent to the city centre such as Bedminster, Easton and Southville. Places such as Bishopsworth, Brislington, Henbury, Stapleton and Westbury-on-Trym – once outlying villages which have been subsumed by the city – also have their own identity, with some retaining important historic and village-like character. Large, mostly low density inter-war and post-war housing estates are also found in outer parts of the city such as Hartcliffe, Inns Court, Knowle, Southmead and Withywood.



2.9 The city has numerous parks and open spaces, ranging from large multi-functional areas like Durdham and Clifton Downs to historic squares and local parks and playgrounds. Bristol has a diverse network of centres providing shopping, services and employment of varying sizes. These include the city centre which provides regional-scale shopping facilities and many cultural, arts and leisure amenities.

Bristol's transport

2.10 Although below the South West average (65%), the majority of employed people in Bristol (57%) travel to work by car. Traffic congestion and journey time unreliability make Bristol one of the most congested cities in Britain. However, 28.8% of households in Bristol have no access to a car, a figure similar to national levels but lower than the other core cities. There has been a significant increase in walking and cycling trips in Bristol in recent years and it is estimated that they now account for over 25% of all commuter journeys.



Issues and Challenges

Greater Bristol was awarded Cycle City status in 2008.

- 2.11 The city's major mainline railway station is Temple Meads supported by several suburban railway stations located on the main routes and on the Severn Beach line. Inter-city coach services also serve Bristol from a central bus station at Marlborough Street. Bristol has an extensive bus network serving the city and its surrounding areas. Ferry services provide connections across and along the Floating Harbour. Large numbers of taxis also operate in the city contributing to tourism and business as well as residents' transport options.
- 2.12 Bristol Airport is located about 10 miles to the south of Bristol in North Somerset. It is the United Kingdom's ninth busiest airport and provides scheduled and chartered services to domestic and international destinations.



Bristol's homes

- 2.13 The affordability of home ownership has decreased in Bristol over the last ten years. In 2008 the average property price in the city was more than seven times that of annual gross average earnings. The Strategic Housing Market Assessment estimates a net annual requirement for approximately 1,500 new affordable homes to be provided in Bristol over the next 12 years to address demand and affordability issues.
- 2.14 Owner occupation in Bristol is lower than the South West and national averages whereas renting from the local authority and privately is higher. Local authority housing is mainly focused in inner city areas and on the outlying housing estates such as Hartcliffe, Withywood, Knowle West, Southmead, Lockleaze, Lawrence Weston and Henbury. Private renting is concentrated in the central and central west wards of Clifton, Clifton East, Cabot, Cotham and Redland.
- 2.15 The proportion of detached housing in the city (found particularly in Stoke Bishop and Henleaze wards) is much lower than the South West average. The proportion of terraced housing (found particularly in the inner suburbs) and flats or converted houses (found particularly in the city centre and in Clifton and Cotham wards) is much higher than the South West average.



Bristol's economy



2.16 Bristol's economy has performed well in the last ten to fifteen years. In 2006 its Gross Value Added (GVA) per head was some 30% above the national average. The city has a varied economic base. The city centre is the largest employment area in the sub-region providing approximately 109,500 jobs (2007). It is the South West's office capital and a nationally important location for banking, insurance and professional services. Significant public sector employment is provided by employers such as the NHS, Bristol's university and government agencies.

2.17 The city's industrial areas also contribute to Bristol's economic diversity. The two largest industrial locations are found in St Philips Marsh area to the east of the city centre and Avonmouth, where Bristol Port has also experienced recent significant growth. Bristol's unemployment rate of 5.3% in 2009 was lower than the national rate (6.2%). Nevertheless relatively high levels of economic exclusion persist particularly in certain parts of South Bristol, the Inner East and the Northern Arc.

Bristol's environment



2.18 The city has a fine built environment heritage including 33 conservation areas, 73 historic parks and gardens, numerous archaeological remains and over 4,000 listed buildings. Bristol has more green spaces than any other British city and a wealth of urban wildlife. It has over 80 designated wildlife sites in the city ranging from the nature park on Brandon Hill to the internationally important Avon Gorge. In 2008 Bristol was chosen as the only city in the UK to be short-listed for the European Green Capital Award.

2.19 Bristol collects around 180,000 tonnes of municipal waste each year. Between 2006 and 2009 the amount of household rubbish recycled has increased from 18.5% to 37%. Air Quality Management Areas have been established covering central Bristol and major arterial roads to monitor air quality in these locations where air quality objectives are not consistently met.

Issues and Challenges

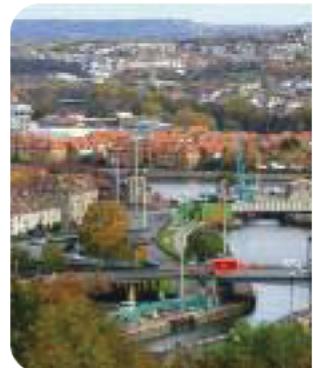
Bristol and its neighbours

2.20 Bristol is situated at the heart of the West of England sub-region and has close links with its neighbouring unitary authorities: Bath and North East Somerset, North Somerset and South Gloucestershire Councils. One of the key inter-relationships is the strong transport and economic linkages between Bristol and South Gloucestershire. For example, the “North Fringe” experienced rapid employment and retail growth in the 1990s and is now one of the largest employment areas in the sub-region. However, a lack of public transport infrastructure has resulted in significant road traffic congestion problems. Furthermore, it is also evident that a number of relatively deprived north Bristol communities have not benefited from this growth in employment opportunities.



National Context

2.21 The Core Strategy has been prepared having regard to national planning policy set out in planning policy guidance notes and planning policy statements. The Core Strategy policies do not repeat national policies, but reflect their objectives.



Identifying the Issues

2.22 The unique characteristics of Bristol create specific issues, opportunities and problems for the future, which are addressed by the Core Strategy and BDF.

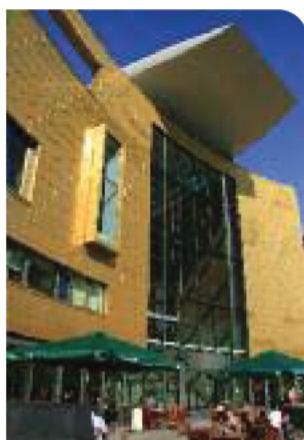
2.23 The understanding of the city, on which the Core Strategy is based, is informed by the Bristol Development Framework's evidence base. This includes a considerable amount of census and statistical information as well as a wide range of reports, plans and studies which have been undertaken. The key evidence sources include:

- Bristol Development Framework Core Strategy Spatial Atlas (July 2007)
- Bristol Annual Monitoring Report (published annually)
- Transport modelling





- > West of England Joint Local Transport Plan 2005/6 - 2010/11 (March 2006)
- > Greater Bristol Strategic Transport Study Final Report (June 2006)
- > Greater Bristol Strategic Transport Study Spatial Scenarios 1-3 and accompanying report (April 2007)
- Bristol Citywide Sustainable Energy Study (June 2009)
- Bristol Residential Development Survey (published annually)
- Strategic Housing Land Availability Assessment
- Strategic Housing Market Assessment (June 2009)
- Housing viability assessments
 - > Interim Bristol Site Viability Assessment undertaken by BNP Paribas (formerly Atisreal) (June 2008)
 - > Bristol Viability Assessment (November 2009)
- West of England Gypsy and Traveller Accommodation (and other needs) Assessment (October 2007)
- Bristol Business Development Survey (published annually)
- Bristol Development Framework Employment Land Study (February 2009)
- Strategic Flood Risk Assessment (November 2009)
- Strategic Flood Risk Assessment - Avonmouth/Severnside (January 2007)
- Bristol's Parks and Green Spaces Strategy (February 2008)
- Bristol Citywide Retail Study (June 2007)
- Bristol Historic Environment Record
- Conservation Area Character Appraisals
- Indicators of Quality of the Life in Bristol (published annually)



Issues and Challenges

- Joint Strategic Needs Assessment of Health and Wellbeing in Bristol
- Bristol Infrastructure Delivery Programme (November 2009)
- Responding to Infrastructure Delivery and Planning Issues in the West of England (October 2009)

2.24 This statistical and technical understanding of the city is supported by the views and knowledge of local residents and stakeholders which have been gathered through continuous involvement in the production of the core strategy.

2.25 Full details of Bristol Development Framework evidence base documents can be found on the council's web site.

2.26 The following issues provide the basis and context for the development of the Core Strategy vision and objectives and its delivery strategy.



Overarching issue:

Ensuring a sustainable future for Bristol

Social issues:

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





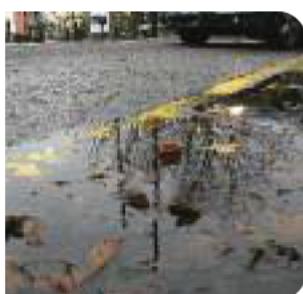
Economic issues:

5. Providing for the land use demands of a thriving economy whilst balancing the competing demands on land for housing, employment and social and physical infrastructure.
6. Providing employment opportunities where there is particular need for a wider choice of employment.
7. Improving transport movement and accessibility to employment and community facilities throughout Bristol, with particular need to improve public transport linkages within and between communities in the Lockleaze area and in South Bristol within the Hartcliffe, Hengrove, Knowle and Whitchurch areas, and to ease congestion in the centre.
8. Enabling development in leisure, sport, culture and tourism within existing communities and in new development to give greater opportunity for locally based activities thereby reducing the need to travel.
9. Promoting regeneration and renewal initiatives across the city but focusing initially on those areas in priority need.



Environment / physical issues:

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



Issues and Challenges

Diagram 2.1: Ward map of Bristol



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3

Spatial Vision and Objectives

Our city in 2026

Our aspiration for Bristol is to be a leading European city for innovative industry, enterprise, culture, environmental quality, lifestyle and urban design, reinforcing its status as a European Science City and Green Capital. We want to keep, improve and add to the special physical character of Bristol as a place, because it not only makes Bristol a great city to live in, but also because it makes Bristol attractive for investment in the industries of the future.

We want to embrace the opportunities for change and regeneration which exist in all parts of the city - with a focus on South Bristol, Inner East Bristol, the Northern Arc and at Avonmouth - to improve people's lives in those areas and to foster the progress of the whole city. In our city centre we wish to promote the potential for new homes and commercial, creative and leisure space, conserving the centre's architectural heritage, improving the role of its waterways, revitalising areas in need of change and creating transport services fit for a dynamic, green and economically-competitive city. Specific plans will be brought forward in the near future to help deliver these aims.

Bristol will be a city of sustainable communities that combine housing, employment, retail, education, training and leisure functions, all linked by a strong public transport network. In order to tackle congestion and air pollution, our overarching vision is for a less car dependent city and an emphasis on walking, cycling, buses, rapid transit and rail. New detailed transport plans will be brought forward to develop this vision through to delivery.

Our goal is to build a low carbon economy in Bristol, across homes, business and transport, rising to the challenge of climate change and peak oil and adapting to their consequences. Renewable and low carbon energy sources and district power and heating systems will contribute to this aim. New development will be built to very high environmental standards. Our new homes will be designed to high levels of efficiency and be low carbon in their construction, design and day to day use. We will have digitally-connected city with next generation broadband provided as the standard.

We will support our growing population through the building of new homes. We want to meet the needs of our diverse communities by making sure the new homes are a positive mix of sizes, types, and tenures.

To maintain open spaces we want new homes to be built to relatively high densities, but with plenty of scope for diversity and innovation in design. We will aim for a city with ample and high-quality green open spaces and public realm with new green links and enhanced public access throughout. We will protect, where within our control, the Green Belt that surrounds our city to keep open countryside within reach of all who live here.



Spatial Vision for Bristol

3.1 Core Strategies include an overall vision which sets out how the area and places within it should develop. The spatial vision for the Bristol Core Strategy is based on the characteristics of the city which were summarised in the previous section. It responds to the key issues which have been identified from the evidence base and community involvement in preparing the document and reflects the council's aspirations for Bristol – "Our City in 2026". The spatial vision also builds on the Bristol Partnership's Sustainable Community Strategy, "The 20:20 plan – Bristol's Sustainable City Strategy". The 20:20 plan has a vision for Bristol to become one of the 20 most successful and sustainable cities in Europe. The aims, challenges and opportunities identified in the plan are:

The 20:20 plan – Bristol's Sustainable City Strategy

Aims

- 1. Reduce Health & Wealth Inequality**
- 2. Raising the aspiration and achievement of our children, young people and families**
- 3. Making our Prosperity Sustainable**
- 4. A city of Strong and Safe Communities**

Challenges

- Climate change
- Regeneration and Affordable Housing
- Transport and Digital Connectivity

Opportunity

- Culture & Creativity

3.2 To help implement the high level aims set out in sustainable community strategy and to address the challenges and opportunities, the Bristol Core Strategy aims to deliver:



A prosperous, cohesive and sustainable city, a regional and green capital which is a great place to live.



A safe and healthy city made up of thriving neighbourhoods with a high quality of life.



A city with sustainable economic and housing growth.



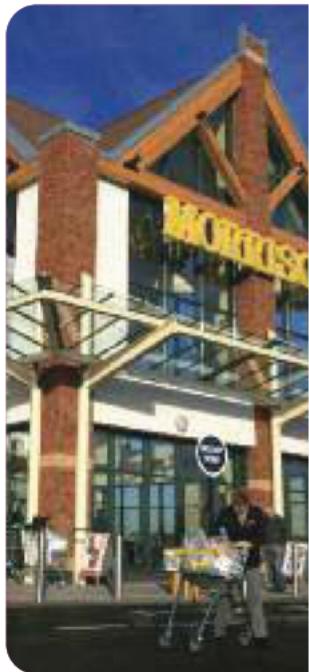
An accessible and digitally connected city with a transport system which meets its needs.



A city which reduces its carbon emissions and addresses the challenges of climate change.

3.3 This citywide prospect leads to a vision for the areas within the city and for the forms of development which will be delivered in the years up to 2026.

Spatial Vision and Objectives



A transformed South Bristol

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

- It will contain major new leisure, employment, education and community hospital development at Hengrove Park.
- There will be regeneration of areas and place shaping focused on Knowle West and Hengrove.
- Skills, training, employment and educational attainment levels will be improved enhancing the quality of life of the area's residents.

A growing city centre

The **city centre** will grow; its regional, national and international role will be strengthened. Building on the success of Cabot Circus and Broadmead improvements, the city centre will enhance its status as the foremost shopping and entertainment centre in the South West.

- The city centre will be a focus for the city's improved transport systems, containing hubs to maximise connectivity and convenience for transport users.
- Its role as the region's office capital will be enhanced as the location for some of the city's key and most vibrant economic sectors.
- To accommodate growth the city centre's boundaries will expand to take in St. Philip's north of the Feeder, the former diesel depot site on Bath Road and the Newfoundland Street area.
- Successful and vibrant mixed-use city centre environments will be delivered which provide for safe and mixed residential communities integrated with businesses, shops, leisure and open spaces.
- The city centre will have an enhanced cultural and tourism offer for residents and visitors with new regionally-important facilities complementing the city's established venues and facilities.



Regeneration in North and Inner East Bristol

Targeted regeneration and renewal will take place in the **Northern Arc and Inner East** areas, to extend social cohesion and integration and improve health and wellbeing throughout the city.

- The social and economic diversity and vibrancy of the Inner East area of Bristol will be reinforced.
- Opportunities for community based regeneration projects will be progressed across the Northern Arc area.
- A new super-hospital serving the city will be built at Southmead.
- The employment, income, education and skills deprivation faced in these areas will be reduced.

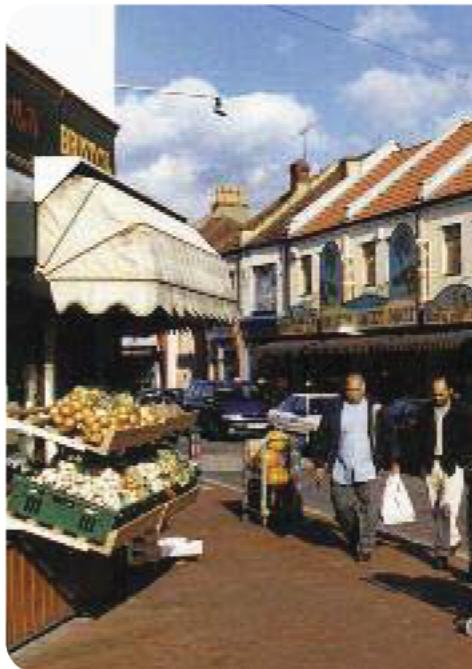


Balancing industrial renewal with environmental protection at Avonmouth

Avonmouth will maintain its status as a regionally important industrial and warehousing business location

- The key economic sectors of environmental technologies, distribution and logistics, advanced engineering and aerospace and manufacturing will be encouraged.
- There will be an expanded role for the Port.
- Development will be carefully managed to avoid increased flood risk.
- Internationally important biodiversity will be safeguarded.

Spatial Vision and Objectives



Supporting Bristol's centres as the hearts of their communities

The city's network of **centres** will be strengthened and revitalised by directing new homes, jobs and services to them.

- Development in centres will be supported by improved transport routes and services.
- Centres will contain a diverse range of uses serving their communities.

Delivering a thriving economy across Bristol

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

- Bristol's diverse economic sectors will thrive.
- Land for industrial and warehousing employment will be available across the city, with a particular focus at Avonmouth.
- New offices to support growth sectors will be developed in the city centre, South Bristol and at centres across the city.





A city of sustainable travel

Transport and development proposals will be integrated, with improved accessibility throughout Bristol. The **transport** vision for the West of England will be delivered.

- New Showcase bus routes will serve wide areas of the city.
- A system of rapid transit will be implemented to serve the city and support its areas of growth and regeneration.
- Cycle and pedestrian facilities will be developed to contribute to reducing car dependence and encouraging active lifestyles.
- Rail services will be improved.



Maintaining and improving a network of green infrastructure

A network of **valuable open spaces, green infrastructure and wildlife habitats** will be maintained and improved throughout the city.

- Green Belt areas on the city fringes will be maintained to safeguard Bristol's attractive setting.
- Green infrastructure will be built into new developments across the city, providing new opportunities for physical activity, sports, active play and food growing.
- Open spaces available to all will be improved.

Spatial Vision and Objectives



Sustainable communities and high quality urban design

Development will promote the **creation of sustainable communities** of exceptional urban design, giving priority to brownfield development and making efficient use of the city's scarce land resources. Some areas of open land will be brought forward for essential development, with local communities involved in making the choices.

- High quality design will be an essential part of all new development in the city to support quality of life and the attraction of the city to businesses and visitors.
- The city's abundant heritage assets will be conserved and its rich historic environments will help shape and inspire new forms of development.
- The historic environment will add value to regeneration and facilitate local economic growth, remaining a source of local pride and a valuable educational resource.



Housing to meet local needs

Provision of a **mix of homes**, together with social infrastructure, will aim to help stabilise housing affordability and help meet the needs of a growing and changing population.

- Much needed affordable housing will be delivered as part of mixed developments.
- New homes will be adaptable and of a type, design and size fit to meet future needs.

Tackling climate change

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

- The city's potential to secure use of energy from renewable and low-carbon sources will be realised.
- New homes and businesses will be built to high standards of environmental performance.



Objectives

3.4 The vision of the Core Strategy leads to eleven strategic objectives for development which are set out below. They have been produced in consultation with the community and stakeholders. Each policy in the next section – the Delivery Strategy - addresses one or more of the objectives and so contributes to bringing the spatial vision into reality.

1. **Ensuring a sustainable future for Bristol** - a green capital with sustainable development and growth which meets the needs of the city, now and into the future.
2. **Mixed, balanced and sustainable communities** - throughout the city, where places are shared and communities mixed, that are good places for communities to live in and are socially cohesive, and where there is easy access including by walking and cycling to local community and health services, shops, culture and leisure facilities, employment, education and skills training in a high quality environment.
3. **Ambitious and sustainable economic growth** - a thriving and diverse local economy, maintaining the economic growth of Bristol above the regional and national level of economic growth and ensuring continued competitiveness as a core city. Development and regeneration will take place at accessible and sustainable locations throughout the city providing new employment and training opportunities.
4. **Appropriate housing provision** - providing new homes for the city within mixed, balanced and sustainable communities. This housing will comprise an appropriate mix to promote housing choice for all members of the community including the provision of affordable homes to help meet the needs of the population of Bristol in 2026.
5. **Better health and wellbeing** - a pattern of development and urban design that promotes good health and wellbeing and provides good places and communities to live in. Bristol will have open space and green infrastructure, high quality healthcare, leisure, sport, culture and tourism facilities which are accessible by walking, cycling and public transport. This will help enable active lifestyles, improve quality of life and reduce pollution.
6. **High quality built environment** - highly attractive and safe places, with a high quality well designed built environment. A core city with a destination status of international standing, with quality development throughout and good places and communities to live in.
7. **High quality natural environment** - a high quality natural environment where valued open spaces and biodiversity are conserved and enhanced and a green infrastructure network is maintained.
8. **Improved accessibility and connectivity** - improved accessibility and connectivity to and between centres and within the city, to key services

and places of work and recreation, with improved quality of life, for residents, businesses and visitors alike. Residents and workers will have a reduced need to travel. Congestion will be managed, public transport and walking and cycling provision improved and streets, pedestrian areas and spaces will be safe.

9. **Effective waste management** - sufficient sites for the delivery of sustainable waste management facilities and to have enabled the minimisation of waste in new development.
10. **Adapting to climate change and promotion of renewable energy** - addressing the causes of climate change through the delivery of sustainable construction methods and renewable energy production. Development in Bristol will take into account the impact of climate change including the increased risk of flooding.
11. **Community involvement and engagement** - communities actively engaged in the planning process through implementation of measures outlined in the Statement of Community Involvement and the Bristol Compact.

- 3.5. Appendix C summarises the links between the identified issues, the key elements of the spatial vision, the objectives and the policies in the delivery strategy.



4 Delivery Strategy



Delivery Strategy

4. Delivery Strategy

- 4.1 The Delivery Strategy is the means of delivering the spatial vision and strategic objectives. It provides:
 - Spatial strategy – this contains the council's strategic policies for different parts of the city. It sets out the type, scale and broad location of where new homes, transport improvements, jobs, shops, open spaces and services will be located in the period to 2026. There is key diagram illustrating the spatial strategy at the end of this document.
 - Development principles – these are the council's policies to ensure new development addresses the key issues facing the city.
- 4.2 The delivery strategy is set out in 23 policies. Diagram 4.1 overleaf explains how they are structured, showing the role of each element of the policy.
- 4.3 The **spatial strategy** and the **development principles** work together as a holistic approach. Priority areas for change are set out in Policies BCS 1 to 4 which cover South Bristol, the city centre, the regeneration areas of the Northern Arc and Inner East, and Avonmouth & Bristol Port. The approaches to housing provision, transport, centres and retailing and a thriving economy apply across the city including those other areas of Bristol not covered by policies BCS1 to 4. The green infrastructure policy applies to the whole city and includes an identified strategic green infrastructure network. The role of the Green Belt at the edge of the city is explained in Policy BCS6.
- 4.4 The Key Diagram at the end of this plan illustrates the Core Strategy.



Diagram 4.1: How the Delivery Strategy policies are structured

