1. What is a Joint Spatial Plan?
The Joint Spatial Plan (JSP) is being developed by the four local authorities in the West of England: Bath and North East Somerset Council, Bristol City Council, North Somerset Council and South Gloucestershire Council. Its purpose is to provide a strategic, overarching vision and framework to help deliver the number of new homes, land for employment purposes and the supporting infrastructure that we anticipate will be needed over the next 20 years.

By working on this strategy together, the aim is to ensure that development is sustainable and takes account of the fact that people live, work and travel across council boundaries, which means that what happens in one area affects its neighbours.

The JSP focuses on:

- Identifying the number of new homes, including affordable housing (available at less than the market price or rent), as well as the amount of employment land (space identified for business development) required across the West of England from 2016 to 2036. Some of the new market, affordable homes and employment land have already been have been accounted for in existing council local plans.

- Establishing a spatial strategy which includes setting out the most appropriate potential locations for sustainable development. Factors including flooding, Green Belt, wildlife and landscape will also be considered.

- Identifying the transport and other infrastructure that needs to be provided in the right place and at the right time to support sustainable growth and provide confidence to business and home investors.
2. Why are the four local authorities producing a Joint Spatial Plan?
The four councils are in agreement that it is important to understand the
needs of the wider housing market area in a way which provides clarity for
detailed plans and avoids duplication of costs and effort.
Through the JSP, the four councils will prepare a framework to guide the
long-term growth, in housing, transport, employment whilst respecting the,
the environment, and supported by infrastructure education and wellbeing
across the West of England.
The JSP will set out the spatial strategy (where things should go and why)
that identifies the best locations where new growth should be focused across
the West of England region to meet the needs of the Wider Bristol HMA.

3. What is a Housing Market Area (HMA)?
A housing market area (HMA) is a geographical area defined by
household demand and preferences for all types of housing, reflecting
the key linkages between where people live and work.
The extent of the housing market areas identified will vary, and
many will in practice cut across various local planning authority
administrative boundaries.

3.1 The Bristol and Bath housing market areas
The wider Bristol housing market area (HMA) is the geographical area
covered by the three council areas of Bristol, North Somerset and South
Gloucestershire. Bath also has its own HMA. Because we recognise
that what happens in one area affects its neighbours and because the
Government imposes a duty on adjoining local authorities to co-operate,
the four councils have agreed to work together across both housing
market areas.
4. What work has already taken place?
A significant amount of work to produce a JSP across the West of England has already been undertaken, including an Issues and Options consultation which ran between November 2015 and January 2016. This first stage helped to identify issues/priorities that communities consider are important to address and explore some of the options to achieve this.

The feedback from that first consultation process on issues and options included:

- Support for the suggested scenario which emphasised the delivery of significant transport improvements and transport-focused development.
- Support for the scenario which prioritised overall protection of the Green Belt.
- Need to maximise opportunities for brownfield development, particularly urban living in the Bristol urban area, Bath and Weston-super-Mare.
- Need to deliver sufficient affordable housing.
- Need to focus on sustainable transport opportunities.
- Importance of education, health and community-related infrastructure provisions required to support housing growth.
- The protection of Areas of Outstanding Natural Beauty

Since the first consultation (November 2015 – January 2016) the four authorities have been reviewing the feedback, taking into account the additional facts and evidence. We have also been reaffirming the number of new homes required across the West of England, as well as the constraints and have proposed for consultation a more detailed scenario for delivering growth.
5. What happens next?
After the Issues and Options consultation, all four local authorities reviewed the feedback and comments made and have used these to prepare an Emerging Spatial Plan.

Industry and business experts, key partners and stakeholders, and all communities across the West of England will be consulted on the emerging JSP from 7 November 2016 to 19 December 2016.

All feedback from this second consultation will be evaluated and used to inform preparation of the draft plan. All four councils will then agree a draft plan during 2017 for further public consultation.

In 2018 the four councils will submit their JSP to Secretary of State for Communities and Local Government. This will then trigger the start of the examination phase of the plan’s production which is an independent examination undertaken by a government inspector.

6. Will we still have our own local plan for each area?
The JSP is a strategic plan for the West of England region as a whole. It does not make detailed allocations. It will be the task of each council to bring forward detailed local plans to deliver the JSP requirements, as well as all the other local allocations and policies which will be required to 2036.

This coherent, strategic planning approach will provide each authority the opportunity to have a comprehensive plan to deliver the level of housing and employment land needed in the period 2016 – 2036.
7. How will the Joint Spatial Plan work with devolution?
The four councils are committed to continuing to delivering the Joint Spatial Plan and transport study. Arrangements beyond the adoption JSP and Transport Plans that follow will be determined once the Mayor Combined Authority is in place.

8. How many houses will be built across the West of England and why?
It is anticipated that we could need up to 105,000 new homes across the West of England region between now and 2036. Of these, 66,000 have already been planned for within existing planning documents prepared by the individual authorities.

9. Why are we planning on building so many houses across the West of England?
The West of England Region is a growing area, both economically and demographically. There is a close relationship between population and economic growth and increasing prosperity.

Our growing prosperity means that the area attracts new residents with the skills and training we need, increasing the population even further. It is projected the West of England population will grow by 185,500 (16.4%) and there will be an increase of 82,500 jobs and employment - over the next 20 years. It is therefore essential that we continue to invest in the quantity and quality of our housing stock and the infrastructure needed to support sustainable communities to house, train and employ this growing population and provide a good quality of life.
10. Why are we addressing the issue now?
The Government have made it one of their top priorities to address the housing crisis, which is particularly severe in southern England as not enough homes have been built to keep up with growing demand. A shortage of available housing drives up property prices, both to rent and buy, which can effectively price people, including local people, out of the market. The Government’s policy is to build one million new homes by 2020 and have over the last few years brought forward a range of legislative and policy measures to support getting the nation building more homes. Many of these initiatives fall to local authorities in Regions like the West of England to take forward and the JSP is a key part of this strategy.

11. Will this mean more houses will be affordable?
That’s the intention, however it is not that simple. We know house prices are high in the West of England, for example to buy the averagely priced home requires around 9x salary in greater Bristol and 13x in Bath. This puts affording a new home out of reach of many people. By preparing the JSP we can go some way to boosting housing supply and provide more affordable homes.

However, this requires the volume house building industry to significantly increase the rate at which they build and sell homes. It also means taking steps to support new forms of housing that the Government want to introduce such as starter homes, and self-build.
12. Will this include affordable homes? If so what is the expected volume?

The target of 105,000 new homes will include affordable homes. The number of affordable homes (excluding starter homes) needed is up to 32,200. By affordable we mean homes that are subsidised so that they can be bought or rented below the market price. Current estimates of delivery of traditional affordable homes in the current policy framework is some 17,100 homes. At the moment this figure excludes any future contribution that starter homes (defined under Government policy) might make. We are undertaking further work to assess this and will update the JSP as soon as we know more.

It is clear that the Authorities will need to work with partners, including developers, using other mechanisms alongside what can be achieved through the planning system alone to maximise delivery of affordable homes.
13. How will this level of growth be accommodated?

We already have detailed plans and proposals through our existing Core Strategies and other small sites likely to come forward to enable around 67,000 new homes, most of which will be completed over the next 10 years or so. To meet the future additional growth that is needed, we believe locations should be broadly identified in the following order of preference:

- Development within existing urban areas using previously used (brown field land).
- Development outside the Green Belt in close proximity to or well connected to main transport corridors to encourage sustainable transport links to existing urban centres.
- Other sustainable towns and villages including freestanding new settlements.
- If exceptional circumstances exist, sustainable Green Belt locations.

We have set out our location strategy in more detail in the JSP and consultation documents. The result is a portfolio of 11 strategic development locations across the West of England. In our view this ensures we appropriately balance the importance attached to maintaining the overall function of our Green Belt with addressing the new growth that can’t be met from brownfield land and existing local plan commitments and allocations.
14. What type of land site will be used to accommodate the new homes?
We think the starting point of any sustainable strategy is to ensure we are making the best possible use of existing opportunities to reuse brownfield land and regenerate areas of greater Bristol, Bath and Weston-Super-Mare. Work done to date has indicated that around c.14,600 new homes in addition to those currently planned for can be built on such sites. This represents over a third of the additional homes we need to find.

For the remainder of the approximately c.25,000 new homes we will need to identify greenfield land that. This may mean land that is currently Green Belt will need to be considered to help meet the need for future homes in sustainable locations. We know this is going to be challenging and we understand people feel passionately about where they live and the impact growth might have on their local communities. However, there is a shortage of housing supply and the four West of England Authorities are committed to address this in ways that will ensure sustainable development.
15. What is being proposed?

The JSP plan-making process has carefully assessed the opportunities at the identified strategic locations, taking account of key constraints such as flooding, landscape and ecological factors. This has resulted in the proposed package of sites which is put forward for consultation.

15.1 In Bath and North East Somerset the spatial plan and transport study identifies potential strategic development opportunities at:
- Keynsham up to 1,100 new homes.
- South East Bristol Whitchurch up to 3,500 new homes.
- Approximately 1,000 homes on sites to be identified through a local plan.

15.2 In Bristol the spatial plan and transport study includes:
- The potential for development of an additional 12,000 homes across the urban area.

15.3 In North Somerset potential strategic development opportunities are identified as follows:
- An additional 1,000 new homes in Weston-super-Mare.
- Nailsea and Backwell - up to 3,600 dwellings outside the Green Belt with an improved station and possible highway link to M5 Junction 20.
- M5 to A38 corridor - up to 5,400 homes in association with improved transport infrastructure including possible new M5 junction, Banwell Bypass and improved accessibility to the Airport.
- Approximately 1,000 homes on sites to be identified through a new local plan.
- No development in the Green Belt.
15.4 In South Gloucestershire potential strategic development opportunities are identified as follows:

- Yate strategic corridor (Yate/ Chipping Sodbury) Strategic with growth up to 2,600 homes which would consolidate the longer term role of Yate/ Sodbury principal market towns in the sub-region benefiting from existing accessibility & service provision. Growth would support investment into rail and Metrobus extension along the A432 Badminton Road, improving access to Bristol City Centre, the Bristol North Fringe, Science Park and Emersons Green Enterprise Area.

- Land at Coalpit Heath for up to 1,500 homes, in combination with further growth at Yate / Chipping Sodbury, this would support investment into rail at Yate and MetroBus. It would also support existing and provide new services / facilities and employment opportunities in the locality.

- Land at Charfield for up to 1,000 homes, providing the opportunity to enhance the sustainability of a key settlement in the north of the district through growth supported by new services, facilities and employment opportunities. Additional housing in this location could support a case for potentially reopening the station and rural bus improvements as well as significant highway infrastructure.

- Buckover Garden Village east of Thornbury. This location provides the opportunity to deliver the first locally led garden village for West of England in 21st Century for up to 2,200 homes by 2036.
16. How is transport accounted for in the JSP?
The transport network across the West of England plays a vital role locally, regionally and nationally. To produce a robust JSP that will support regional development over the next 20 years, all four local authorities are in agreement that the transport implications of new development have to be addressed in a sustainable way.

A Joint Transport Study (JTS) has been progressed alongside the JSP, and one of its aims is to identify the impact of new development on our transport network, and propose packages of investment to address that impact. The JTS will also focus on proposing measures that will help the region address existing transport issues and where necessary ‘catch-up’ where some housing growth has not been adequately provided for with the infrastructure it needs.

17. What is the Joint Transport Study?
The Joint Transport Study (JTS) was started in 2015 to identify a package of investment in the West of England’s transport network up to 2036. Its aim is to address our current challenges as well as how best to deal with the impact of future growth in the West of England. Consultation on the first stage of the JTS was undertaken from November 2015 to January 2016 alongside the JSP issues and options consultation.

Since then, all four authorities have been working together to consider various strategic transport schemes and options. This second consultation will include a proposed strategic transport vision for investment across a range of different transport modes and corridors over the next 20 years and are essential to delivering the vision as well as the development locations set out in the emerging JSP.
18. What are the current transport issues?
The JTS has confirmed that congestion, limited travel options, environmental and social challenges are all key issues affecting the performance and effectiveness of our transport network. In particular, in the last consultation people highlighted that they felt congestion to be the biggest issue affecting the network.

19. What is in the proposed transport vision?
Our area is frequently highlighted as experiencing some of the slowest road network speeds in the UK. This reduces our ability to support economic growth and affects people’s lives. Whilst we have had recent successes in encouraging more people to walk, cycle and use bus and rail services, congestion remains a major problem, with continued impacts on air quality and people’s health. These issues will continue to affect the network unless a significant increase in transport investment is made.

Our transport vision is to make travelling by public transport, cycling or walking as individual’s preferred choice. Which means we are striving to:

- Encourage sustainable transport choices
- Substantially reduce the proportion of trips made by car
- Reduce the amount of time it takes to make journeys across our network.

The West of England transport vision is made up of an ambitious set of packages of public transport, cycling and highway investment designed to work together to tackle congestion and boost the use of non-car transport options. The vision is intended to deal with our current and future challenges on the network, and includes local bus improvements, ‘Rapid Transit’ routes (either tram routes or extensions to MetroBus routes), Park and Ride sites, new rail stations and services and cycling corridors, alongside investment in new highway links and improvements to the strategic motorway network.
20. How much will the proposed transport vision cost?
The transport vision represents a £7.5 billion package of investment up to 2036. This is substantially more money than has been spent on our transport network to date. It is important that the transport vision outlines the extent of the investment needed to address current and future challenges first and then begin to raise the funding to deliver it. The outcomes of the study will be taken forward into the Joint Local Transport Plan refresh that will begin in 2017. This document will begin to prioritise the Transport Vision elements within a delivery programme.

21. How do the JSP and transport vision fit together?
The JTS has also assessed the emerging locations for development within the JSP and recommended packages of transport investment which will address the impact of this development on the transport network. This totals around a quarter of the £7.5bn total for the Transport Vision. There is significant overlap between the transport vision (to address our current and future challenges) and the transport investment needed to support development. Most of the JSP transport interventions also have a role in addressing our current challenges. The JSP outcomes will be considered when taking forward a delivery programme into the revision of the Joint Local Transport Plan during 2017.