



Site Allocations and
Development Management Policies
Publication Version*
(March 2013)

*** Incorporating draft proposed main
and additional modifications
6th January 2014**



Bristol Local Plan Site Allocations and Development Management Policies Publication Version* (March 2013)

***Incorporating draft proposed main and additional modifications - 6th January 2014**

The Bristol Local Plan Site Allocations and Development Management Policies was published on 22nd March 2013. Representations were sought on its soundness and legal compliance for a seven-week period which ended on 10th May 2013.

The Site Allocations and Development Management Policies Publication Version was submitted to the Secretary of State on 12th July 2013 for independent examination.

Arising from the examination process the council is proposing that a number of main and additional modifications are made to the Plan.

‘Main modifications’ are proposed which, without prejudice to the Inspector’s final conclusions, the council considers are necessary to make the Plan sound. ‘Additional modifications’ are minor changes that do not affect the soundness or legal compliance of the document. They address matters such as typographical and grammatical errors, factual updates and clarifications.

Schedules containing the proposed main and additional modifications have been published on the council’s website: www.bristol.gov.uk/siteallocations.

Representations on the proposed modifications are being sought between Monday 6th January 2014 and Monday 24th February 2014. All representations received will be forwarded to the Planning Inspector, Mr Andrew Freeman, who will consider them as part of his examination of the Plan. Further details on how to make representations can be found in the schedules of proposed modifications on the council’s website.

This document shows how the Site Allocations and Development Management Policies Publication Version (March 2013) would be amended by the proposed main and additional modifications of 6th January 2014.

Changes to the text are “tracked” throughout the document, with proposed additions underlined and deletions ~~struck through~~. Each modification has a reference number, shown in the left hand margin adjacent to each change. The reference numbers can be found in the schedules of proposed modifications referred to above, along with the reasons for proposing the modifications.

If you have any questions about this document, please contact the Examination Programme Officer by email: robert.young@bristol.gov.uk; by telephone: [01173762000](tel:01173762000); or by post: Robert Young, Programme Officer, Bristol SADMP Examination, c/o Strategic Planning Team, Bristol City Council, 2nd Floor Brunel House, St George’s Road, Bristol, BS1 5UY.

AM0.1

~~**Bristol Local Plan – Site Allocations and Development
Management Policies
Publication Version – March 2013**~~

~~This document is the Publication Version⁴ of the Bristol Local Plan’s Site Allocations and Development Management Policies. It is the version that the council proposes to submit to the Secretary of State for independent examination under the terms of the Planning and Compulsory Purchase Act 2004.~~

~~The role of this ‘Publication Version’ document is to provide the opportunity for comments, which are known as ‘representations’, to be made before it is submitted to the Secretary of State.~~

~~**The period to make representations runs for 7 weeks from Friday 22nd March 2013 to Friday 10th May 2013.** Representations received by the council within that period will be considered by the inspector appointed by the Secretary of State to carry out the examination. The council will summarise the main issues raised by the representations and submit that summary to the Secretary of State.~~

~~The examination hearings are expected to be held later this year. If the inspector considers the document to be ‘sound’ it is expected that the Site Allocations and Development Management Policies will be adopted by the council in early 2014.~~

~~Representations should relate to the soundness of the Site Allocations and Development Management Policies. Representation forms and guidance notes on completing them are available to download on the council’s website (www.bristol.gov.uk/bdf). Paper copies are also available from the city’s public libraries, alongside this document.~~

~~If you would like to speak to someone about the Site Allocations and Development Management Policies please phone 0117 903 6725.~~

~~Representations can be sent to the council in the following ways:~~

~~By email: bdf@bristol.gov.uk~~

~~By post to: **Strategic Planning
Bristol City Council
Brunel House
St George’s Road
Bristol BS1 5UY**~~

~~**If you would like this information in a different format, for example Braille, audio tape, large print, computer disc or community languages please contact Strategic Planning on 0117 903 6725.**~~

⁴ Town and Country Planning (Local Planning) (England) Regulations 2012 regulation 19.

Contents	Page
1. Introduction	1
2. Development Management Policies	7
Policy DM1: Presumption in favour of sustainable development	9
Housing and Economy Policies	10
Policy DM2: Residential Sub-divisions, Shared and Specialist Housing	10
Policy DM3: Affordable Housing Provision: Smaller Sites	14
Policy DM4: Wheelchair Accessible Housing	16
Policy DM5: Protection of Community Facilities	17
Policy DM6: Public Houses	19
Policy DM7: Town Centre Uses	20
Policy DM8: Shopping Areas and Frontages	23
Policy DM9: Local Centres	25
Policy DM10: Food and Drink Uses and the Evening Economy	26
Policy DM11: Markets	28
Policy DM12: Retaining Valuable Employment Sites	29
Policy DM13: Development proposals on Principal Industrial and Warehousing Areas	31
Food Systems	32
Health Policies.....	33
Policy DM14: The Health Impacts of Development	33
Green Infrastructure Policies	35
Policy DM15: Green Infrastructure Provision	35
Policy DM16: Open Space for Recreation	40
Policy DM17: Development Involving Existing Green Infrastructure	42
Policy DM18: Avonmouth and Kingsweston Levels	46
Policy DM19: Development and Nature Conservation	47
Policy DM20: Regionally Important Geological Sites	53
Policy DM21: Development of Private Gardens	53
Policy DM22: Development Adjacent to Waterways	55
Transport Policies.....	57
Policy DM23: Transport Development Management	57
Policy DM24: Transport Schemes	60

Policy DM25: Greenways	61
Design Policies	62
Policy DM26: Local Character and Distinctiveness	63
Policy DM27: Layout and Form	66
Policy DM28: Public Realm	70
Policy DM29: Design of New Buildings	72
Policy DM30: Alterations to Existing Buildings	75
Policy DM31: Heritage Assets	77
Policy DM32: Recycling and Refuse Provision in New Development	82
Pollution Policies	86
Policy DM33: Pollution Control, Air Quality and Water Quality	86
Policy DM34: Contaminated Land	89
Policy DM35: Noise Mitigation	90
Utilities and Minerals Policies	93
Policy DM36: Telecommunications	93
Policy DM37: Unstable Land	95
Policy DM38: Minerals Safeguarding Areas	96
Onshore Oil and Gas	99
Policy DM39: Sewage Treatment Works	100
3. Site Allocations.....	101
Policy SA1 Site Allocations	101
4. Implementation and monitoring	107
Appendix 1: Standards of Open Space for Recreation	109
Appendix 2: Parking Standards Schedule	111
Appendix 3: Schedule of Replaced Local Plan Policies	120
Appendix 4: Relationship between the Core Strategy and the Site Allocations and Development Management Policies.....	124

1. Introduction

The Bristol Local Plan

1.1 The Site Allocations and Development Management Policies are being prepared as part of the Bristol Local Plan. The Bristol Local Plan is a set of documents which will update and replace the previous Local Plan adopted in 1997 and will guide future planning decisions in the city.

1.2 The lead Local Plan document is the Core Strategy. This sets out the overall development strategy for the city and contains strategic planning policies to deliver that strategy. The Core Strategy was adopted in June 2011. [It covers the period to 2026.](#) The council is also preparing a Central Area Plan. [A Gypsies & Travellers and Travelling Showpeople Sites Local Plan document will also be produced.](#)

AM0.2

Site Allocations and Development Management Policies

1.3 To support the delivery of the Core Strategy, the Site Allocations and Development Management Policies set out:

- **Development Management policies:** detailed planning policies which will be used by the council when assessing planning applications;
- **Designations:** land which should be safeguarded (e.g. for open space or transport infrastructure) or where specific policies apply (e.g. local centres);
- **Site allocations:** sites to be allocated for development for particular land uses, for example, homes, business and mixed-uses. The intention is to provide clarity to planning applicants and the community regarding the land uses that, in principle, are acceptable to the council on specific sites.

1.4 The site allocations are structured around the city's 14 Neighbourhood Partnership Areas.

Development Management policies

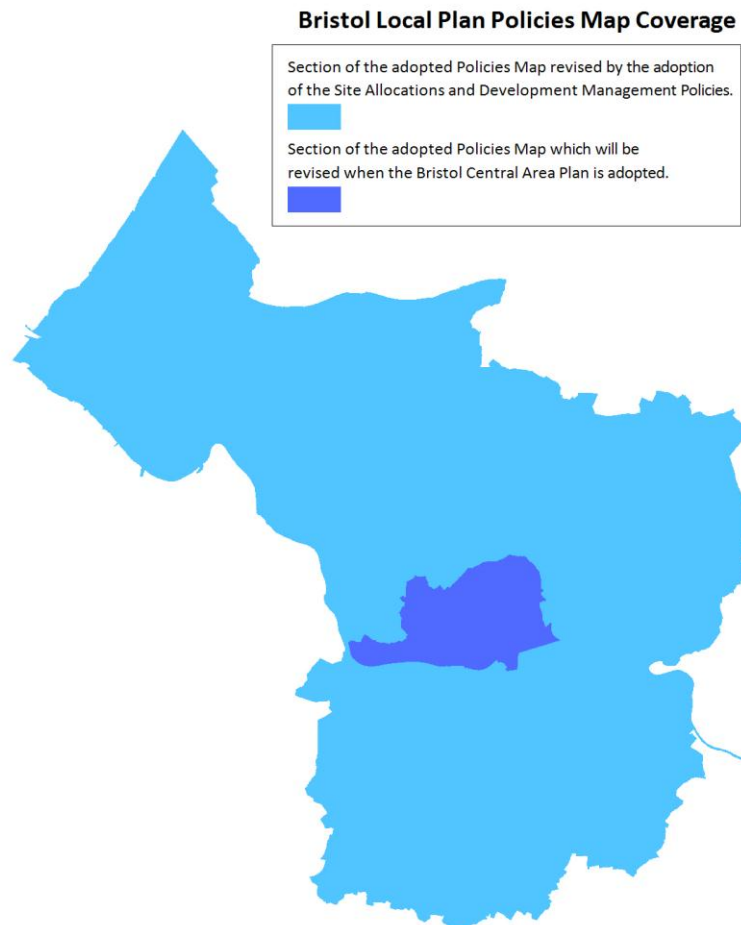
1.5 The Development Management policies offer detailed, often criteria-based policies in areas of policy where further detail is needed beyond that contained in the Core Strategy. The Development Management policies do not cover all policy areas: where principles for development are addressed by national or Core Strategy policies, they are not repeated.

Designations

AM0.3

1.6 Designations relate to Core Strategy or Development Management policies. ~~They are shown on the Policies Map which accompanies the Bristol Local Plan. The Policies Map shows the amendments that the Site Allocations and Development Management Policies will make to the adopted Policies Map. They are shown on the Policies Map. Within the area covered by the Bristol Central Area Plan, the Policies Map comprises the Proposals Map of the Bristol Local Plan 1997 (saved policies) until such time as the Bristol Central Area Plan is adopted. This is illustrated on Map A below. When adopted, the Policies Map will also show designations defined by other processes, including Sites of Special Scientific Interest and Conservation Areas.~~ The table below shows the designations together with the relevant Core Strategy or Development Management policy.

Map A – Bristol Local Plan Policies Map Coverage



© Crown Copyright and database rights 2013.
Ordnance Survey 100023406.

Designation	Relevant Core Strategy Policy	Relevant Development Management Policy
Avonmouth and Kingsweston Levels	-	DM18
Centres	BCS7	DM9
Green Belt	BCS6	-
Important Open Space	BCS9	DM15, DM16, DM17
Local Historic Parks and Gardens	BCS22	DM31
Minerals Safeguarding Areas	-	DM38
Primary Shopping Areas	BCS7	DM8
Principal Industrial and Warehousing Areas	BCS8	DM13
Rail Infrastructure	BCS10	DM24
Regionally Important Geological Sites	BCS9	DM20
Safeguarded Park and Ride Sites	BCS10	DM24
Safeguarded Transport Links	BCS10	DM24
Secondary Shopping Frontages	BCS7	DM8
Sewage Works Expansion	-	DM39
Sites of Nature Conservation Interest	BCS9	DM19

Site allocations and development considerations

1.7 Each site allocation includes **development considerations**. Decisions on planning applications on these sites should be made in accordance with the development considerations. [Details of the site allocations and the development considerations can be found in the 'Annex: Site Allocations Information' which accompanies this document.](#)

1.8 For each site where the allocation includes housing, an **indicative number of homes** which could be developed on the site is provided. The precise number of homes to be developed will be determined through the planning application process.

Selection of Development Management policies, designations and site allocations

1.9 The content of this document has been shaped by a number of factors including:

- the **'Call for Sites'** exercise between October and December 2008;
- **detailed assessment and site visits** of potential allocation sites which could accommodate ten or more homes;

AM0.4

- comments received on: the Site Allocations and Development Management **Options Document** between June and October 2010; and the Site Allocations and Development Management **Preferred Approach Document** between March and May 2012;
- delivering the policies of the adopted **Core Strategy**; and
- on-going work on **Sustainability Appraisal, equalities impacts and flood risk**. A Sustainability Appraisal report and Equalities Impact Assessment have been published to accompany this document.

1.10 The **Statement of Consultation** published alongside this document explains who has been consulted during the preparation of the Site Allocations and Development Management Policies, how this was carried out and how comments have been taken into account.

Relationship between the Core Strategy and the Site Allocations and Development Management Policies

1.11 The Site Allocations and Development Management Policies are consistent with, and help to deliver, the policies of the Core Strategy. The table in Appendix 4 sets out how the relevant sections of the Core Strategy are being delivered by the Site Allocations and Development Management Policies.

1.12 The Bristol Central Area Plan will set out the site allocations for the area covered by that document.

MMO.1

1.13 The Core Strategy includes an interim review date of 2016 and a major review date of 2021. In particular, the appropriate level of new homes will be reviewed within 5 years of the adoption of the Core Strategy, by June 2016. This review will cover all types of new housing (e.g. self-build plots and housing for the elderly). An assessment of the land needed for economic development will be undertaken at the same time and will include a reappraisal of the suitability of previously allocated and designated land. At that time a review will also be undertaken of the approach to the Avonmouth and Bristol Port area (Core Strategy Policy BCS4) including the area designated as Avonmouth and Kingsweston Levels in Policy DM18 of this document. That review will have regard to the potential for economic development, the flood risk issues in the area and habitat protection and mitigation considerations. Review processes are anticipated to commence at least two years in advance of the review date in order to allow any new policies to be adopted in a timely manner.

1.14 The Site Allocations and Development Management Policies, as part of the Local Plan, also covers the period to 2026. It is anticipated that the Site Allocations and Development Management Policies will

also need to be reviewed alongside the review of the strategic policies
in the Core Strategy.

2. Development Management Policies

2.1 This chapter sets out detailed Development Management policies that will be used in making planning decisions in Bristol.

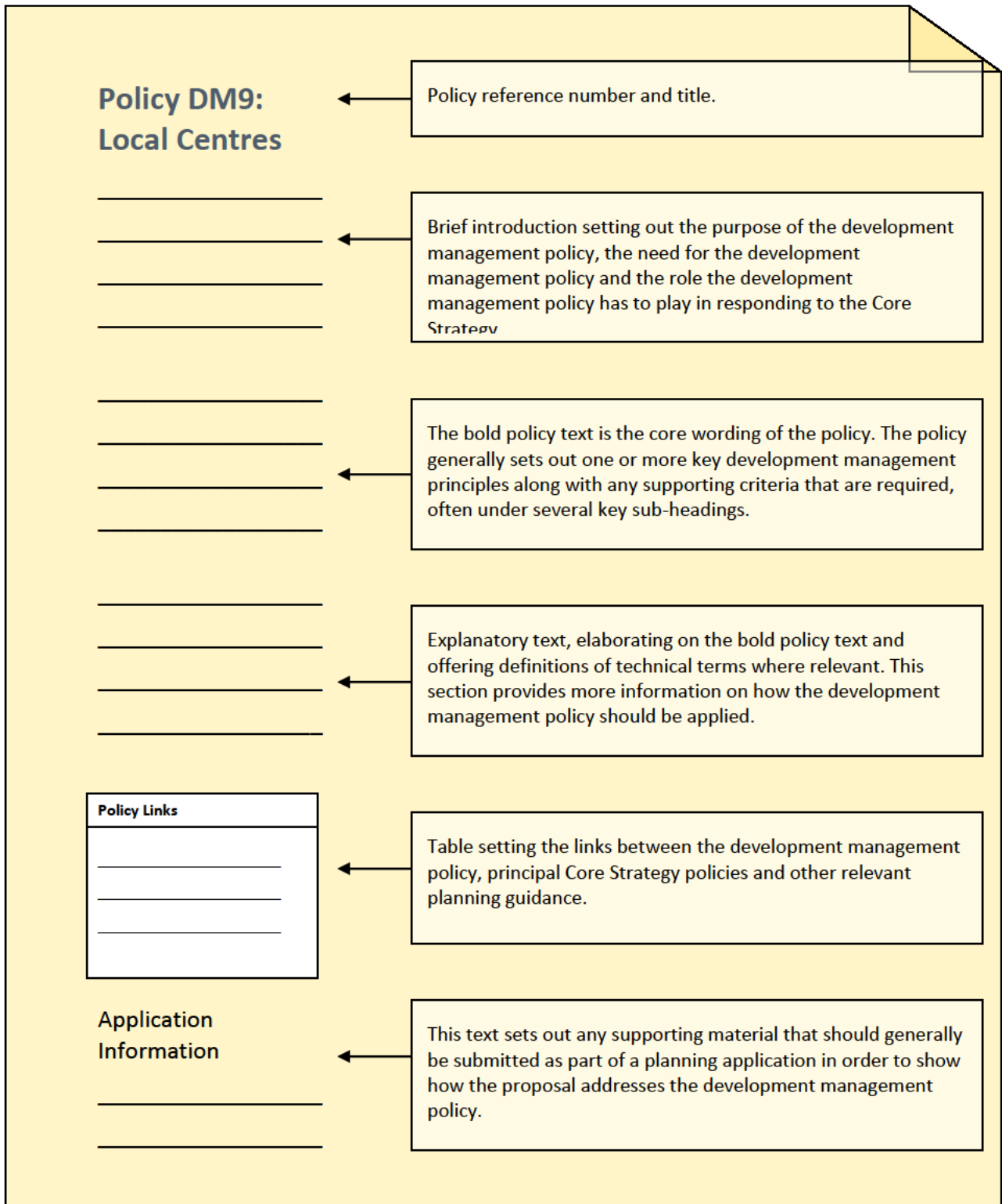
2.2 The policies in the Bristol Local Plan Core Strategy also have a key role in the development management process and will be used directly in making planning decisions. These are listed in the table below.

Core Strategy policies	
<ul style="list-style-type: none"> • BCS1: South Bristol • BCS2: Bristol City Centre • BCS3: Northern Arc and Inner East Bristol - Regeneration Areas • BCS4: Avonmouth and Bristol Port • BCS5: Housing Provision • BCS6: Green Belt • BCS7: Centres and Retailing • BCS8: Delivering a Thriving Economy • BCS9: Green Infrastructure • BCS10: Transport and Access Improvements • BCS11: Infrastructure and Developer Contributions • BCS12: Community Facilities 	<ul style="list-style-type: none"> • BCS13: Climate Change • BCS14: Sustainable Energy • BCS15: Sustainable Design and Construction • BCS16: Flood Risk and Water Management • BCS17: Affordable Housing Provision • BCS18: Housing Type • BCS19: Gypsies, Travellers and Travelling Showpeople • BCS20: Effective and Efficient Use of Land • BCS21: Quality Urban Design • BCS22: Conservation and the Historic Environment • BCS23: Pollution

2.3 Some areas of Core Strategy policy, notably climate change, will be supported by future supplementary planning documents rather than by further detailed Development Management policies.

2.4 Unlike the site allocations and designations in this document, the Development Management policies are generally applicable to the area covered by the Bristol Central Area Plan as well as the rest of Bristol. However, where a policy is linked to specific sites on the Policies Map – for instance in the case of policy DM17, which protects important open spaces – the site boundaries within the central area will be set out within the Bristol Central Area Plan.

How the Development Management policies are structured



AM0.5

Proposals Map

~~The 'Policies Map' is referred to in the development management policies. The maps accompanying this document are part of the Policies Map and show the policy designations (Policies Maps are referred to in the National Planning Policy Framework as proposals maps—NPPF paragraph 157)~~

Policy DM1: Presumption in favour of sustainable development

2.1.1 The Bristol Core Strategy provides a positive and flexible framework for meeting the development needs of the city. It is supported by a set of Development Management policies which help to ensure new development is compatible with the core planning principles set out in the National Planning Policy Framework.

When considering development proposals a positive approach will be taken that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. Bristol City Council will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the city.

Planning applications that accord with the policies in the Bristol Local Plan and, where relevant, with policies in Neighbourhood Development Plans will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then planning permission will be granted unless material considerations indicate otherwise taking into account whether:

- **Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or**
- **Specific policies in that Framework indicate that development should be restricted.**

2.1.2 The National Planning Policy Framework states that Local Plans should be based upon and reflect the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally. The Planning Inspectorate considers that its suggested model policy wording will, if incorporated into a draft Local Plan submitted for examination, be an appropriate way of meeting this expectation. This policy closely reflects the model wording. It is applicable to all development and should be read in conjunction with paragraph 14 of the National Planning Policy Framework, including the footnotes to that paragraph.

Application Information

There are no specific submission requirements associated with this policy.

Housing and Economy Policies

Policy DM2: Residential Sub-divisions, Shared and Specialist Housing

2.2.1 The Core Strategy sets out the overall approach to developing new homes in the city. It proposes an overall number of homes, seeks affordable housing and aims for a broad housing mix. This Development Management policy offers an approach to addressing the impacts and issues of certain forms of housing; in particular, sub-divisions, shared housing, specialist student accommodation and housing for older people.

2.2.2 The sub-division of existing accommodation and the supply of shared housing provide an important contribution to people's housing choice. The policy aims to ensure that such development also preserves the residential amenity and character of an area and that harmful concentrations do not arise. The policy also aims for a good standard of accommodation.

2.2.3 Student numbers in the city have risen substantially since 2001 creating demand for a range of private rented accommodation. The population of older people will also increase in the coming years creating specific housing requirements. The policy aims to ensure that future specialist housing for students and older people meets appropriate standards and is sensibly located.

Residential Sub-divisions, Shared and Specialist Housing – General Criteria

Proposals for:

- **the sub-division of existing dwellings to flats;**
- **the conversion of existing dwellings or construction of new buildings to be used as houses in multiple occupation;**
- **the intensification of existing houses in multiple occupation;**
- **specialist student housing; and**
- **other forms of shared housing**

will not be permitted where:

- i. **The development would harm the residential amenity or character of the locality as a result of any of the following:**
 - **Levels of activity that cause excessive noise and disturbance to residents; or**
 - **Levels of on-street parking that cannot be reasonably accommodated or regulated through parking control measures; or**
 - **Cumulative detrimental impact of physical alterations to buildings and structures; or**
 - **Inadequate storage for recycling/refuse and cycles.**

- ii. **The development would create or contribute to a harmful concentration of such uses within a locality as a result of any of the following:**
- **Exacerbating existing harmful conditions including those listed at (i) above; or**
 - **Reducing the choice of homes in the area by changing the housing mix.**

Where development is permitted it must provide a good standard of accommodation by meeting relevant requirements and standards set out in other development plan policies.

Specialist Student Housing – Location Criteria

Specialist student housing schemes will be acceptable within the city centre. Other locations may be suitable subject to the general criteria set out above.

Older Persons' Housing – Criteria

A range of housing and care options that promote and maintain housing independence for older people will be encouraged. Older persons' housing schemes should aim to meet the following criteria:

- i. **Located close to shops, services, community facilities and open space appropriate to the needs of the intended occupiers or provided on-site; and**
- ii. **Located close to good public transport routes; and**
- iii. **Provision of level access; and**
- iv. **All units built to the Lifetime Homes standard; and**
- v. **20% of units designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users.**

2.2.4 For the purposes of this policy shared housing includes houses in multiple occupation (HMOs), bed-sits, hostels, housing for older people and specialist student accommodation. The council has established an Article 4 Direction to control small HMOs within the wards of Ashley, Cabot, [Clifton](#), Clifton East, Cotham, ~~and~~ Lawrence Hill [and Redland](#). Small HMOs are defined as small shared houses or flats occupied by between three and six unrelated individuals who share basic amenities. This means that a planning application is required for this type of development.

AM2.1

General Criteria

2.2.5 Whilst making a valuable contribution to the city's housing requirements both sub-divisions of existing accommodation and shared housing can have an impact on residential amenity and the character and housing mix of an area. Specific issues common to both forms of housing can include:

- **Noise and disturbance associated with intensification of the residential use and/or the lifestyles of occupants;**

- Pressure for on-street parking;
- A shift from permanent family housing to more transient accommodation;
- Impacts on social cohesion;
- A shift in the character of shops and businesses supporting the community;
- Impact of external alterations;
- Poor waste management.

MM2.1

2.2.6 When making assessments on new development, consideration is to be given to the particular qualities and characteristics of a residential area or residential uses that might contribute to it being an enjoyable or otherwise satisfactory place to live. These usually include generally quieter surroundings; a reasonable level of safe, accessible and convenient car parking; a well-maintained or visually attractive environment and the preservation of buildings and structures that contribute to the character of a locality. ~~Consideration should also be given to the mix of housing within the area and whether any harmful concentrations of sub-divisions or shared housing exist.~~ Harmful concentrations are likely to arise when issues commonly associated with these uses, listed in para. 2.2.5 above, cumulatively result in detrimental effects on these residential qualities and characteristics. Harmful concentrations will also result where the choice of housing is reduced and no longer provides for the needs of different groups within the community.

2.2.7 Assessments should consider the relative impacts at street, neighbourhood and ward levels.

2.2.8 The policy also seeks the provision of a good standard of accommodation for future occupiers. Consideration should be given to layout, internal living space, external amenity space, outlook, privacy, adaptability, security, cycle and car parking and refuse and recycling storage. Relevant requirements and standards are set out in the policies listed in the Policy Links section.

Specialist Student Housing

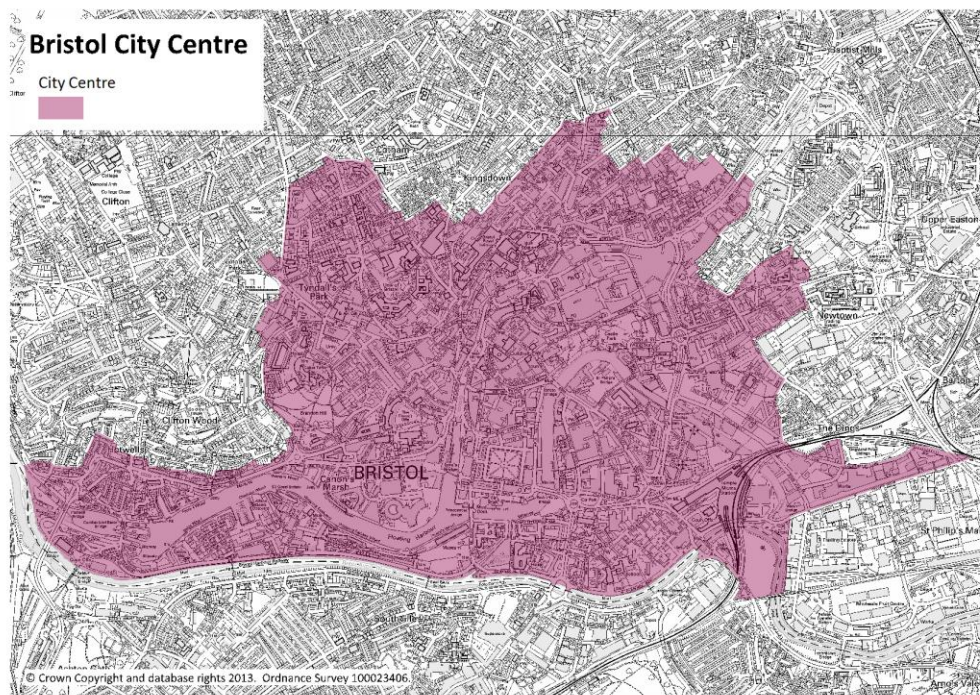
2.2.9 The expansion in higher education in recent years has increasingly seen the development of specialist student housing schemes. Much of this development has taken the form of managed residential accommodation comprising either 'cluster units' or individual small apartments (Cluster units are self-contained apartments each having a number of individual bedrooms/study units sharing communal facilities. The accommodation usually has an on-site management team). This type of housing can help to ease demand for student accommodation and relieve pressure on the local housing stock. Continuing provision of this type of accommodation is generally supported.

2.2.10 Bristol City Centre remains, in principle, an acceptable location for this type of development. Most parts of the city centre are within reasonable walking distance of the University of Bristol and good public transport

MM2.2

connections exist to the University of the West of England. Student accommodations can help make a positive contribution to the mix of uses within the city centre and is less likely to result in harmful impacts on residential amenity. Further policy criteria ~~and the definition of the city centre boundary~~ are provided in the Bristol Central Area Plan. The definition of the city centre boundary is shown on Map 1 below. Other locations outside of the city centre may also be suitable provided development meets the policy's general criteria. No sites are specifically allocated for Student accommodation.

Map 1: Bristol City Centre boundary



Older Persons' Housing

2.2.11 This includes all forms of purpose-built residential accommodation for older people that fall within Use Classes C2 and C3. The policy sets out criteria to establish appropriate locations for older persons' housing that promote opportunities for social interaction and independence. The policy also sets out criteria to ensure that appropriate design and accessibility standards are met. This includes the application of the Lifetime Homes standard (www.lifetimehomes.org.uk) to all units provided and 20% of units designed to be wheelchair accessible (Wheelchair Housing Design Guide, 2nd edition, Stephen Thorpe/Habinteg Housing Association, 2006) or easily adaptable to wheelchair users. As a guide, public transport connections should be within 400 metres of the accommodation. Connections should have a high frequency of service. Accommodation for older persons will be acceptable on all sites allocated for housing subject to the policy criteria.

Policy Links
Bristol Local Plan Core Strategy – Lead Policy <ul style="list-style-type: none">• BCS18: Housing Type Other key Core Strategy policies: <ul style="list-style-type: none">• BCS17: Affordable Housing Provision• BCS21: Quality Urban Design• BCS22: Conservation and the Historic Environment

Application Information

MM2.3

~~The Design and Access statement should indicate how the criteria in this policy have been addressed~~

~~Analysis should be undertaken on the number of HMOs at street, neighbourhood and ward levels. Data is available from the Census that corresponds to these geographies.~~

For major developments analysis should be undertaken of the type of housing in the area, including where relevant the number of sub-divisions, HMOs or specialist student housing accommodation, at street, neighbourhood and ward levels. Data is available from the Census that corresponds to these geographies.

Policy DM3: Affordable Housing Provision: Smaller Sites

2.3.1 Core Strategy policy BCS17 sets out the general approach to the provision of affordable housing in the city. The policy identifies the proportions of affordable housing to be sought from residential developments of 15 dwellings or more, but also makes provision for an appropriate contribution from developments below 15 dwellings. This is justified given the high levels of affordable housing need in the city and the likely contribution to supply derived from smaller schemes.

2.3.2 To support the Affordable Housing Provision policy in the Core Strategy the council commissioned detailed viability work. Part of this work included a 'small sites analysis' to determine the capacity of smaller schemes to contribute towards affordable housing. The assessment concluded that on many smaller sites, the scheme economics were not significantly different from sites above the 15 unit threshold. Building on this work further financial appraisals were commissioned to determine the likely range of financial contributions that could be secured from different scheme sizes in different areas of the city.

2.3.3 The assessments have taken account of the range of market conditions likely to arise over the plan period and likely development costs including the Community Infrastructure Levy. Results from the assessment support the establishment of a lower threshold level for affordable housing and some geographical variation to the setting of affordable housing percentages.

MM3.1

Residential developments comprising 10 to 14 dwellings should make an appropriate contribution towards the provision of affordable housing on-site or, where on-site provision cannot be practicably achieved, as an equivalent financial contribution. ~~A 20% target will be sought through negotiation across all areas of the city.~~ The following percentage targets will be sought through negotiation:

- 20% in Inner West, Inner East and South Bristol
- 10% in North West, East and North Bristol

Where units are provided on-site these should remain at an affordable price for future eligible households or, if this restriction is lifted, for the subsidy to be recycled for alternative affordable housing provision.

Where scheme viability may be affected, developers will be expected to provide full development appraisals to demonstrate an alternative affordable housing provision.

MM3.2

2.3.4 The council will seek affordable housing from smaller residential developments in accordance with the stated threshold and percentages. Map 2 below identifies the indicative percentage levels expected by the council in different areas of the city. The type of contribution made, either on-site provision or financial, will be agreed with the council's Affordable Housing Development Team through the development management process.

2.3.5 Where on-site provision is made the tenure and type/size profile of the affordable housing will be guided by the Strategic Housing Market Assessment and other local housing requirements. The council will expect the affordable housing to be delivered without public subsidy. All units provided should remain at an affordable price for future eligible households or, if this restriction is lifted, for the subsidy to be recycled for alternative affordable housing provision.

2.3.6 Where financial contributions are made these are calculated as if the unit is to be provided on-site. The sum should equate to the difference between the market value of the equivalent unit and the amount a Registered Provider would pay for that unit multiplied by the target percentage sought.

2.3.7 Where the council's affordable housing target cannot be provided, the developer will need to demonstrate that the scheme will not be financially viable unless the council accepts a lower or different affordable housing contribution. In such cases the council will expect a full development appraisal to be submitted for independent validation.

2.3.8 The detailed mechanisms for delivery of affordable housing from smaller residential developments will be set out in a future affordable housing practice note.

Policy Links
Bristol Local Plan Core Strategy – Lead Policy <ul style="list-style-type: none">• BCS17: Affordable Housing Provision Other key Core Strategy policies <ul style="list-style-type: none">• BCS18: Housing Type

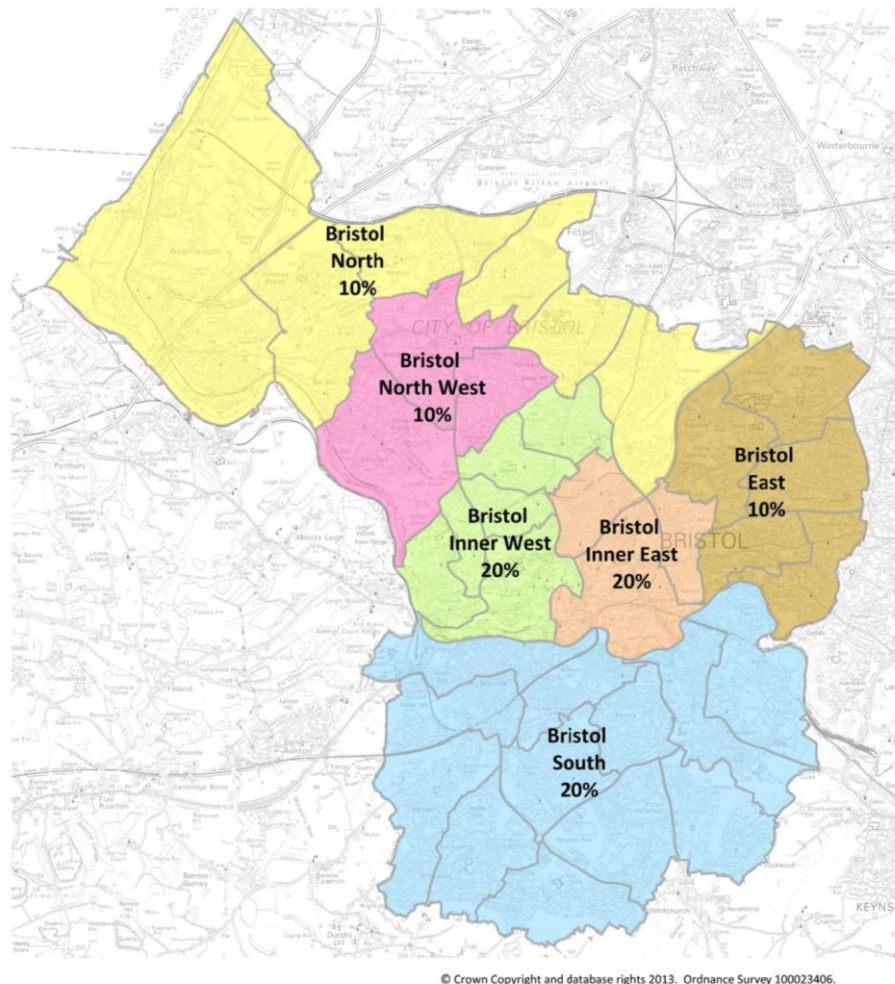
Application Information

The following should be submitted with planning applications to show how the proposal addresses this policy:

- Full development appraisal where council's affordable housing target cannot be provided.

MM3.2

Map 2: Affordable Housing Percentage Requirements by Strategic Housing Market Assessment Zone for Developments of 10 to 14 units



Policy DM4: Wheelchair Accessible Housing

2.4.1 Core Strategy policy BCS18 sets out the general approach to the provision of a range of housing types within new residential development. In particular, schemes should respond to the requirements of a changing

population and provide sufficient space to enable long-term flexibility and adaptability. With the older population of Bristol set to expand and more older people choosing to remain in their own homes, provision will need to be made for more wheelchair accessible housing. This Development Management policy identifies the proportion of wheelchair accessible housing to be sought from larger residential developments.

Two per cent of new housing within residential developments of 50 dwellings or more should be designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users.

2.4.2 The policy identifies the proportion of units within residential schemes of 50 or more dwellings that should be designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. Housing that is wheelchair accessible will need to meet the standards set out in the most current edition of the Wheelchair Housing Design Guide (Stephen Thorpe, Habinteg Housing Association).

Policy Links
Bristol Local Plan Core Strategy – Lead Policy <ul style="list-style-type: none">• BCS18: Housing Type

Application Information

The following should be submitted with planning applications to show how the proposal addresses this policy:

- Explain how the scheme meets the requirements of this policy in the Design and Access Statement.

Policy DM5: Protection of Community Facilities

2.5.1 Core Strategy policy BCS12 sets out the general approach to the protection of community facilities. This Development Management policy sets out more detailed criteria to determine the importance of the facility. This includes assessment of the need or demand for community facilities, the suitability of the site or building for a community facility, whether the facility could form part of the new development or whether alternative provision might be more appropriate.

AM5.1

2.5.1A The term community facilities is wide-ranging and can include community centres and childcare facilities, cultural centres and venues, places of worship, education establishments and training centres, health and social care facilities, sport and recreation facilities and civic and administrative facilities. It may also include other uses whose primary function is commercial but perform a social or community role i.e. sport, recreational and leisure facilities including local pubs.

Proposals involving the loss of community facilities land or buildings will not be permitted unless it is demonstrated that:

MM5.1

- i. The loss of the ~~specific existing~~ community use would not create, or add to, a shortfall in the provision or quality of such uses within the locality, ~~and or, where the use has ceased,~~ that there is no need or demand ~~from for~~ any other suitable community facility that is willing or able to make use of the building(s) or ~~site~~land; or
- ii. The building or site is no longer suitable to accommodate the current community use and cannot be retained or sensitively adapted to accommodate other community facilities; or
- iii. The community facility can be fully retained, enhanced or reinstated as part of any redevelopment of the building or site; or
- iv. Appropriate replacement community facilities are provided in a suitable alternative location.

AM5.2

2.5.2 Community facilities include all uses, commercial or non-commercial, that provide a social or welfare benefit to the community. ~~Key types of community facility are set out in Core Strategy policy BCS12.~~ Whilst protection is sought for all uses that meet this definition, community land and buildings are particularly important. This includes land and buildings that are managed, occupied or used primarily by the voluntary and community sector for community-led activities for community benefit.

2.5.3 When making an assessment of the importance of the community facility consideration should be given to:

- Local need and demand for the existing community facility or other community facilities that are willing and able to make use of the building(s) or site;
- The extent and quality of local provision of the existing community facility;
- The nature, pattern and frequency of activities taking place at the site;
- Its contribution to the diversity of community facilities in the locality;
- The accessibility of the site and other local community facilities by walking, cycling and public transport;
- In the case of commercial community facilities, whether the use is no longer viable (applicants will need to submit evidence to demonstrate that the site is no longer viable for that use and has been adequately marketed. The latter should be undertaken in accordance with the guidelines on the carrying out of marketing which are available to view on the council's website under planning advice and guidance.);
- Whether the site or building has been listed as an asset of community value.

MM5.2

AM5.3

2.5.4 A range of data sources including the ~~council's~~ Community Buildings Audit and Explore Bristol interactive mapping, available on the council's website under community centres and facilities, can be used to understand the extent and distribution of Community Facility provision within a locality. The extent of the locality should relate to the nature and catchment of the community use.

2.5.5 Where relevant, consideration should also be given to the suitability of the site for the current use or for other community facilities, including costs associated with any works to adapt the site. Important community facilities that cannot be accommodated on the existing site should form part of any redevelopment or be provided in a suitable alternative location.

Policy Links
Bristol Local Plan Core Strategy – Lead Policy <ul style="list-style-type: none">• BCS12: Community Facilities

Application Information

The following should be submitted with planning applications to show how the proposal addresses this policy:

- Where the loss of an important commercial community facility is proposed a full viability assessment should be submitted.

Policy DM6: Public Houses

2.6.1 Core Strategy policy BCS12 sets out the general approach to the protection of community facilities including pubs. Core Strategy policy BCS2 seeks the retention of small-scale uses, such as pubs, where they contribute to the diversity and vitality of the city centre. Acknowledging their unique contribution to a community's social amenity and wellbeing this Development Management policy affords them special protection. The policy considers issues of economic viability, existing pub provision and architectural character.

Proposals involving the loss of established public houses will not be permitted unless it is demonstrated that:

- The public house is no longer economically viable; or**
- A diverse range of public house provision exists within the locality.**

Where development is permitted any extensions or alterations should not harm the identity or architectural character of the public house.

2.6.2 Pubs provide opportunities for social interaction and in many cases provide or facilitate particular community activities. This might include space for sports or social clubs, children's play areas, evening classes or community meetings. It might also include social activities, such as skittles, quiz nights, live music and entertainment or other events.

2.6.3 Where the loss of an established pub is proposed applicants will need to provide evidence clearly showing that the pub is no longer economically viable. Viability assessments must include analysis of trade potential, the existing business and evidence of adequate marketing. Regard will be had to the Campaign for Real Ale's public house viability test. In such cases the council will submit the viability assessment for independent validation, with

MM6.1

~~all the council's consultancy~~ any reasonable costs for the validation process met by the ~~developer~~ applicant.

2.6.4 Alternatively, the applicant will need to provide evidence of a range of pubs in the locality that can collectively continue to meet the needs and expectations of the whole community. This will include a good choice of pub environments offering a diverse range of services and community and leisure activities. As a guide the locality should include all other surrounding public houses within a reasonable walking distance.

2.6.5 Pubs can also be important local landmarks, often with distinctive identities and significant architectural qualities. Development affecting pubs should not undermine the building's identity as a pub or harm its architectural character. In particular, features that distinguish the building as a pub should be retained. Relevant requirements are set out in the policies listed in the Policy Links section.

Policy Links
Bristol Local Plan Core Strategy – Lead policy <ul style="list-style-type: none">• BCS12: Community Facilities Other key Core Strategy policies <ul style="list-style-type: none">• BCS2: Bristol City Centre• BCS21: Quality Urban Design• BCS22: Conservation and the Historic Environment

Application Information

The following should be submitted with planning applications to show how the proposal addresses this policy:

- Full viability assessment where the loss of a public house is proposed and where no adequate alternative provision is locally accessible.

Policy DM7: Town Centre Uses

2.7.1 The Core Strategy explains the key role of Bristol's established centres. Policy BCS7 identifies centres as the primary locations for retail development, offices, leisure and entertainment uses, arts, culture and tourism uses, defined by the National Planning Policy Framework as the 'main town centre uses'. It also requires that development be of a scale and intensity appropriate to the position of the centre in the identified hierarchy.

2.7.2 This policy deals with the location of new main town centre uses. Bristol's centres provide a range of opportunities for such development whether through change of use, redevelopment or more efficient use of land. Where suitable sites are not available in centres to meet development needs, this policy sets out a sequential approach to development. It also aims to ensure that development outside centres does not harm the vitality, viability and diversity of existing centres.

2.7.3 Policies DM7, DM8 and DM9 only apply to proposals for development outside the city centre shown on the Policies Map. Proposals for

development within the city centre will be assessed against the relevant policies of the Bristol Central Area Plan.

Retail and other main town centre uses should be located within the centres identified on the Policies Map.

Where there are no suitable sites to meet the needs for such uses in centres, edge of centre locations may be appropriate provided that the proposal would support the role of the centre and would be of a scale and intensity proportionate to the centre's position in the identified hierarchy.

Out of centre development of main town centre uses will only be acceptable where:

- i. No centre or edge of centre sites are available and the proposal would be in a location readily accessible on foot, by cycle and by public transport, or**
- ii. The proposal is of a small scale and aimed at providing for local needs.**

In assessing the availability of centre and edge of centre sites, alternative formats for the proposed uses should be considered.

Retail, leisure or office development outside of centres will not be permitted if:

- i. It would be liable to have a significant adverse impact on the vitality, viability and diversity of existing centres; or**
- ii. It would impact on existing, committed and planned investment.**

An impact assessment will therefore be required for:

- Retail developments of 500m² or more in all locations outside Primary Shopping Areas or Local Centres;**
- Developments in Use Classes A2 to A5 of 1,500m² or more in all locations outside centres;**
- Other leisure developments of 2,500m² or more in all out of centre locations; and**
- Office developments of 10,000m² or more in all out of centre locations.**

2.7.4 The boundaries of Town, District and Local Centres, and the Primary Shopping Areas of Town and District Centres are defined on the Policies Map.

2.7.5 The Primary Shopping Area identified within each Town/District centre is considered to be the 'centre' for the purposes of the sequential approach to retail developments (Use Class A1). This means that locations within a centre but outside the Primary Shopping Area are considered to be edge of centre for this form of development. Out of centre is defined as locations outside the boundaries of City, Town, District and Local Centre boundaries and beyond edge of centre locations as defined by the National Planning Policy Framework.

2.7.6 Main town centre uses are defined in the National Planning Policy Framework as retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities and the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

2.7.7 The policy allows for the provision of small-scale retail and leisure developments outside centres where they are aimed at providing for local needs. Small-scale uses would generally be expected to have floorspace no greater than 200m². Larger proposals would be subject to the sequential approach set out in the policy.

Policy Links
<p>Bristol Local Plan Core Strategy – Lead Policy</p> <ul style="list-style-type: none"> • BCS7: Centres and Retailing <p>Other key Core Strategy policies</p> <ul style="list-style-type: none"> • BCS10: Transport and Access Improvements

Application Information

The following should be submitted with planning applications to show how the proposal addresses this policy:

- In the case of proposals outside of centres applications should explain the need proposed to be met by the development and include an assessment of the availability of suitable sites in centres.
- Detailed impact assessments for proposals outside of centres which exceed the thresholds set out in the policy. Assessments should address:
 - The impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal;
 - The impact of the proposal on town centre vitality and viability, including local consumer choice and the range and quality of the comparison and convenience retail offer;
 - The impact of the proposal on allocated sites outside town centres being developed in accordance with the development plan;
 - In the context of a retail or leisure proposal, the impact of the proposal on in-centre trade/turnover and on trade in the wider area, taking account of current and future consumer expenditure capacity in the catchment area up to five years from the time the application is made; and
 - If located in or on the edge of a town centre, whether the proposal is of an appropriate scale (in terms of gross

floorspace) in relation to the size of the centre and its role in the hierarchy of centres.

Policy DM8: Shopping Areas and Frontages

2.8.1 This policy applies to Bristol's 10 **Town Centres** and its 9 **District Centres** as defined in the Core Strategy and identified on the Policies Map. It aims to support vitality and viability and promote diversity within these centres by maintaining a healthy mix of uses within a variety of unit sizes capable of accommodating a range of retailers and associated uses.

2.8.2 Primary Shopping Areas are defined where there will be a high proportion of Use Class A1 retail shopping uses. Secondary Shopping Frontages are also defined, providing opportunities in centres for a greater diversity of uses.

AM8.1

[2.8.2A Proposals for development within the city centre will be assessed against the relevant policies of the Bristol Central Area Plan.](#)

Within Primary Shopping Areas and Secondary Shopping Frontages identified on the Policies Map development will be expected to maintain or provide active ground floor uses.

Primary Shopping Areas

Within Primary Shopping Areas change of use of shops (Use Class A1) to another use will not be permitted unless the proposed use would:

- i. Make a positive contribution to the vitality, viability and diversity of the Primary Shopping Area and centre; and**
- ii. Not fragment any part of the Primary Shopping Area by creating a significant break in the shopping frontage; and**
- iii. Not result in a loss of retail floorspace of a scale harmful to the shopping function of the centre; and**
- iv. Be compatible with a retail area in that it includes a shopfront with a display function and would be immediately accessible to the public from the street.**

Secondary Shopping Frontages

Within Secondary Shopping Frontages the development of retail or other related uses will be acceptable where they would help to maintain or enhance the function of the centre. In all cases the proposed use will be expected:

- i. To complement the retail function of the centre and not harm its vitality, viability or diversity; and**
- ii. Not to harmfully dominate or fragment frontages; and**
- iii. To maintain an appropriate balance and diversity of uses in all parts of the Secondary Shopping Frontage; and**
- iv. To generate a reasonable level of footfall and be of general public interest or service; and**

- v. **To be compatible with a shopping area in that it includes a shopfront with a display function and would be immediately accessible to the public from the street.**

In all cases, proposals which would result in the loss of retail floorspace, including storage or servicing space, will be expected to demonstrate that they will not be detrimental to the continued viability of the retail unit.

2.8.3 The Primary Shopping Areas identified in the Town and District Centres represent the retail core of those centres. They contain a high proportion of retail shops supported by significant numbers of uses such as cafés, bars, and financial and professional services. In order that the retail function of the town and district centres is not eroded, the policy aims generally to maintain the existing proportion of retail by retaining shops (Use Class A1). However, it provides some flexibility for other uses where they would make a positive contribution to the role of the centre.

AM8.2

2.8.3A Primary Shopping Areas are particularly sensitive to breaks in the A1 retail frontage as they have an impact on footfall and affect shoppers' perceptions of parts of the centre. A significant break (criterion ii of the policy) will be considered to have occurred where uses would, individually or cumulatively, change the perceived function of that part of the frontage away from one associated primarily with shopping. The impact of any break will be assessed having regard to its extent, location and potential impact on shopper footfall at that location or in other parts of the centre.

2.8.4 The Secondary Shopping Frontages support the overall function of the centres by allowing for a greater diversity of uses. The emphasis remains on active uses at ground floor level but the policy allows for further opportunities for development of uses such as cafés and financial services where they are complementary to the centre's role. In order that secondary frontages still maintain their shopping role the policy aims to ensure that an appropriate balance and diversity of uses is maintained.

2.8.5 'Retail or other related uses' are defined as Use Classes A1-A5 or other similar uses such as gyms, arts and cultural premises and community facilities which would add to the vitality of the area and are considered to be active ground floor uses. Developments such as offices and residential make an overall contribution to the role of centres but are not considered to provide active ground floor uses.

Policy Links
Bristol Local Plan Core Strategy – Lead Policy <ul style="list-style-type: none">• BCS7: Centres and Retailing Other key Core Strategy policies <ul style="list-style-type: none">• BCS21: Quality Urban Design

Application Information

Planning applications should indicate how the criteria in this policy have been addressed.

Policy DM9: Local Centres

2.9.1 Throughout Bristol a network of 27 Local Centres serve the day-to-day needs of local areas. These centres are defined in the Core Strategy and identified on the Policies Map. Local Centres generally contain shops providing a range of groceries, fresh food and facilities such as post offices. They also often contain specialist or niche shops which contribute to the diversity and distinctiveness of centres, as well as including cafés, pubs or financial services uses. By ensuring an appropriate balance of uses is supported, this policy aims to maintain and strengthen the role of Local Centres in providing a community focus and in providing for day-to-day shopping needs.

AM9.1

[2.9.1A Proposals for development within the city centre will be assessed against the relevant policies of the Bristol Central Area Plan.](#)

Within Local Centres shown on the Policies Map development will be expected:

- i. **To generate a reasonable level of footfall and be of general public interest or service; and**
- ii. **To maintain an appropriate balance of uses in the Local Centre; and**
- iii. **To help maintain or enhance the function of the centre and its ability to meet day-to-day shopping needs; and**
- iv. **Not to harmfully dominate or fragment the centre’s retail frontages; and**
- v. **To be compatible with a shopping area in that it includes a shopfront with a display function and would be immediately accessible to the public from the street.**

Development in Local Centre frontages will be expected to maintain or provide active ground floor uses. Proposals which would result in the reduction of retail floorspace, including storage or servicing space, will be expected to demonstrate that they will not be detrimental to the continued viability of the retail unit.

2.9.2 The approach to Local Centres allows for a diversity of uses but the emphasis remains on maintaining their role as a community focus and in meeting day-to-day shopping needs.

2.9.3 For the purposes of this policy a retail frontage is defined as a parade or rank of units with uses primarily falling within Use Classes A1 to A5.

2.9.4 'Retail or other related uses' are defined as Use Classes A1-A5 or other similar uses such as gyms, arts and cultural premises and community facilities which would add to the vitality of the area. Developments such as offices and residential are not considered to provide active ground floor uses.

Policy Links
<p>Bristol Local Plan Core Strategy – Lead Policy</p> <ul style="list-style-type: none"> • BCS7: Centres and Retailing <p>Other key Core Strategy policies</p> <ul style="list-style-type: none"> • BCS21: Quality Urban Design

Application Information

Planning applications should indicate how the criteria in this policy have been addressed.

Policy DM10: Food and Drink Uses and the Evening Economy

AM10.1

2.10.1 In recent years there has been a significant growth in food and drink uses within Bristol’s centres. Whilst such uses are frequently beneficial to the vibrancy, vitality and diversity of centres, including their tourism, evening leisure and entertainment roles, they require careful management in order to prevent harmful impacts to the centre and its wider area. This policy aims to ensure that the individual or cumulative impacts of food and drink uses do not harm the character and user’s experience of a centre, cause nuisance to residents living in the vicinity of food and drink uses or have specific impacts on health considerations.

Development of food and drink uses will be acceptable provided that they would not harm the character of the area, residential amenity and/or public safety, either individually or cumulatively. Proposals which would result in a harmful concentration of food and drink uses will not be permitted.

In order to assess the impact of food and drink proposals on an area the following matters will be taken into account:

- i. **The number, distribution and proximity of other food and drink uses, including those with unimplemented planning permission; and**
- ii. **The impacts of noise and general disturbance, fumes, smells, litter and late night activity, including those impacts arising from the use of external areas; and**
- iii. **The availability of public transport, parking and servicing; and**
- iv. **Highway safety; and**

MM10.1

- v. **The availability of refuse storage and disposal facilities; and**
- vi. **The appearance of any associated extensions, flues and installations.**

Takeaways in close proximity to schools and youth facilities will not be permitted where they would be likely to influence behaviour harmful to health or the promotion of healthy lifestyles.

2.10.2 Alongside the growth in food and drink uses within centres, there has been an increase in the use of outdoor areas. Whilst such use can add to the vibrancy of an area, intensive use of outdoor areas in association with food and drink uses can lead to heightened impacts on the amenity of an area, and must be carefully considered.

MM10.2

2.10.2A A harmful concentration is considered to arise when the cumulative impacts of food and drink uses are likely to have harmful effects on the amenity of a centre. This is likely to occur when issues commonly associated with food and drink uses, as listed in criterion ii of the policy, have detrimental effects on those qualities and characteristics of a centre that contribute to it being an enjoyable or otherwise satisfactory place to shop, work, socialise and live. The point when that harmful concentration is reached will vary from place to place depending on the character of the area and specific local circumstances.

AM10.2

2.10.2B In considering the availability of refuse storage and disposal facilities, proposals should refer to relevant provisions in Policy DM32: Recycling and Refuse Provision. Paragraph 2.32.10 of Policy DM32 contains standards for refuse storage, disposal and recycling, whilst paragraphs 2.32.11 to 2.32.13 contain detail on the expected approach to access and design of such facilities.

2.10.3 Where they are located close to locations where young people gather, takeaway uses (Use Class A5) have the potential to influence behaviour harmful to health or to the promotion of healthy lifestyles. Therefore, the policy takes those health considerations into account. Close proximity is defined as a distance of up to 400 metres for the purpose of these considerations.

2.10.4 Many food and drink premises are likely to require both planning permission and a license to operate. In such cases, the relevant departments of the council will work closely to ensure a consistency of approach. However, the granting of a permission or licence does not convey any presumption to grant the other. There may be cases where the decision on a planning application may reach a different conclusion to that of a licensing application with respect, for example, to opening hours.

2.10.5 'Food and drink' uses are defined as those including Use Classes A3 (restaurants and cafes), A4 (drinking establishments), A5 (hot food takeaways), nightclubs, social clubs, and other premises in which the consumption of alcohol and/or hot food is a significant activity.

Policy Links
Bristol Local Plan Core Strategy – Lead Policy <ul style="list-style-type: none">• BCS7: Centres and Retailing Other key Core Strategy policies <ul style="list-style-type: none">• BCS21: Quality Urban Design• BCS23: Pollution

Application Information

The following should be submitted with planning applications to show how the proposal addresses this policy:

AM10.3

- Information which could assist in consideration of the proposal including:
 - Hours of opening - including both the closing time to public and vacating premises time
 - Capacity in relation to numbers of customers
 - Parking and servicing details, including timing of deliveries and sizes of vehicles.
 - Refuse and recycling provisions and layout
 - Types of license required
 - Details of any plant and equipment required i.e. size, location, appearance and technical specification
 - Internal layout details i.e. seating, kitchen location, toilets, including disabled facilities, dancefloor etc.
- Where food and drink proposals intend to utilise outdoor areas, the extent and nature of their proposed use and details of any associated structures should be clearly shown in any application.

Policy DM11: Markets

2.11.1 Existing markets contribute to the range of shopping opportunities and choices in Bristol. This policy aims to retain existing market sites and provides criteria to guide any proposals for new market sites.

Proposals for new street or open markets will be encouraged where they would be beneficial to local shopping provision and would support the vitality, viability and diversity of existing centres. Proposals for markets or market-related development should have regard to:

- **The availability of storage facilities for market stalls and associated equipment; and**
- **The availability of market trader facilities, such as toilets and other essential hygiene facilities; and**
- **Provision of an appropriate level of safe, secure, accessible and usable parking for trader vehicles; and**

- **The amenity of the area.**

Proposals involving the loss of existing market sites will not be permitted unless it can be demonstrated that there would be no harm to the range, choice and diversity of market sites in the locality or city.

2.11.2 Many types of markets and informal trading activities do not require planning permission due to their temporary nature. This policy, therefore, addresses those markets for which planning permission is required.

2.11.3 The parking provision standards for Use Class A1 shop ‘Service Vehicles’, set out in Appendix 2: Parking Standards Schedule, contains the appropriate level of parking for trader vehicles.

Policy Links
<p>Bristol Local Plan Core Strategy – Lead Policy</p> <ul style="list-style-type: none"> • BCS7: Centres and Retailing <p>Other key Core Strategy policies</p> <ul style="list-style-type: none"> • BCS21: Quality Urban Design

Application Information

The following should be submitted with planning applications to show how the proposal addresses this policy:

- Design and Access statements should explain how storage facilities, toilets and parking for traders would be addressed.

Policy DM12: Retaining Valuable Employment Sites

2.12.1 The Core Strategy states that employment sites, premises and floorspace outside the city’s Principal Industrial and Warehousing Areas will be retained where they make a valuable contribution to the economy and employment opportunities. This is because due to their scattered nature they may have particular economic importance to the local area due to a lack of alternative employment sites in the vicinity. Retaining these sites helps to provide employment and business opportunities close to where people live. This is particularly important in those parts of Bristol experiencing persistently high levels of socio-economic deprivation. Maintaining a range of employment sites across the city also helps reduce the need to travel, especially by car. This Development Management policy sets out the criteria the council will use to assess the value of these sites when determining planning applications which propose to develop them for alternative land uses. This policy does not apply to employment sites in Bristol City Centre.

Employment sites should be retained for employment use unless it can be demonstrated that:

i. There is no demand for employment uses; or

ii. Continued employment use would have an unacceptable impact on the environmental quality of the surrounding area; or

iii. A net reduction in floorspace is necessary to improve the existing premises; or

MM12.1

MM12.2

iiiiv. It is to be used for industrial or commercial training purposes.

2.12.2 For clarity, 'Employment sites' in the policy wording refers to sites, premises and floorspace which are used, were last used or are allocated for employment uses. Employment uses are generally those activities falling within Use Classes B1-B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended). This policy applies to employment sites outside the city's Principal Industrial and Warehousing Areas. It does not apply to employment sites in Bristol City Centre.

2.12.3 This policy aims to acknowledge the situations in which it would be inappropriate to retain employment sites because either:

- there is no demand for employment use, particularly if the site has remained empty or vacant for a period of time although it has been marketed and it no longer serves the needs of businesses; or,
- employment use on the site is causing unacceptable environmental impacts; or
- the proposal is necessary to improve the existing premises or would provide facilities for employment-related training.

MM12.3

2.12.4 Regarding the first criterion of the policy, the council will expect applicants to submit evidence that the site has been adequately marketed for employment uses. This should be undertaken in accordance with the guidelines on the carrying out of marketing which are available to view on the council's website in the 'Planning advice and guidance' section.

AM12.1

MM12.4

2.12.5 Regarding the second criterion, as a means of assessing whether unacceptable impacts are being caused, regard will be had to substantiated complaints made to the council's Pollution Control team. Proposals will be expected to demonstrate that the site would continue to have unacceptable environmental effects even if reasonable efforts could be employed to reduce the environmental impacts of the existing use to an acceptable level.

Policy Links
Bristol Local Plan Core Strategy – Lead Policy
<ul style="list-style-type: none"> • BCS8: Delivering a Thriving Economy

Application Information

An Economic Statement should be submitted with planning applications to show how the proposal addresses this policy. Having regard to the explanatory text above, the statement should set out:

- evidence of a lack of demand for employment uses on the employment site;
- evidence that continued employment use of the site would cause unacceptable impacts on the environmental quality of the surrounding area;

MM12.5

- why a net reduction in floorspace is necessary to improve the existing employment use; or
- evidence that the employment site is to be used for industrial or commercial training purposes.

Policy DM13: Development proposals on Principal Industrial and Warehousing Areas

2.13.1 The Core Strategy states that the city's Principal Industrial and Warehousing Areas (PIWAs) will be identified and retained for industrial and warehousing uses. The boundaries of the PIWAs are shown on the Policies Map. They are based on recent survey work which has identified them as functioning well as evidenced by generally high levels of occupancy and recent investment in new or refurbished buildings. Their designation reflects the National Planning Policy Framework's requirement that local planning authorities should identify strategic employment sites, support existing business sectors and plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries.

2.13.2 Due to their strategic economic importance the council will generally seek to resist proposals on PIWAs which would lead to a loss of industrial or warehousing floorspace. However, over the course of the plan period to 2026, there may be a change of circumstances on some PIWAs which would lead the council to consider allowing a loss of industrial or warehousing floorspace. This Development Management policy sets out these circumstances and also identifies what uses are appropriate in PIWAs.

In addition to industry and warehousing (Use Classes B1b-B8 and sui generis uses of a similar nature), the following uses are also likely to be acceptable on Principal Industrial and Warehousing Areas shown on the Policies Map subject to other relevant development plan policies being satisfied:

- **Industrial or commercial training facilities;**
- **Community facilities;**
- **Specialised leisure uses which cannot be accommodated in centres because of their scale and / or operational impacts;**
- **Essential public utilities development; and**
- **Ancillary facilities and services which support the functioning of the Principal Industrial and Warehousing Area including child care facilities, small-scale retail uses, sandwich shops and cafés.**

Development involving the loss of industrial and warehousing floorspace within the Principal Industrial and Warehousing Areas shown on the Policies Map will not be permitted unless: the development is for a use referred to above, or:

- i. ~~The development is for a use referred to above; or~~

AM13.1

ii. ~~The site is vacant; and~~

iii.i. It is demonstrated that there is no demand for:

- a. **The use of the existing site / premises for industry or warehousing; or**
- b. **The redevelopment of the site for new industrial or warehousing premises; and**

iv.ii. The proposal will not prejudice the function or viability of the rest of the Principal Industrial and Warehousing Area.

2.13.3 Regarding the third criterion of the policy, the council will expect applicants to submit evidence that the site has been adequately marketed for industrial and warehousing uses. As well as the existing premises, this also includes marketing the site under the scenario of it being cleared and redeveloped for new industrial and warehousing premises. Marketing should be undertaken in accordance with the guidelines on the carrying out of marketing which are available to view on the council’s website [in the ‘Planning advice and guidance’ section](#).

AM13.2

2.13.4 Regarding the fourth criterion, it is important that proposals which would lead to the loss of industrial and warehousing floorspace do not compromise the functioning or viability of the wider PIWA. These proposals should therefore carefully consider how, through their design and layout for example, any such negative impacts can be avoided.

2.13.5 Many PIWAs are physically separated from more sensitive land use, such as housing. Industrial and warehousing businesses often favour sites without neighbouring residential dwellings as this has less potential to restrict their round-the-clock operation through disturbance and noise. This characteristic also makes PIWAs suitable for non-industrial and warehousing users who have particular locational requirements due to their larger size or operational needs and impacts. Such proposals would be subject to the sequential approach set out in policy DM7 Town Centre Uses. There are also other non-industrial and warehousing uses which can support the functioning of a PIWA by providing services to businesses and employees based on it. The policy sets out these non-industrial and warehousing uses which are likely to be acceptable on PIWAs, subject to meeting the requirements of other relevant development plan policies.

Policy Links
Bristol Local Plan Core Strategy – Lead Policy <ul style="list-style-type: none"> • BCS8: Delivering a Thriving Economy

AM13.3

Food Systems

2.13.6 The issues of food production, quality and security impact directly on the health and wellbeing of current and future generations and are important concerns to Bristol City Council, stakeholders and residents in the

city. Bristol City Council supports the work of the Bristol Food Policy Council www.bristolfoodpolicyCouncil.org which has produced a Good Food Plan for Bristol (December 2013) based on the findings of 'Who Feeds Bristol' (March 2011). The documents in the Bristol Local Plan contain policies which can help to support and develop food security, local food growing and increasing sustainability within the city's food system as a whole. Core Strategy Policy BCS9 recognises the multi-functional role of the city's green infrastructure, including its role in food production. Allotments form part of the city's green infrastructure; within the built up areas they are identified as Important Open Space reflecting their community value. Policy DM15 Green Infrastructure Provision expects new residential development to be designed and located to facilitate opportunities for local food growing. Policy DM29 expects proposals for new development to incorporate opportunities for green infrastructure such as green roofs, green walls and green decks which could be used for food growing. The approach to internal space standards in Core Strategy Policy BSC18 will help to ensure new homes will have sufficient room to store food and to prepare and eat meals.

2.13.7 In addition to those policies, the approach to centres in Policy BCS7 provides a context to help ensure local shopping facilities are within reach of local communities. It identifies a retail hierarchy with 47 centres of differing scales and roles. Policies DM8 and DM9 aim to ensure that the roles of those centres are maintained. Policy DM10 covers food and drink uses, such as restaurants, cafés and pubs, and addresses the potential health issues of takeaways in close proximity to schools and youth facilities. Policy DM11 encourages the provision of new markets in the city.

2.13.8 In terms of food manufacturing, processing and distribution, Core Strategy Policy BCS8 provides a context for the maintenance of a stock of industrial and warehousing land within the city. Policies DM12 and DM13 specifically deal with the retention of industrial sites, subject to consideration of their role and continued viability. Core Strategy Policy BCS23 protects existing uses, which can include food manufacturing and processing, from the impact of pollution from new development. Policy DM33 seeks to ensure that development sensitive to pollution is not located in areas where it may undermine the future viability of industrial areas which can include food related industries.

2.13.9 The council will continue to have regard to matters related to food production, food quality and food security when policies in the Local Plan are reviewed. The provisions for review are set out in paragraphs 1.13 and 1.14 of this document and in chapter 5 of the Core Strategy.

Health Policies

Policy DM14: The Health Impacts of Development

2.14.1 The environment is known to have a major impact on health and wellbeing. The National Planning Policy Framework highlights the role of the planning system in supporting health, social and cultural wellbeing and creating healthy, inclusive communities. The Core Strategy aims to deliver a

safe and healthy city where development contributes to reducing the causes of ill health, improving the health and wellbeing of the local population and reducing health inequalities. This policy ensures the impact on health is taken into account from the outset in considering proposals and requires systematic health impact assessments to be undertaken for larger proposals.

Development should contribute to reducing the causes of ill health, improving health and reducing health inequalities within the city through:

- i. Addressing any adverse health impacts; and**
- ii. Providing a healthy living environment; and**
- iii. Promoting and enabling healthy lifestyles as the normal, easy choice; and**
- iv. Providing good access to health facilities and services.**

Developments that will have an unacceptable impact on health and wellbeing will not be permitted.

A Health Impact Assessment will be required for residential developments of 100 or more units, non-residential developments of 10,000m² or more and for other developments where the proposal is likely to have a significant impact on health and wellbeing. Where significant impacts are identified, measures to mitigate the adverse impact of the development will be provided and/or secured by planning obligations.

2.14.2 The policy ensures that health and wellbeing, including health inequalities, is considered in the determination of planning applications with the goal of creating healthy places to grow up and grow old in, that support people in making healthy choices, that make these choices easier, that enable active ageing to become the norm rather than the exception and to address health inequalities as a priority.

2.14.3 The council encourages applicants to seek to minimise adverse health and health inequality impacts, and to promote population health and wellbeing. Scoping for potential impacts early in the design processes is encouraged and will give a development the best chance of meeting the objectives of this policy.

Policy Links
<p>Bristol Local Plan Core Strategy – Lead Policy</p> <ul style="list-style-type: none">• BCS21: Quality Urban Design <p>Other key Core Strategy policies</p> <ul style="list-style-type: none">• BCS9: Green Infrastructure• BCS10: Transport and Access Improvements• BCS13: Climate Change• BCS15: Sustainable Design and Construction• BCS23: Pollution

Application Information

Design and Access Statements should address the impact of the proposed development on health and wellbeing. Statements should show how the development would contribute to reducing the causes of ill health, improving health and reducing health inequalities within the city.

A Health Impact Assessment should be submitted with planning applications for all developments of the scale referred to in the policy or transport proposals or a statement that the requirements for a Health Impact Assessment are being explicitly met through some other means, such as a sustainability statement or environmental impact assessment. The Health Impact Assessment should include reference to how the proposals have been discussed with health service providers regarding impacts on primary health care services.

Guidance on preparing Health Impact Assessments is provided in a planning advice note.

Green Infrastructure Policies

Policy DM15: Green Infrastructure Provision

2.15.1 Green infrastructure provision facilitates a positive effect on people's health by providing space and opportunities for sport, play, and social interaction; improves the quality of the visual and natural environment; performs important functions such as mitigating flood risk, removing pollutants from the air and cooling rising urban temperatures. Green infrastructure also protects and enhances local nature conservation, creating and connecting habitats for wildlife.

2.15.2 Core Strategy policy BCS9 requires an appropriate type and amount of new or enhanced green infrastructure to be incorporated into new development. Individual green infrastructure assets such as trees, local food growing space and water features have specific benefits and functions.

2.15.3 This policy therefore sets out criteria for the provision of certain types of green infrastructure assets and the circumstances when they should be included in development proposals.

AM15.1

2.15.4 The provision of public open space for recreation, although a type of green infrastructure asset, is addressed separately in policy DM16. Although nature conservation sites and features form a consideration within this policy, further detail relating to nature conservation is contained in policy DM19. The provision and consideration of cycle Greenways is addressed in policy DM25.

Multifunctional Green Infrastructure Assets

New green infrastructure assets will be expected to be designed and located to maximise the range of green infrastructure functions and benefits achieved, wherever practicable and viable.

Strategic Green Infrastructure Network

New or enhanced green infrastructure assets will be expected to take any reasonable opportunities to connect to, or enhance, the existing Strategic Green Infrastructure Network.

Local Food Growing Space

All new residential development should be designed and located to facilitate opportunities for local food growing ~~where practicable~~.

AM15.2

Provision of statutory allotment plots on a development site will be sought when the level of residential development creates a need for 1750m² of statutory allotments, equivalent to 7 statutory allotment plots.

Trees

AM15.3

The provision of additional ~~and enhanced trees and/or improved management of existing trees~~ will be expected as part of the landscape treatment of new development.

The design, size, species and placement of trees provided as part of the landscape treatment will be expected to take practicable opportunities to:

- i. Connect the development site to the Strategic Green Infrastructure Network, and/or Bristol Wildlife Network; and
- ii. Assist in reducing or mitigating run-off and flood risk on the development site; and
- iii. Assist in providing shade, and shelter ~~and contribute to~~ address urban cooling; and

AM15.4

~~iv. Assist in improving or mitigating identified air quality issues associated with the development; and~~

AM15.5

iv. Create a strong framework of street trees to enclose or mitigate the visual impact of a development.

Water

Development which proposes water features will be expected to demonstrate that no additional water resources will be required for the water features' effective operation.

Multifunctional Green Infrastructure Assets

2.15.5 The context section of Core Strategy policy BCS9 at paragraph 4.9.3 identifies a range of functions and benefits which green infrastructure assets can assist in achieving. These should be used to inform the effective design and provision of multifunctional green infrastructure assets.

2.15.6 When considering the function and design of green infrastructure assets applicants should consider sustainability issues relevant to the development site, which new or enhanced green infrastructure might assist in addressing. Sustainability issues to consider include: the site's proximity to the Bristol Wildlife Network (policy DM19 contains further information on nature conservation issues); flood risk issues in and around the site; any nearby cycle, public rights of way; strategic green infrastructure routes; local access, or lack of it, to public open spaces; statutory allotments and opportunities for local food growing.

Strategic Green Infrastructure Network

2.15.7 The Strategic Green Infrastructure Network is formed by individual green infrastructure assets such as areas of open space, nature conservation sites, water based assets, landscapes and wider countryside, which are physically and visually connected to each other by green assets such as cycle routes, public rights of way, tree-lined routes, landscaping and waterways, that facilitate sustainable movement and access. [Core Strategy policy BCS9 \(diagram 4.9.1\) shows the Strategic Green Infrastructure Network.](#)

AM15.6

2.15.8 New or enhanced green infrastructure assets on or adjacent to this network should be designed to connect to this network, for example to maximise the use and access to an allotment, open space or waterway. New or enhanced green infrastructure assets should be designed to form or enhance connections to the network wherever possible, for example, through greening an existing section of the network with trees to increase its wildlife or visual amenity quality, or upgrading an existing pedestrian and cycle connection to link effectively into a public open space, allotment or community garden.

Local Food Growing Space

2.15.9 Given the range of potential benefits and functions associated with even small-scale food growing space, the policy expects new residential development to facilitate opportunities for local food growing. New residential development should therefore include areas integral to the development that provide suitable conditions for food growing, for example by containing suitable soil quality and depth.

2.15.10 The residents of all new homes should be able to access statutory allotment plots. [The standard for new allotment provision as set out in policy DM15 is based on](#) [the council's Bristol Parks and Estates Allotment Strategy 2009 to 2019](#) [which](#) seeks to provide as a minimum 7 plots per 1,000 population in any Neighbourhood Partnership Area, with all residential areas being within ¾ mile of an allotment. One allotment plot is considered to require 250 m² of land.

AM15.7

2.15.11 Some sites will be of sufficient scale to require on-site provision of statutory allotments, where the level of residential development creates the need set out in the policy, and no capacity exists in accessible statutory allotment sites.

Trees

AM15.8

2.15.12 ~~The majority of~~ Many tree species absorb gaseous pollutants and also capture particulate matter. Therefore where development might have a negative impact upon or be affected by poor air quality, additional tree planting of an appropriate species ~~would~~ can assist in mitigating air quality issues.

AM15.9

2.15.13 When the correct species are provided a strong framework of street trees or linear connections can assist in creating or strengthening existing wildlife corridors. Where a development site is on or adjacent to part of the Bristol Wildlife Network, the design and placement of any trees should enhance or create wildlife corridors between known habitats. [The Bristol Wildlife Network is available to view on the Explore Bristol section of the council's website: http://www.bristol.gov.uk/explore-bristol.](http://www.bristol.gov.uk/explore-bristol)

2.15.14 Where trees are to be provided off-site to mitigate the impact of development on air quality, flood risk or visual amenity, planning obligations will be secured to provide the trees under the approach contained in the council's Planning Obligations Supplementary Planning Document.

Water Features

2.15.15 Proposals for water features which would use clean water directly from the mains would not be considered a sustainable approach to development. However, the output of grey water harvesting and recycling, sustainable urban drainage systems or making use of existing waterways to supply proposed water features would be considered a more sustainable and acceptable approach.

2.15.16 Exceptions to this policy requirement will be made where water features are proposed for public recreation or the water feature would have a role in supplying drinking water.

Policy Links
<p>Bristol Local Plan Core Strategy – Lead Policy</p> <ul style="list-style-type: none"> • BCS9: Green Infrastructure <p>Other key Core Strategy policies</p> <ul style="list-style-type: none"> • BCS5: Housing Provision • BCS10: Transport and Access Improvements • BCS11: Developer Contributions • BCS13 Climate Change • BCS16: Flood Risk and Water Management • BCS21: Urban Design

Application Information

Sustainability Statements – Green Infrastructure Provision

Where new or enhanced green infrastructure is proposed as part of a development, a sustainability statement should be submitted at the same time as the application, with a separate section on Green Infrastructure provision.

This should set out how the design and placement of any new or enhanced green infrastructure has maximised its potential functions and benefits. For this the following information will be required:

- Clearly set out each green infrastructure asset provided (e.g. tree, water feature, food production space, open space, cycle or pedestrian connections) whether new or enhanced, either on-site or off-site (direct provision or through planning obligations). For major developments a site plan should map and note the location of enhanced or new green infrastructure assets.
- With reference to the functions and benefits set out in the context section of Core Strategy BCS9 at paragraph 4.9.3, for each green infrastructure asset provided, set out a short explanation as to its functions and benefits achieved and why they are considered to do so, making reference to any site sustainability issues e.g. flood risk, location in the Wildlife Network etc.

Trees

AM15.10

Where trees are provided ~~or enhanced~~ or subject to improved management as part of green infrastructure provision, the sustainability statement's green infrastructure section should contain:

- A site plan showing the location and species of any trees provided or subject to improvement as part of the development.
- Reference to any planning obligations to provide off-site tree provision or mitigation if relevant.

Local Food Production Space

New residential proposals should demonstrate and provide evidence of access to statutory allotments in the vicinity of the development site, and set out any measures or contribution to assist in meeting any need for statutory allotments created by the development.

Where on-site allotment provision is required details of the size, design and placement of the allotments should be provided.

Water Features

Where water features are proposed the applicant should include information about the source of water, making reference to any features on the development site and relevant drawings that illustrate the source.

Policy DM16: Open Space for Recreation

2.16.1 Core Strategy policy BCS9 requires development to contribute to an appropriate quantity and quality of open space. This Development Management policy offers an approach to providing an appropriate quality, quantity and accessibility of open space for recreation.

2.16.2 The council's Parks and Green Spaces Strategy identifies five types of open space for recreation: Children and Young People's Space; Formal Green Space; Informal Green Space; Natural Green Space and Active Sports Space. Details of the intrinsic recreational benefit and function of each type of recreational open space are set out in the Parks and Green Spaces Strategy.

2.16.3 Open space for recreation can have multifunctional green infrastructure benefits and functions. These include enhancing visual amenity, landscape and townscape quality, improving mental and physical wellbeing through facilitating exercise, outdoor activity and community interaction.

2.16.4 Development will be introducing further residents into areas of Bristol where there is already evidence of low quantity, quality and access to publicly accessible open spaces for recreation. Further development, especially residential development, will create additional pressure and demand. Therefore, given their important role and impact upon overall quality of life in Bristol, new development will be expected to address the demand it creates for open space for recreation.

Development will be expected to ensure that open space for recreation, to meet the minimum quality, access and quantity standards set out in Appendix 1, is provided.

Where new open space for recreation is created as part of a development, it will be expected to:

- i. Be of an appropriate minimum size and quality; and**
- ii. Be publicly accessible; and**

- iii. **Be appropriately designed to be safe, usable, integrated into the development site and maximise green infrastructure benefits and functions; and**
- iv. **Take opportunities to connect to the Strategic Green Infrastructure Network; and**
- v. **Include a suitable long-term maintenance programme.**

2.16.5 The Parks and Green Spaces Strategy standard has been set to try and ensure all people in Bristol have a minimum quality, access and quantity of the five types of publicly accessible open spaces for recreation. Appendix 1 sets out these minimum standards.

2.16.6 In meeting the standards it is recognised that given the developed nature of Bristol, achieving the desired level of 'quantity', within the distance standards, may not always be possible due to limited land availability. In such circumstances the 'quality' improvements to nearby open spaces can assist in meeting quantity standards for different types of publicly accessible open space for recreation, on one accessible, multifunctional site.

2.16.7 Any newly created publicly accessible open space(s) for recreation will need to be of a minimum size and quality for the council to consider it an effective open space asset. A new 'children's play space' recreational open space for example, which is not large enough to contain a balanced range of high quality facilities, would not assist in addressing the development's need for that type of publicly accessible recreational open space.

2.16.8 An appropriately designed public open space will also be expected to maximise the green infrastructure benefits and functions it provides. Paragraph 4.9.3 of the Core Strategy sets out the range of potential functions of benefits of green infrastructure assets. Efficient and effective design and maintenance of public open spaces can assist in mitigating and adapting the city to climate change through cooling urban environments, providing rainwater storage and forming part of sustainable run-off systems. Open spaces can also be designed to provide habitats and features to enhance the Wildlife Network in Bristol.

2.16.9 Core Strategy policy BCS9 (diagram 4.9.1) shows the Strategic Green Infrastructure Network. New or enhanced areas of public open space, on or adjacent to this network should be designed to connect to this network to maximise sustainable access to the functions and benefits it offers.

Policy Links
<p>Bristol Local Plan Core Strategy – Lead Policy</p> <ul style="list-style-type: none">• BCS9: Green Infrastructure <p>Other key Core Strategy policies</p> <ul style="list-style-type: none">• BCS5: Housing Provision• BCS10: Transport and Access Improvements• BCS11: Infrastructure and Developer Contributions• BCS13: Climate Change• BCS16: Flood Risk and Water Management• BCS21: Urban Design

Application Information

Planning applications should indicate how the criteria in this policy have been addressed.

Policy DM17: Development Involving Existing Green Infrastructure

2.17.1 The Core Strategy seeks to conserve existing green infrastructure assets. This policy sets out the detailed approach to this where further detail to support the Core Strategy is required.

2.17.2 The impact of development on green infrastructure assets with a nature conservation role is considered under policy DM19. Development involving existing private gardens is covered by policy DM21. Waterways, as a green infrastructure asset, are considered in policy DM22.

Important Open Spaces

Development on part, or all, of an Important Open Space as designated on the Policies Map will not be permitted unless the development is ancillary to the open space use.

Unidentified Open Spaces

Development which would result in the loss of open space which is locally important for recreation, leisure and community use, townscape and visual amenity will not be permitted.

Urban landscape

Proposals which would harm important features such as green hillsides, promontories, ridges, valleys, gorges, areas of substantial tree cover and distinctive manmade landscapes will not be permitted.

Trees

All new development should integrate important existing trees.

Development which would result in the loss of Ancient Woodland, Aged trees or Veteran trees will not be permitted.

Where tree loss or damage is essential to allow for appropriate development, replacement trees of an appropriate species should be provided, in accordance with the tree compensation standard below:

Trunk Diameter of tree lost to development (cm measured at 1.5 metres)	Number of replacement trees
<15	0-1
15-19.9	1
20-29.9	2
30-39.9	3
40-49.9	4
50-59.9	5
60-69.9	6
70-79.9	7
80 +	8

Important Open Spaces

2.17.3 Important open spaces with a role and value for recreation, leisure, community use, townscape, landscape or visual amenity quality are designated and shown on the Policies Map and protected from development.

Unidentified Open Spaces

2.17.4 In addition to the important open spaces identified on the Policies Map, Bristol contains a range of smaller open spaces which often have localised importance for a particular open space role. These are often too small to be shown on the Policies Map, or are integrated into existing developments. However, many of these spaces can have an important role and value for recreation, leisure, community use, townscape, landscape and visual amenity quality.

Urban Landscapes

2.17.5 The location of the main valuable urban landscapes within Bristol are shown below on map [13](#).

AM17.1

Map 43



Trees

2.17.6 Due to their characteristics and value, Aged and Veteran trees are considered to be of relatively greater importance than other trees and even trees of a similar species. Aged trees, by definition, have developed characteristics associated with great age and often have particular landscape and townscape value. Veteran trees are considered to have particularly important nature conservation value. Both will often have significant visual amenity, and potentially historic and cultural importance. As such their loss or harm will not be permitted, and the design and layout of development will be expected to integrate them into development.

2.17.7 Trees are considered valuable multifunctional green infrastructure assets. The policy seeks to protect the most valuable trees and in line with the Core Strategy approach to green infrastructure assets, mitigate for the loss of other important trees by securing replacement trees onsite or in the public realm. The tree compensation standard set out in this policy provides a suitable mechanism to determine the appropriate level of mitigation where loss of trees is proposed as part of development.

2.17.8 The council’s Planning Obligations Supplementary Planning Document sets out the circumstances when off-site tree provision will be necessary. Where trees are to be provided off-site, planning obligations will be sought to provide the appropriate number of replacement trees, utilising the approach set out in the Supplementary Planning Document.

Policy Links
<p>Bristol Local Plan Core Strategy – Lead Policy</p> <ul style="list-style-type: none"> • BCS9: Green Infrastructure <p>Other key Core Strategy policies</p> <ul style="list-style-type: none"> • BCS5: Housing Provision • BCS10: Transport and Access Improvements • BCS16: Flood Risk and Water Management • BCS21: Urban Design • BCS23: Pollution

Application Information

Trees

Where trees are present on a development site a British Standard 5837 Tree Survey ‘Trees in relation to Construction survey’ and related survey information should be submitted along with an application for planning permission.

Policy DM18: Avonmouth and Kingsweston Levels

MM18.1

2.18.1 To the north of the city's built-up area, on both sides of the M5 motorway and extending to the Severn Estuary, there are extensive areas of undeveloped land. These areas include a range of uses including grazing land and recreation areas. Most of the areas are affected by significant levels of flood risk. There are areas which contribute to biodiversity, some of which are designated for their importance at local, national and international level or which help to support the species associated with the Severn Estuary Special Protection Area. There are also important archaeological remains, including complex prehistoric landscapes. Parts of the undeveloped land, particularly those south of the M5 motorway at Lawrence Weston, currently contribute to the open setting of the northern parts of the city.

2.18.2 The Core Strategy aims to focus most new development on previously developed sites and other land within the built-up areas of the city. Its policy for Avonmouth and Bristol Port supports the area's economic strengths whilst protecting its environmental assets and acknowledging its development constraints. Principal Industrial and Warehousing Areas have been designated in this plan where industrial and warehousing redevelopment and renewal will occur. It is not expected that the remaining undeveloped areas would see significant amounts of new development within the period covered by the Core Strategy in view of the known environmental constraints. They are, therefore, designated as Avonmouth and Kingsweston Levels to which policy DM18 applies.

MM18.2

~~Within t~~**The Avonmouth and Kingsweston Levels area as shown on the Policies Map will remain primarily undeveloped.**

~~development~~**Development proposals consistent with the area's undeveloped status will may be permitted acceptable where they would be in accordance with all other relevant development plan policies.**

MM18.3

2.18.3 Whilst the policy means that the generally undeveloped status of the area would be maintained, forms of development suitable in open areas may be appropriate where they are consistent with other planning policies. ~~For example, consistent with policy BCS14 of the Core Strategy, forms of renewable energy generation such as wind turbines would be acceptable in principle where they would be in accordance with other policies.~~ The area ~~also~~ contains locations with the potential for habitat creation to enhance biodiversity and mitigate the impacts of development on internationally important areas for nature conservation. Development necessary for the creation and management of such areas would also be acceptable in principle.

2.18.4 Part of the Avonmouth and Kingsweston Levels area forms the coastal section of the Severn Estuary Special Protection Area which is subject to specific legislation and national planning policy. Several locations within the Levels area are designated in this plan as Sites of Nature Conservation Interest. These are shown on the Policies Map.

2.18.5 The role and extent of the Avonmouth and Kingsweston Levels designation will be re-examined as part of any future review of the strategic planning context for the area [\(see paragraph 1.13 above\)](#). That review will take into account [and be informed by](#), the content and outcomes of the Avonmouth and Severnside Integrated Development, Infrastructure and Flood Risk Management Study February 2012 prepared for Bristol City and South Gloucestershire Councils. It will also take into account the Severnside & Avonmouth Wetland Habitat Project October 2010 and December 2011 (the Cresswell study).

MM18.4

Policy Links
<p>Bristol Local Plan Core Strategy – Lead Policy</p> <ul style="list-style-type: none"> • BCS4: Avonmouth and Bristol Port • BCS9: Green Infrastructure <p>Other key Core Strategy policies</p> <ul style="list-style-type: none"> • BCS16: Flood Risk and Water Management • BCS22: Conservation and the Historic Environment

Application Information

There are no specific submission requirements associated with this policy. Any planning applications should include the application information suggested in other relevant policies.

Policy DM19: Development and Nature Conservation

2.19.1 Building on the adopted Core Strategy policy BCS9, this policy provides further detailed criteria for the consideration of proposals affecting nature conservation sites and features of value in Bristol.

2.19.2 Bristol contains a wide range of important nature conservation sites that contribute to a varied stock of natural habitats and species. The city has two sites of international importance: The Severn Estuary, which is a Special Protection Area (SPA), Special Area of Conservation (SAC) and Ramsar site, and; the Avon Gorge SAC. [The findings of the Severnside & Avonmouth Wetland Habitat Project, October 2010 and December 2011 \(the Cresswell study\) will be taken into account in determining any proposals which affect the international designations of the Severn Estuary. The documents are available on the Local Plan Evidence page of the council’s website.](#) There are also currently five

MM19.1

Sites of Special Scientific Interest (SSSI) in Bristol, which are of national importance for habitat conservation value.

2.19.3 Local nature conservation sites help to ensure the habitats, species and features of value are adequately protected and allow for appropriate public access to nature. Local nature conservation sites in Bristol include Sites of Nature Conservation Interest (SNCl), Regionally Important Geological Sites (RIGS) and Wildlife Corridors. These sites provide a refuge for flora and fauna; contribute to national biodiversity and geodiversity targets; add to the local character and distinctiveness of an area; contribute to quality of life; enhance the natural processes that support quality of life by maintaining air, soil and water quality; and can also reduce the effects of flooding and pollution.

2.19.4 Together the SNCl and connected sites in Wildlife Corridors form the Bristol Wildlife Network. This network strengthens the resilience of species and habitats to changes in the built and natural environment, including rising temperatures and flood risk associated with climate change. It also encourages public interaction with wildlife and an appreciation and understanding of nature conservation which makes a positive contribution to the quality of life in Bristol.

Development which would be likely to have any impact upon habitat, species or features, which contribute to nature conservation in Bristol will be expected to:

- i. Be informed by an appropriate survey and assessment of impacts; and**
- ii. Be designed and sited, in so far as practicably and viably possible, to avoid any harm to identified habitats, species and features of importance; and**
- iii. Take opportunities to connect any identified on-site habitats, species or features to nearby corridors in the Wildlife Network.**

Where loss of nature conservation value would arise development will be expected to provide mitigation on-site and where this is not possible provide mitigation off-site.

Development on or adjacent to sites of nature conservation value will be expected to enhance the site's nature conservation value through the design and placement of any green infrastructure provided.

Sites of Nature Conservation Interest

Development which would have a harmful impact on the nature conservation value of a Site of Nature Conservation Interest will not be permitted.

Wildlife Corridors

Development which would have a harmful impact on the connectivity and function of sites in Wildlife Corridors will only be permitted where the loss in connectivity, or function, of an existing Wildlife Corridor is mitigated in line with the following hierarchy:

- a. **Creation of a new wildlife corridor within the development site;**
- b. **Enhancement of an existing corridor or creation of a new corridor off-site to maintain the connectivity of the Bristol Wildlife Network.**

Habitat, Species and Features of Nature Conservation in Bristol

2.19.5 For the purpose of applying provisions of policy DM19, the habitats, species and features which contribute to nature conservation value in Bristol comprise the following locations, habitats, species and development situations:

- **International Sites (SPAs and SACs, Ramsar), National Sites (SSSIs).** All are shown on the Policies Map.
- Designated local nature conservation sites, **SNCl**s and **RIGS**. These are designated and shown on the Policies Map.
- Non-designated local nature conservation sites, the **Wildlife Corridors**. ~~This is~~ These are available to view on [the Explore Bristol section of](#) the council's website.
- Development sites containing **Protected Species**.
- Designated, non-designated sites and other development sites containing **Habitats and Species of Principal Importance**.

AM19.1

Protected Species

2.19.6 Protected Species are subject to separate legislation which determines appropriate development and approaches to mitigation. Protected Species legislation will need to be met before planning permission can be granted.

2.19.7 To assist in determining the type of development and locations where Protected Species might be present, guidance is contained within the 'Bristol survey and assessment of impacts upon Nature Conservation'.

Species and Habitats of Principal Importance

2.19.8 Species or Habitats of Principal Importance are determined under Section 41 of the Natural Environment and Rural Communities Act 2006. It sets out the habitats or species of Principal importance for the conservation of biodiversity in England. Principal Species of Importance in Bristol include otters, water voles, hedgehogs and house sparrows.

2.19.9 Often Species or Habitats of Principal Importance will be contained with local nature conservation sites such as SNCIs and Wildlife Corridors. The Bristol Nature Conservation Map sets out the known Species and Habitats of Principal Importance on sites in the Bristol Wildlife Network (SNCIs and Wildlife Corridors). This can be used to initially identify where these nature conservation assets exist on a development site.

Appropriate survey and assessment of impacts on nature conservation

2.19.10 An appropriate survey and assessment of impacts will also be needed to determine developments likely to impact upon Species, or Habitats of Principal Importance. To assist in determining the type of development and locations where Species or Habitats of Principal Importance might be present, guidance is contained within the 'Bristol survey and assessment of impacts upon Nature Conservation'.

2.19.11 The guidance note assists with understanding the type of survey and assessment that should be undertaken to inform assessment of impact, potential harm, suitable development and potential need for mitigation or compensation. It explains that the appropriate survey and assessment is dependent upon the type of nature conservation site, particular habitats and whether a Protected Species would be impacted by a proposed development. The guidance also explains appropriate sources of information and the correct approaches to undertaking surveys and reporting of them. The output from the required survey and assessment forms part of the submission information.

Designated International and National Nature Conservation Sites

2.19.12 The SPA, SAC and Ramsar international sites receive the highest level of protection and no significant negative effects upon the habitats, species and special features of the sites will be permitted. The Severn Estuary SPA, SAC and Ramsar site and Avon Gorge SAC are identified and protected by international conventions, European Directives and subject to statutory protection in the Conservation of Habitats and Species Regulations 2010. Relevant proposals will therefore need to be supported by sufficient evidence to demonstrate there would be no significant effect on the integrity of these international sites. Within Avonmouth this will include proposals that impact upon land which lies outside the Severn Estuary SPA Boundary, where it provides habitats for SPA Qualifying Species and/or the Qualifying Assemblage. The Cresswell study 2011 contains information on the location of the known inland habitats.

2.19.13 Development on land within or outside SSSIs will be expected to meet the requirements for SSSIs set out in the National Planning Policy Framework.

MM19.2

2.19.14 For the international and national sites, the relevant legislation and protection will apply, in addition to the requirements of policy DM19.

Designated Local Nature Conservation Sites - Sites of Nature Conservation Interest (SNCIs)

2.19.15 Although they do not receive the same legal protection as international or national nature conservation sites, Sites of Nature Conservation Interest (SNCIs) collectively represent the city's critical stock of natural capacity. In some areas of Bristol, SNCIs offer people their only valuable contact with wildlife. Therefore, development proposals which would harm the nature conservation value of an SNCI will not be permitted.

2.19.16 The 'Bristol Nature Conservation Map' displays the location of SNCIs within Bristol and also gives an overview of habitats and species on each SNCI. This, along with more detailed information from the appropriate survey and assessment, should inform any development proposal which may impact upon an SNCI to ensure harm is avoided.

2.19.17 For land to be given SNCI status strict criteria have to be met. These criteria establish the site as having substantive value for nature conservation due to the presence and condition of particular species, habitats and features.

Wildlife Corridors and the Wildlife Network

2.19.18 Wildlife Corridors contribute to the function and long-term value of SNCIs through the connectivity they create, forming a Wildlife Network across Bristol. Wildlife Corridors contain habitats and features that allow species to effectively move through and settle on a site, although they do not have the intrinsic value to meet the criteria to be considered as Sites of Nature Conservation Interest.

2.19.19 In order to maintain the integrity of the Wildlife Network, as required by Core Strategy policy BCS9, development proposals will be expected to understand the role and route of any Wildlife Corridors on a development site and any habitats and features which contribute to a Wildlife Corridors function, along with current and potential species which might utilise the wildlife corridor.

2.19.20 The Bristol Nature Conservation Map displays the location of Wildlife Corridors within Bristol and also gives an overview of valuable habitats and species on each site. This information, along with more detailed information from the appropriate survey and assessment required by policy DM19, will be expected to inform development proposals.

2.19.21 Development should integrate existing wildlife corridors. Where this is not practicable it should provide suitable mitigation in the form of on-site, functional Wildlife Corridor(s). Development

should also provide mitigation for any habitats, species or features of value associated with the Wildlife Corridors, where they are harmed or lost. This should take place on the development site wherever possible.

2.19.22 Where it is not possible to replace Wildlife Corridors, or their associated habitats, species and features of value within a development site, consideration of off-site mitigation to recreate a wildlife corridor in the nearest section of the Bristol Wildlife Network will be appropriate, provided the overall connectivity of the Bristol Wildlife Network is not harmed. Planning obligations may be utilised to secure off-site mitigation for habitats, species and features replacement, and to create or enhance new Wildlife Corridors.

Policy Links
<p>Bristol Local Plan Core Strategy – Lead Policy</p> <ul style="list-style-type: none"> • BCS9: Green Infrastructure <p>Other key Core Strategy policies</p> <ul style="list-style-type: none"> • BCS13: Climate Change • BCS21: Urban Design • BCS23: Pollution

Application Information

Nature Conservation Report

Development which would take place on or adjacent to Habitat, Species and Features of Nature Conservation in Bristol which might have an impact upon them should be supported by an appropriate survey and assessment of impacts.

A Nature Conservation Report should contain the findings of the appropriate survey and assessment of impacts. It should also contain appropriate survey information, details of the survey methodology, conclusions as to the impact and any proposed mitigation or enhancement to meet the provisions of this policy.

An appropriate 'Wildlife Survey' of impacts should be provided where Protected Species and some Species of Principal Importance are present on any of the above nature conservation sites, or on a development site.

A biodiversity or geological survey and assessment of impacts should be provided where development might impact any sites of value or Habitats of Principal Importance.

The guidance note 'Bristol survey and assessment of impacts upon Nature Conservation' sets out further detail as to when a Wildlife Survey or Biodiversity/Geodiversity Survey should be undertaken,

sources of appropriate information, information on correct methodology, assessment of impacts, and how to report findings.

Policy DM20: Regionally Important Geological Sites

2.20.1 There are a number of Regionally Important Geological Sites within Bristol. These sites are worthy of protection for their scientific, educational, research, historical or visual and landscape importance.

Planning permission will not be permitted for development that would have a harmful impact on a Regionally Important Geological Site's features of value.

2.20.2 Regionally Important Geological Sites are indicated on the Policies Map.

2.20.3 In considering proposals on or adjacent to Regional Important Geological Sites account will be taken of how the proposal conserves and enhances the site's geological interest, through its design and placement.

Policy Links
Bristol Local Plan Core Strategy – Lead Policy <ul style="list-style-type: none">• BCS9: Green Infrastructure

Application Information

Design and Access statements should consider the impacts on Regionally Important Geological Sites and explain how these have been addressed.

Policy DM21: Development of Private Gardens

2.21.1 Private residential gardens make an important contribution to the city's green infrastructure and to the character of its residential areas. This policy aims generally to retain private residential gardens in the city whilst setting out the limited circumstances where their development may be acceptable.

2.21.2 The Core Strategy sets out the approach to providing new homes to 2026. Delivery of the new homes can mainly be secured through the development of a mix of sites across the city and has not been based on the assumption that development of significant amounts of garden land will be required. However, development of garden land may be appropriate where it would contribute to sustainable forms of development. Where such developments occur they can make a limited but useful contribution to the overall supply of new homes.

Development involving the loss of gardens will not be permitted unless:

- i. The proposal would represent a more efficient use of land at a location where higher densities are appropriate; or**
- ii. The development would result in a significant improvement to the urban design of an area; or**
- iii. The proposal is an extension to an existing single dwelling and would retain an adequate area of functional garden.**

In all cases, any development of garden land should not result in harm to the character and appearance of an area.

Development involving front gardens should ensure that the character of the street is not harmed and that appropriate boundary treatments and planting are retained.

2.21.3 The Core Strategy seeks higher densities of development in and around the city centre, in or close to other centres and along or close to main public transport routes. In such locations the loss of garden land may be acceptable where a more efficient use of land would result, and provided the proposed development would not result in harm to the character of the area. In accordance with other policies, new green infrastructure would also need to be incorporated into the development.

2.21.4 Loss of garden land may be acceptable where improved urban design can be achieved. Improvements to urban design may occur, for example, where the development would fill an incongruous gap in an otherwise built-up frontage. Redevelopment of a number of properties may result in overall loss of garden land but create improved design.

2.21.5 Changes to front gardens do not always require planning permission. Where permission is necessary, the policy ensures that the character of an area is not harmed by inappropriate material, loss of boundary treatments and discordant design features.

Policy Links
<p>Bristol Local Plan Core Strategy – Lead Policy</p> <ul style="list-style-type: none"> • BCS9: Green Infrastructure <p>Other key Core Strategy policies</p> <ul style="list-style-type: none"> • BCS5: Housing Provision • BCS20: Effective and Efficient Use of Land • BCS21: Quality Urban Design

Application Information

The following should be submitted with planning applications to show how the proposal addresses this policy:

- The Design and Access Statement should explain the rationale for the proposed design setting out, where relevant, how the proposed development would secure higher densities at an appropriate location and/or demonstrating how the proposed development would improve the urban design of an area.
- The Sustainability Statement should show how new green infrastructure has been incorporated into the development proposals.

Policy DM22: Development Adjacent to Waterways

2.22.1 Bristol's waterways, its rivers, streams, brooks, ponds, the Floating Harbour, the rhines and ditches make an important contribution to the character, distinctiveness and quality of life in the city. Waterways are also important multifunctional green infrastructure assets, forming an integral part of Bristol's Strategic Green Infrastructure Network, linking open spaces, wildlife habitats, creating landscapes and vistas across the city.

2.22.2 Waterways and their banks contain established habitats with nature conservation value. The linear, connected nature of waterways also makes them excellent wildlife corridors, connecting and linking dry and wet habitats in the Bristol Wildlife Network.

2.22.3 The waterways also have an important recreation and health function. There are recognised physical and mental health benefits for people that can live, work or exercise near to water. Their banks provide corridors for walking and cycling routes and certain waterways can provide leisure and recreation opportunities.

2.22.4 Bristol's waterways are also a vital component of its underlying landscape structure and character, forming and contributing to urban landscapes. In densely built-up areas of the city waterways offer relief from the built environment while contributing to townscape quality and overall visual amenity in the city.

2.22.5 Effective design and planning of developments on or adjacent to waterways can maximise these intrinsic green infrastructure functions and benefits, offered by Bristol's waterways. The policy therefore requires development to be designed and implemented in a way which protects, maintains and enhances waterways important roles.

Development which is adjacent to, or contains, waterways will be expected to:

- Maintain, enhance or create suitable public connections adjacent to the waterway(s) for walking, cycling and maintenance; and**

- ii. **Provide suitable public connections from waterway(s) to the public realm network in the vicinity of the development site; and**
- iii. **Protect, maintain and enhance the nature conservation and sustainable urban drainage functions of the waterway(s) and its banks; and**
- iv. **Where feasible and viable, open culverted, piped or covered waterway(s); and**
- v. **Avoid the loss of open waterways through culverting, piping, or enclosure by development; and**
- vi. **Take opportunities to enhance the recreation and leisure role of onsite waterway(s).**

Public Connections

2.22.6 Physical and visual connections to waterways have important benefits for mental and physical health and for overall townscape and visual amenity in Bristol. New development on or adjacent to waterways should contain enough public space as close to waterways as practicably possible, to facilitate walking, cycling and maintenance. However, provision of new public connections adjacent to waterways should be designed to avoid harm to any nature conservation value that might exist on banks adjacent to waterways.

2.22.7 New development should be designed and sited to link new connections provided adjacent to waterways to the existing public realm network in and immediately around the development site.

2.22.8 Due to the inaccessible nature of land and the high risk industrial activity which takes place in Bristol Port, the requirements in this policy relating to public access will not normally be sought for applications in that location.

Policy Links
<p>Bristol Local Plan Core Strategy – Lead Policy</p> <ul style="list-style-type: none"> • BCS9: Green Infrastructure <p>Other key Core Strategy policies</p> <ul style="list-style-type: none"> • BCS10: Transport and Access Improvements • BCS16: Flood Risk and Water Management • BCS21: Urban Design • BCS23: Pollution

Application Information

Where development is on or adjacent a waterway with recognised nature conservation value, either as a designated or non-designated site, any impact upon habitats, sites or features of nature

conservation value will be subject to the provisions of policy DM19, which requires a survey and assessment of impacts on nature conservation value to be undertaken. The Application Information section of DM19 contains further information.

Transport Policies

Policy DM23: Transport Development Management

2.23.1 This Development Management policy sets out the transport and traffic considerations that development proposals should address. This includes parking standards for residential and non-residential development. It also seeks to ensure that new development is accessible by sustainable transport methods such as walking, cycling and public transport. It therefore helps to implement Core Strategy policy BCS10. This policy applies across the city except the city centre. Separate policies for parking and movement in the city centre are set out in the Bristol Central Area Plan.

Development should not give rise to unacceptable traffic conditions and will be expected to provide:

MM23.1

- i. **Safe and adequate access for all sections of the community within the development and onto the highway network including designs which secure low vehicle speeds; and**
- ii. **Adequate access to public transport including, where necessary, provision for public transport improvements; and**
- iii. **For appropriate transport improvements to overcome unsatisfactory transport conditions created or exacerbated by the development; and**
- iv. **For pedestrians and cyclists including, where appropriate, enhancing the pedestrian and cycle network and, for major non-residential schemes, providing adequate changing, shower, storage and drying facilities for cyclists.**

Proposals should be supported by a Transport Assessment and/or a Travel Plan where development is likely to have a significant traffic impact.

MM23.2

Public rights of way

Development will be expected to protect and enhance the function and amenity of public rights of way. Diversions of public rights of way will only be appropriate where an alternative route of equal or improved character, amenity, safety, directness and convenience is provided.

Parking and Servicing

In accordance with the standards set out in the parking schedule at Appendix 2, development proposals will be expected to:

- i. Provide an appropriate level of safe, secure, accessible and usable parking provision having regard to the parking standards, the parking management regime and the level of accessibility by walking, cycling and public transport; and**
- ii. Provide appropriate servicing and loading facilities.**

Proposals for parking, servicing and loading should make effective and efficient use of land and be integral to the design of the development.

Traffic implications of development proposals

2.23.2 Examples of unacceptable traffic conditions referred to in the policy include the introduction of traffic of excessive volume, size or weight on to unsuitable highways / streets or in to residential or other environmentally sensitive areas. This could result in high levels of transport noise and disturbance, a decrease in air quality and unsafe conditions both on the highway and for pedestrians.

MM23.3

[2.23.2A The council is committed to delivering 20mph speed limits across the city by 2015, excluding dual carriageways and 40mph and 50mph roads. The policy assists in the delivery of this by ensuring that the design of new development secures low vehicle speeds. Planning applicants should refer to guidance documents such as the Government's 'Manual for Streets' for advice on relevant design measures.](#)

Access and improvements to public transport, walking and cycling

2.23.3 To optimise access to sustainable transport modes, new development should provide links with existing public transport, pedestrian and cycle networks through its design and layout. The council will seek improvements to public transport access for development proposals in areas with poor accessibility, as well as enhancements to walking and cycling routes where appropriate. Where development proposals exacerbate existing – or create new – traffic problems mitigation measures will be sought. These could include, for example, highway junction improvements or the introduction of pedestrian facilities in areas where they do not currently exist.

Transport Assessments and Travel Plans

2.23.4 Transport Assessments consider the transport impacts of a proposed development and identify the measures to be taken to deal with them. A Travel Plan is a management strategy which seeks to manage travel to and from a specific site with the aim of reducing reliance on cars and encouraging walking, cycling and the use of public

AM23.1

transport. The scope of Transport Assessments and Travel Plans will be established through early discussions with the council and will depend on the scale and use of the development proposed. It will also include the consideration of any impacts that may occur in the adjoining local planning authority areas. Regard should be had to the Department for Transport guidance on their preparation.

MM23.4

Public rights of way

2.23.4A Public rights of way (i.e. public footpaths, bridleways and byways) are a valuable part of the city's transportation network. They are important for their role in recreation and for providing opportunities for people to benefit from regular exercise and access to the wider countryside. They also provide an alternative to car use for shorter journeys and for longer journeys when combined with public transport. Their protection and enhancement will therefore be expected in development proposals.

Parking

2.23.5 The approach to the provision of parking aims to promote sustainable transport methods, such as walking, cycling and public transport, as encouraged by Core Strategy policy BCS10. In addition, by emphasising that parking, servicing and loading should seek to make effective and efficient use of land and be integral to the design of the development, the policy helps to implement Core Strategy Policies BCS20 and BCS21. Separate policies for parking and movement in the city centre are set out in the Bristol Central Area Plan.

AM23.2

2.23.5A Residents' Parking Schemes have been established in parts of central Bristol. Community engagement on additional schemes is underway with consultation on further schemes to be considered in due course.

Cycle parking and facilities

2.23.6 The provision in new development of secure, well-located cycle parking can be very important in encouraging people to cycle regularly. Similarly, in commercial and other non-residential schemes, good facilities for changing, showering, storage and drying can also make a significant contribution to increasing cycle use. It is important that development proposals incorporate these facilities and parking at the outset of the design process. Applicants should refer to the council's 'Guide to Cycle Parking Provision' for guidance on this matter.

Policy Links
Bristol Local Plan Core Strategy – Lead Policy <ul style="list-style-type: none">• Policy BCS10: Transport and Access Improvements
Other key Core Strategy policies <ul style="list-style-type: none">• Policy BCS9: Green Infrastructure• Policy BCS11: Infrastructure and Developer Contributions• Policy BCS21: Quality Urban Design

Application Information

The following should be submitted with planning applications to show how the proposal addresses this policy:

- A Transport Assessment and/or Travel Plan where the transport implications of a development are likely to be significant. For smaller schemes a Transport Statement may be acceptable.

Policy DM24: Transport Schemes

2.24.1 The Core Strategy contains proposals for new transport infrastructure within Bristol to complement growth and regeneration. [These proposals reflect the schemes set out in the West of England Partnership’s Joint Local Transport Plan 3 \(2011-2026\)](#). The purpose of this Development Management policy is to safeguard land required for the implementation of those proposals which have land use implications. The policy also proposes to safeguard railway sites and associated land for passenger and rail freight purposes. Sites for safeguarding which fall within the area covered by the Bristol Central Area Plan will be addressed in that plan.

AM24.1

Land required for the implementation of the following transport schemes will be safeguarded to enable their future provision:

AM24.2

- **[MetroBus R\(rapid transit\)](#) routes (and stops) from:**
 - Ashton Vale to the City Centre
 - North Fringe to Hengrove
 - City Centre to Emersons Green
- **Rail stations at Portway Park and Ride and Ashley Hill**
- **South Bristol Link**
- **Callington Road Link and associated highway improvements**
- **Whitchurch Bypass**
- **A4 Bath Road Improvements**
- **The Avonmouth Way extension and connection to Kings Weston Lane**
- **Romney Avenue Bus Link**
- **M32 Park and Ride**

- **Expansion of A4 Park and Ride site at Brislington**

Rail land at the following locations will be safeguarded for future rail use at:

- **East Depot, St Anne’s**
- **Pylle Hill sidings**
- **St Philips Marsh Depot**
- **Rail link to serve Barrow Road Refuse Transfer Station**
- **Rail links at Chittening Industrial Estate**
- **Rail link from Hallen Marsh Junction to Kings Weston Lane**
- **Bulk Transfer Station at St Andrews Road.**

Development in safeguarded areas which would prejudice the future implementation of transport schemes will not be permitted.

The locations referred to above are shown on the Policies Map.

2.24.2 The infrastructure projects listed include rapid transit schemes and rail, Park and Ride and highway improvements. The Emersons Green to City Centre rapid transit route remains a priority though funding is not currently available to progress the scheme so a preferred route has not been identified. Funding opportunities may become available following the current round of transport Major Schemes spending after 2015. When route options are considered for this scheme, there will be further public consultation on any requirements to safeguard land for the proposal. The consultation will form part of the preparation or review of the Site Allocations and Development Management Policies.

Policy Links
<p>Bristol Local Plan Core Strategy – Lead Policy</p> <ul style="list-style-type: none"> • BCS10: Transport and Access Improvements

Application Information

None arising from this policy.

Policy DM25: Greenways

2.25.1 The Core Strategy states that development proposals should maximise opportunities for walking and cycling. This Development Management policy sets out how development proposals should facilitate and, where possible, improve access to the network of ‘Greenways’. Greenways are largely off-highway routes in Bristol intended for shared use by non-motorised forms of transport (including walking and cycling). They can be linked to form a network connecting people to facilities and open spaces in and around the city and linking to neighbouring communities and the countryside.

In order to maximise opportunities for walking and cycling:

- **Development will protect the function and amenity of existing Greenway routes.**
- **Development which contains proposed Greenway routes should incorporate and provide the proposed route contained within the development site.**
- **Development which is adjacent to the Greenway network should, where possible, provide spurs to connect with existing or proposed routes.**

Any new sections of Greenway routes or spurs should be appropriately designed and landscaped to optimise use by pedestrians and cyclists, ensure the safety and security of users and protect or enhance the location's character and nature conservation value.

2.25.2 Any new sections of Greenways routes or spurs will be achieved either as an integral part of the scheme's design or through planning obligations.

2.25.3 The network of existing and proposed routes will be shown on the council's website: <http://www.bristol.gov.uk/explore-bristol> under the 'Transport' mapping layer.

Policy Links
Bristol Local Plan Core Strategy – Lead Policy <ul style="list-style-type: none">• BCS10: Transport and Access Improvements
Other key Core Strategy policies <ul style="list-style-type: none">• BCS9: Green Infrastructure

Application Information

Design and Access statements should show how access to Greenways is addressed.

Design Policies

2.26.1 The Core Strategy establishes the overarching aim that all new development in Bristol achieves high standards of urban design, whilst safeguarding or enhancing the historic environment. Policies BCS21 and BCS22 of the Core Strategy express this aim as a series of key urban design objectives for new development.

2.26.2 The following suite of policies take these key design objectives forward by providing additional detail on how quality urban design is to be achieved. The policies represent a layered approach to the design of places, in which each of the policies represents a different

layer of the built environment, organised to help inform the process that designers are encouraged to follow in designing new development. The policies apply to development in all parts of the city, and should be used collectively, at a level appropriate to the scale of development proposed, to achieve the best urban design solution possible in each case.

Policy DM26: Local Character and Distinctiveness

2.26.3 Policy BCS21 of the Core Strategy states that development should contribute positively to an area's character and identity, creating or reinforcing local distinctiveness. This policy expands upon this requirement by setting out the criteria against which a development's response to local character and distinctiveness will be assessed.

General Principles

The design of development proposals will be expected to contribute towards local character and distinctiveness by:

- i. Responding appropriately to and incorporating existing land forms, green infrastructure assets and historic assets and features; and**
- ii. Respecting, building upon or restoring the local pattern and grain of development, including the historical development of the area; and**
- iii. Responding appropriately to local patterns of movement and the scale, character and function of streets and public spaces; and**
- iv. Retaining, enhancing and creating important views into, out of and through the site; and**
- v. Making appropriate use of landmarks and focal features, and preserving or enhancing the setting of existing landmarks and focal features; and**
- vi. Responding appropriately to the height, scale, massing, shape, form and proportion of existing buildings, building lines and set-backs from the street, skylines and roofscapes; and**
- vii. Reflecting locally characteristic architectural styles, rhythms, patterns, features and themes taking account of their scale and proportion; and**
- viii. Reflecting the predominant materials, colours, textures, landscape treatments and boundary treatments in the area.**

Development will not be permitted where it would be harmful to local character and distinctiveness or where it would fail to take the opportunities available to improve the character and quality of the area and the way it functions.

Development should retain existing buildings and structures that contribute positively to local character and distinctiveness. Where the loss of an existing building or structure is acceptable due to the wider planning benefits of a development proposal, opportunities should be sought to reuse any materials that contribute to local character and distinctiveness.

Specific Development Types

Infill development will be expected to have regard to the prevailing character and quality of the surrounding townscape. The higher the quality of the building group and the more unified the character of the townscape, the greater the need to reproduce the existing pattern, form and design of existing development. Infill developments on return frontages should be compatible with the open character of corner sites and be subservient in height, scale and massing to the primary frontage building.

Backland development will be expected to be subservient in height, scale, mass and form to the surrounding frontage buildings. It should not prejudice the opportunity to develop the adjoining land of similar potential nor should the proposed access arrangements cause adverse impacts to the character and appearance, safety or amenity of the existing frontage development.

In forms of existing development that relate poorly to the surrounding development or lack a coherent and integrated built form, development will be expected to take reasonable opportunities to improve the area's character, enclosure, permeability, public realm and appearance and better integrate the area with its surroundings.

General Principles

2.26.4 An appropriate response to local character and distinctiveness will be based on a robust character assessment, taking into account views of the local community and other stakeholders, and explained in the Design and Access Statement. Where available, existing council documents that have undergone robust public consultation such as conservation area character appraisals, the City Centre Context Study, supplementary planning documents, design briefs and neighbourhood plans will form an important part of the assessment. The factors that influence local character may extend beyond the immediate context, depending on the scale of the development proposed.

2.26.5 To respond effectively to local character and distinctiveness development should not, for example, have a detrimental impact on

existing important views by reason of its siting or design, or fail to conserve green infrastructure and heritage assets that could, if retained and integrated into the design, provide a better relationship between the proposed new development and the historic environment.

2.26.6 It is sometimes most appropriate for new development to reproduce the pattern and design of existing development. In most contexts, however, there is scope for innovative and contemporary design solutions where they would complement the existing development.

2.26.7 Sustainable design is not necessarily incompatible with local character and distinctiveness. Designing for local distinctiveness involves reconciliation of local practices on the one hand with latest technologies, building types and needs. If designed appropriately, new and old buildings can coexist without conflicting with or disguising one another.

2.26.8 Where there are no significant local traditions, the challenge but also the flexibility to create distinctive places will be greater. In such situations, innovative contemporary design solutions are encouraged. Regard should however be had to characteristic features of the wider Bristol area such as local materials and characteristic urban forms.

2.26.9 Landmarks form an important aspect of local character and distinctiveness and the role and setting of existing landmarks should be respected. However, it will not be appropriate for all new development to create new landmarks. New landmarks should only be located at appropriate locations within the townscape that are also focal points for activity where they would contribute positively to the legibility of the area.

2.26.10 An effective response to local character and distinctiveness will draw on the positive characteristics of the area. Where there are local features or characteristics that are considered to undermine the overall character of the area, particularly those identified in conservation area character appraisals or other relevant context appraisal documents, these should not form the basis for the response to local character and distinctiveness.

2.26.11 For the purposes of this policy:

- Infill development is defined as development in a small gap in an otherwise built-up frontage, usually consisting of the frontage plots only;
- Backland development is defined as development to the rear of existing buildings, usually with no street frontage of its own.

Policy Links
Bristol Local Plan Core Strategy – Lead Policy <ul style="list-style-type: none">• BCS21: Quality Urban Design <p>Other key Core Strategy policies</p> <ul style="list-style-type: none">• BCS9: Green Infrastructure• BCS22: Conservation and the Historic Environment

Application Information

The following should be submitted with planning applications to show how the proposal addresses this policy:

- The Design and Access Statement should contain evidence of a detailed analysis and response to local character and distinctiveness, proportionate to the nature and scale of the proposed development, with reference to the above criteria.
- Landscape and Visual Impact Assessments should be submitted for applications ~~which require an Environmental Impact Assessment~~, for tall buildings and for other ~~major~~ schemes that are likely to have a significant visual impact within the landscape.

AM26.1

AM26.2

Policy DM27: Layout and Form

2.27.1 This policy is concerned with the successful arrangement and form of buildings, structures and spaces. The layout of the built environment makes a key contribution to creating quality urban design as required under the Core Strategy, and as such the policy relates to all aspects of Core Strategy policy BCS21.

The layout, form, pattern and arrangement of streets, open spaces, development blocks, buildings and landscapes should contribute to the creation of quality urban design and healthy, safe and sustainable places. It should make efficient use of land, provide inclusive access and take account of local climatic conditions.

Proposals should not prejudice the existing and future development potential of adjoining sites or the potential for the area to achieve a coherent, interconnected and integrated built form. Where such potential may reasonably exist, including on sites with different use or ownership, development will be expected to either progress with a comprehensive scheme or, by means of its layout and form, enable a co-ordinated approach to be adopted towards the development of those sites in the future.

Streets and Spaces

Development will be expected to:

- i. Create or contribute towards a simple, well-defined and inter-connected network of streets and spaces that allows for convenient access to a choice of movement modes and routes, as appropriate to the size of the development and grain of the surroundings, without compromising the security of the development; and**
- ii. Provide direct, clear, safe and attractive links to existing routes, local and wider services, amenities and facilities including public transport; and**
- iii. Ensure that the layout, scale and enclosure of streets and spaces are appropriate to their function, character, capacity, hierarchy and local climatic conditions; and**
- iv. Incorporate existing and new green infrastructure to reinforce the character of streets and spaces.**

Opportunities for new street linkages will be sought where the existing permeability of the area is poor, desire lines exist or where historic routes can be reinstated.

Blocks and Plots

The layout and form of development, including the size, shape, form and configuration of blocks and plots, will be expected to:

- i. Achieve continuity of development edge that encloses and clearly defines the public realm whilst physically securing the private realm; and**
- ii. Create distinct public fronts and private backs with clear and obvious ownership and responsibility for external spaces provided; and**
- iii. Enable active frontages to the public realm and natural surveillance over all publicly accessible spaces; and**
- iv. Establish a coherent and consistent building line and setback that relate to the street alignment; and**
- v. Respond appropriately to local climatic conditions including solar orientation and prevailing winds to maximise the opportunities for energy efficient design, renewable energy generation and access to sunlight within the development, while minimising the negative effects of wind including wind turbulence and funnelling; and**
- vi. Enable existing and proposed development to achieve appropriate levels of privacy, outlook and daylight; and**
- vii. Be flexible to accommodate alternative but appropriate building types, plot types and uses which could adapt or change independently over time, taking into account the possibility for future extension; and**

- viii. Enable the provision of adequate appropriate and usable private or communal amenity space, defensible space, parking and servicing where necessary.

Height, Scale and Massing

The height, scale and massing of development should be appropriate to the immediate context, site constraints, character of adjoining streets and spaces, the setting, public function and/or importance of the proposed development and the location within the townscape. Design solutions should optimise adaptability and energy efficiency and promote health and wellbeing.

Landscape Design

Through high quality landscape design, development will be expected to contribute to a sense of place with safe and usable outdoor spaces which are planned as an integral part of the development and respond to and reinforce the character of the context within which it is to be set.

In contributing to green infrastructure, design should incorporate valuable existing natural and manmade landscape features, while reinforcing it with new structural tree planting where appropriate.

Proposals for the landscape design and planting of development will be expected to:

- i. Take account of the function, circulation and servicing of places and site constraints including underground services; and
- ii. Use trees and other plants appropriate to the character of the site and its context, including native trees; and
- iii. Allow sufficient space for safeguarding valuable existing vegetation and the healthy establishment of trees and other planting; and
- iv. Integrate sustainable urban drainage systems; and
- v. Incorporate hard detailing and materials and planting appropriate to context and fit for purpose, for all elements including surfacing, change of level, boundary treatments, and site furniture; and
- vi. Accommodate capacity for local food growing where possible.

Servicing and Management

Development should be designed taking into account the needs and practicalities of servicing and long term management of public or shared private spaces and facilities including communal and landscaped areas and deliver a secure, supportive, safe environment

for users that helps to foster a sense of community and minimise the opportunities for crime.

Development that would create new public realm and/or shared private spaces and facilities should be managed in accordance with an agreed Ownership and Management Plan which should include the upkeep and the long-term maintenance of shared private spaces and facilities including landscaped areas and external boundaries.

2.27.2 The layout and form of development is expected to have regard to the local context including local character and distinctiveness in creating a clearly defined and coherent urban structure with a sense of place.

Streets and Spaces

2.27.3 Streets are more than just traffic channels for vehicles and should be designed as public spaces, taking into account the needs of all users but prioritising pedestrians and cyclists and public transport.

Blocks and Plots

2.27.4 It is expected that most new development will be configured as perimeter blocks with coherent and consistent building lines unless the local context or site constraints dictate otherwise, or the proposed development would have an important public function for which an alternative configuration would be more appropriate. A change in building line should clearly demonstrate benefits to the quality of the public space and the maintenance of privacy and security should not prejudice the quality of the public realm.

2.27.5 Private or communal amenity space can include gardens, balconies and roof terraces and should support, among other things, quiet relaxation, safe play and/or opportunities for growing food as appropriate to the proposed development and the local context.

Landscape Design

2.27.6 The quality of the built environment can greatly be enhanced by a considered landscape design at an early stage of the design process including site appraisal and planning informed by up to date information and surveys of the site constraints and characteristics. The landscape design should contribute to the delivery of sustainable places and recognise the important role that green infrastructure plays in adapting to climate change and sustainability. For larger scale developments, a strategic landscape strategy for the entire site may be sought that sets out an integrated vision for the development.

2.27.7 In assessing the layout and form of development, regard will also be had to relevant national good practice guidance.

Policy Links
<p>Bristol Local Plan Core Strategy – Lead Policy</p> <ul style="list-style-type: none">• BCS21: Quality Urban Design <p>Other key Core Strategy policies</p> <ul style="list-style-type: none">• BCS9: Green Infrastructure• BCS10: Transport and Access Improvements• BCS13: Climate Change• BCS15: Sustainable Design and Construction• BCS22: Conservation and the Historic Environment

Application Information

The following should be submitted with planning applications to show how the proposal addresses this policy:

- The Design and Access statement should contain a rationale for the proposed layout and form of the development, with reference to the above considerations.
- Sunlight and daylight studies may be required for schemes where there is doubt over the acceptability of their impact on the amenity of existing development.
- Ownership and management plans should be submitted for all development proposals that would create new public realm and/or shared private spaces and facilities.

Policy DM28: Public Realm

2.28.1 The public realm comprises the streets, spaces and movement corridors within the built and natural environment to which the public have access. This might include privately owned spaces.

2.28.2 Policy BCS21 of the Core Strategy states that development should create a multifunctional, lively and well-maintained public realm that integrates different modes of transport, parking and servicing. This policy expands on this and other requirements of policy BCS21 by setting out detailed criteria for assessing the public realm element of new development proposals.

Development should create or contribute to a safe, attractive, high quality, inclusive and legible public realm that contributes positively to local character and identity and encourages appropriate levels of activity and social interaction.

Development will be expected to:

- Provide for or contribute towards an appropriate range of activity within the public realm, including spill-out spaces for trade, events, relaxation and recreation; and**

- ii. **Sensitively integrate and prioritise appropriate levels of movement infrastructure for different modes, including provision for convenient pedestrian and cycle movement; and**
- iii. **Provide an appropriate relationship with the building edge and a suitable transition between clearly defined public and private spaces; and**
- iv. **Reduce crime and fear of crime by creating a well-surveyed public realm that is well managed and cared for; and**
- v. **Enable easy, inclusive access into and through the public realm and to buildings that provides adequately for the mobility needs of all users having regard to age, gender and disability; and**
- vi. **Ensure that any car parking and provision for servicing are appropriate to the context and are sensitively integrated so as not to dominate the public realm; and**
- vii. **Where they are proposed or required by other policies, integrate sustainable drainage systems, natural and historic features and any planting into the design of the public realm; and**
- viii. **Incorporate appropriate street furniture, lighting and surface materials of high quality, environmental performance and durability that enhance the quality, character and appearance of the public realm through their siting and design; and**
- ix. **Retain in situ, where possible, traditional surface materials, boundary treatments and street furniture or, where this cannot feasibly be accomplished, reclaim them and reuse them elsewhere in the proposed development.**

AM28.1

Shared Spaces

Shared space or Home Zone solutions will be encouraged in appropriate locations. They should be designed and detailed to encourage low vehicle speeds, create a pedestrian-friendly environment, discourage inappropriate parking and incorporate street furniture and quality planting as an integral part of the proposed design.

2.28.3 A well-designed public realm will accommodate a wide range of activities that provide opportunities for human interaction, contributing to health and wellbeing and the character and vibrancy of the area. For example, providing space for events such as street markets and live performances and opportunities to wait, sit, stroll and play as an integral part of public realm design has the potential to greatly enhance the future use and enjoyment of the public realm.

AM28.2

2.28.4 In assessing whether a proposed development provides adequately for inclusive access, regard will be had to the council’s Environmental Access Standards. [These are available on the Equalities Policy and Data pages of the council’s website in the section entitled ‘Eliminating discrimination - council policies’.](#)

2.28.5 Regard will also be had to other council documents in assessing the design of the public realm, including where appropriate the City Centre Public Realm and Movement Framework and the Public Realm Standards Toolkit.

2.28.6 The public realm should be designed with ease of maintenance in mind and built up to the standard and specification required to enable, where appropriate, future maintenance by the council.

AM28.3

[2.28.7 Further information on Home Zones can be found in the national guidance document “Manual for Streets”.](#)

Policy Links
<p>Bristol Local Plan Core Strategy – Lead Policy</p> <ul style="list-style-type: none"> • BCS21 Quality Urban Design <p>Other key Core Strategy policies</p> <ul style="list-style-type: none"> • BCS9: Green Infrastructure • BCS10: Transport and Access Improvements • BCS13: Climate Change • BCS22: Conservation and the Historic Environment

Application Information

The following should be submitted with planning applications to show how the proposal addresses this policy:

- The Design and Access Statement should contain a rationale for the public realm design, with reference to the above considerations.
- Ownership and management plans should be submitted for all development proposals that would create new public realm.

Policy DM29: Design of New Buildings

2.29.1 New buildings should be designed to a high standard with design solutions founded upon a coherent concept and rationale.

2.29.2 This policy implements the requirements of policy BCS21 of the Core Strategy to deliver high quality, adaptable buildings that make a positive contribution to an area’s character and identity. The policy also seeks active building frontages that will enable a safe and secure built environment.

New buildings should be designed to a high standard of quality, responding appropriately to their importance and reflecting their function and role in relation to the public realm.

Proposals for new buildings will be expected to:

- i. Be clearly organised in terms of their form and internal layout and circulation to reflect the hierarchy of function they will accommodate, the uses they will serve and the context they will address; and**
- ii. Incorporate active frontages and clearly defined main entrances facing the public realm that emphasise corners and reinforce the most prominent frontages; and**
- iii. Respond to the solar orientation of the building to support energy efficient design while ensuring as far as possible that active rooms face the public realm; and**
- iv. Provide appropriate natural surveillance of all external spaces; and**
- v. Ensure that existing and proposed development achieves appropriate levels of privacy, outlook and daylight; and**
- vi. Allow for future adaptation or extension to accommodate alternative uses or to respond to the changing future needs or circumstances of occupiers by means of their internal arrangement, internal height, detailed design and construction; and**
- vii. Provide appropriately for inclusive access and circulation; and**
- viii. Incorporate opportunities for green infrastructure such as green roofs, green walls and green decks that may be accessed and used where appropriate; and**
- ix. Incorporate exteriors and elevations that provide visual interest from a range of viewing distances and are visually organised and well-proportioned; and**
- x. Incorporate high quality detail of an appropriate scale and proportion, arranged in a coherent way that contributes positively to the overall design approach of the building; and**
- xi. Employ high quality, durable and sustainable materials of an appropriate texture, colour, pattern and appearance that contribute positively to the character of the area.**

New residential development should provide dual aspect where possible, particularly where one of the aspects is north-facing.

Shopfronts, Signage and External Installations

Shopfronts will be expected to have regard to the host building and the wider street scene in terms of the scale, proportion and overall design and to provide independent ground floor front access to upper floors.

MM29.1

External signage will be expected to adopt a scale, detail, siting and type of illumination appropriate to the character of the host building, ~~and~~ the wider street scene and longer distance views.

External installations and security measures should be carefully integrated into the overall design of the host building with the aim of avoiding harm to the appearance of the building and achieving desirable design outcomes.

2.29.3 The design of new buildings should provide visual interest that takes account of near, medium and long distance views, with due attention given to the composition of all elevations. This will require building surfaces to be well detailed at both small and large scales. Small-scale detail is particularly important at ground floor level to create interest for pedestrians, while large scale details and modulation of the building envelope provide interest in longer distance views and relieve the actual and perceived bulk of buildings that could otherwise be seen as large and unrelenting; in this respect, the treatment of the roofscape and skyline are particularly important. Consideration should be given to how the use of a building and its constituent internal elements can be expressed in its design.

2.29.4 Residential developments should include living rooms, dining rooms and/or kitchens fronting the street as the most intensively used habitable spaces, while in non-residential development intensively used reception and circulation areas can also provide activity.

2.29.5 Active frontages can also be provided by accommodating mixed uses and/or multiple-occupiers and, where possible, sleeving undercroft parking with other development. This will facilitate multiple entrance points on to the surrounding public realm.

2.29.6 Buildings should be laid out and constructed in such a way as to enable future adaptability. Through the flexible layout of access and circulation arrangements, the provision of adequate floor to ceiling heights and the appropriate construction of the wall and roof structures, new buildings can be designed to enable their internal spaces to be reconfigured or adapted to different uses while maintaining natural lighting and ventilation to existing and future occupiers.

AM29.1

2.29.7 In assessing whether a proposed development provides adequately for inclusive access, regard will be had to the council's Environmental Access Standards. [These are available on the Equalities](#)

[Policy and Data pages of the council's website in the section entitled 'Eliminating discrimination - council policies'.](#)

2.29.8 There are many different external installations that new buildings are often required to accommodate, including renewable and low-carbon energy sources, shading devices, green infrastructure and security measures. The best design solution will emerge where these are considered from the outset as an integral part of the design.

2.29.9 Further information and detailed design guidance relating to shopfronts, security shutters and external signage can be found in Policy Advice Note 8 'Shopfront Guidelines'.

Policy Links
<p>Bristol Local Plan Core Strategy – Lead Policy</p> <ul style="list-style-type: none">• BCS21: Quality Urban Design <p>Other key Core Strategy policies</p> <ul style="list-style-type: none">• BCS9: Green Infrastructure• BCS13: Climate Change• BCS15: Sustainable Design and Construction• BCS22: Conservation and the Historic Environment

Application Information

The following should be submitted with planning applications to show how the proposal addresses this policy:

- The Design and Access Statement should make clear the concept and rationale underlying the proposed building design, including the approach to adaptability.

Policy DM30: Alterations to Existing Buildings

2.30.1 This policy deals specifically with extensions and alterations to existing buildings and applies to all building types, not just residential premises. In doing so, the policy implements the requirements of policy BCS21 of the Core Strategy to deliver high quality buildings that make a positive contribution to an area's character and identity whilst safeguarding the amenity of existing development.

Extensions and alterations to existing buildings will be expected to:

- Respect the siting, scale, form, proportions, materials, details and the overall design and character of the host building, its curtilage and the broader street scene; and**
- Retain and/or reinstate traditional or distinctive architectural features and fabric; and**

- iii. **Safeguard the amenity of the host premises and neighbouring occupiers; and**
- iv. **Leave sufficient usable external private space for the occupiers of the building.**

Extensions should be physically and visually subservient to the host building, including its roof form, and not dominate it by virtue of their siting and scale.

The principles set out in policy DM29 will apply where development proposals involve new or altered shopfronts, external signage and/or external installations and security measures.

Proposals that would sensitively adapt existing buildings to alternative uses as an alternative to demolition will be supported. Proposals that would retrofit existing buildings with sustainability measures will also be encouraged subject to an assessment against the above criteria.

2.30.2 The retention and re-use of existing buildings throughout the city can have significant sustainability and regeneration benefits, as well as helping to preserve local character. Reusing buildings avoids the consumption of building materials and energy and the generation of waste from the construction of replacement buildings.

2.30.3 Poorly conceived building extensions and alterations can have a detrimental impact upon a neighbourhood and the amenity of nearby occupiers. Where possible, significant extensions and alterations should be confined to the rear and minor elevations of a building.

2.30.4 In most instances, it will be appropriate for proposed works to retain and reflect the character and appearance of the existing building. In these cases, innovative design solutions will also be acceptable if they would be of exceptional design quality and would complement rather than detract from the existing building. There will, however, also be instances where the existing building is architecturally unremarkable or poor. In such circumstances, it might be appropriate to significantly remodel the appearance of the building or for extensions and alterations to sensitively contrast with the character of the building. The design approach adopted should draw on analysis of local character and distinctiveness undertaken in accordance with policy DM26 and should consider any impact upon the wider street scene.

2.30.5 Every effort should be made to retain traditional or distinctive architectural features and fabric that contribute positively towards the character of the building. Consideration should also be given to the sympathetic reinstatement of lost features and the removal of unsympathetic additions. If traditional facing materials exist and

cannot be practicably retained in situ, they should be suitably reclaimed for re-use as part of the proposed development.

2.30.6 Care should also be taken to ensure that any extension or alteration does not result in a harmful loss of sunlight or daylight through overshadowing of its neighbours. Furthermore, extensions should not be overbearing or result in unacceptable overlooking or loss of privacy.

2.30.7 Any proposed extension should retain sufficient external private space to meet the continuing requirements of the building. These include the appropriate retention of usable amenity space, green infrastructure, off-street parking and storage provision.

2.30.8 Further information and detailed design guidance specifically in relation to householder applications can be found in Supplementary Planning Document No.2 'A Guide for Designing House Alterations and Extensions'.

AM30.1

[2.30.9 Further information and detailed design guidance relating to shopfronts, security shutters and external signage can be found in Policy Advice Note 8 'Shopfront Guidelines'.](#)

Policy Links
<p>Bristol Local Plan Core Strategy – Lead Policy</p> <ul style="list-style-type: none"> • BCS21: Quality Urban Design <p>Other key Core Strategy policies</p> <ul style="list-style-type: none"> • BCS13: Climate Change • BCS15: Sustainable Design and Construction • BCS22: Conservation and the Historic Environment

Application Information

The following should be submitted with planning applications to show how the proposal addresses this policy:

- Where required, the Design and Access Statement should set out the rationale for the siting and design of any alterations or extensions with reference to the above criteria.

Policy DM31: Heritage Assets

2.31.1 Heritage assets, which can range from whole landscapes to individual items of street furniture, are a finite non-renewable resource that can often be irreparably damaged by insensitive ~~alterations~~ development. Great weight is given to the conservation of heritage assets. As set out in the Core Strategy, the historic environment is important not just for its own sake, but also as an

MM31.1

asset that can add value to regeneration and help to draw businesses to the city, acting as a stimulus to local economic growth.

2.31.2 The key to the sympathetic management of heritage assets is through a clear understanding of the assets themselves and the context in which they exist. Early discussions on development proposals, before the submission of a planning or listed building application, may also assist in avoiding costly work at a later stage.

2.31.3 This policy implements policy BCS22 of the Core Strategy by setting out in detail how the council proposes to secure the conservation of heritage assets ~~where development occurs and to reduce the harm to those assets to an acceptable minimum.~~ When assessing development proposals that affect heritage assets, this policy will be applied in conjunction with the relevant parts of policies DM26 to DM30. Other relevant documents such as Conservation Area Character Appraisals and others listed under policy DM26 will form an important part of the assessment.

MM31.2

General principles

Development that has an impact upon a heritage asset will be expected to:

MM31.3

- ~~i. Conserve and, where appropriate, enhance the asset or its setting; and~~
- ~~ii. Ensure that the significance of the asset is not compromised.~~

- Archaeology:

Scheduled monuments and other non-designated archaeological sites of equivalent importance should be preserved in situ. In those cases where this is not justifiable or feasible, provision should be made for excavation and record with an appropriate assessment and evaluation. The appropriate publication/curation of findings will be expected.

- Listed Buildings:

Alterations, extensions or changes of use to listed buildings, or development in their vicinity, will be expected to have no adverse impact on those elements which contribute to their special architectural or historic interest, including their settings.

- Conservation Areas:

Development within or which would affect the setting of a conservation area will be expected to preserve or, where appropriate, enhance those elements which contribute to their special character or appearance.

- Registered Historic Parks and Gardens:

Development will be expected to have no adverse impact on the design, character, appearance or settings of registered historic parks and gardens and to safeguard those features which form an integral part of their character and appearance.

- Locally important heritage assets:

Proposals affecting locally important heritage assets should ensure they are conserved having regard to their significance and the degree of any harm or loss of significance.

Understanding the asset

Development proposals that would affect ~~the character or setting of~~ heritage assets will be expected to demonstrate, by a thorough understanding of the significance of the asset, how any change proposed would ~~preserve or conserve~~ and, where appropriate, enhance that significance.

~~Minimising harm to the~~ *Conserving heritage assets*

Where a proposal ~~involves harm to the special character or historic interest~~ would affect the significance of a heritage asset, including a locally listed heritage asset, or its wider historic setting, the applicant will be expected to:

- Demonstrate that all reasonable efforts have been made to sustain the existing use, find new uses, or mitigate the extent of the harm to the significance of the asset; and
- Demonstrate that the works proposed are the minimum required to secure the long term use of the asset; and
- Demonstrate how those features of a heritage asset that contribute to its historical, archaeological, social, artistic or architectural interest will be retained; and
- Demonstrate how the local character of the area will be respected.

Recording the asset

Where a proposal would result in the partial or total loss of a heritage asset or its setting, the applicant will be required to:

- Instigate a programme of recording of that asset; and
- Ensure the publication of that record in an appropriate form.

Energy efficiency measures and renewables

The installation of energy efficiency measures and micro-renewables in historic buildings (including listed buildings) and in conservation areas will be permitted, provided that the works are the minimum

required to achieve the energy efficiency improvements and do not conflict with the general principles described above, prioritising low-impact measures over invasive measures.

2.31.4 Heritage assets are defined as buildings, monuments, sites, places, areas and landscapes positively identified as having a degree of historic significance meriting consideration in planning decisions.

2.31.5 Heritage assets of national importance will generally be protected as *designated assets* under the Listed Buildings and Conservation Areas Act (1990) or the Ancient Monuments and Archaeological Areas Act (1979). However, the historic environment comprises a wide range of assets, which may not merit formal designation, but are nevertheless highly regarded and often much-loved elements of an area. They may be identified during the planning process or during the process of assessments of local character, such as Conservation Area Character Appraisals. Equally, they may be identified by local communities and individuals as part of the preparation of a Local List. Locally listed ~~H~~historic parks and gardens are ~~shown~~ designated on the Policies Map. These are considered to be non-designated heritage assets that would in future form part of a Local List and are therefore subject to this policy.

MM31.4

2.31.6 The concept of the *significance* of an asset is an important consideration in assessing and determining applications that may affect a heritage asset. The definition of significance is given in the National Planning Policy Framework and the various means by which the significance of an asset can be measured are set out in the Practice Guide to PPS5: Planning for the Historic Environment.

2.31.7 In order that the degree of impact of a development proposal can be fully appreciated, it is essential that there is a full understanding of the asset and its significance, proportionate to its relative importance, against which to measure that impact. An understanding of the context of the asset is also important to appreciate its place in the historical development pattern of the area. The primary source of data is the Historic Environment Record, a comprehensive data source covering all heritage assets, as well as evidence from previous recording activity, such as archaeological surveys and excavations, and antiquarian observations.

2.31.8 A desk-based assessment using relevant data sources may allow an understanding to be obtained of the significance of an asset. In some cases, this will be insufficient and further information will be required in order to assess the degree of impact of a development proposal. The collection of such information could take one of a number of forms as appropriate to the asset, including on-site evaluation, perhaps by trial trenching or geophysical survey in the case of buried archaeological sites, to more detailed building survey and selective removal of fabric such as plaster and other wall

coverings. Such work should be carried out well in advance of the determination of an application so that their results can be given proper weight in decision-making.

2.31.9 The fact that heritage assets are irreplaceable means that great care must be taken when deciding on the destruction, either partial or total, of those assets. Even the most comprehensive record of an asset can never replace the asset itself. However, there will be occasions where other factors may dictate that a record is an acceptable alternative to the destruction of a heritage asset. Such a record should be in proportion to the significance of the asset itself and be carried out by suitably qualified people with provision for the publication of the results of the work to a wider audience.

AM31.1

2.31.10 The following adopted supplementary planning documents and supplementary planning guidance will continue to be used to guide decisions on development proposals:

- [SPD7 “Archaeology and Development” \(March 2006\)](#)
- [SPD1 “Tall Buildings” \(January 2005\)](#)
- [PAN6 “Off-Street Residential Parking in Conservation Areas”](#)
- [PAN8 “Shopfront Guidelines” \(1997\)](#)
- [PAN 15 “Responding to Local Character – A Design Guide” \(1998\)](#)
- [“Conservation Area Enhancement Statements” \(1993\) \(Until superseded by Conservation Area Character Appraisals\).](#)

Policy Links
<p>Bristol Local Plan Core Strategy – Lead Policy</p> <ul style="list-style-type: none"> • BCS22: Conservation and the Historic Environment <p>Other key Core Strategy policies</p> <ul style="list-style-type: none"> • BCS13: Climate Change • BCS15: Sustainable Design and Construction • BCS21: Quality Urban Design

Application Information

The following should be submitted with planning applications to show how the proposal addresses this policy:

- A Heritage Statement addressing the impact of the proposed development on heritage assets, including archaeological features.

Policy DM32: Recycling and Refuse Provision in New Development

2.32.1 Recycling and refuse storage is a practical requirement common to all development occupied by people. However, poorly sited or designed recycling and refuse storage provision has the potential for considerable adverse impacts on the visual appearance of an area as well as its general amenity, for instance by odours and obstruction of footways. An untidy proliferation of bins in streets and forecourts is often one of the most visible signs of higher residential densities when development is poorly designed, particularly when houses are subdivided.

2.32.2 This policy implements the recycling and refuse-related requirements of policy BCS15 of the Core Strategy and the design principles of policy BCS21 by setting standards for recycling and refuse provision in new development. It seeks to ensure that all new development is accompanied by recycling and refuse provision of sufficient quantity and quality, in order that the visual appearance, amenity and safety of an area is maintained when new development is introduced, including higher density development and residential subdivisions.

Recycling and Refuse in New Development

All new development will be expected to provide, as a minimum:

- **In the case of non-residential developments, shared housing and major flatted development, shared recycling facilities and refuse bins of sufficient capacity to serve the proposed development.**
- **In the case of other residential development:**
 - **Sufficient space for the storage of individual recycling and refuse containers to reflect the current collection regime; or**
 - **Communal recycling facilities and refuse bins of sufficient capacity to serve the proposed development as a whole (this could include whole street solutions).**

Residential properties with private garden areas should also include provision for the separate storage of garden waste for collection or composting.

Design and Access Requirements

The location and design of recycling and refuse provision should be integral to the design of the proposed development. In assessing recycling and refuse provision, regard will be had to the following considerations:

- i. **The level and type of provision, having regard to the above requirements and relevant space standards; and**
- ii. **The location of the provision, having regard to the need to provide and maintain safe and convenient access for occupants, while also providing satisfactory access for collection vehicles and operatives; and**
- iii. **The impact of the provision on visual amenity, having regard to the need to minimise the prominence of the facilities and screen any external provision; and**
- iv. **The impact of the provision on the health and amenity of neighbouring development and the proposed development; and**
- v. **The security of the provision against scavenging pests, vandalism and unauthorised use.**

Recycling and refuse storage should be separate from cycle storage, car parking and key circulation areas.

Development will not be permitted if recycling and refuse provision that meets the above capacity, design and access requirements cannot feasibly or practicably be provided.

Recycling Provision for Public Use

Major developments which draw large numbers of visitors will be expected to provide an element of appropriately sited and designed recycling provision for public use. Proposals to extend this provision to serve the wider community will be encouraged.

2.32.3 Recycling and refuse storage facilities should provide sufficient space for the storage of bins but also sufficient space for unobstructed access and circulation. Access to bins should be possible without presenting a hazard to occupiers of the development, recycling and refuse collectors or the public. Storage on the public highway will not be an acceptable substitute for proper on-site provision.

2.32.4 The council's guidance note, 'Waste and Recycling: Collection and Storage Facilities – Guidance for developers, owners and occupiers', provides further guidance on designing recycling and refuse storage facilities and will be relevant to the interpretation of this policy. The guidance note also contains information on the precise dimensions of different size bins, which should be taken into account when assessing the fitness for purpose of recycling and refuse storage solutions.

2.32.5 The collection regime for recycling and refuse, particularly in the case of residential development, is likely to vary within the plan period. The following explanatory text reflects the collection regime in place at time of writing. As and when the collection regimes changes,

the refuse storage requirements for new development will be expected to reflect the new regime.

Residential Development: Storage for Individual Dwellings

2.32.6 Individual dwellings presently require storage space for one 25 litre organic waste bin, one 44 litre box for dry recyclables, one 55 litre box for further dry recyclables including plastic packaging and one wheeled bin for general waste, plus a second wheeled bin for garden waste in some cases.

2.32.7 The capacity required for general waste depends on the number of bedspaces per dwelling. The present requirements are set out in the table to the right.

Bedspaces per dwelling	Capacity required (general waste)
1-2	140 litres
3+	180 litres

2.32.8 Where individual refuse stores are proposed for single dwellings, a minimum footprint of 0.6m × 1.5m should be provided, increasing as necessary to accommodate additional space for a garden waste bin.

Residential Development: Communal Storage

2.32.9 For major flatted schemes, the preferred format for recycling and refuse storage is communal storage, in which case the following capacities are presently required:

- 10 litres per unit for organic waste, provided as one or more 140 or 240 litre shared bins.
- 44 litres per unit for dry recyclables, provided as one or more mini recycling centres consisting of 6x 360 litre bins.
- 120 litres per unit for general waste, provided as one or more 1,100 litre bins.
- An appropriate level of cardboard storage in 660 litre or 1,100 litre bins.

Non-Residential Development

2.32.10 Non-residential development will be expected to provide an appropriate level of storage for recycling and refuse, generally in 1100 litre bins. Since non-residential waste is not collected by the local authority, non-residential waste should be kept strictly segregated from residential waste when mixed-use development is proposed.

Access to Recycling and Refuse Storage

2.32.11 For all recycling and refuse provision, sufficient space should be provided for independent, safe and convenient access to and manoeuvre of each bin.

2.32.12 The location from which recycling and refuse is to be collected should be as close as possible to where the vehicle stops and the design and length of the route over which loaded bins must be transported should be within acceptable operating limits as set out in the council’s supplementary guidance note, “Waste and recycling collection and storage facilities – Guidance for developers, owners and occupiers”. In many cases, the optimum location, having regard to the need to make efficient and effective use of land, will be one that is accessible from the public realm. However, the refuse storage and collection arrangements should not be detrimental to highway safety or the personal safety of occupiers, refuse collection operatives or the general public.

Design of Recycling and Refuse Storage

2.32.13 The appropriate screening of recycling and refuse storage can minimise the impact on visual amenity. Poorly sited or designed refuse storage can also be harmful to the health and amenity of the occupiers of development by reason of odours or loss of privacy or outlook. This can be avoided by ensuring that recycling and refuse storage is separate from all habitable areas and key circulation areas and is independently ventilated.

2.32.14 Proposals for public recycling facilities, for instance in car parks and public spaces, should also be sited so as to minimise their impact on visual amenity and highway safety and screened where it is safe and practical to do so.

Policy Links
<p>Bristol Local Plan Core Strategy – Lead Policy</p> <ul style="list-style-type: none"> BCS15: Sustainable Design and Construction <p>Other key Core Strategy policies</p> <ul style="list-style-type: none"> BCS21: Quality Urban Design <p>Supporting guidance</p> <ul style="list-style-type: none"> “Waste and Recycling: Collection and Storage Facilities – Guidance for developers, owners and occupiers” (January 2010)

Application Information

The following should be submitted with planning applications to show how the proposal addresses this policy:

- Detailed drawings should show the location and design of recycling and refuse storage.
- The Design and Access Statement should explain the rationale for the proposed location and design.

Pollution Policies

Policy DM33: Pollution Control, Air Quality and Water Quality

2.33.1 As set out in policy BCS23 of the Core Strategy, excessive levels of air, land and water pollution have the potential to impact adversely on environmental amenity, biodiversity and, both directly and indirectly, on health and wellbeing.

2.33.2 Air Quality Management Areas are designated where concentrations of key pollutants exceed national targets. While much of Bristol's existing Air Quality Management Area covers otherwise sustainable locations where new development and regeneration are to be encouraged, major development within Air Quality Management Areas will require mitigation. Meanwhile, development outside Air Quality Management Areas should not cause new Air Quality Management Areas to be designated.

2.33.3 Water quality is also a key issue. Under the Water Framework Directive, the council has a statutory duty to improve the condition of water bodies within the Bristol area, working towards the target of 'Good Ecological Status'. New development adjacent to underground or surface water bodies is expected to contribute towards this objective. The scope of the Water Framework Directive within the Bristol area is defined by the Severn River Basin Management Plan.

2.33.4 This policy seeks to ensure that any proposal for potentially polluting development is accompanied by an appropriate scheme of mitigation, and to resist potentially polluting development that cannot be satisfactorily mitigated. It also sets out the approach to air and water quality to meet the council's statutory duties.

Potentially Polluting Development

AM33.1

Development which has the potential, either individually or cumulatively, for an unacceptable impact on environmental amenity, biodiversity or water quality by reason of pollution as set out in the Core Strategy but is considered desirable for reasons of economic or wider social need will be expected to provide an appropriate scheme of mitigation.

In assessing a scheme of mitigation, account will be taken of:

- i. The location, design and layout of the proposed development; and**
- ii. Measures to bring levels of emissions to an acceptable level; and**
- iii. Measures to control run-off and other diffuse pollution; and**
- iv. Hours of operation; and**

v. **Measures that reduce existing levels of pollution.**

Development will not be permitted if mitigation cannot be provided to an appropriate standard with an acceptable design, particularly in proximity to sensitive existing uses or sites.

Development Sensitive to Pollution

In areas of existing noise or other types of pollution, new development sensitive to the effects of that pollution is unlikely to be permitted where the presence of that sensitive development could threaten the ongoing viability of existing uses that are considered desirable for reasons of economic or wider social need, such as safeguarded industrial uses, through the imposition of undue operational constraints.

Air Quality

Development that has the potential for significant emissions to the detriment of air quality, particularly in designated Air Quality Management Areas, should include an appropriate scheme of mitigation which may take the form of on-site measures or, where appropriate, a financial contribution to off-site measures.

AM33.2

Development in designated Air Quality Management Areas should take account of existing air pollution and include measures to mitigate its impact on future occupiers where possible and consistent with other policies of the development plan such as those on climate change and urban design.

Water Quality

Development adjacent to underground or surface water bodies covered by the Water Framework Directive and Severn River Basin Management Plan should contribute towards those water bodies maintaining or achieving Good Ecological Status. This may take the form of on-site measures or a financial contribution to off-site measures.

2.33.5 An unacceptable impact in pollution terms is defined by the Core Strategy as an adverse impact on the environmental amenity or biodiversity of the surrounding area by reason of fumes, dust, noise, vibration, smell, light or other forms of air, land or water pollution; creating exposure to contaminated land; or an adverse impact on the quality of underground or surface water bodies.

2.33.6 Schemes of mitigation for polluting development will be assessed on a case-by-case basis to ensure that they prevent such impacts, with reference to expert advice from the council's Pollution Control team and, where appropriate, the Environment Agency. In designing a scheme of mitigation, regard should be had to the need to mitigate diffuse pollution as well as point discharges.

2.33.7 Light pollution occurs when the night sky, important views or other properties close to development sites become unduly lit by excessive or poorly directed lighting. Light pollution can be mitigated by reducing the overall levels of lighting and ensuring that light is directed away from the sky and nearby light-sensitive development such as housing. Where necessary, the council will request a lighting plan setting out how light pollution resulting from a proposed development will be minimised.

2.33.8 Air quality impacts can be mitigated by on-site works or by a financial contribution to support off-site measures in the locality such as those set out in the Air Quality Action Plan. Financial contributions, where found to be the most appropriate solution, will be scaled according to the severity of the likely adverse impact. On-site mitigation is generally preferred, but such solutions should be weighed against other relevant planning considerations such as the climate change implications of extensive mechanical ventilation and the need to maintain a positive relationship in design terms between the development and the public realm. Increased tree planting and 'soft measures' such as Travel Plans may also be appropriate. Further guidance is available in the 'Air Quality and Land Use Planning Guide' published by the council.

2.33.9 In terms of water quality, the River Frome, Brislington Brook, Malago, River Trym and Colliter's Brook do not currently achieve Good Ecological Status due to impacts from flood protection / land drainage schemes and urbanisation. To comply with the Water Framework Directive water bodies should reach good ecological potential by 2027. Measures will therefore be sought from development adjacent to waterways covered by the Water Framework Directive, where feasible and viable, either through measures in the Severn River Basin Management Plan or other good practice such as naturalised river habitats, deculverting and appropriate vegetation management plans. The River Avon is at good ecological status and this should not be allowed to deteriorate through development.

Policy Links
<p>Bristol Local Plan Core Strategy – Lead Policy</p> <ul style="list-style-type: none"> • BCS23: Pollution <p>Supporting guidance</p> <ul style="list-style-type: none"> • Air Quality and Land Use Planning Guide

Application Information

The following should be submitted with planning applications to show how the proposal addresses this policy:

- The Design and Access Statement and detailed drawings should set out how mitigation measures will be incorporated into the development.
- An Air Quality Assessment, identifying the change in air quality that will result from the proposed development and an appropriate scheme of mitigation, should be submitted in the following cases:
 - Development in excess of 10 dwellings or 1,000m² other floorspace (or an equivalent combination) within or adjacent to a designated Air Quality Management Area.
 - Development in excess of 100 dwellings or 10,000m² other floorspace (or an equivalent combination) anywhere in the city.
 - Development that falls within Class B2 of the Use Classes Order.
 - All waste applications.

Policy DM34: Contaminated Land

2.34.1 The contamination of land can have adverse impacts on health and wellbeing, as well as damaging wildlife and contributing to the pollution of water bodies. Residual contamination of land from previous uses remains an issue in Bristol. New development, however, presents an opportunity to bring contaminated land back into beneficial use.

2.34.2 In providing specific guidance on contaminated land this policy implements policy BCS23 of the Core Strategy. This policy should also be read with policy DM33 on Pollution Control, Air and Water Quality.

New development should demonstrate that:

- i. **Any existing contamination of the land will be addressed by appropriate mitigation measures to ensure that the site is suitable for the proposed use and that there is no unacceptable risk of pollution within the site or in the surrounding area; and**
- ii. **The proposed development will not cause the land to become contaminated, to the detriment of future use or restoration of the site or so that it would cause pollution in the surrounding area.**

2.34.3 The council typically expects to encounter contamination of land in areas with a history of industrial activity, on made ground where waste materials may have been used to raise ground level, and

in areas of the city where the disposal of ashes may have introduced heavy metals or other contaminants into the soil.

2.34.4 When development is proposed on or adjacent to land that is known or suspected to be contaminated, or where development is proposed that would be sensitive to contamination, proposals for development should be accompanied by an appropriate level of supporting information. This would typically consist of a desk-based study and a site walkover as a minimum. Further information, such as a preliminary site investigation, may be sought in some cases before planning permission is granted.

2.34.5 Should the initial supporting information identify that contamination of the site is likely, a full ground investigation, a conceptual model identifying pollutant linkages, a risk assessment and, where necessary, a written remediation method statement are likely to be required in due course. Any remedial measures should be agreed by the council before the development is commenced and completed prior to occupation.

2.34.6 When a new development is proposed that could cause land to become contaminated, for instance by nature of the proposed use or by reason of specific elements of the proposed development, the development should be designed in such a way as to minimise the risk of contamination occurring.

Policy Links
Bristol Local Plan Core Strategy – Lead Policy <ul style="list-style-type: none">• BCS23: Pollution

Application Information

The following should be submitted with planning applications to show how the proposal addresses this policy:

- Where development is proposed on or adjacent to land that is known or suspected to be contaminated, or where development is proposed that would be sensitive to contamination, a desk-based study and a site walkover as a minimum.
- Where a proposed development may cause land to become contaminated, a risk assessment and, where required, details of the measures proposed to prevent this.

Policy DM35: Noise Mitigation

2.35.1 As with other types of pollution, noise pollution has the potential to impact adversely on environmental amenity and

biodiversity. Particularly significant, however, are its impacts, both direct and indirect, on health and wellbeing, for instance through loss of sleep or the inhibiting effects of noisy, busy roads on levels of social contact between neighbours. In seeking to address these impacts, this policy implements policy BCS23 of the Core Strategy. This policy should also be read with policy DM33 on Pollution Control, Air and Water Quality.

2.35.2 Common sources of environmental noise are transport-related noise, noise from industrial sites and noise from fixed plant. This can take the form of both ongoing background noise and discrete or repetitive noise events. This policy seeks to mitigate the impact of new noise-generating development, and to ensure that noise-sensitive uses are located and designed in such a way that they are protected from existing sources of environmental noise, avoiding the noisiest locations all together except where essential to regeneration.

2.35.3 This policy will be implemented primarily on the basis of site-by-site assessments of environmental noise. However, a Noise Action Plan for the Bristol area has also been published. The Noise Action Plan, published by DEFRA, identifies top priority areas for noise reduction in Bristol, where further noisy development should be resisted. In the longer term, DEFRA propose that local authorities will also be expected to identify 'Quiet Areas' within their boundaries, which should also be protected from noise-generating development; it is envisaged that these will, in the future, also be a material planning consideration.

Noise-Generating Development

Development which would have an unacceptable impact on environmental amenity or biodiversity by reason of noise will be expected to provide an appropriate scheme of mitigation.

In assessing such a scheme of mitigation, account will be taken of:

- i. **The location, design and layout of the proposed development; and**
- ii. **Existing levels of background noise ~~and the potential for a cumulative impact~~; and**
- iii. **Measures to reduce or contain generated noise; and**
- iv. **Hours of operation and servicing.**

AM35.1

Development will not be permitted if mitigation cannot be provided to an appropriate standard with an acceptable design, particularly in proximity to sensitive existing uses or sites.

Noise-Sensitive Development

Noise-sensitive development in locations likely to be affected by existing sources of noise such as busy roads, railway lines,

aerodromes, industrial/commercial developments, waste, recycling and energy plant and sporting, recreation and leisure facilities, will be expected to provide an appropriate scheme of mitigation to ensure adequate levels of amenity for future occupiers of the proposed development.

In assessing such a scheme of mitigation, account will be taken of:

- i. The location, design and layout of the proposed development; and**
- ii. Measures to reduce noise within the development to acceptable levels, including external areas where possible; and**
- iii. The need to maintain adequate levels of natural light and ventilation to habitable areas of the development.**

In areas of existing noise, proposals for noise-sensitive development should be accompanied by an assessment of environmental noise and an appropriate scheme of mitigation measures.

Development will not be permitted if mitigation cannot be provided to an appropriate standard with an acceptable design.

2.36.4 Noise-sensitive development, including houses, hospitals and schools, should not generally be located next to existing sources of significant environmental noise. Depending on the level of environmental noise, the impact can in some cases be satisfactorily mitigated, allowing the noise-sensitive development to proceed on the affected site. However, the design of mitigation measures should have regard to the need to provide a satisfactory environment for future occupiers and take account of other material planning considerations such as urban design.

2.36.5 Applications for residential development in areas of significant existing environmental and neighbourhood noise will not usually be permitted unless a robust scheme of mitigation is put forward and the benefits of the proposal in terms of regeneration are considered to outweigh the impacts on the amenity of future occupiers, for instance where the proposed development would support investment in centres. In general, the following values will be sought for residential development:

- i. Daytime (07.00 - 23.00) 35 dB LAeq 16 hours in all rooms and 50 dB in outdoor living areas.**
- ii. Nighttime (23.00 - 07.00) 30 dB LAeq 8 hours and L_{max} less than 45 dB in bedrooms.**

2.35.6 Where residential properties are likely to be affected by amplified music from neighbouring pubs or clubs, the following will be sought:

- i. Noise Rating Curve NR20 at all times in any habitable rooms.**

2.35.7 Other proposals for noise-sensitive development in areas of existing noise and proposals for noise-generating development will be subject to a case-by-case analysis with reference to expert advice from the council's Pollution Control team.

2.35.8 In all cases, the assessment will be based on an understanding of the existing levels of environmental noise and the measures needed to bring noise down to acceptable levels for the existing or proposed noise-sensitive development. This will typically require the submission of an assessment of environmental noise and scheme of mitigation measures as part of the planning application.

2.35.9 In assessing development proposals against this policy, reference will be made to BS 8233: 1999 'Sound Insulation and Noise Reduction for Buildings – Code of Practice' and the guideline values for community noise published by the World Health Organisation.

Policy Links
Bristol Local Plan Core Strategy – Lead Policy <ul style="list-style-type: none">• BCS23: Pollution

Application Information

The following should be submitted with planning applications to show how the proposal addresses this policy:

- An assessment of environmental noise and a scheme of mitigation measures should be submitted in the following cases:
 - Where new noise-generating development is proposed.
 - Where new noise-sensitive development is proposed in areas of existing environmental noise.

Utilities and Minerals Policies

Policy DM36: Telecommunications

2.36.1 Bristol experiences continued interest in the development of new telecommunications facilities, represented by frequent proposals for expansion or upgrade of the mobile data network and, in recent years, the rollout of Next Generation Broadband in parts of the city.

Proposals for new or upgraded telecommunications equipment and installations will be permitted provided that:

- The telecommunications equipment and installation would respect the character and appearance of the area and would**

- not be harmful to visual amenity by reason of its siting and design; and**
- ii. Opportunities have been sought to share masts or sites with other providers; and**
 - iii. There are no suitable alternative sites for telecommunications development available in the locality including the erection of antennae on existing buildings or other structures; and**
 - iv. The proposal conforms to the International Commission on Non-Ionising Radiation Protection (ICNIRP) guidelines, taking account where appropriate of the cumulative impact of all operators equipment located on the mast / site.**

2.36.2 Modern and effective telecommunications systems are essential to the continuing development of the economy in Bristol. Government advice recognises the need to facilitate the growth of existing and new systems whilst ensuring that a balance is found to ensure amenity is protected. The council will seek to ensure that acceptable provision can continue to be made for information communications technology, whilst ensuring that the impact on the environment, visual and residential amenity is minimised. High priority will be given to the need to safeguard areas of particular environmental or historic importance such as Conservation Areas.

2.36.3 Development will be expected to demonstrate through the submission of evidence with applications for planning permission or prior approval that the above criteria have been met.

2.36.4 The government has given permitted development rights to a variety of minor forms of telecommunications development. In such cases, although the council cannot object to the principle of development, it can exercise control over the siting and appearance with the aim of protecting amenity. The council encourages early discussions with operators when they consider developing their networks and annual development plans.

Policy Links
Key Core Strategy policies <ul style="list-style-type: none">• BCS15: Sustainable Design and Construction• BCS21: Quality Urban Design• BCS22: Conservation and the Historic Environment

Application Information

The following should be submitted with planning applications to show how the proposal addresses this policy:

- Evidence that opportunities have been explored to site new installations on existing buildings or share masts with other providers.
- A certificate of compliance with the ICNIRP guidelines.

Policy DM37: Unstable Land

2.37.1 In common with most major urban areas, Bristol has a legacy of sites which are unstable or potentially unstable. The causes of instability arise from a variety of factors. In Bristol, one of the main causes is historic coal mining activity. This has particular implications for some parts of east Bristol, Bedminster, Ashton and Brislington. Although most sites will be unaffected, there is a potential for direct risks associated with subsidence and the potential collapse of workings and shafts in these areas.

2.37.2 This policy sets out the approach to sites where there is reason to suspect unstable land and where the risk of instability has the potential to materially affect development.

On sites where there is reason to suspect unstable land and the risk of instability has the potential to materially affect either the proposed development or neighbouring uses/occupiers, development will only be permitted where:

- A desk-based study of available records has been carried out to assess the previous uses of the site and their potential for instability in relation to the proposed development; and**
- Where the study establishes that instability is likely but does not provide sufficient information to establish its precise extent or nature, site investigation and risk assessment are carried out to determine the standard of remediation required to make the site suitable for its intended use.**

Where remediation measures are necessary, conditions or obligations may be applied to ensure that the development does not take place until appropriate works are completed.

2.37.3 The Core Strategy promotes growth within the city, requiring the efficient use of land. The development of potentially unstable land can contribute to this, subject to measures which ensure that development is safe and does not adversely affect the safety of adjacent land and development.

2.37.4 The Coal Authority has identified locations of potential instability arising from historic coal mining activity, which may contain one or more of such legacy issues, as ~~development referral areas~~ “Development High Risk Areas” (formerly known as Coal Mining Development Referral Areas). These are shown on a plan entitled

“Coal Mining Referral Area (Source: The Coal Authority – May 2010)” which is contained within Appendix E of the adopted Core Strategy. An interactive version of this plan is available on The Coal Authority website. Instability may also arise from factors such as natural underground cavities, natural or artificial slopes, subsidence, or ground compression. The council will liaise where appropriate with the relevant agencies such as the Coal Authority in the implementation of this policy.

Policy Links
<p>Bristol Local Plan Core Strategy – Lead Policy</p> <ul style="list-style-type: none"> No specific policy - paragraphs 1.15 to 1.19 refer to minerals <p>Other key Core Strategy policies</p> <ul style="list-style-type: none"> BCS23: Pollution

Application Information

AM37.2

The following should be submitted with planning applications, within Development High Risk Areas and any areas of known or suspected unstable land such as underground cavities and unstable slopes to show how the proposal addresses this policy:

- An assessment of previous uses within and adjoining the site and of any instability risks which could affect the proposed development;
- Where instability is likely, a full site investigation and risk assessment should be provided, including the specification of remedial works required to ensure the safety of the development.

Following consideration of the site investigation and risk assessment the council will advise whether further detailed geotechnical studies are required. On sites with a complex geology and where the exact ground conditions are not fully known evidence will be required of an insurance policy which covers the adverse effects works may have on the site and adjoining land; this will be included as a pre-commencement condition to any planning consent.

Policy DM38: Minerals Safeguarding Areas

MM38.1

2.38.1 Minerals Safeguarding Areas provide for the safeguarding of proven mineral resources which are, or may become, of economic importance from unnecessary sterilisation by non-mineral development. ~~A Minerals Safeguarding Area is~~ are identified proposed for land at south east Bristol related to the surface coal deposits identified in that area. There is no presumption that land

within the Minerals Safeguarding Areas will ultimately be allocated for extraction.

MM38.2

Minerals Safeguarding Areas – Surface Coal

Within the Minerals Safeguarding Areas at south east Bristol, as shown on the Policies Map, planning permission will not be granted for development that would lead to the unnecessary sterilisation of surface coal resources, unless:

- i. It is demonstrated that the resource is not of economic value; or
- ii. The resource can be extracted, ~~without unacceptable amenity and environmental impacts~~ where practicable and environmentally acceptable, prior to the development taking place; or
- iii. The development is either a proposal for householder development, an alteration or extension to an existing building, or a change of use of existing development which would not intensify development on-site.

Coal Resource Area outside Minerals Safeguarding Areas

Within the Coal Resource Area outside the designated Minerals Safeguarding Areas the prior extraction of surface coal on development sites of 1 hectare or more will be encouraged where it is practicable and environmentally feasible.

MM38.3

~~2.38.2 The Core Strategy acknowledges the need to consider the designation of safeguarding areas where there are surface coal resources which have the potential for future exploitation.~~ The Coal Authority, as the owner of coal seams and mine workings on behalf of the state, has published mapped data for Bristol showing Surface Mining Coal Resource Area (See ~~Appendix E of the Core Strategy~~ Map 4 below). Within these areas the Coal Authority seeks consideration of the extraction of surface coal resources prior to development taking place, in order to prevent unnecessary sterilisation of the resource.

MM38.4

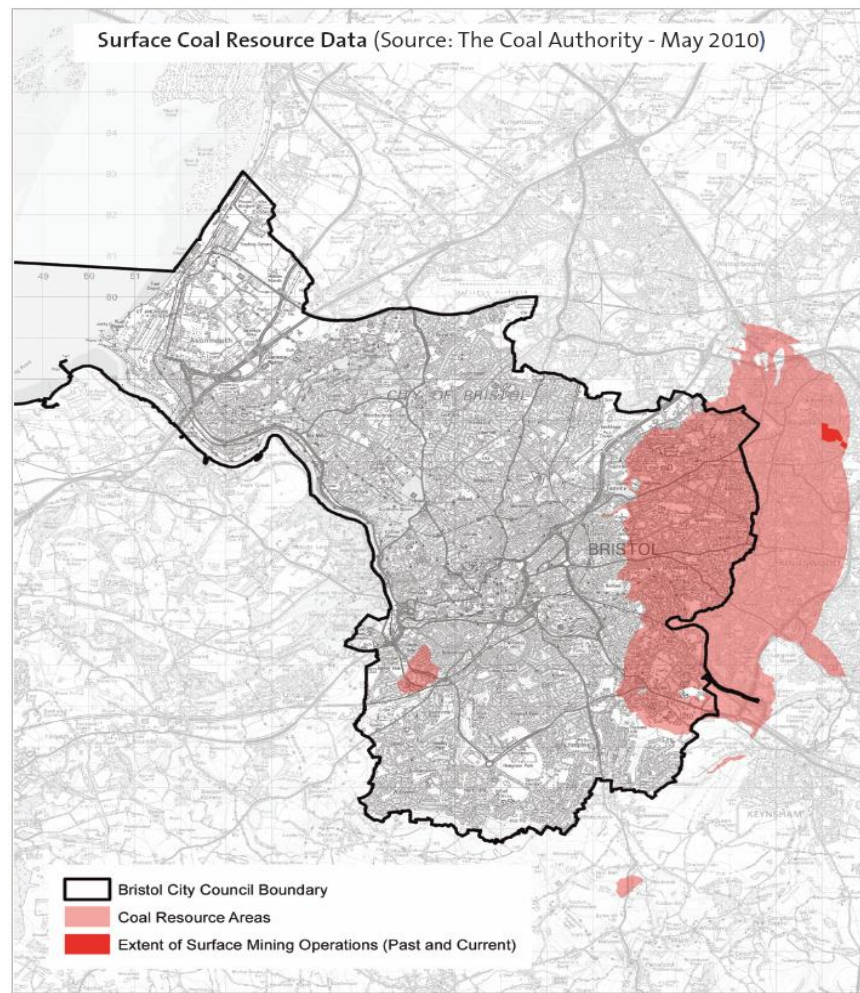
Coal Resource Area – Prior Extraction

2.38.3 Although there are ~~significant~~ identified surface coal deposits ~~resources~~ on the east side of Bristol and a smaller deposit in the south west, these occur within intensively built-up areas of the city, with most residual undeveloped sites already allocated for further development by 2026. As a consequence, most of the opportunities for ~~prior extraction~~ surface coal extraction will already be sterilised or constrained by the close proximity of sites to sensitive urban environments: housing, public open space, offices, shopping centres and community uses. These areas are not, therefore, identified as Minerals Safeguarding Areas. ~~The proposal to designate a cluster of sites at the south eastern edge of the city, including part of the Green~~

Belt, as the only Minerals Safeguarding Area within Bristol, reflects the fact that the underlying coal resources coincide at this location with land which is largely undeveloped. However, on sites over 1 hectare within the Resource Area, the council will encourage prior extraction of any coal resources where this is practicable and environmentally acceptable. This will particularly be the case where prior extraction could ensure land stability. The Coal Authority will be consulted on such proposals. The council will advise applicants for development of sites of 1 hectare or more of this policy in the course of any pre-application discussions. It will also add an advisory statement referring to this policy to any relevant planning permissions that are granted within the Coal Resource Area. The Coal Resource Area is shown on Map 4 below and is available on the council's website at <http://www.bristol.gov.uk/page/explore-bristol>.

MM38.3

Map 4 - Surface Mining Coal Resource Area



Policy Links
Bristol Local Plan Core Strategy – Lead Policy <ul style="list-style-type: none">• No specific policy - paragraphs 1.15 to 1.19 refer to minerals
Other key Core Strategy policies <ul style="list-style-type: none">• BCS6: Green Belt

Application Information

MM38.5

The following should be submitted with planning applications in the Minerals Safeguarding Areas to show how the proposal addresses this policy:

- A site-specific desk-based assessment of the existing surface and solid geological and mineral resource information. This may include information on mining history, market appraisals, site investigations, geological memoirs, technical reports, mining plans, and the thickness of deposits relating to the application site.
- Analysis of the site specific information derived from the above, including:
 - An estimate of the economic value of the mineral resource;
 - An assessment of whether it is ~~feasible and viable~~ practicable and environmentally feasible to extract the mineral resource ahead of development to prevent unnecessary sterilisation; and
 - Where prior extraction can be undertaken, an explanation of how this will be carried out as part of the overall development scheme.

This site-specific information should be prepared by a suitably qualified and competent person.

MM38.6

Onshore Oil and Gas

2.38.4 Bristol does not have an active oil and gas industry. Parts of south Bristol fall within areas which have been licenced by the Government for exploration and extraction of oil and gas reserves. This is part of a group of licenced areas which extend into North Somerset, Bath and North East Somerset and Somerset County. A map showing the licenced areas is available at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/255514/landfield_lics.pdf

MM38.7

2.38.5 As the parts of Bristol falling within the licenced areas are mainly built up, it is considered very unlikely that proposals associated

with oil and gas exploration and extraction will arise within the city. In the unlikely event of any proposals being received they will be considered against the relevant policies in the development plan, the National Planning Policy Framework and the Department for Communities and Local Government's publication 'Planning practice for onshore oil and gas', with particular reference to paragraph 30 of that document. The council will also have regard to these matters when commenting on any proposals outside Bristol which may have an impact on the city.

Policy DM39: Sewage Treatment Works

2.39.1 A need for future expansion of the sewage works at Kingsweston Lane has been identified. This policy safeguards an area on which such expansion could potentially take place.

Land adjacent to Avonmouth Sewage Treatment Works as shown on the Policies Map is safeguarded to allow for future expansion. Development which could prejudice future expansion in the safeguarded area will not be permitted.

2.39.2 The safeguarding zone allows for future expansion. However, any necessary permissions will still need to be sought should expansion proposals come forward. These should provide appropriate flood resilience and mitigation measures as set out in policy BCS16 of the Core Strategy.

Policy Links
Bristol Local Plan Core Strategy – Lead Policy <ul style="list-style-type: none">• BCS11: Infrastructure and Developer Contributions
Other key Core Strategy policies <ul style="list-style-type: none">• BCS4: Avonmouth and Bristol Port

Application Information

None arising from this policy.

3. Site Allocations

Policy SA1 Site Allocations

The sites listed below and shown on the Policies Map will be developed for the uses identified and in accordance with the accompanying development considerations set out in the Annex 'Site allocations information' and with all other relevant development plan policies.

AMSA1.1

Avonmouth and Kingsweston

BSA0101 Part of Henacre Open Space, Lawrence Weston

Allocation: Housing

BSA0102 Land at former Lawrence Weston Campus of City of Bristol College, Lawrence Weston

Allocation: Housing, community use and retail

BSA0103 Land to the west and south-west of Deering Close, Lawrence Weston

Allocation: Housing

BSA0104 Former Sea Mills Infant School, Sea Mills

Allocation: Housing and children's play area

~~**BSA0107** Land to the rear of Ridingleaze, Lawrence Weston~~

~~Allocation: Housing~~

MMSA1.1

BSA0111 Land off Ermine Way, Shirehampton

Allocation: Housing

MMSA1.2

Henbury and Southmead

BSA0203 Former Dunmail Primary School, Southmead

Allocation: Housing

BSA0204 Land At Brentry Lane, Brentry

Allocation: Housing

BSA0211 Land to rear of Redshelf Walk, Brentry

Allocation: Housing

BSA0212 19-21 Pen Park Road, Southmead

Allocation: Housing and business

Henleaze, Stoke Bishop and Westbury-on-Trym

BSA0302 Coombe House Elderly Persons' Home, Westbury-on-Trym

Allocation: Housing

Horfield and Lockleaze

BSA0402 Bonnington Walk former allotments site, Lockleaze

Allocation: Housing

BSA0403 Romney House and Lockleaze School, Lockleaze

Allocation: Housing

BSA0404 BT Depot, Filton Road, Horfield

Allocation: Housing

BSA0405 Former Romney Avenue Junior School, Lockleaze Allocation: Community use (school)
BSA0407 Land to rear of Shaldon Road, Lockleaze Allocation: Housing
BSA0409 Land at Gainsborough Square, Lockleaze Allocation: Housing with business, community use and retail
BSA0410 St. Peter's Elderly Persons' Home, Horfield Allocation: Housing

Greater Fishponds
BSA0501 Blackberry Hill Hospital, Manor Road, Fishponds Allocation: Housing with mixed-uses
BSA0502 Glenside Campus, Blackberry Hill, Fishponds Allocation: Housing with mixed-uses
BSA0503 St Matthias Campus, College Road, Fishponds Allocation: Housing with mixed-uses
BSA0504 Former Playing Fields, Brook Road, Crofts End / Rose Green Allocation: Housing
BSA0506 Open Space rear of Abingdon Road and Honiton Road, Mayfield Park, nr Fishponds Allocation: Community use (school)
BSA0511 Begbrook Drive Open Space, Broomhill / Frenchay Allocation: Community use (school)
BSA0512 Gleeson House sheltered accommodation, Dodisham Walk, Fishponds Allocation: Housing
BSA0513 Garage site, Woodland Way, Chester Park / Hillfields Allocation: Housing
BSA0515 Graphic Packaging, Filwood Road, Fishponds Allocation: Housing with business, subject to the relocation of the existing business and its manufacturing / assembly, storage and office functions within the Bristol area
BSA0516 Former Parnall's Works site, west of Filwood Road / north of Goodneston Road, Fishponds Allocation: Housing with business and community use
BSA0517 Diamonite Industrial Park, Goodneston Road, Fishponds Allocation: Housing with business

Bishopston, Cotham and Redland
No site allocations are identified in the Bishopston, Cotham and Redland Neighbourhood Partnership area.

Cabot, Clifton and Clifton East
No site allocations are identified on the Cabot, Clifton and Clifton East Neighbourhood Partnership area.

Ashley, Easton and Lawrence Hill
BSA0801 Morley / Ashley / Southey Street Works, St Werburgh's Allocation: Housing and light industry
BSA0802 Shiner Ltd Builders Merchants, Church Road, Redfield Allocation: Housing and business
BSA0803 Land at Junction of Church Road and Heber Street, Redfield Allocation: Business
BSA0805 Land at former Elizabeth Shaw Factory, Greenbank Road, Easton Allocation: Housing, business, community use and small-scale retail

St George
BSA0901 Marling Road - Stables and Land, St George Allocation: Community use (school)
BSA0906 Car Sales site at 62-74 Bell Hill Road, St George Allocation: Housing
BSA0907 47 - 49 Summerhill Road, St George Allocation: Housing
BSA0909 118 Blackswarth Road, Redfield Allocation: Housing

Greater Bedminster
BSA1001 Alderman Moore's former allotments, Ashton Vale Allocation: Housing
BSA1002 Land at and adjacent to Malago House, Bedminster Road, Bedminster Allocation: Housing and light industry
BSA1006 Hayleigh Elderly Persons' Home and adjacent Club, Myrtle Street, Southville Allocation: Community use (school)
BSA1007 Garages and workshops, Cooperage Lane, Southville Allocation: Housing with business
BSA1008 Granby House, St. Johns Road, Bedminster Allocation: Housing
BSA1010 Former Granada / Gala Bingo Club, North Street, Bedminster Allocation: Housing with small-scale office and retail
BSA1011 Site adjacent to Holy Cross Church, Dean Lane, Bedminster Allocation: Housing
BSA1012 Coronation Road, Southville Allocation: Housing

Filwood, Knowle and Windmill Hill
BSA1101 Bath Road Open Space (west of Totterdown Bridge),

	<p>Totterdown Allocation: Temple Quarter Enterprise Zone Opportunity Site</p>
	<p>BSA1102 Part of Salcombe Road Recreation Ground, Knowle Park Allocation: Housing</p>
	<p>BSA1103 Red Lion Works, Greenleaze Road / Wells Road, Knowle Park Allocation: Housing</p>
	<p>BSA1105 Former Allotments, Bellevue Terrace, Totterdown Allocation: Housing</p>
	<p>BSA1108 Land at Novers Hill, east of Hartcliffe Way and west of Novers Lane / Novers Hill Allocation: Housing</p>
	<p>BSA1109 Land adjoining Hartcliffe Way and Hengrove Way, Inn's Court Allocation: Housing</p>
	<p>BSA1110 The Hangar Site and Filwood Park, north of Hengrove Way Allocation: Housing, open space and business</p>
	<p>BSA1111 Marksbury Road College Site Allocation: Community use (including school) and housing with business</p>
	<p>BSA1112 Knowle West Health Park, Downton Road Allocation: Community use, open space, business and housing</p>
AMSA1.2	<p>BSA1113 Land adjoining Airport Road between Creswicke Road and to the east of Ilminster Avenue <u>Salcombe Road</u> Allocation: Housing</p>
	<p>BSA1114 Land at Novers Hill, adjacent to industrial units Allocation: Housing and business</p>
	<p>BSA1115 Former Florence Brown school, west of Leinster Avenue Allocation: Housing</p>
	<p>BSA1116 Open spaces either side of Inns Court Drive, Inn's Court Allocation: Housing</p>
AMSA1.3	<p>BSA1117 Land adjoining Airport Road between Creswicke Road and to the east of Ilminster Avenue <u>to the east of Salcombe Road</u> Allocation: Housing</p>
	<p>BSA1118 Broad Plain House and associated land, Broadbury Road Allocation: Housing</p>
	<p>BSA1119 Land to east of Hartcliffe Way, south of the Waste Depot Allocation: Industry and warehousing</p>
	<p>BSA1120 Land and buildings between 2 to 20 Filwood Broadway Allocation: Retail, business and housing</p>
	<p>BSA1121 Cloverdown Residential Care Home, Kenmare Road Allocation: Housing</p>
	<p>BSA1122 Sports court and former swimming pool site on the north-east corner of the Filwood Broadway and Creswicke Road junction Allocation: Business, retail and housing</p>
	<p>BSA1123 Filwood Library and adjoining land, Filwood Broadway</p>

Allocation: Housing
BSA1124 Kingswear Road, Torpoint Road and Haldon Close
Allocation: Housing

Brislington
BSA1201 Land at Broom Hill, Brislington
Allocation: Housing
BSA1202 Paintworks Phase 3 and adjacent land, Arno's Vale
Allocation: Temple Quarter Enterprise Zone Opportunity Site
BSA1203 Government Offices, Flowers Hill, Brislington
Allocation: Housing and business
BSA1205 Wicklea and adjacent land, St Anne's / Broom Hill, nr Brislington
Allocation: Community use (school)
BSA1207 493-499 Bath Road, Kensington Park, nr Arno's Vale
Allocation: Housing
BSA1210 Former Petrol Filling Station, Bath Road, Arnos Vale / Totterdown
Allocation: Temple Quarter Enterprise Zone Opportunity Site
BSA1211 Birchwood Elderly Persons' Home, Birchwood Road, St Anne's Park
Allocation: Housing
BSA1213 801 Bath Road, Brislington
Allocation: Housing

Dundry View
BSA1301 Site of former City of Bristol College (Hartcliffe Campus), Hawkfield Road, Hartcliffe
Allocation: Housing and business
BSA1302 Imperial Park (vacant southern section), Hartcliffe
Allocation: Business, housing and leisure
BSA1304 Bristol Water Bedminster Depot, Bishopsworth Road, Bedminster Down
Allocation: Housing
BSA1305 Land to the north-west of Vale Lane, Bedminster Down
Allocation: Industry and warehousing
BSA1307 Part of Whitehouse Centre, Fulford Road, Hartcliffe
Allocation: Housing
BSA1309 St Augustine's Church and Vicarage, Whitchurch Lane, Whitchurch
Allocation: Housing and community use

Hengrove and Stockwood
BSA1401 Hengrove Park
Allocation: Housing, offices and open space in the form of a large high quality park

BSA1402 Former New Fosseway School, Hengrove Allocation: Housing
BSA1406 Former Petherton Road School site, Petherton Road, Hengrove Allocation: Housing
BSA1407 Maesknoll Elderly Persons' Home, Bamfield, Hengrove Allocation: Housing
BSA1411 Loxton Square and garage site, Hengrove Allocation: Housing with small retail unit

4. Implementation and monitoring

4.1 This section sets out how the Site Allocations and Development Management Plan will be implemented and the effectiveness of its policies monitored.

Implementation

4.2 The Site Allocations and Development Management Plan will be implemented through the development management process. Its policies, along with other Bristol Local Plan policies and the National Planning Policy Framework, will be the primary means by which the council will make decisions on planning applications.

Monitoring

4.3 The **Bristol Monitoring Report (BMR)** will monitor the effectiveness of the policies of the Site Allocations and Development Management Plan. Updates of the BMR will normally be published annually. It will report on the implementation of the **site allocations**.

4.4 The **Development Management policies** support the delivery of Core Strategy policies. Each Development Management policy identifies which lead Core Strategy policy it is delivering. The effectiveness of the Development Management policies will be monitored using indicators currently employed by the BMR to monitor their lead Core Strategy policies. The table below sets out those Development Management policies where monitoring arrangements will be employed in addition to those already used to monitor the Core Strategy.

Development Management policy	New or additional monitoring arrangements
DM4: Wheelchair Accessible Housing	Planning permissions for schemes of over 50 dwellings monitored and reported in the BMR
Policy DM5: Protection of Community Facilities	Loss of community facilities monitored through annual Business Development Survey and reported in the BMR
Policy DM6: Public Houses	Loss of public houses monitored through annual Business Development Survey and reported in the BMR
Policy DM12: Retaining Valuable Employment Sites	Loss and gain of employment sites monitored through annual Business Development Survey and reported in the BMR
Policy DM13: Development proposals on	Loss and gain of floorspace on Principal Industrial and Warehousing Areas monitored through annual Business

Principal Industrial and Warehousing Areas	Development Survey and reported in the BMR
Policy DM21: Development of Private Gardens	Monitored through annual Residential Development Survey and reported in the BMR
Policy DM24: Transport Schemes	Delivery of major transport schemes reported in the BMR
Policy DM38: Minerals Safeguarding Areas	Development in the minerals safeguarding area reported in the BMR
Policy DM39: Sewage Treatment Works	Expansion of the sewage treatment works reported in the BMR

Appendix 1: Standards of Open Space for Recreation

The council's Parks and Green Spaces Strategy sets out standards to ensure an appropriate quality, distance to and quantity per person of publicly accessible open spaces for recreation.

The standards in the first instance express the quantity which as a minimum should be present in any locality and available in 'citywide destination parks'.

Within each locality of Bristol, the standard then requires a minimum quality, distance to and quantity per person for five types of publicly accessible open spaces for recreation.

Overall Quantity Standard of publicly accessible open space for recreation

	Quantity Per Person (m ²)
Locality	18.0
Citywide (Destination Parks)	9.8
Total Bristol standard	27.8

Locality Standards of publicly accessible open spaces for recreation

Type of open space important for recreation	Quantity per person (m ²):	Distance to: Walking Time/Metres	Quality:
Children and Young People's Play Space	0.3	10 minutes/450m	Good
Formal Green Space	2.0	15 minutes/600m	Good
Informal Green Space	8.0	13 minutes/550m	Good
Natural Green Space	9.0	18 minutes/700m	Good

Active Sports Space	n/a		Good
---------------------	-----	--	------

The overall locality quantity standard of 18.0m² is slightly lower than the locality standard by type of publicly accessible open spaces for recreation, which together add up to 19.3m². The difference between the figures is due to informal, natural and formal spaces often overlapping. In certain locations an open space often contains more than one type of publicly accessible open space for recreation.

Appendix 2: Parking Standards Schedule

The parking standards set out minimum provision for cycle parking and parking for disabled people. Car parking standards are maximum provision. Standards for other forms of parking and servicing are the levels considered appropriate for the relevant form of development.

Parking standards in the schedules are expressed as x spaces per x m² of gross floor space, unless otherwise stated.

The approach to parking in central Bristol will be set out in the Bristol Central Area Plan which will be subject to separate consultation.

AMAP2.1

A1 Class A1 (Shops), A2 (Financial and professional services), A3 (Restaurants and Cafes), A4 (Drinking Establishments), A5 (Hot food takeaway)		
Vehicle Type	Standard	
Cycles	Staff From a threshold of 250 m ² , one space per 250 m ²	Customer From a threshold of 250 m ² , one space per 250 m ²
Disabled people	Staff From a threshold of 500 m ² , 5% of the parking standard to be provided in addition – minimum of one space	Customer 5% of capacity to be reserved for disabled people (minimum of one space) where form of development permits
Service Vehicles	All developments will be expected to demonstrate how servicing will be undertaken. Some reduction in the standard may be allowed where justified and in some cases on-street may be appropriate. A1 Food: From a threshold of 250 m ² , a full size loading bay All developments: From a threshold of 1000 m ² , one 3.5m x 26.5m bay and associated off-street manoeuvring space.	
Car parking	A1/A2 below 250 m ² : no standard. A1/A2 within a primary shopping area or a secondary shopping frontage: From a threshold of 250 m ² – one space per 100 m ² . A1/A2 not within a primary shopping area or a secondary shopping frontage: Between 250 m ² and 1000 m ² – one space per 100 m ² A1 non-food over 1000 m ² – one space per 20 m ²	

	A1 food over 1000 m ² – one space per 14 m ² A3/A4/A5: one space per 20 m ² of drinking/dining space
--	--

B1 (Business)		
Vehicle Type	Standard	
Cycles	Staff From a threshold of 200 m ² , one space per 100 m ²	Visitor From a threshold of 200 m ² , one space per 1000 m ²
Disabled people	From a threshold of 500 m ² , 3% of the parking standard to be provided in addition – minimum of one space	
Service Vehicles	B1 office (a), research and development (b) – may be on-street unless considered dangerous. B1 light industrial (c) – on merits, depending on the needs of the development and the surrounding highway network.	
Car parking	B1 office (a) – one space per 50 m ² B1 research and development (b), light industrial (c) – one space per 50m ² For schemes where ten or more car parking spaces are proposed, one electric vehicle charging point should be provided for every five spaces.	

B2 (General industrial), B8 (Storage and distribution)		
Vehicle Type	Standard	
Cycles	Staff B2 - one space per 1000 m ² B8 – one space per 1000 m ²	Visitor B2 – 1 space per 500 m ² B8 – one space per 4000 m ²
Disabled people	From a threshold of 500 m ² , 3% of the parking standard to be provided in addition – minimum of one space	
Service Vehicles	B2: - Up to 500 m ² – one 3.5m x 16.5m bay Up to 1000 m ² – two 3.5m x 16.5m bays Up to 2000 m ² – three 3.5m x 16.5m bays B8: - Up to 250 m ² – one 3.5m x 16.5m bay Up to 500 m ² – two 3.5m x 16.5m bays	

	Up to 1000 m ² – three 3.5m x 16.5m bays All bays should have associated manoeuvring space
Car parking	B2: one space per 50 m ² B8: one space per 200 m ²

C1 – Hotels			
Vehicle Type	Standard		
Cycles	One space per 10 bed spaces		
Disabled people	<table border="1"> <tr> <td>Staff: From a threshold of 500 m², 3% of the parking standard to be provided in addition – minimum of one space</td> <td>Customer: 5% of capacity to be reserved for disabled people (minimum of one space) where form of development permits</td> </tr> </table>	Staff: From a threshold of 500 m ² , 3% of the parking standard to be provided in addition – minimum of one space	Customer: 5% of capacity to be reserved for disabled people (minimum of one space) where form of development permits
Staff: From a threshold of 500 m ² , 3% of the parking standard to be provided in addition – minimum of one space	Customer: 5% of capacity to be reserved for disabled people (minimum of one space) where form of development permits		
Service Vehicles	All developments will be expected to demonstrate how servicing will be undertaken. Some reduction in the standard may be allowed where justified and in some cases on-street may be appropriate. From a threshold of 25 bedrooms, a full size loading bay		
Coaches	From a threshold of 25 bedrooms, provision for coaches to stop and wait. Dedicated coach parking: one space per 100 bedrooms (or equivalent funding)		
Taxis	Adequate pick up and drop off for taxis.		
Car parking	One space per 1 bedroom		

C2 – Residential Institutions	
Vehicle Type	Standard
Cycles	<p>Hospitals/Nursing Homes and Residential Care Homes:</p> <ul style="list-style-type: none"> • Staff – one space per 5 F/T staff • Visitor – one space per 10 bed spaces <p>Halls of Residence/Boarding Schools:</p> <ul style="list-style-type: none"> • Students – one space per 4 bed spaces

	<ul style="list-style-type: none"> • Visitors – one space per 12 bed spaces 	
Disabled people	<p>Hospitals/Nursing Homes and Residential Care Homes:</p> <ul style="list-style-type: none"> • From a threshold of 500 m², 10% of the parking standard to be provided in addition – minimum of one space <p>Halls of Residence/Boarding Schools:</p> <ul style="list-style-type: none"> • From a threshold of 500 m², 3% of the parking standard to be provided in addition – minimum of one space <p>Provision should also be made for the storage of mobility scooters</p>	
Service Vehicles	<p>All developments will be expected to demonstrate how servicing will be undertaken.</p> <p>Hospitals/Nursing Homes and Residential Care Homes:</p> <ul style="list-style-type: none"> • At least one bay for ambulances, minibuses and general servicing <p>Halls of Residence: a plan will be required to manage the arrival and departure of students</p>	
Taxis	Adequate pick up and drop off for taxis.	
Car parking	<p>Staff:</p> <p>Hospitals/Nursing Homes - one space per 3 F/T duty staff</p> <p>Convalescent and residential care homes - one space per 2 F/T duty staff</p> <p>Halls of Residence/Boarding Schools – one space per each duty staff</p>	<p>Visitors:</p> <p>Hospitals/Nursing Homes - one space per 3 bed spaces</p> <p>Convalescent and residential care homes - one space per 6 bed spaces</p>

C3 – Residential (Dwelling houses), C4 – Houses in Multiple Occupation		
Vehicle Type	Standard	
Cycles	<p>Residents:</p> <p>Houses – adequate and accessible storage space</p>	<p>Visitors:</p> <p>From a threshold of 10 dwellings – one space per</p>

M MAP2.1

	<p>Flats/maisonettes – one space per unit</p> <p><u>Proposals should demonstrate how sufficient and appropriate storage space will be provided to meet the following standard:</u></p> <p><u>Studio or 1 bedroom dwellings: 1 space per dwelling</u></p> <p><u>2 or 3 bedroom dwellings: 2 spaces per dwelling</u></p> <p><u>4 or more bedroom dwellings: 3 spaces per dwelling</u></p>	10 units (minimum of two spaces)
Disabled people	From a threshold of 10 dwellings (where parking is communal) – 5% of the parking standard to be provided in addition – minimum of one space	
Car parking	<p>One bed house/flat: one space per dwelling</p> <p>Two bed house/flat: 1.25 spaces per dwelling</p> <p>Three or more bed house/flat: an average of 1.5 spaces per dwelling</p> <p>In respect of individual or small-scale developments these standards will be applied flexibly to allow for the best layout of the site. On occasion this may result in the provision of driveway space which exceeds that specified in the guidelines.</p> <p>Sheltered Housing: one space per warden</p> <p>For schemes where ten or more car parking spaces are proposed, one electric vehicle charging point should be provided for every five spaces. For individual dwellings with a driveway or garage, passive provision of an electric vehicle charging point should be made so that a charging point can be added in the future. This could take the form of a 13 amp socket within a garage, for example.</p>	

D1 – Non-residential Institutions	
Vehicle	Standard

Type		
Cycles	<p>Staff/children/students:</p> <p>Clinics/Dentist – one space per five staff</p> <p>Nursery/Creche/Childrens Centre – one space per five staff and buggy storage</p> <p>Primary school – one space per five staff, one space per 10 children and scooter storage</p> <p>Secondary School/6th Form Colleges/CFE's – one space per five staff and one space per five students</p>	<p>Visitors:</p> <p>Clinics/Dentist – one space per 2 consulting rooms</p> <p>Nursery/Creche/Childrens Centre – one space per 10 children</p> <p>Primary school – one space per 100 children</p> <p>Secondary School/6th Form Colleges/CFE's – one space per 100 students</p> <p>Places of worship/Community Halls/Youth Clubs/Libraries/other Cultural centres – one space per 100m²</p>
Disabled people	<p>Staff:</p> <p>From a threshold of 500 m², 3% of the parking standard to be provided in addition – minimum of one space</p>	<p>Visitor:</p> <p>5% of capacity to be reserved for disabled people (minimum of one space) where form of development permits</p>
Service Vehicles	<p>All developments will be expected to demonstrate how servicing will be undertaken and provide adequate facilities for coaches.</p>	
Car parking	<p>Staff:</p> <p>Medical/health centre – one space per duty doctor/nurse/other medical and one space per two admin/clerical staff</p> <p>Schools – one space per two F/T staff</p> <p>Colleges/University/other training centres – one per two duty staff</p>	<p>Visitor:</p> <p>Medical/health centre – three spaces per consulting room</p> <p>Schools – 10% of the staff parking standard, in addition</p> <p>Colleges/University/other training centres – one per 15 students</p> <p>Community halls/Places of Worship/Church halls – one space per 20 m²</p> <p>Libraries – one space per</p>

	100 m ²
--	--------------------

AMAP2.2

D2 and sui generis related uses – Recreation and Leisure		
Vehicle Type	Standard	
Cycles	Staff: Theatres/cinemas/stadia – one space per 300 seats Sports Centres/Swimming Pools – one space per five staff	Visitors: Theatres/cinemas/stadia – one space per 30 seats Sports Centres/Swimming Pools – one space per 100 m ²
Disabled people	Staff: From a threshold of 500 m ² , 3% of the parking standard to be provided in addition – minimum of one space	Visitor: 5% of capacity to be reserved for disabled people (minimum of one space) where form of development permits
Service Vehicles	All developments will be expected to demonstrate how servicing will be undertaken. Adequate coach parking facilities.	
Taxis	Adequate pick up and drop off for taxis.	
Car parking	Staff: Theatres/cinemas/concert halls – one space per 2 staff	Visitor: Theatres/cinemas/concert halls – one space per 10 seats Bingo Hall/Casino/Dance Halls/ Discos <u>Nightclubs</u> – one space per 22 m ² Sports Hall/swimming pool/Gymnasium – one space per 22 m ² Stadia – one space per 15 seats

AMAP2.3

Other uses and parking standards	
Cycles	Railway stations: three spaces per stopped carriage during

	<p>peak period</p> <p>Bus/coach station: one space per bus stand</p> <p>Park and Ride: one space per 50 car spaces</p>
Car parking	<p>Petrol Filling Stations: one space per 25 m² sales kiosk</p> <p>Vehicle repair garages: one space per 25 m² workshop space and three spaces per MOT test bay</p> <p>Motor vehicle sales: one per 50 m² of sales display area</p>

Parking Standards Schedule Explanatory Notes:

Provision for Motorcycles

Motorcycles are a distinctive mode of travel throughout the city. For all developments provision should be made for motorcycle parking spaces equal to 5% of the car parking standard. Spaces should conform with the standard dimensions and security requirements set out below.

Parking Provision for Disabled people

Car parking spaces for disabled people should be clearly identified for blue badge holders only and should be located so as to allow easy access to the buildings they serve. In all parking solutions the use of these reserved spaces should be regularly monitored to confirm that the recommend proportion is appropriate. Adequate car parking provision should still be provided for disabled people in developments which are proposing no off-street car parking.

Clarifications

1. All figures expressed are also "part thereof".
2. The standards apply, unless otherwise stated, to all categories of development for which planning permission is required i.e. new developments, conversions, material changes of use.
3. Good design principles will be expected for all parking provision.
4. Gross floor space is defined as the net lettable floor space together with associated circulation and service areas (i.e. inclusive of reception and lift access, stairwells, toilets, etc.). Areas for plant and car parking are excluded from this definition.
5. All car parking standards are a maximum unless otherwise stated.
6. All other standards are a minimum unless otherwise stated.

Standard dimensions

- 1 car space = 2.4m x 4.8m (or 7'9" x 15'6")

- Additional space may also be required in some circumstances for clearance from structures i.e. walls, fences. This should be 0.5m where adjacent to a solid wall.
- For car spaces in line (end to end parking) assuming access available from the side = 2.4m x 6.6m (7'9" x 21'6")
- The minimum dimensions for a single residential garage = 6.0m x 3.0m
- 1 car space for vehicles used by Disabled people = 3.6m x 5.0m (11'8" x 16'4")
- The typical measurements of a large adult cycle are 1.8m long, 1.1m high and 0.65m wide.
- 1 motorcycle space = 2.5m x 1.5m (or 8'2" x 5')

Developments making specific provision for motorcycles should have regard to the need for security and incorporate appropriate proprietary anti-theft or tampering measures.

Appendix 3: Schedule of Replaced Local Plan Policies

AMAP3.1

In 2007 the government agreed that certain policies contained within the adopted Bristol Local Plan (December 1997) could be 'saved' pending the production of new development plan documents.

The Core Strategy was adopted in 2011. Its policies replaced 59 of the saved Local Plan policies. The adoption of the Site Allocations and Development Management Policies will mean that most of the remaining saved policies will no longer be required. ~~The table below contains a list of the policies that will no longer be saved.~~

The first table below sets out the policies that will no longer be saved following the adoption of the Site Allocations and Development Management Policies. The second table below sets out the policies that will still be saved, but only for the purposes of determining planning applications within the Bristol Central Area Plan area. These will be replaced on the adoption of the Bristol Central Area Plan.

~~The remaining saved policies of the adopted Bristol Local Plan (December 1997) relate to the city centre (Policies M9, M14, M21, CC3 CC8 and CC10). These will be replaced on the adoption of the Bristol Central Area Plan.~~

Schedule of policies of the Bristol Local Plan (December 1997) which will no longer be saved following adoption of the Site Allocations and Development Management Policies.

Policy	Subject
ME2	Location and Design of Development
ME4	Controlling the Impact of Noise
ME5	Protection of Groundwater Supplies
ME6	Contaminated Land
ME7	Water Industry Investment
ME8	Coastal Area
ME10	Development Adjacent to Rivers and Watercourses
ME13	Development on Unstable Land
ME14	Public Utilities
NE1	Open Space
NE2	Landscape Features
NE3	Trees and Woodlands (including tree planting and the Community Forest)
NE5	Sites of Nature Conservation Interest
NE6	The Wildlife Network
NE7	Local Nature Reserves

Policy	Subject
NE9	Historic Landscapes
NE11	New Development: Natural Environment Considerations
NE13	Green Belt: Boundary
B2	Local Context
B5	Layout and Form
B6	Building Exteriors and Elevations
B9	Development: House Extensions and Alterations
B10	Development: Shopfronts Guidelines
B11	Advertisements: Illuminated Signs
B15	Streets and Open Spaces
B16	New Buildings
B17	Extensions to Buildings
B18	Alterations to Traditional Buildings
B21	Demolition: Listed Buildings and Buildings in Conservation Areas
B22	Sites of Archaeological Significance
M1	Transport Development Control Criteria
M2	Development in Traffic Free Areas
M3	Public transport provision for large scale developments
M6	Public Transport: Bus and Coach Station - Marlborough Street
M7	Public Transport: Alternative Coach Station
M8	Public Transport: Coach Facilities
M10	Public Transport: Rail Improvements
M11	Public Transport: Rail Stations
M12	Public Transport: Protection of Ex-Rail Corridors
M13	Public Transport: Light Rapid Transit Safeguarded Routes
M15	Parking: Commuted Payments
M16	Cycling and Pedestrians
M18	Freight: Rail Freight Facilities
M19	Highway Network: New Roads - Environmental and Economic Effects
M20	Highway Network: Improvements to the Primary Road Network
M23	Highway Network: Minor Road Improvements
M24	Highway Network: Highway Improvements/Abandonment of Old Road Improvement Lines
EC2	Promoting Growth: Industry and Warehousing
EC3	Promoting Growth: B1 Development

Policy	Subject
EC4	Protection: Existing Employment Opportunities
EC5	Protection: Industrial Sites and Premises
EC6	Protection and Promotion: Small Businesses
S3	Opportunities for Expansion
S5	Frontages: Primary
S6	Frontages: Secondary
S8	Control of Food and Drink Uses
S10	Out of Centre Shopping: Non-Food Retail Locations
S11	Markets and Car Boot Sales
S12	Safeguarding Existing Market Sites
H3	Sites Identified for Development
H4	Backland Sites
H8	Upper Floors Over Shops and Offices
H10	Non self-contained bedsitting rooms, shared accommodation and hostels
H11	Residential Care Homes and Nursing Homes
H13	Travelling Showground People
H14	Houseboats
CS1	Protection of Community Service Land and Buildings
CS2	Development of New "Neighbourhood" Community Facilities
CS3	Community Centres, Youth Clubs and Libraries
CS5	Sites for New School Buildings
CS9	New Hospital Facilities
CS13	New Crematoria and Cemetery Facilities
L1	Open Space: Protection of Playing Fields and Recreation Grounds
L3	Greenways: Walking and Cycling
L8	Sports Stadia
L10	Arts and Entertainment: Public Art
L11	Tourism: Leisure Development

Schedule of policies of the Bristol Local Plan (December 1997) which will only be saved for the purposes of determining planning applications within the Bristol Central Area Plan area following adoption of the Site Allocations and Development Management Policies and until such time as the Bristol Central Area Plan is adopted.

Policy	Subject
<u>NE1</u>	<u>Open Space</u>
<u>NE5</u>	<u>Sites of Nature Conservation Interest</u>

<u>Policy</u>	<u>Subject</u>
<u>NE9</u>	<u>Historic Landscapes</u>
<u>M9</u>	<u>Public Transport: Temple Meads</u>
<u>M13</u>	<u>Public Transport: Light Rapid Transit Safeguarded Routes</u>
<u>M14</u>	<u>Parking: Commuter, Visitor and Short-Stay Parking</u>
<u>M21</u>	<u>Primary Route Network Amendments: Redcliffe Way</u>
<u>EC5</u>	<u>Protection: Industrial Sites and Premises</u>
<u>S5</u>	<u>Frontages: Primary</u>
<u>S6</u>	<u>Frontages: Secondary</u>
<u>CC3</u>	<u>Development Opportunities</u>
<u>CC4</u>	<u>The University of Bristol</u>
<u>CC5</u>	<u>Hospital Services</u>
<u>CC6</u>	<u>Public Car Parking and Coach Parking</u>
<u>CC7</u>	<u>Pedestrian Links</u>
<u>CC8</u>	<u>Streets for People</u>
<u>CC10</u>	<u>Water Frontages</u>

Appendix 4: Relationship between the Core Strategy and the Site Allocations and Development Management Policies

The table below sets out how the relevant sections of the Core Strategy are being delivered by the Site Allocations and Development Management Policies.

Core Strategy Policy	How the Site Allocations and Development Management Policies deliver the Core Strategy Policy
BCS1 South Bristol	<p>Sites allocated within Neighbourhood Partnership areas in South Bristol (Greater Bedminster; Filwood, Knowle and Windmill Hill; Brislington; Dundry View; and Hengrove and Stockwood) to provide:</p> <ul style="list-style-type: none"> • Major mixed-use development focused on Knowle West and Hengrove Park; • new homes of a mix of type, size and tenure; • new employment land, including industrial and warehousing land around the existing industrial estates at Novers Hill, and offices at Hengrove Park and South Bristol town and district centres. <p>Sites designated to safeguard land for:</p> <ul style="list-style-type: none"> • Major new transport infrastructure, including routes to improve connections between South Bristol, the city centre and North Fringe; and new transport links and improvements such as the South Bristol Link. • Important uses such as Open Space, Nature Conservation, and Industry and Warehousing. <p>Boundaries, primary shopping areas and secondary shopping frontages designated to identify a network of South Bristol town, district and local centres as the focus for new shopping, business, leisure and cultural investment.</p>
BCS3 Northern Arc and Inner East Bristol – Regeneration Areas	<p>Northern Arc:</p> <p>Sites allocated within Avonmouth and Kingsweston, Henbury and Southmead, and Horfield and Lockleaze Neighbourhood Partnership areas to provide:</p>

Core Strategy Policy	How the Site Allocations and Development Management Policies deliver the Core Strategy Policy
	<ul style="list-style-type: none"> • Higher density and mixed forms of development in accessible locations; • new homes of a mix of type, size and tenure; <p>Sites designated to safeguard land for:</p> <ul style="list-style-type: none"> • Major new transport infrastructure in the form of routes to improve access and linkages between parts of the Northern Arc with the city centre and North Fringe. <p>Inner East Bristol: Sites allocated within Ashley, Easton and Lawrence Hill Neighbourhood Partnership area to provide:</p> <ul style="list-style-type: none"> • new homes of a mix of type, size and tenure; • new business development; • mixed-use development. <p>Sites designated to safeguard land for:</p> <ul style="list-style-type: none"> • Important employment uses such as Industry and Warehousing.
BCS4 Avonmouth and Bristol Port	<p>Sites designated in Avonmouth and Kingsweston Neighbourhood Partnership area to safeguard land for:</p> <ul style="list-style-type: none"> • economic development purposes, particularly established Industrial and Warehousing Areas; • environmental protection, particularly to reflect the area’s importance for Nature Conservation.
BCS5 Housing Provison	<p>Sites allocated to provide:</p> <ul style="list-style-type: none"> • new homes to deliver the Core Strategy target in the period 2006-26.
BCS6 Green Belt	<p>Detailed Green Belt boundaries established and identified on the Policies Map.</p>
BCS7 Centre and Retailing	<p>Boundaries, primary shopping areas and secondary shopping frontages designated to identify a network of town, district and local centres as the focus for new shopping, business,</p>

Core Strategy Policy	How the Site Allocations and Development Management Policies deliver the Core Strategy Policy
	<p>leisure and cultural investment.</p> <p>Development Management policies DM7-11 provide detailed policies for proposals affecting retail uses and centres.</p>
<p>BCS8 Delivering a Thriving Economy</p>	<p>Sites allocated to provide:</p> <ul style="list-style-type: none"> • new employment land, including industrial and warehousing land around the existing industrial estates at Novers Hill, and offices at Hengrove Park and South Bristol town and district centres. <p>Sites designated as:</p> <ul style="list-style-type: none"> • Principal Industrial and Warehousing Areas. <p>Development Management policy DM12 provides detailed policy for proposals affecting employment land outside of the city’s Principal Industrial and Warehousing Areas.</p> <p>Development Management policy DM13 provides detailed policy for how proposals on the city’s Principal Industrial and Warehousing Areas will be considered.</p>
<p>BCS9 Green Infrastructure</p>	<p>Sites designated as:</p> <ul style="list-style-type: none"> • Important Open Space and Sites of Nature Conservation Importance. <p>Development Management policies DM15-DM22 provide detailed policies regarding the provision and safeguarding of green infrastructure, including open space and nature conservation.</p>
<p>BCS10 Transport and Access Improvements</p>	<p>Sites designated to safeguard land for:</p> <ul style="list-style-type: none"> • Major new transport infrastructure, including new railway stations and new transport routes and improvements such as the South Bristol Link; • Important existing infrastructure such as transport depots and railway infrastructure.
<p>BCS11 Infrastructure and Developer</p>	<p>Development management policy DM39 provides for the expansion of the sewage</p>

Core Strategy Policy	How the Site Allocations and Development Management Policies deliver the Core Strategy Policy
Contributions	treatment works in Avonmouth.
BCS12 Community Facilities	Development Management policies DM5 and DM6 protect valuable community facilities and public houses.
BCS17 Affordable Housing Provision	Development Management policy DM15 seeks affordable housing on proposals of less than 15 homes.
BCS18 Housing Type	Development Management policy DM2 manages the conversion of houses to flats and the creation of shared houses to ensure there would be no harm to the character of an area or its housing balance. Development Management policy DM4 aims to ensure that major housing development is wheelchair accessible or adaptable.
BCS21 Quality Urban Design and BCS22 Conservation and the Historic Environment	Development Management policies DM26-DM32 provide detailed criteria to ensure new development achieves high standards of urban design whilst safeguarding or enhancing the historic environment.
BCS23 Pollution	Development Management policies DM33-DM35 ensure new development avoids harmful pollution impacts regarding air, water, noise and contaminated land.