Pollution

4.23.1 This policy sets out a requirement for new development in Bristol to take into account its potential impact on pollution and the impact of existing sources of pollution. In doing so the policy contributes to meeting objectives 1, 5 and 7 of the Core Strategy and responds to issues 11 and 13.

Context

4.23.2 Pollution from development to land, air or water can occur in a number of forms including smoke, fumes, dust, smell, vibration, noise and an increase in levels of artificial light. These can have adverse impacts upon health both directly, for example a reduction in air quality can affect respiratory health, and indirectly through degradation of the natural environment and local amenity which can affect the quality of life and wellbeing of citizens. Certain types of development also pose risks to ground and surface water quality.

Policy BCS23

Development should be sited and designed in a way as to avoid adversely impacting upon:

- **Environmental amenity or biodiversity of the surrounding area by reason of fumes, dust, noise, vibration, smell, light or other forms of air, land, water pollution, or creating exposure to contaminated land.**
- **The quality of underground or surface water bodies.**

In locating and designing development, account should also be taken of:

- **The impact of existing sources of noise or other pollution on the new development; and**
- **The impact of the new development on the viability of existing uses by reason of its sensitivity to noise or other pollution.**

Water quality and associated habitat of surface watercourses should be preserved or enhanced.

Explanation

4.23.3 New development should minimise the adverse impacts of pollution through its location and design.

4.23.4 The impact of existing sources of pollution should also be taken into account when locating new development. New development sensitive to pollution will not be appropriate where existing sources of noise or other pollution cannot be satisfactorily mitigated. New development will also not be appropriate where it would prejudice the viability of other important land uses by reason of its sensitivity to pollution. Residential development, for example, will not usually be appropriate in locations where the presence of residential uses is

likely to give rise to the imposition of undue operational constraints on existing safeguarded industrial uses that might prejudice their ability to continue operation.

4.23.5 Air Quality Management Areas are defined where local concentrations of nitrogen dioxide (NO_2) and particulate matter (PM10) exceed national targets. There is currently one designated Air Quality Management Area within the city, which covers the central area and major roads into the city centre. It would not be appropriate to resist all new development in such areas as they are often in the most sustainable locations. However, regard should be had to opportunities to minimise the contribution of development to airborne pollution and the impact on new development of existing airborne pollution in these areas. Diffuse pollution from development close to watercourses can be reduced through filtration and interception.

Policy Delivery

This policy will be delivered through the development management process and through the development of further policies in the Site Allocations & Development Management DPD.

The council's Air Quality Action Plan and the Joint Local Transport Plan seek to implement broad ranging measures to improve air quality in the Air Quality Management Area. This policy can contribute to delivering certain of these measures through the development management process.

Air quality monitoring will be undertaken in the Avon Gorge to assess the potential impact of development and change on the Avon Gorge Woodlands Special Area of Conservation. Any mitigation measures will be addressed in future Joint Local Transport Plans.

Targets	Indicators
To improve air quality in accordance with the Air Quality Action Plan targets.	Results of air quality monitoring as reported in the Joint Local Transport Plan progress report Change in extent of Air Quality Management Area(s)