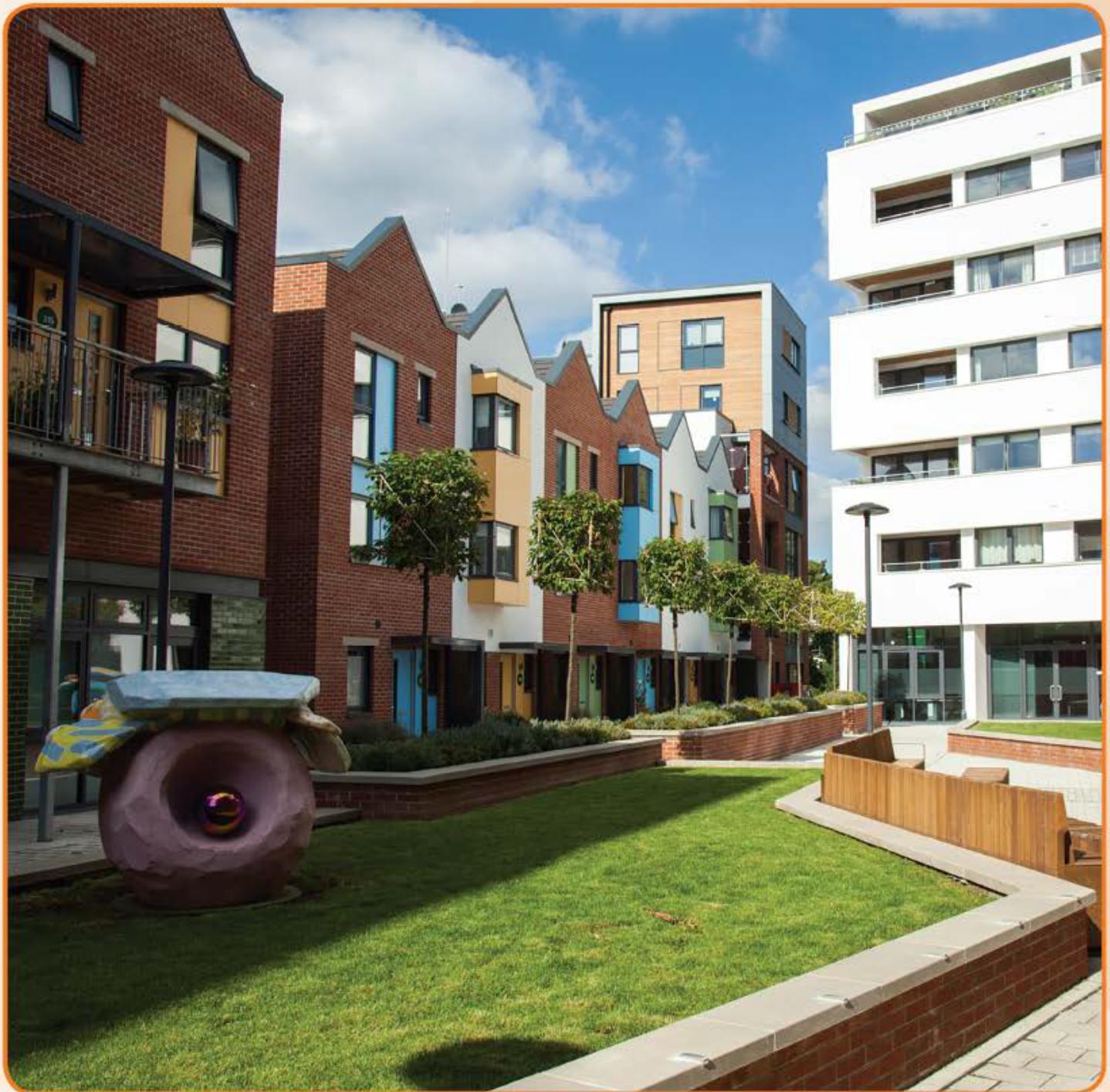


# Bristol Local Plan Review

## Retained Local Plan Policies



# About this document

This document should be read alongside the Bristol Local Plan Review: Draft Policies and Development Allocations – Consultation (March 2019). For more details of the consultation please visit:

[www.bristol.gov.uk/localplanreview](http://www.bristol.gov.uk/localplanreview)

The Local Plan Review does not propose to change all of the current local plan policies. The policies in the three current local plan documents were adopted relatively recently and many remain relevant and up-to-date. These policies are consistent with delivering the policies in the West of England Joint Spatial Plan and support the objectives of this local plan review.

The Draft Policies and Development Allocations document of this consultation identifies a number of existing local plan policies which are proposed to be retained alongside the new policies. This document sets out the full text of those retained policies with minor updates as required to reflect the current policy context.

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# 1. Economy

## Retained Policy BCAP6: Delivery of employment space

Development in Bristol City Centre will include:

- ~~At least 100,000m<sup>2</sup> of net additional high quality office and flexible workspace within Bristol Temple Quarter; and~~  
Replaced by Draft Policy DS2  
'Bristol Temple Quarter'
- Continued office and flexible workspace development as part of the wider mix of uses in the area in:
  - The Redcliffe Way area, if sought through the neighbourhood planning process; and
  - The North Redcliffe area.

Elsewhere within the plan boundary, development will be encouraged to include a proportion of office or other employment floorspace of a scale and type appropriate to the site and its context, except where land is allocated or designated specifically for other uses.

In Old Market & The Dings, St. Paul's & Stokes Croft and other areas of inner east Bristol the emphasis will be on the provision of small-scale flexible workspace suitable for a wide range of employment uses.

### Explanation

There is scope in the city centre for a mix of office accommodation and flexible workspace to be delivered to meet local business development needs. A continued supply of sites suitable for large format office buildings will help the city to continue to attract major employers and allow existing businesses to grow. An accompanying supply of new workspace at a smaller scale, meanwhile, will support the growth of new start-ups and other small businesses in the city centre area.

Outside Bristol Temple Quarter, in which the proportions of uses sought will be guided by the spatial framework / masterplan, an appropriate proportion of employment floorspace will be sought by negotiation. The proportion sought will vary taking account of the location of the site, the impact on surrounding uses and practical considerations around what any given site can feasibly accommodate. These considerations are also reflected in the range of uses suggested for sites allocated for development by this plan.

## Retained Policy BCAP8: Maritime industries

Sites within the Maritime Industrial and Warehousing Areas shown on the Policies Map will be retained for industrial and warehousing uses.

Development will be expected to protect or enhance the maritime function of the area. Development that would affect the function or viability of

**existing maritime uses in the area or otherwise erode the maritime function of the area will not be permitted.**

**Explanation**

Locations around the Floating Harbour that are currently used wholly or partially for maritime industries will be safeguarded for that purpose as **Maritime Industrial and Warehousing Areas**.

**Retained Policy BCAP10: Hotel development**

**Proposals for small-scale, boutique or high quality hotel development will be encouraged as individual development or as part of broader mixed-use developments. Proposals for new hotel development should provide active ground floor uses and/or frontages and achieve high standards of sustainability and urban design in all other respects.**

**Explanation**

Another significant element of recent investment in culture, leisure and tourism in Bristol City Centre is the growth of the hotel sector. Although the hotel sector is an important part of the city's tourism offer, much of the growth has been in the form of large format and budget hotels.

Reflecting current concerns around the imbalance between budget hotels and other types within the city centre, opportunities will also be sought to diversify the city centre's hotel offer through the provision of small-scale, boutique hotels or high quality hotels.

**Retained Policy BCAP11: University and hospital development**

**The University Precinct shown on the Policies Map will be developed for educational and ancillary uses associated with the University of Bristol having regard to the principles set out in SPD11.**

**The Hospital Precinct shown on the Policies Map will be developed for healthcare and ancillary uses associated with the University Hospitals Bristol Trust.**

**In both precincts, the development of new facilities or the redevelopment and renewal of existing facilities will be encouraged. Development that would impede the consolidation and expansion of University and hospital facilities within the precincts will not be permitted.**

**Outside their designated precincts, the development of University or hospital facilities on sites not allocated or designated specifically for other uses will also be permitted where they would accord with other relevant Local Plan policies.**

### Explanation

There may be situations where the University or hospitals trust are seeking to redevelop existing University or hospital sites outside their designated precincts or require a new site in a particular location due to its proximity to a particular site or community. In these cases, new University or hospital development will also be acceptable subject to there being no conflict with other policies.

### **Retained Policy BCAP12: Vacant sites and temporary uses**

**Proposals for temporary uses of vacant buildings or sites within Bristol City Centre that would not prejudice any future development or other purposes for which the site may be safeguarded will be acceptable where they would add to the vitality and vibrancy of the city centre and would not cause excessive noise or other pollution, cause undue detriment to the character and amenity of the surrounding area or give rise to unacceptable traffic conditions.**

**Temporary uses that would enhance the sustainability of Bristol City Centre such as the provision of space for local food production, wildlife or the growing of biomass will be encouraged.**

**Proposals for the temporary use of vacant sites for car parking will not be acceptable.**

### Explanation

From time to time, temporary uses are sought for vacant buildings or cleared sites that are awaiting redevelopment. Although temporary in nature and therefore often lacking the standards of design and finish that would usually be expected from permanent development, such uses can provide jobs and add much to the vitality and vibrancy of an area in the meantime.

Alternatively, temporary uses can enhance the sustainability of an area by making space for local food production, wildlife or the growing of energy crops.

Temporary use of vacant sites for car parking is not allowed for in the policy as such use can discourage and delay the permanent redevelopment of vacant sites. Car parking provision is also likely to be inconsistent with Retained Policy BCAP29 'Car and cycle parking in Bristol City Centre' which seeks to ensure that long stay parking in new development is limited to the operational needs of the development.

## 2. Shopping, Services and the Evening Economy

### Retained Policy BCS7: Centres and retailing

This policy aims to support a network of accessible centres in Bristol as key focuses for development and as the principal locations for shopping and community facilities as well as local entertainment, art and cultural facilities. All the centres are essential to the vitality of the city, the diversity of its shopping provision and to social inclusion, helping to reduce car dependency by providing services close to homes.

#### Policy text

**Retail development, offices, leisure and entertainment uses, arts, culture and tourism uses will be primarily located within or, where appropriate, adjoining the centres in the identified network and hierarchy serving Bristol.**

**Town, District and Local Centres will also be focuses for the development of:**

- **Community facilities;**
- **Higher density forms of residential development provided the centre is suitable for such development and has a high level of accessibility by public transport, cycling and walking; and**
- **Smaller scale office developments providing local office floorspace provision.**

**Development will be of a scale and intensity appropriate to the position of the centre in the hierarchy and to the character of the centre. Where proposed developments would be significantly larger in scale than existing uses, it should be clearly demonstrated that the catchment the development will serve is in keeping with the role of the centre.**

**Mixed-use development at accessible centres will be particularly promoted where it takes advantage of under-used land.**

**Uses which contribute to maintaining the vitality, viability and diversity of centres will be encouraged. Active ground floor uses will be maintained and enhanced throughout the centres.**

**Retail shop uses will predominate in the designated primary shopping areas of the City and Town Centres, supported by a wider range of appropriate uses in the other parts of these centres. The role of District and Local Centres in meeting the day-to-day shopping needs of their catchments will be maintained. Developments in all centres should include provision for a mix of units including opportunities for small shops and independent traders.**

**Local shopping and service provision in smaller frontages or single shops away from the identified centres should be retained where it remains viable**

and provides an important service to the local community. The provision of new small scale retail facilities will be encouraged where they would provide for local needs and would not be harmful to the viability and diversity of any nearby centres.

#### Hierarchy of Centres:

City Centre		
<b>Bristol City Centre, incorporating the retail areas of:</b>		
Broadmead, Cabot Circus Christmas Steps, St Michael's Harbourside	Old City, Baldwin Street, Victoria Street Old Market	Queen's Road, Park Street Stokes Croft
Town Centres		
Bedminster Clifton Fishponds Gloucester Road	Henleaze Shirehampton St George (Church Road) Two Mile Hill Road (part of Kingswood town centre)*	Wells Road / Broadwalk (Knowle) Westbury-on-Trym Whiteladies Road
District Centres		
Arnside Road (Southmead) Crow Lane (Henbury) Lodge Causeway	North Street, Southville North View (Westbury Park) Ridingleaze (Lawrence Weston)	Stapleton Road Symes (Hartcliffe) Whitchurch (Oatlands Avenue)
Local Centres		
Ashley Road / Grosvenor Road Avonmouth Village Bishopsworth Brislington Broomhill Road / Fermaine Avenue Chandos Road Coldharbour Road Druid Hill, Stoke Bishop Filton Avenue	Filton Road Filwood Broadway Gilda Parade Lawrence Hill Lockleaze (Gainsborough Square) Mina Road Picton Street Queen's Road, Withywood Sandy Park Road	Shirehampton Road Southmead Road St Anne's Village St Marks Road St Michaels Hill Stockwood Stoke Lane Totterdown Wellington Hill West / Southmead Road
<p>* Kingswood town centre is located adjacent to the city's eastern boundary in South Gloucestershire. Two Mile Hill Road in Bristol forms part of that centre.</p> <p>There are also town and local centres at Staple Hill, Gloucester Road North, Filton Avenue, Soundwell Road and Hanham High Street just outside the city's northern and eastern boundaries in South Gloucestershire.</p>		

#### Explanation

The centres hierarchy set out in this policy is based on the recommendations of the Bristol Citywide Retail Study (June 2007). Bristol City Centre is at the head of the hierarchy. It will remain the principal destination for shopping and leisure in the city and in the South West region. Draft Policy DS1 'Bristol City Centre' sets out the approach to the city centre.

Bristol's 10 Town Centres cater to a wide catchment in the city (Two Mile Hill Road forms a part of Kingswood town centre which is located in South Gloucestershire). Some are destinations drawing custom from across and beyond the city. Typically they are locations for national chain stores as well as independents. These centres are also characterised by the presence of restaurants, cafés and bars, and a wide range of associated services. Larger community facilities and employment uses are also represented.

The 9 District Centres in the hierarchy cater to a more localised catchment meeting convenience needs but may include community facilities and supermarkets.

The 27 Local Centres provide mainly local shopping and services catering to day-to-day needs. They mainly serve a catchment within walking distance but may experience some passing trade.

There remain parts of Bristol which are less well served with a good local network of accessible shopping provision. Therefore, the policy encourages new local provision where it would help address local needs and would not harm existing centres.

Whilst the policy directs retail, leisure and entertainment, offices, arts, culture and tourism to the centres in general, they will not necessarily all be appropriate in all centres.

Retail shop uses referred to in this policy refer to those in Class A1 of the Use Classes Order. Active ground floor uses are generally those falling within Use Classes A1 to A5 but can also include other town centre uses which are visited by large numbers of people. Residential uses and offices (Use Class B1) would not normally be considered as active uses for ground floors in this context.

## **Retained Policy DM7: Town centre uses**

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

### **Explanation**

Retained Policies DM7- 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 Retained Policies BCAP13-19.

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

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.

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).

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 200m<sup>2</sup>. Larger proposals would be subject to the sequential approach set out in the policy.

## Retained Policy DM8: Shopping areas and frontages

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.

### Explanation

This policy applies to Bristol's 10 **Town Centres** and its 9 **District Centres** as defined in Retained Policy BCS7 'Centres and retailing' 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.

Proposals for development within the city centre will be assessed against Retained Policies BCAP13-BCAP19.

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.

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.

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.

'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.

## **Retained Policy DM9: Local Centres**

**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.

#### **Explanation**

Proposals for development within the city centre will be assessed against Retained Policies BCAP13-BCAP19.

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.

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.

'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.

### **Retained Policy DM10: Food and drink uses and the evening economy**

**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**
- 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~~

Replaced by Draft Policy HW3  
'Takeaways'

~~harmful to health or the promotion of healthy lifestyles.~~

### Explanation

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.

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.

In considering the availability of refuse storage and disposal facilities, proposals should refer to relevant provisions in Retained Policy DM32 'Recycling and refuse provision in new development'. Retained Policy DM32 contains standards for refuse storage, disposal and recycling, and further detail on the expected approach to access and design of such facilities.

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.

'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.

### **Retained Policy DM11: Markets**

**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.

#### Explanation

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.

The parking provision standards for Use Class A1 shop 'Service Vehicles', set out in Appendix 2, contains the appropriate level of parking for trader vehicles.

### **Retained Policy BCAP13: Strategy for retail development in Bristol City Centre**

Development in Bristol City Centre will include:

- Major retail growth, focused upon sites within Bristol Shopping Quarter Primary Shopping Area;
- Retail development as part of the wider mix of uses at High Street, Wine Street and Castle Park (St. Mary-le-Port site) and at the Nelson Street and Lewins Mead area. Links to Bristol Shopping Quarter will be strengthened at both locations;
- Complementary retail and leisure uses as part of the Bristol Temple Quarter developments.

A retail focus will be maintained in the Primary Shopping Areas at:

- Park Street/Queen's Road;
- Old City.

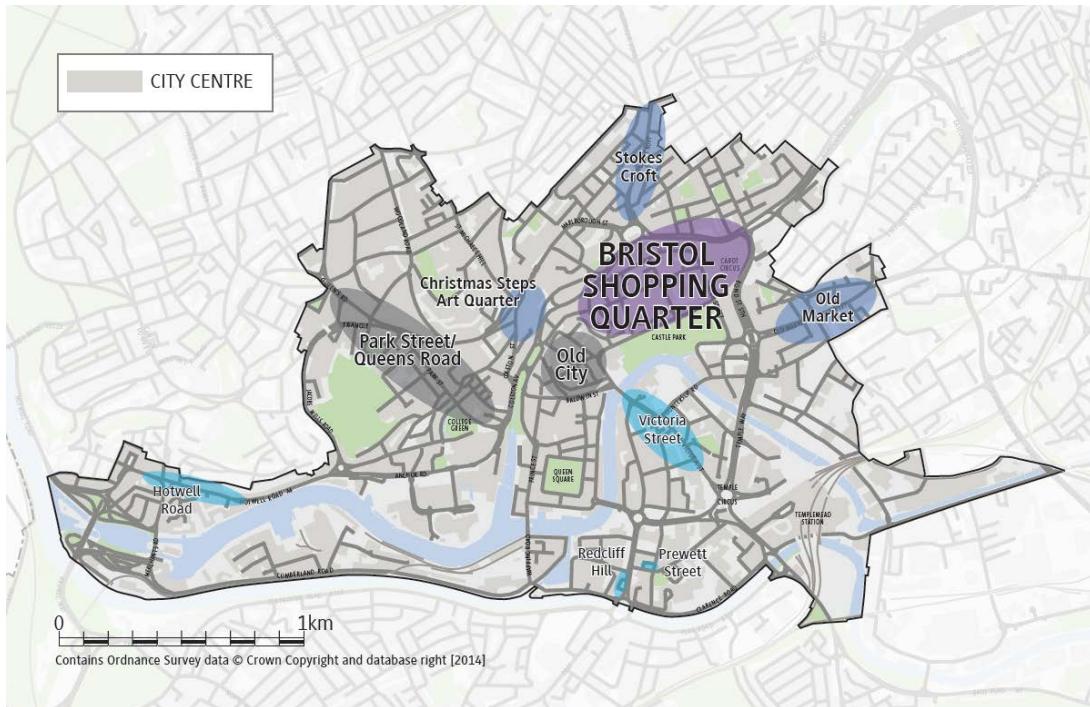
There will be an emphasis on retaining smaller scale/independent retail uses at:

- Christmas Steps Arts Quarter.

A mix of uses will be sought, with a particular emphasis on retaining smaller scale/independent retail and leisure uses at:

- Stokes Croft;
- Old Market.

The retention of a range of local retail and service uses will be sought at Victoria Street, Hotwell Road and Redcliff Hill/Prewett Street where Secondary Shopping Frontages are identified.



**Diagram 2.1: City centre shopping areas**

### Explanation

**Bristol Shopping Quarter** forms the core of Bristol City Centre's retail offer. It comprises the city's principal shopping area including Cabot Circus, Broadmead and The Galleries and is the largest retail destination in South West England. It is the principal and preferred focus for major retail development.

In addition to growth within the Bristol Shopping Quarter, there are retail development opportunities in the adjacent areas of St Mary-Le-Port and Nelson Street / Lewins Mead and also at Bristol Temple Quarter where they will act as a complement to new development. Although these locations are not intended as major focuses for retail-led development, they will assist in creating additional retail floorspace within Bristol City Centre, contributing to a diverse range of retail unit size and offers.

**Queen's Road and Park Street** is the second most significant location for city centre shopping after Bristol Shopping Quarter. The area has undergone change in recent years, with the loss of some of its larger format retail and the introduction of a wide range of restaurants, bars and cafés. However, the area has a high footfall and remains a significant centre for fashion, gifts, music and books. A Primary Shopping Area is identified at Queen's Road and Park Street, covering the heart of the area to maintain its retail focus.

Shopping in **Old City** is focused on St. Nicholas' Market which, along with the associated street markets, provides a key focal point for independent and niche retail within the city centre. A Primary Shopping Area is identified covering the market and its immediate surroundings. The area forms a destination for specialist shopping and leisure and provides a complement to the adjacent Bristol Shopping Quarter.

**Stokes Croft, Old Market** (primarily Old Market Street, West Street and Midland Road north) and the **Christmas Steps Arts Quarter** (Christmas Steps, Colston Street and Perry Road) have distinctive characteristics and are important as specialist/local shopping and leisure areas within the city centre. They are important to their local areas and contribute to the city centre's visitor offer. Stokes Croft has a localised retail function with a number of independent traders and supports a vibrant mix of artistic activities, cafés, pubs, bars, nightclubs, take-aways and other local services. Old Market does not have a primary retail function but includes a range of comparison retail of niche interest, local services and pubs and bars, many geared towards the gay community. Christmas Steps Arts Quarter is a small retail area with citywide significance due to its independent and artisan nature and attractive historic setting.

Primary Shopping Areas are identified on the Policies Map. Retained Policies BCAP16 'Primary shopping frontages in Bristol City Centre' and BCAP17 'Secondary shopping frontages in Bristol City Centre', below, set out the approach to primary and secondary shopping frontages.

### **Retained Policy BCAP14: Location of larger retail development in Bristol City Centre**

**New larger scale retail development within Bristol City Centre will be primarily directed towards the identified Primary Shopping Areas or to sites which adjoin them. Development should be proportionate with and appropriate to the scale and role of the particular Primary Shopping Area within Bristol City Centre. Elsewhere in the city centre larger scale retail developments may be acceptable where they would not be harmful to the vitality, viability and retail function of identified shopping areas.**

#### **Explanation**

Larger scale retail development is defined as use class A1 of 200m<sup>2</sup> gross floor area or larger. The role of individual Primary Shopping Areas is set out in Retained Policy BCAP13 'Strategy for retail development in Bristol City Centre'.

### **Retained Policy BCAP15: Small-scale retail developments and other related uses in Bristol City Centre**

**The development of new small-scale retail or other related uses (use classes A2-A5) outside of designated Primary Shopping Areas and Secondary Shopping Frontages within Bristol City Centre will be acceptable where they would add to the vitality of the area.**

#### **Explanation**

This policy applies to shops (use class A1) of up to 200m<sup>2</sup>. Proposals which significantly exceed that scale will be determined in accordance with Retained Policy BCAP14 'Location of larger retail development in Bristol City Centre'.

The policy is also applicable to use classes A2 to A5 of any scale, provided they are in accordance with all other relevant policies. The boundary of the city centre is shown on the Policies Map.

Retained Policy DM10 'Food and drink uses and the evening economy' is applicable to food and drink uses in all locations, subject to any special provisions set out elsewhere in the local plan.

## **Retained Policy BCAP16: Primary shopping frontages in Bristol City Centre**

**Within Primary Shopping Frontages in Bristol City Centre change of use of retail premises (use class A1) will not be permitted unless:**

- i. **The proposed use would make a positive contribution to the vitality and viability of the Primary Shopping Frontage and the city centre as a whole; and**
- ii. **The proposed use would not dominate or fragment the Primary Shopping Frontage as a result of its scale, by creating a significant break in the retail frontage or by resulting in a harmful loss of retail floorspace; and**
- iii. **The proposed use would be compatible with a retail area in that it includes a shop front with a display function and would be immediately accessible to the public from the street.**

**Within the Primary Shopping Frontages in Bristol Shopping Quarter selective change of use to cafés, restaurants, pubs or bars (Use Classes A3 and A4) or other appropriate leisure uses will be acceptable subject to meeting the above criteria and providing the dominant shopping character is maintained.**

**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.**

### **Explanation**

Primary Shopping Frontages are shown on the Policies Map. In considering proposals the role of the shopping area in which the frontage is located, as set out in Retained Policy BCAP13 'Strategy for retail development in Bristol City Centre', will be taken into account.

The Primary Shopping Frontages of Bristol Shopping Quarter are characterised by their particularly strong and consistent retail character. Retained Policies BCAP13 'Strategy for retail development in Bristol City Centre' and BCAP36 'Bristol Shopping Quarter' and this policy aim to maintain that retail strength. However, the introduction of some appropriately located cafés, restaurants, pubs and bars would be appropriate where they would help to complement the retail offer and visitor experience, support and encourage longer shopping trips and generate continued activity outside normal shopping hours. Planning conditions may be used to restrict subsequent change of use and to ensure activities and opening hours are appropriate to a family shopping area.

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 shopping area. 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 shopping area.

## **Retained Policy BCAP17: Secondary shopping frontages in Bristol City Centre**

**Within Secondary Shopping Frontages in Bristol City Centre the development of retail or other related uses will be acceptable where they would help to maintain or enhance the function of the shopping area. In all cases the proposed use will be expected:**

- i. **To complement the retail function of the shopping frontage and not harm its vitality, viability or diversity; and**
- ii. **Not to harmfully dominate or fragment frontages; and**
- iii. **To generate a reasonable level of footfall and be of general public interest or service; and**
- iv. **To be compatible with a shopping area in that it includes a shop front 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.**

### **Explanation**

In considering proposals the role of the shopping area in which the frontage is located, as set out in Retained Policy BCAP13 'Strategy for retail development in Bristol City Centre', will be taken into account. Retained Policy DM10 'Food and drink uses and the evening economy' is applicable to food and drink uses in all locations, subject to any special provisions set out elsewhere in the local plan.

'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.

## **Retained Policy BCAP18: New market provision in Bristol City Centre**

**New or extended market provision will be supported in Bristol City Centre where it would support the vitality, viability and diversity of the city centre.**

### Explanation

Markets significantly contribute to the range of shopping opportunities and choices in Bristol City Centre and add to its attractiveness to visitors.

This policy should be used in conjunction with Retained Policy DM11 'Markets'.

## **Retained Policy BCAP19: Leisure use frontages in Bristol City Centre**

**The development of uses that contribute to the leisure, entertainment and evening economy offer in Bristol City Centre will be encouraged and acceptable within the Leisure Use Frontages provided the concentration of uses would not result in harmful impacts.**

**Leisure and entertainment uses will be acceptable at other city centre locations where they accord with other relevant Local Plan policies.**

### Explanation

Leisure Use Frontages are shown on the Policies Map.

Existing and proposed retail (use class A1) are considered to make a positive contribution within Leisure frontages, and unless they would prejudice the function of existing leisure, entertainment, community or food and drink uses, should be considered an acceptable form of development.

This policy applies to uses in classes A3-A5 (cafes, restaurants, pubs, bars and takeaways), D2 (assembly and leisure uses such as cinemas) and to similar *sui generis* uses (similar uses which do not fall into a specific planning uses class). Whilst this policy allows for a clustering of uses it is necessary to ensure that the particular type and location of uses does not have harmful impacts either individually or cumulatively. Therefore, proposals will be subject to the provisions of Retained Policy DM10 'Food and drink uses and the evening economy' which deals with the control of any negative effects that can arise from concentration of certain types of food and drink uses. Planning conditions may be used to mitigate any harmful impacts which could arise from such uses and to ensure that future inappropriate uses cannot be established through permitted development allowances.

Retained Policies BCAP15 'Small-scale retail developments and other related uses in Bristol City Centre' and BCAP17 'Secondary shopping frontages in Bristol City Centre' also allow for the development of uses in class A3-A5.

## 3. Green Infrastructure

### Retained Policy BCS9: Green infrastructure

This policy aims to protect, provide, enhance and expand the green infrastructure assets which contribute to the quality of life within and around Bristol. In protecting important open space it acknowledges that not all open land can be left unchanged and so sets a strategic framework for the choices to be made.

#### Policy text

**The integrity and connectivity of the strategic green infrastructure network will be maintained, protected and enhanced. Opportunities to extend the coverage and connectivity of the existing strategic green infrastructure network should be taken.**

**Individual green assets should be retained wherever possible and integrated into new development. Loss of green infrastructure will only be acceptable where it is allowed for as part of an adopted Development Plan Document or is necessary, on balance, to achieve the policy aims of the Core Strategy. Appropriate mitigation of the lost green infrastructure assets will be required.**

**Development should incorporate new and / or enhanced green infrastructure of an appropriate type, standard and size. Where on-site provision of green infrastructure is not possible, contributions will be sought to make appropriate provision for green infrastructure off site.**

#### *Open Space*

**Open spaces which are important for recreation, leisure and community use, townscape and landscape quality and visual amenity will be protected.**

**Some areas of open space may be released, through the development plan process, for appropriate development where:**

- **They are no longer important for recreation, leisure and community use, townscape and landscape quality and visual amenity;**
- **Development of all or part of an open space would result in improved urban form or an enhancement to existing open space areas.**

**New development should incorporate, or contribute towards, the provision of an appropriate level and quality of open space.**

#### *Biological and Geological Conservation*

**Internationally important nature conservation sites are subject to statutory protection.**

**National and local sites of biological and geological conservation importance will be protected having regard to the hierarchy of designations and the potential for appropriate mitigation. The extent to which a development would contribute to the achievement of wider objectives of the Core Strategy will be carefully considered when assessing their impact on biological and geological conservation.**

**Where development would have an impact on the Bristol Wildlife Network it should ensure that the integrity of the network is maintained or strengthened.**

### **Explanation**

Green infrastructure is the term used to describe the network of green assets that can work together to support sustainability and quality of life within and around Bristol. These networks bring many social, economic and environmental benefits, including:

- **Improved townscape and landscape quality and visual amenity:**  
Parks and gardens, open spaces, landscapes, trees and many other elements of green infrastructure contribute to Bristol's townscape and landscape quality. By providing relief to the built form and enhancing overall visual amenity, green infrastructure makes a vital contribution to the quality of Bristol as a place to live, work, visit and invest in.
- **Protected and enhanced biodiversity:**  
Green infrastructure provides space for nature, allows community interaction with nature, provides educational opportunities and encourages presence and diversity of species. It can provide habitats that are linked throughout the city and beyond, allowing adaptation to changes in the built and natural environment.
- **Provision of green active travel routes:**  
Green infrastructure can include walking and cycle routes, public rights of way, accessible river corridors and green streets that create pleasant surroundings and links which encourage physical activity as part of everyday life. The strategic green infrastructure network protects and enhances connections between elements of green infrastructure in the city and allows improved connectivity for people and wildlife.
- **Improved mental and physical health of local communities:**  
Green infrastructure ensures access to good quality recreational places and spaces, encourages active travel along cycle and walking routes, provides space for community activities and interaction, reduces noise and water pollution, improves air quality and also allows access to natural areas of space and wildlife.

- **Space for local food production within the city:**

Allotments, grazing land, city farms and informal areas of green space create potential for local food production and community use. These types of green infrastructure can contribute to people's health and well being, provide education opportunities and can also be valuable for wildlife.

- **Mitigation of and adaptation to climate change:**

Provision of green infrastructure in the correct locations can reduce water run off and provide flood storage capacity. Certain types of green infrastructure also have a role in absorbing carbon dioxide, reducing the effect of 'urban heat islands' and linking species and habitat areas, allowing continued wildlife adaptation. Through providing linked accessible green infrastructure in a strategic network, a reduction in car dependency to access green infrastructure is also possible.

A number of open spaces, waterways, biological sites, wildlife network corridors and landscape features and countryside, together form the strategic green infrastructure network, which is important at a citywide scale. It serves large sections of Bristol's population providing linkages to green infrastructure across the city and connecting to the wider sub-regional network of green infrastructure. Bristol also has land within its boundary which is designated as Green Belt. This makes up an important part of the strategic green infrastructure network and is afforded protection through national policy. Diagram 3.1 illustrates the strategic green infrastructure network in Bristol and shows how this strategic network links with the surrounding areas.

The strategic green infrastructure network is complemented by further elements of green infrastructure, such as less strategic open space, school grounds, green roofs, local biological sites, private gardens, allotments, grazing land, city farms, cemeteries, pedestrian paths, trees and woodland, and landscaped areas. These elements of green infrastructure have an equally important role in contributing to the sustainability and quality of life within the city and are of particular benefit to local communities.

Green infrastructure assets include open spaces, recreation areas, parks and gardens, allotments, biological and geological conservation sites, landscape features, rivers, waterways and watercourses, woodlands, street trees and planting, green roofs and walls, cycle routes, pedestrian walkways and public rights of way, green corridors and open countryside. This policy addresses green infrastructure assets as a whole and also sets out the approach to two specific forms of green asset, open space and biological and geological conservation sites.

Diagram 3.1 illustrates the strategic green infrastructure network in Bristol and shows how this strategic network links with the surrounding areas. The diagram is indicative and broadly shows the strategic network. It is not

intended that the diagram is a precise guide or that it formally designates land to be kept free from development. However, it does give a broad indication of the strategic green areas and links which are important at a city scale and in that respect can be used as a guide to decision making.

#### *Loss of open space*

Whilst the local plan aims to retain the vast majority of green open space within the city, not all such land is important for recreation, leisure and community use, townscape and landscape quality and visual amenity. Existing open spaces may also offer opportunities to contribute to the delivery of necessary development, improvements to urban form or enhancements to existing open space areas. In determining whether open space should be released community involvement will be central to decision making. Account will also be taken of open space standards, levels of provision in the locality and the importance of the open space for recreation, leisure and community use, its contribution to townscape and landscape quality and its visual amenity.

#### *Biological and Geological Conservation*

The level of protection afforded to biological and geological conservation sites is dependent on whether they are of international, national or local importance, those of international and national importance being afforded more protection than those of local importance. In Bristol, Sites of Nature Conservation Interest are designated through the Development Plan process as local sites. These are accompanied by Local Nature Reserves and Regionally Important Geological Sites which are local sites designated through separate processes. Land with a function as a corridor for wildlife, along with the locally designated Sites of Nature Conservation Interest, form the Bristol Wildlife Network. The Network either links the designated local sites to each other or to the wider countryside.

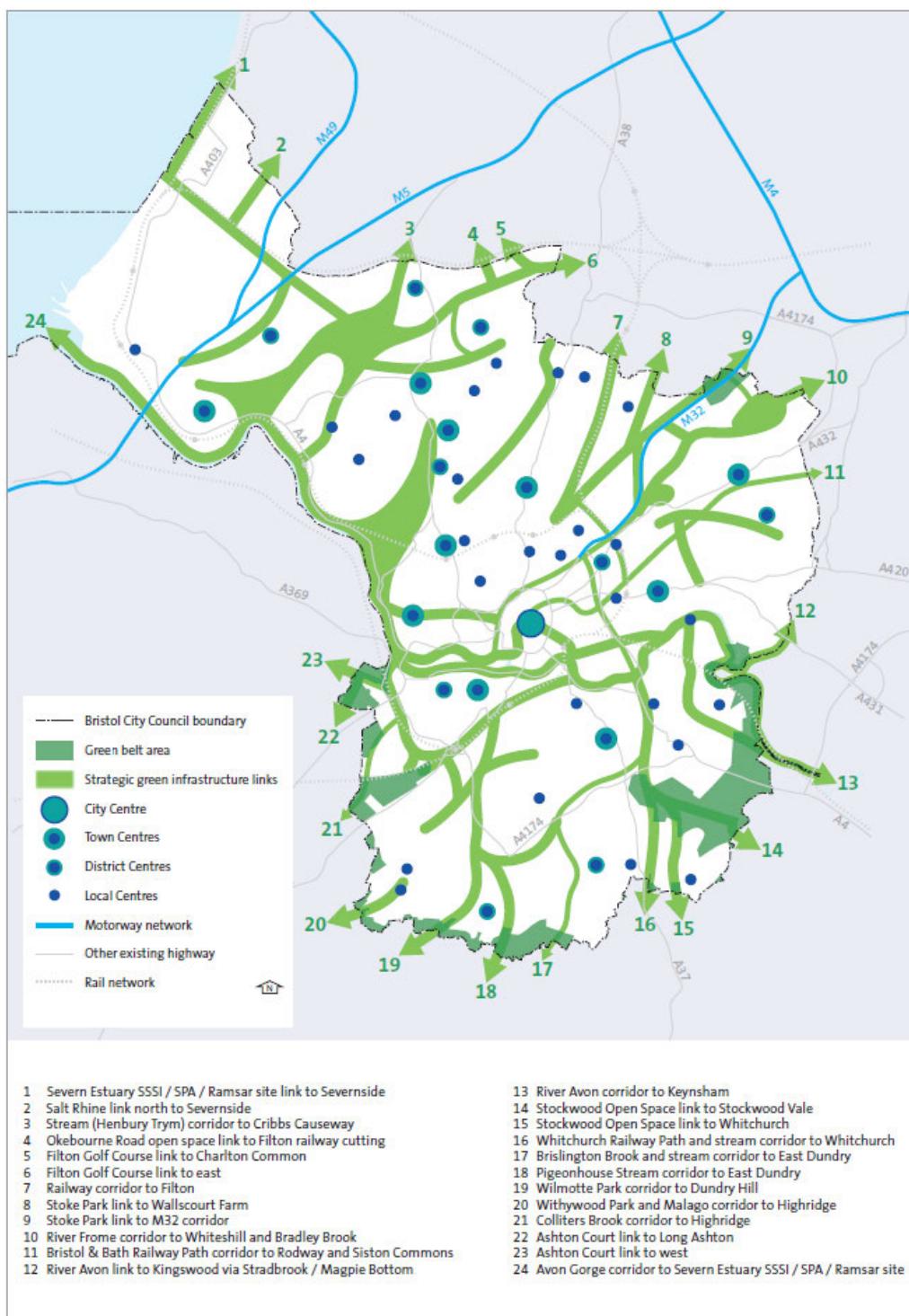


Diagram 3.1: Strategic Green Infrastructure Network

## Retained Policy DM15: Green infrastructure provision

### *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 and Allotment Provision***

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

**Provision of statutory allotment plots on a development site will be sought when the level of residential development creates a need for 1750m<sup>2</sup> of statutory allotments, equivalent to 7 statutory allotment plots.**

### ***Trees***

**The provision of additional 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 to address urban cooling; and**
- 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.**

### **Explanation**

#### ***Multifunctional Green Infrastructure Assets***

Retained Policy BCS9 'Green infrastructure' 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.

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 (Retained Policy DM19 'Development and nature conservation' 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*

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. Retained Policy BCS9 'Green infrastructure' (diagram 3.1) shows the Strategic Green Infrastructure Network.

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 and Allotment Provision*

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.

The residents of all new homes should be able to access statutory allotment plots. The standard for new allotment provision as set out in Retained Policy DM15 'Green infrastructure provision' 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  $\frac{3}{4}$  mile of an allotment. One allotment plot is considered to require 250 m<sup>2</sup> of land.

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*

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 can assist in mitigating air quality issues.

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 council's website:

<http://maps.bristol.gov.uk/>.

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*

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.

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.

### **Retained Policy DM16: 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.**

#### **Explanation**

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.

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.

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.

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.

An appropriately designed public open space will also be expected to maximise the green infrastructure benefits and functions it provides. Retained Policy BCS9 'Green infrastructure' 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.

Retained Policy BCS9 'Green infrastructure' (diagram 3.1) 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.

## Retained Policy DM17: Development involving existing green infrastructure

### Important Open Spaces

Replaced by Draft Policies  
GI1-GI3

~~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.**

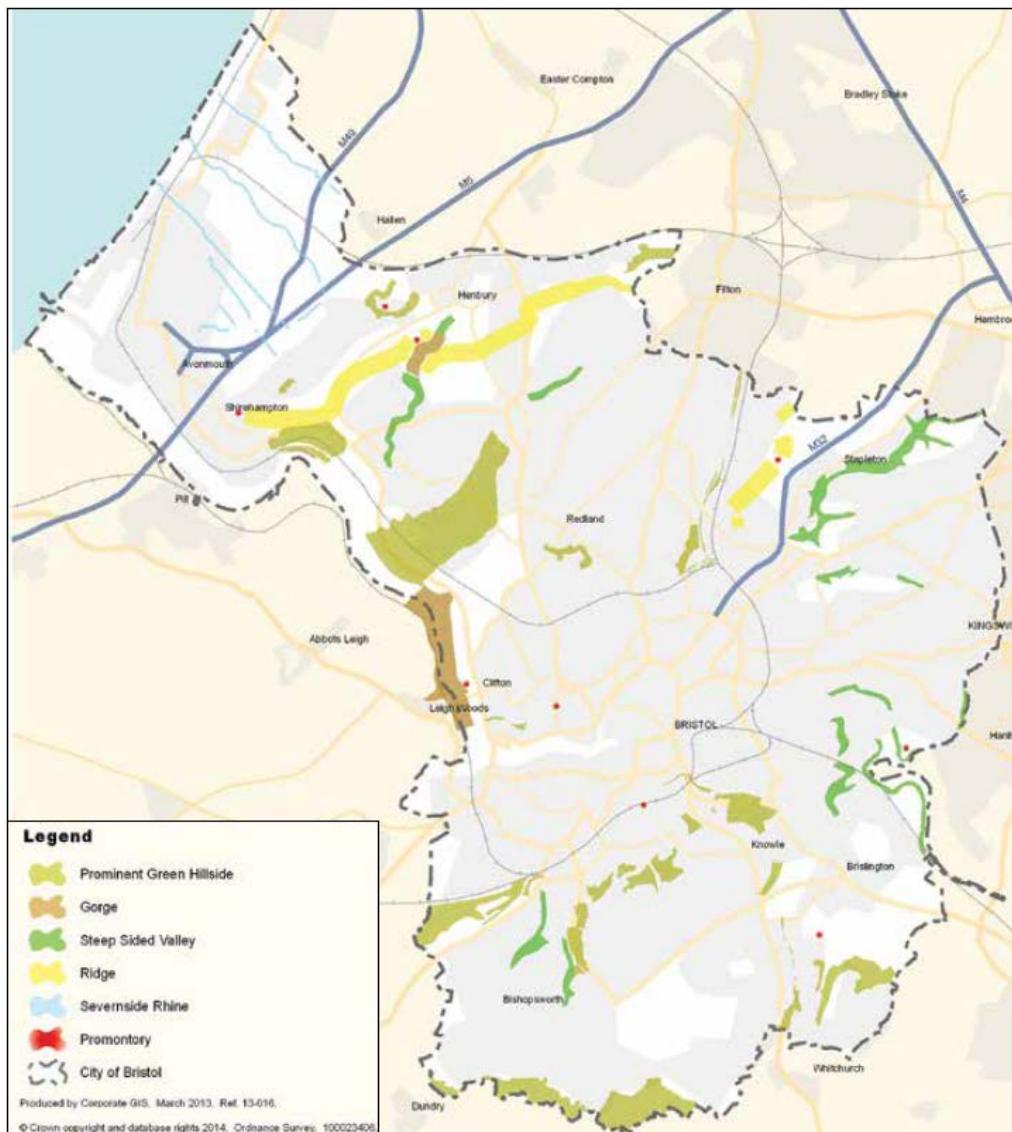
**Where tree loss or damage is essential to allow for appropriate development, replacement trees of an appropriate species should be provided, in accordance with the tree compensation standard below:**

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

### **Explanation**

#### ***Urban Landscapes***

The location of the main valuable urban landscapes within Bristol are shown below on Diagram 3.2.



**Diagram 3.2: Valuable urban landscapes within Bristol**

### Trees

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.

Trees are considered valuable multifunctional green infrastructure assets. The policy seeks to protect the most valuable trees and in line with the local plan's 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.

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.

## **Retained Policy DM19: Development and nature conservation**

**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.

## Explanation

### *Habitat, Species and Features of Nature Conservation in Bristol*

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, SNCIs and RIGS. These are designated and shown on the Policies Map.
- Non-designated local nature conservation sites, the Wildlife Corridors. 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.

### *Protected Species*

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.

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*

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.

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*

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'.

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*

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.

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

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

#### *Designated Local Nature Conservation Sites - Sites of Nature Conservation Interest (SNIs)*

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

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

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*

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.

In order to maintain the integrity of the Wildlife Network, as required by Retained Policy BCS9 'Green infrastructure', 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.

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 Retained Policy DM19, will be expected to inform development proposals.

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.

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.

## **Retained Policy DM20: Regionally Important Geological Sites**

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

### **Explanation**

Regionally Important Geological Sites are indicated on the Policies Map.

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.

### **Retained Policy DM21: Development of private gardens**

**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.**

### **Explanation**

The local plan 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.

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.

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.

### **Retained Policy DM22: Development adjacent to waterways**

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

- i. **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).**

### **Explanation**

#### *Public Connections*

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.

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.

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.

### **Retained Policy BCAP22: Habitat preservation, enhancement and creation on waterways**

**Development adjacent to waterways in central Bristol will be expected to preserve and enhance the existing biodiversity and sustainable drainage role of the waterway, its banks and immediate environs through the protection and enhancement of existing habitats and the creation of new habitats.**

**Increased lighting or high levels of noise that could result in harmful impacts to existing habitats will not be permitted.**

**Enhancement measures could include the provision of floating reed beds appropriate to the site's townscape and landscape context. Other small-scale habitat creation will be sought on-site where the provision of measures within the waterway itself is not appropriate, for instance where**

**it would conflict with the continued need to provide space for boat moorings, maritime traffic and waterway access.**

**Explanation**

While the city's waterways are a focal point for development and regeneration, proposals can have adverse impacts on their wildlife network function. New development adjacent to or providing access to waterways will have to be carefully designed to maintain the waterway's existing environmental functions. In particular, natural vegetation including trees provide both important wildlife habitats and also sustainable drainage by managing surface water run-off and improving water quality by reducing pollution.

Recent development in Harbourside has enhanced the environmental function of the waterway through the introduction of a floating reed bed. This has been successful in improving water quality, creating a new habitat and delivering a range of green infrastructure benefits. The potential for further significant development adjacent to waterways within central Bristol provides opportunities to secure similar habitat creation schemes.

**Retained Policy BCAP23: Totterdown Basin enhancement**

**Development of sites bordering the Totterdown Basin area will be expected to complement its enhancement as a fully accessible natural green space with a wildlife function, including provision of pedestrian and cycle links through the area.**

**Explanation**

Totterdown Basin has recognised natural green space value in the Parks and Green Spaces Strategy<sup>1</sup>. The site offers a mixture of natural green space and waterways that provides a pleasant and peaceful setting contributing significantly to visual amenity in the area. The site has a particularly important connecting function for wildlife.

Totterdown Basin lies within Bristol Temple Quarter. The enhancement of Totterdown Basin would complement the major growth and regeneration proposed for Bristol Temple Quarter by providing a public open space and access to nature at the heart of the area, to the benefit of existing and new residents and workers alike. An enhanced Totterdown Basin would also act as a hub for walking and cycling routes running from the city centre to the east and south of the city.

**Retained Policy BCAP24: The St. Paul's Green Link**

**Development on sites affected by a proposed green link as shown on the Policies Map will be expected, where appropriate and feasible, to contribute**

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<sup>1</sup> Bristol's Parks and Green Spaces Strategy – Adopted February 2008

**to the delivery of that green link through the provision of a continuous walking/cycling route on an appropriate alignment incorporating street trees, open space and other forms of green infrastructure. This may be through the provision of a new public realm or through the greening of an existing public realm on or adjacent to the site. The green link will be available to pedestrians, wheelchair users and cyclists at all times.**

#### **Explanation**

Outside of the network of primary pedestrian/cycle routes, a potential to improve green links in the St. Paul's/M32 area has been identified. The St. Paul's area contains a number of open spaces that form a rough west/east axis across the area from Brunswick Square to St. Agnes' Park, with onward links towards St. Werburgh's. An opportunity exists to improve and green linkages between these assets and to provide improved pedestrian/cycle links over the M32 to form stronger connections with Riverside Park and the River Frome.

Development along Newfoundland Way and in the Dove Lane area will be expected to make a contribution, where appropriate and feasible, towards the delivery of a new green link comprising a continuous walking/cycling route and new green infrastructure including street trees and open space. The green link will remain fully accessible at all times. Contributions should be proportionate to the scale of development.

#### **Retained Policy BCAP25: Green infrastructure in city centre developments**

**To reduce the impact of overheating and surface water run-off, new development in Bristol City Centre will be expected to include an element of green infrastructure where possible as an integral part of its design. This should include both the landscaping of outdoor areas and building integrated solutions.**

**Development will be expected to incorporate as many as possible of the following design features:**

- **Green roofs and roof gardens;**
- **Living walls;**
- **Street trees and other trees;**
- **Water features linked to SUDS;**
- **Waterside landscaping where appropriate.**

#### **Explanation**

This policy sets out a specific requirement for the inclusion of green infrastructure in development to help adapt to the effects of climate change, which is of particular relevance to city centre developments.

## 4. Transport

### Retained Policy DM23: Transport development management

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

- 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.

#### *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.

## **Explanation**

### *Traffic implications of development proposals*

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.

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*

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*

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 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.

### *Public rights of way*

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*

The approach to the provision of parking aims to promote sustainable transport methods, such as walking, cycling and public transport. 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 deliver quality urban design and the efficient use of land. Additional policies for parking and movement in the city centre are set out below.

#### *Cycle parking and facilities*

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.

### **Retained Policy DM25: Greenways**

**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.**

#### **Explanation**

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.

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.

The network of existing and proposed routes will be shown on the council's website: <http://maps.bristol.gov.uk/>.

## Retained Policy BCAP26: Old City - Reducing traffic in the heart of Bristol City Centre

Development in the Old City will be encouraged and acceptable where it would not increase the levels of general traffic entering the neighbourhood. Where vehicular access is sought to a site for the purposes of essential operational parking or servicing, the council will work with the applicant to identify the most appropriate access point having regard to any proposals for pedestrianisation or traffic management.

### Explanation

In support of continued regeneration in the Old City, the purpose of Retained Policy BCAP26 is not to restrain development, but to encourage development solutions that do not bring inappropriate levels of traffic into the historic city core. This will be achieved by ensuring that development does not provide inappropriate levels of on-site parking and ensuring that any vehicular access is gained from the safest location with the minimum possible impact on the pedestrian and cycling environment. In locations where access is only available from streets that have been pedestrianised or have been identified for pedestrianisation it may be more appropriate to proceed with car-free or mostly car-free forms of development.

## Retained Policy BCAP29: Car and cycle parking in Bristol City Centre

The Parking Standards Schedule at Appendix 2 set out *maximum* car parking standards and *minimum* cycle parking and disabled car parking standards for new development in Bristol. These standards will also apply within Bristol City Centre but, where appropriate, a significantly lower level of car parking provision will be expected.

### *Cycle parking and disabled car parking in Bristol City Centre*

Development in Bristol City Centre will be expected to meet or exceed the minimum standards for secure cycle parking and disabled car parking set out in the Parking Standards Schedule at Appendix 2. Cycle parking provision and associated facilities should be designed to a high quality which meets the requirements of all cyclists using new development including residents, staff and visitors.

### *Non-residential car parking in Bristol City Centre*

Proposals for long-stay public car parking will only be acceptable where it would replace existing provision and would be appropriately located within the hierarchy of vehicular routes in the city centre.

Long-stay private non-residential car parking should be limited to the essential operational needs of the proposed development.

**Proposals for short-stay car parking will be considered on a case by case basis having regard to the nature and requirements of the proposed development, the position of the site in the hierarchy of vehicular routes and the desirability of reducing car use in favour of more sustainable modes of transport.**

***Residential car parking in Bristol City Centre***

**An appropriate level of new residential car parking, which may include on-street parking solutions, will be acceptable in the city centre where it is properly integrated into the broader design of the development or the existing street scene. Developments of new homes that provide fewer car parking spaces than the maximum standard and car-free residential developments will be acceptable where they are consistent with Retained Policy DM23 'Transport Development Management'.**

***Design of car parking in Bristol City Centre***

**All parking, including on-street and off-street provision, should be finished to a high standard of design that incorporates appropriate landscape treatments, including green infrastructure, and preserves or enhances its context.**

**The inclusion of appropriate security measures fully integrated into the design of the proposed development will be encouraged.**

**Explanation**

Although the council wishes to encourage the use of more sustainable means of transport such as cycling and walking, retaining an element of public car parking, particularly short-stay parking, has an important role to play in supporting the city centre economy, particularly its retail offer and cultural, leisure and tourist facilities. However, extensive provision of long-stay parking creates travel patterns in which large numbers of workers travel into the city centre by car on a daily basis, contributing to congestion, noise and poor air quality, particularly during peak hours.

New long-stay public parking will not generally be encouraged, but proposals to replace existing provision may be acceptable subject to the replacement provision being appropriately located within the hierarchy of vehicular routes in the city centre. New private non-residential parking within the city centre will be limited to the essential operational needs of development such as space for service vehicles and pool cars and an appropriate level of disabled parking.

Although the city centre provides a range of employment opportunities and services that reduce the need to travel, an element of residential car parking may continue to be appropriate for many city centre developments that provide new homes.

For the purposes of Retained Policy BCAP29, "long-stay" refers to parking that a single car can occupy for a full working day or potentially longer. "Short-

stay" refers to parking that can only be occupied for less than a full working day or for evening use.

# 5. Community Facilities

## Retained Policy BCS12: Community facilities

This policy will ensure that all development contributes to the provision of good quality, accessible community infrastructure and that existing community facilities and services are retained.

### **Policy BCS12**

**Community facilities should be located where there is a choice of travel options and should be accessible to all members of the community. Where possible community facilities should be located within existing centres.**

**Existing community facilities should be retained, unless it can be demonstrated that there is no longer a need to retain the use or where alternative provision is made.**

**Where community facilities are provided as an integral part of a development they should wherever possible be within adaptable mixed-use buildings.**

### **Explanation**

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.

The location of a community facility will depend upon its function and service users. Day-to-day facilities will need to be within the communities they serve and should be located within local centres. Higher-level facilities should be located within the most accessible parts of the city.

It is important that community facilities are easily accessible by walking, cycling and public transport, and are open to all members of the community. Where it is proposed to relocate community facilities it will be necessary to ensure that the community served is not disadvantaged by the change in location.

Existing community facilities can be vulnerable to proposals for new uses or redevelopment. In such cases the council will need to assess the loss in terms of the social, economic and physical impact on the local community and the harm caused to the level of community facilities provision in the area. Where the retention of land or buildings used as community facilities is found to be uneconomic, the council will consider the need for appropriate replacement facilities in line with the needs of the community.

## Retained Policy DM5: Protection of community facilities

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

- i. The loss of the existing community use would not create, or add to, a shortfall in the provision or quality of such uses within the locality or, where the use has ceased, that there is no need or demand for any other suitable community facility that is willing or able to make use of the building(s) or land; or
- ii. The building or land 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 land; or
- iv. Appropriate replacement community facilities are provided in a suitable alternative location.

### Explanation

Community facilities include all uses, commercial or non-commercial, that provide a social or welfare benefit to the community. 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.

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.

A range of data sources including the 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.

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.

## Retained Policy DM6: Public houses

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

- i. The public house is no longer economically viable; or
- ii. 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.**

### Explanation

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.

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 any reasonable costs for the validation process met by the applicant.

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.

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.

# 6. Flood Risk and Water Management

## **Retained Policy BCS16: Flood risk and water management**

This policy sets out the council's approach to minimising the risk and impact of flooding in the context of new development.

### **Policy text**

**Development in Bristol will follow a sequential approach to flood risk management, giving priority to the development of sites with the lowest risk of flooding. The development of sites with a sequentially greater risk of flooding will be considered where essential for regeneration or where necessary to meet the development requirements of the city.**

**Development in areas at risk of flooding will be expected to:**

- be resilient to flooding through design and layout, and / or**
- incorporate sensitively designed mitigation measures, which may take the form of on-site flood defence works and / or a contribution towards or a commitment to undertake such off-site measures as may be necessary,**

**in order to ensure that the development remains safe from flooding over its lifetime.**

**All development will also be expected to incorporate water management measures to reduce surface water run-off and ensure that it does not increase flood risks elsewhere. This should include the use of sustainable drainage systems (SUDS).**

### **Explanation**

New development in Bristol will follow the sequential approach to flood risk, as set out in the National Planning Policy Framework (NPPF). In accordance with the Sequential Test, new development will be directed where possible to the areas with the lowest risk of flooding (Flood Zone 1). Where it does become necessary to consider development on land with a greater risk of flooding, development will, where required by the NPPF, also be expected pass the Exception Test, which assesses the development against other considerations such as its broader sustainability benefits, the use of previously developed land and the potential to make the development safe through mitigation.

In Bristol, the Sequential and Exception Tests will be undertaken on the basis of the climate change flood zones set out in the Strategic Flood Risk

Assessment. In areas of the city not covered by the climate change flood zones as set out in the Strategic Flood Risk Assessment (SFRA), it can be assumed that Flood Zone 2 as existing as set out in the SFRA becomes Flood Zone 3 with climate change, unless there is credible, more detailed and up to date evidence, such as in a site specific FRA.

Development proposed on sites not allocated by the local plan that are at risk of flooding will also need to pass the Sequential Test and, where required, the Exception Test as set out in the NPPF, other than in the case of changes of use and development defined as “minor development”. The Sequential Test should be undertaken as part of the application for planning permission.

Flood mitigation measures should be outlined in Flood Risk Assessments submitted with applications for planning permission. Mitigation measures may take the form of on-site works, or may take the form of a contribution towards or a commitment to undertake such off-site works as may be required to minimise the vulnerability of the development to flooding. The extent of mitigation measures required will be determined having regard to the Strategic Flood Risk Assessment, the advice of the Environment Agency and any relevant flood risk management strategies. In designing these flood mitigation measures, regard should be had to the impact on the visual and amenity value of the built and natural environment.

A strategy for SUDS should be included in the Sustainability Statement submitted in accordance with Draft Policy CCS1 ‘Climate Change, Sustainable Design and Construction’. The strategy should demonstrate that the optimal approach to SUDS has been taken for the site, having regard to the type of development proposed and any constraints that may limit the options available.

## Retained Policy BCAP5: Development and flood risk

**Within the city centre regeneration areas of Bristol Shopping Quarter, North Redcliffe, Nelson Street and Lewins Mead, Newfoundland Way, Central Harbourside and Cumberland Basin (map at Appendix 3), proposals for housing and other vulnerable uses on sites that are at risk of flooding and are not already allocated for those uses by this plan should be supported by a flood risk sequential test undertaken within the confines of that area, taking account of all reasonably available sites in the area that are either allocated for development or otherwise vacant or underused. With the exception of the regeneration areas of Bristol Temple Quarter, and Redcliffe Way, elsewhere in Bristol City Centre, the search area for the sequential test will be the city centre boundary unless material considerations indicate otherwise.**

## **Explanation**

Parts of Bristol City Centre are at risk from a combination of fluvial and tidal flooding. Due to the surrounding topography and extensive urbanisation of the area, there are also issues around surface water flooding<sup>2</sup>.

Long term solutions to flood risk in the city centre are being actively pursued by the Council, in consultation with the Environment Agency. In accordance with the sequential approach and Sequential Test set out in Retained Policy BCS16 'Flood risk and water management' and the National Planning Policy Framework, this plan will seek to minimise the exposure of more vulnerable types of development such as new homes to these flood risks by allocating land for development, to the greatest extent possible, within low risk areas.

There are a number of areas in need of regeneration in the city centre that coincide with some of the areas identified as being at risk of flooding. Within these areas, a more focused approach to flood risk will be required that allows some residential development to proceed, in order to avoid blight, while minimising the exposure of its residents to flood risk to the greatest extent possible. Appendix 3 shows the location of these areas:

Bristol Temple Quarter;	Redcliffe Way;
Bristol Shopping Quarter;	North Redcliffe;
Nelson Street and Lewins Mead;	Central Harbourside; and
Newfoundland Way;	Cumberland Basin.

The local plan seeks to ensure that regeneration is able to continue in these areas that might otherwise experience planning blight. Within these areas, in accordance with the sequential approach, the sites where the depth and severity of flooding are at their lowest will be selected first. Reflecting the Exception Test, sites in these areas will not be granted planning permission for new homes if they cannot be made safe from the effects of flooding, including the provision of safe access and escape.

Flood risk is also a determining factor in the allocation of sites for employment development. However, due to the need for those sites that are less at risk of flooding to accommodate new homes, a certain amount of employment development will likely have to take place on areas of the city centre that are subject to some risk of flooding, for example parts of Redcliffe, Broadmead, Nelson Street and Harbourside. In such cases, robust site specific flood risk assessments will be necessary to ensure that the development of the affected sites will be resilient to the effects of flooding, including the provision of safe access and escape.

For the purposes of this policy, sites are considered to be at risk of flooding if they are at medium to high risk as existing or with climate change. Other than in the areas set out below, proposals will not require the submission of a flood

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<sup>2</sup> Bristol Strategic Flood Risk Assessment Level 2 SFRA November 2009 (Amended February 2010); Bristol Central Area Flood Risk Assessment (November 2013).

risk sequential test where the site has already been allocated for development in the local plan and the proposed use(s) are among those suggested for the site by the Plan.

The requirements for the flood risk sequential test in Bristol Temple Quarter and Redcliffe Way are set out separately for those areas in Draft Policy DS2 'Bristol Temple Quarter' and Retained Policy BCAP40 'Redcliffe Way'.

# 7. Design and Conservation

## Retained Policy BCS21: Quality urban design

The aim of this policy is to ensure that all new development in Bristol achieves high standards of urban design.

### Policy BCS21

**New development in Bristol should deliver high quality urban design.**

**Development in Bristol will be expected to:**

- Contribute positively to an area's character and identity, creating or reinforcing local distinctiveness.
- Promote accessibility and permeability by creating places that connect with each other and are easy to move through.
- Promote legibility through the provision of recognisable and understandable places, routes, intersections and points of reference.
- Deliver a coherently structured, integrated and efficient built form that clearly defines public and private space.
- Deliver a safe, healthy, attractive, usable, durable and well-managed built environment comprising high quality inclusive buildings and spaces that integrate green infrastructure.
- Create a multi-functional, lively and well-maintained public realm that integrates different modes of transport, parking and servicing.
- Enable the delivery of permanent and temporary public art.
- Safeguard the amenity of existing development and create a high-quality environment for future occupiers.
- Promote diversity and choice through the delivery of a balanced mix of compatible buildings and uses.
- Create buildings and spaces that are adaptable to changing social, technological, economic and environmental conditions.

~~To demonstrate the delivery of high quality urban design, major development proposals with a residential component should be assessed against 'Building For Life' (or equivalent methodology). As a guide, development should aim to achieve the standards set out in the table below.~~

Removed as the council's SPD on urban living provides more up-to-date guidance.

	<b>To 2012</b>	<b>2013-2015</b>	<b>2016 onwards</b>
<b>All major developments of 10+ dwellings</b>	<b>Building For Life Good standard (overall score 14/20)</b>	<b>Building For Life Good standard (overall score 15/20)</b>	<b>Building For Life Very Good standard (overall score 16/20)</b>

### Explanation

Successful urban design is founded upon an understanding and respect for an area's unique built, natural, cultural and socio-economic context.

Development in Bristol should therefore be informed by context analysis such as that which will inform the Bristol Central Area Action Plan. Design can contribute positively to local character by responding to the underlying landscape structure, distinctive patterns and forms of development and local culture.

Creating an accessible and permeable public realm, connecting places and spaces, will help to ensure that many daily needs can be met within walking and cycling distance. The layout, form and mix of development should support walking, cycling and public transport provision. Opportunities should be taken to create or reinforce a logical and legible hierarchy of routes, intersections and public spaces, the design of which will vary dependent upon movement, activities and uses supported. Built form should be used to assist in this regard, with the inclusion of focal buildings and features where appropriate to act as visual points of reference.

Development should be arranged in a coherent manner that makes efficient use of land and infrastructure. This will be best achieved by integrating with existing streets, public spaces and development edges and by configuring buildings to create clearly defined public / active fronts and private / passive backs.

The built environment should be designed to deliver safe, secure, attractive, healthy, comfortable and convenient places in which to live, work, play and spend time. Development should take the opportunities available to improve the quality and appearance of an area and the way it functions. The built environment should be inclusive, respecting how people experience the city and addressing the needs of all in society.

Development should deliver a multi-functional public realm comprising streets and spaces that can accommodate a range of appropriate uses and activities both now and in the future, which will assist in providing animation, vitality and surveillance. The provision and enhancement of green infrastructure and delivery of a coherent landscape scheme should be planned as an integral part of any development. Major development schemes should also enable the delivery of permanent and temporary public art,

promoting a multi-disciplinary approach to commissioning artists in the design process.

A high quality built environment should consider the amenity of both existing and future development. Consideration should be given to matters of privacy, outlook, natural lighting, ventilation, and indoor and outdoor space.

Development should also take account of local climatic conditions.

Quality development should be achieved through a robust and collaborative design process from inception to completion on the ground. The design process should go beyond the development construction phase and should also ensure that suitable management arrangements and maintenance regimes are put in place. The Design and Access Statement that accompanies a planning application should demonstrate how development proposals contribute to the criteria set out within this policy. The drafting of Design and Access Statements should evolve under the design process, and both inform and be informed by the development proposals.

## **Retained Policy DM27: Layout and form**

**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 interconnected 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.

### **Explanation**

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***

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*

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.

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*

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.

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

## **Retained Policy DM28: Public realm**

**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:**

- i. **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.

#### ***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.**

#### **Explanation**

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.

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.

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'.

Regard will also be had to other council documents in assessing the design of the public realm.

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.

Further information on Home Zones can be found in the national guidance document “Manual for Streets”.

## **Retained Policy DM29: Design of new buildings**

**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.**

**External signage will be expected to adopt a scale, detail, siting and type of illumination appropriate to the character of the host building, 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.**

**Explanation**

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.

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.

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.

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.

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'.

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.

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

## **Retained Policy DM30: Alterations to existing buildings**

**Extensions and alterations to existing buildings will be expected to:**

- i. **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**
- ii. **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 Retained Policy DM29 'Design of new buildings' 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.**

### **Explanation**

This policy deals specifically with extensions and alterations to existing buildings and applies to all building types, not just residential premises.

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.

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.

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 Draft Policy DC3 'Local character and distinctiveness' and should consider any impact upon the wider street scene.

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.

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.

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.

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'.

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

## **Retained Policy DM32: Recycling and refuse provision in new development**

### ***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.

## Explanation

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.

The council's guidance note on waste and recycling in new development 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.

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*

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.

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.

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

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

### *Residential Development: Communal Storage*

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*

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*

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

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 on waste and recycling in new development. 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*

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.

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.

### **Retained Policy BCS22: Conservation and the historic environment**

The aim of this policy is to ensure that all new development safeguards or enhances the historic environment.

#### **Policy text**

**Development proposals will safeguard or enhance heritage assets and the character and setting of areas of acknowledged importance including:**

- **Scheduled ancient monuments;**
- **Historic buildings both nationally and locally listed;**

- **Historic parks and gardens both nationally and locally listed;**
- **Conservation areas;**
- **Archaeological remains.**

### **Explanation**

The historic environment is important not just for its own sake; it adds value to regeneration and has been a major draw in attracting businesses to the city, acting as a stimulus for local economic growth. It is also a source of immense local pride, as well as being a valuable educational resource. This policy seeks to ensure that sites and areas of particular heritage value are safeguarded for the future or enhanced both for their own heritage merits and as part of wider heritage regeneration proposals.

## **Retained Policy DM31: Heritage assets**

### ***General principles***

**Development that has an impact upon a heritage asset will be expected to conserve and, where appropriate, enhance the asset or its setting.**

- **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 heritage assets will be expected to demonstrate, by a thorough understanding of the significance of the asset, how any change proposed would conserve and, where appropriate, enhance that significance.

***Conserving heritage assets***

Where a proposal 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:

- i. 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
- ii. Demonstrate that the works proposed are the minimum required to secure the long term use of the asset; and
- iii. Demonstrate how those features of a heritage asset that contribute to its historical, archaeological, social, artistic or architectural interest will be retained; and
- iv. 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:

- i. Instigate a programme of recording of that asset; and
- ii. 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.

**Explanation**

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.

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 historic parks and gardens are 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.

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 national Planning Practice Guidance.

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.

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.

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.

When assessing development proposals that affect heritage assets, this policy will be applied in conjunction with the relevant parts of Draft Policy DC3 'Local character and distinctiveness' and Retained Policies DM27 to DM30. Other relevant documents such as Conservation Area Character Appraisals and

others listed under Draft Policy DC3 will form an important part of the assessment.

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)
- 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).

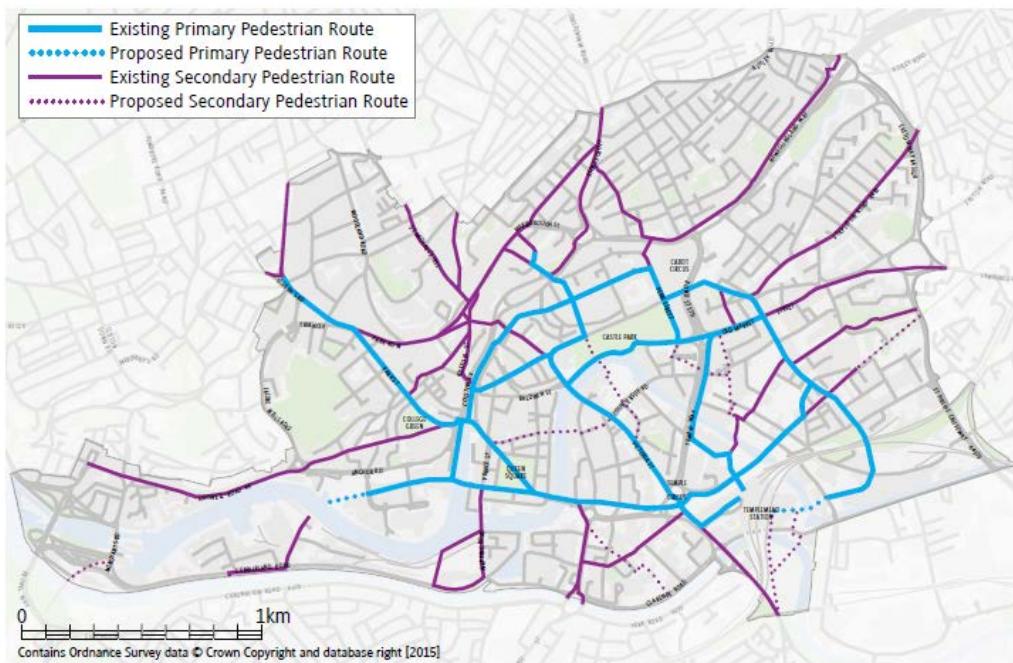
## **Retained Policy BCAP30: Pedestrian routes**

**Development on or adjacent to primary and secondary pedestrian routes will be expected to provide an appropriate and proportionate level of public realm improvements to the route.**

**Development that would be harmful to the amenity or accessibility of primary or secondary pedestrian routes will not be permitted.**

### **Explanation**

Reference will be made to relevant frameworks and strategies in identifying the scope and detail of any improvements to the route network that will be sought from new development. In applying Retained Policy BCAP30 to primary pedestrian routes, it will be a priority to deliver or contribute where appropriate to the specific improvements outlined for each route. In applying Retained Policy BCAP30 to secondary pedestrian routes, the nature of the improvements sought would be guided by more general principles of public realm design such as those contained in Retained Policy DM28 ‘Public realm’. Where primary or secondary pedestrian routes coincide with designated Quayside Walkways, Retained Policy BCAP32 ‘Quayside Walkways’ will also be applied to determine the nature of the improvements sought.



**Diagram 7.1: Primary and secondary pedestrian routes**

## **Retained Policy BCAP31: Active ground floor uses and active frontages in Bristol City Centre**

**Within Bristol City Centre, active ground floor uses will be sought where appropriate from development in the following locations:**

- **On primary pedestrian routes;**
- **On other busy streets; and**
- **At other suitable locations where active ground floor uses would make a positive contribution to the vitality and character of the area.**

**Active frontages will be expected in all locations in the city centre facing the existing or proposed public realm.**

### **Explanation**

*Active ground floor uses* include those within use classes A1-A5, D1-D2 and related active uses. *Active frontages* refer to frontages which, for example, avoid blank walls and include frequent access points, windows and other features which create and contribute to an active and welcoming feeling.

Active ground floor uses will not necessarily be required in all locations referred to in the policy. They will be particularly sought at key focal points for footfall such as the intersections of pedestrian routes and adjacent to existing active ground floor uses, subject to consideration of the character of the area and the impact on existing uses in the area. The provision of active ground floor uses will be subject to the policies for those uses elsewhere in the local plan.

## Retained Policy BCAP32: Quayside walkways

Development on or adjacent to existing Quayside Walkways shown on the Policies Map will be expected to retain and, where appropriate, enhance a continuous and accessible route.

Development on or adjacent to proposed Quayside Walkways shown on the Policies Map will be expected to provide or contribute appropriately towards a continuous and accessible route finished to a high standard of design including, where practical, seating and appropriate landscaping.

Buildings lining existing or proposed Quayside Walkways will be expected to have active frontages onto the walkway where feasible.

Development that would be harmful to the amenity or accessibility of an existing or proposed Quayside Walkway will not be permitted.

### Explanation

An open walkway should usually be provided on the existing quayside or banks of the waterway. However, where buildings are required for conservation or other reasons to directly abut the water's edge, consideration will be given to canted, colonnaded and floating solutions.

Active frontages are defined under policy BCAP31 above.

## Retained Policy BCAP34: Coordinating major development in Bristol City Centre

Within Bristol City Centre major development proposals will be expected to demonstrate that opportunities have been sought to progress a more comprehensive or co-ordinated form of development with other sites in the locality where they are:

- Sited within or adjacent to other sites allocated for development within the development plan or other relevant plans and strategies; or
- Adjacent to other vacant or underused sites and buildings; or
- Part of a larger group of sites or buildings that collectively have negative effects on the character and appearance of the surrounding area or the way it functions.

### Explanation

Within Bristol City Centre, there are a number of locations where previous redevelopment has left groups of sites or buildings that contribute poorly to the townscape of the area or sites or buildings that are now vacant or underused, or where the redevelopment of one site in isolation could prejudice the future redevelopment of another.

The greatest potential for economic regeneration, public realm improvements and townscape reinstatement exists where these groups of sites or buildings can be tackled comprehensively. The redevelopment of sites in isolation from one another in such locations should not therefore be encouraged if there are opportunities to address the area more comprehensively.

Masterplans and spatial frameworks will be encouraged as a means of demonstrating a comprehensive or co-ordinated approach to development.

# 8. Health and Wellbeing

## 8.1 Pollution

### Retained Policy DM34: Contaminated land

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.

#### Explanation

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.

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.

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 be required in due course. Any remedial measures should be agreed by the council before the development is commenced and completed prior to occupation.

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.

## Retained Policy DM35: Noise mitigation

### *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
- iii. Measures to reduce or contain generated noise; and
- iv. Hours of operation and servicing.

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.

### Explanation

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.

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.

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.

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 LAmax less than 45 dB in bedrooms.

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.

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.

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.

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.

## 8.2 Health impacts of development

### Retained Policy DM14: The health impacts of development

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 10,000m<sup>2</sup> 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.

#### Explanation

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.

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.

# 9. Utilities and Minerals

## Retained Policy DM36: Telecommunications

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

- i. 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.

### Explanation

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.

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.

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.

## Retained Policy DM37: Unstable land

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:**

- i. **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**
- ii. **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.**

#### **Explanation**

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.

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.

The local plan 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.

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 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 4. 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.

## Retained Policy DM38: Minerals Safeguarding Areas

### *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, 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.

### Explanation

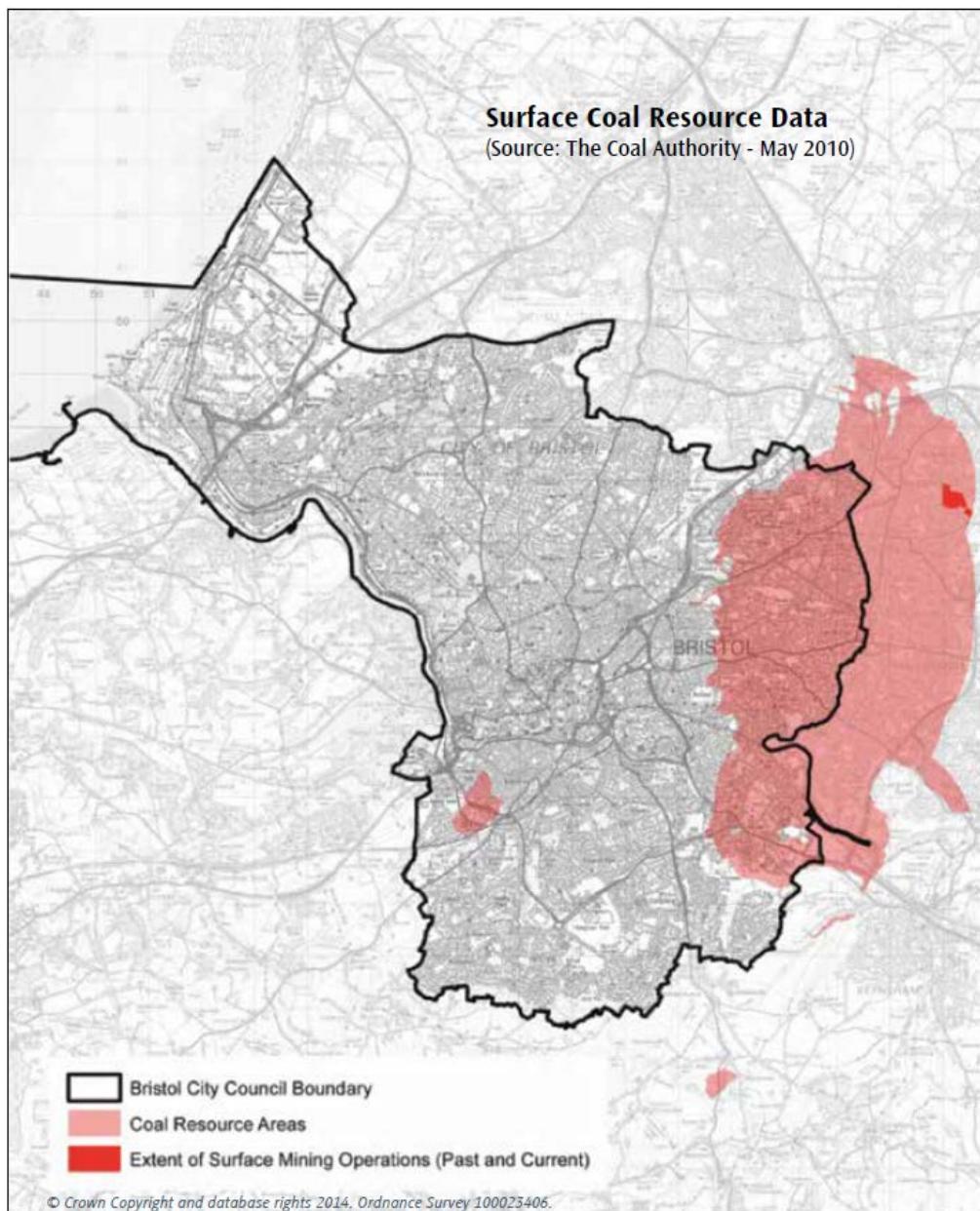
Minerals Safeguarding Areas provide for the safeguarding of proven mineral resources which are, or may become, of economic importance from unnecessary sterilisation by non-mineral development. Minerals Safeguarding Areas are identified for land at south east Bristol related to the surface coal deposits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

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 Diagram 9.1 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.

### *Coal Resource Area – Prior Extraction*

Although there are identified surface coal deposits 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 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.

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 Diagram 9.1.



**Diagram 9.1: Surface Mining Coal Resource Area**

## Retained Policy DM39: Sewage treatment works

**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.**

### Explanation

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.

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 Retained Policy BCS16 'Flood risk and water management'.

## 10. City Centre Places

### Retained Policy BCAP36: Bristol Shopping Quarter

Alongside major new retail developments and the retention of retail dominated primary shopping frontages, the offer in Bristol Shopping Quarter will be strengthened and diversified with a wider range of uses, including a greater proportion of leisure uses such as cafes, restaurants, pubs and bars within the shopping areas (Retained Policies BCAP16 'Primary shopping frontages in Bristol City Centre' and BCAP19 'Leisure use frontages in Bristol City Centre'). The use of currently unused upper floors for new homes or specialist student accommodation will be strongly encouraged.

Retail development in the city centre will be focused on the Bristol Shopping Quarter Primary Shopping Area through redevelopment of underused sites and buildings, particularly at The Horsefair/Callowhill Court and at Union Street.

Development across the Bristol Shopping Quarter will be encouraged to implement innovative design solutions finished with high quality materials whilst respecting the surviving historic and landmark buildings and reflecting, where appropriate, the historic development of the area.

Development that provides enhancements to the pedestrian environment at St. James' Barton will be encouraged.

Development of sites within Bristol Shopping Quarter that are at risk of flooding now or with climate change or are larger than one hectare in size should be supported by a Flood Risk Assessment.

#### *The Horsefair/Callowhill Court*

The site (Policies Map Site KS02) is allocated for major retail-led mixed use redevelopment and may include a proportion of leisure uses as appropriate to the Bristol Shopping Quarter Primary Shopping Area. Provision of new homes as part of a mixed development will be encouraged.

The development should provide:

- A range of unit sizes to ensure continued diversity of retail provision in the area;
- Improved routes and links between shopping frontages on Broadmead, the Horsefair, Bond Street, and through to Quakers Friars;
- Active ground floor uses where possible to all public frontages as appropriate within a Primary Shopping Area;
- Improvements to the pedestrian environment in the Horsefair.

### ***Union Street***

**Redevelopment of sites in the Union Street area (Policies Map Site KS03) for retail and retail-led mixed uses will be encouraged and should provide:**

- **A range of unit sizes to ensure continued diversity of retail provision in the area;**
- **Active ground floor uses where possible to all public frontages as appropriate within a Primary Shopping Area;**
- **Improvements to the pedestrian environment in Union Street and Broadmead;**
- **Retention and refurbishment of historic and landmark buildings.**

### **Explanation**

The site at The Horsefair /Callowhill Court lies entirely within the Primary Shopping Area and is already fully developed for retail uses. However, the existing retail uses operate at a fairly low intensity and outline planning permission was granted in 2018 for a significant intensification of the retail use of the site.

In order to promote investment the provision of new homes and specialist student accommodation is encouraged within the Bristol Shopping Quarter where they will promote high quality forms of development and contribute to activity within the shopping quarter. Retained Policy DM10 'Food and drink uses and the evening economy' is applicable to food and drink uses in all locations, subject to any special provisions set out elsewhere in the local plan.

### **Retained Policy BCAP37: High Street, Wine Street and Castle Park**

**Sites within the High Street, Wine Street and Castle Park area will be developed for a mix of city centre uses as part of the wider enhancement of Castle Park and its setting. Development will be expected to safeguard and enhance Castle Park and its heritage assets as a large, publicly accessible city centre open space and to explore opportunities to restore the historic character of the Old City and reveal and enhance other heritage assets within individual sites.**

**Development of sites within High Street, Wine Street and Castle Park that are at risk of flooding now or with climate change or are larger than one hectare in size should be supported by a Flood Risk Assessment.**

### ***St. Mary-le-Port***

**This site (Policies Map Site KS04) will be suitable for a mix of uses including retail, leisure and new homes. High quality hotel and office uses will also be encouraged as part of the mix.**

**The development will be expected to provide:**

- A continuation of the retail function of St. Nicholas' Market towards Bristol Shopping Quarter, with an emphasis on providing an environment suitable for small and independent businesses;
- A reinstated Mary-le-Port Street to better connect Bristol Shopping Quarter and the Glass Arcade, including new pedestrian crossing provision across High Street. Opportunities should be explored to reinstate other historic routes through the area;
- Improved access and setting for the St. Mary-le-Port Church tower, which may take the form of a new public space, and improved access and setting for the High Street vaults, both of which are Scheduled Ancient Monuments;
- A strong relationship with Castle Park, including a properly designed transition between the redeveloped area and the park, providing surveillance and active ground floor uses fronting onto the park and the quayside walkway;
- A high quality new built form and pedestrian environment in High Street and Wine Street, including measures to reduce the impact of traffic such as traffic calming or a shared space solution. This must recognise the need to maintain a balance between the needs of development and the retention of the existing and important green infrastructure on and around Wine Street/High Street/Bridge Street. Opportunities should be explored to reduce the width of both streets to more closely resemble their historic proportions.

Development exceeding existing building heights that responds appropriately to the local context and respects important existing views will be acceptable.

**Central Ambulance Station**

~~A mix of uses including leisure and new homes or other supporting city centre uses will be suitable on this site (Policies Map Site KS05). The development will be expected to provide:~~

The site has full planning permission and is expected to be developed.

- ~~A strong relationship with Castle Park providing natural surveillance and active frontages fronting onto Castle Street, Queen Street and Tower Hill;~~
- ~~An improved gateway to Castle Park from Castle Street/Queen Street including measures to reduce the impact of traffic along these streets such as shared space solutions;~~
- ~~An improved approach to Castle Park from the southeast;~~
- ~~Opportunities to explore enhancements to the vaulted chambers of Bristol Castle, a Scheduled Ancient Monument within Castle Park and the Godwin Building fronting Marybush Lane;~~

- ~~An appropriate response to the archaeological interest represented by the Castle Ditch/Moat running below the site. Opportunities should be explored to reveal this heritage asset and incorporate it into the development.~~

***Land at Lower Castle Street and Broad Weir***

This site (Policies Map Site KS06) will be suitable for retail, retail related or community use complementary to the retail function of Broadmead and Cabot Circus. Opportunities should be explored to provide a new gateway into Castle Park from the site.

Residential uses will also be appropriate on this site.

***Land to the west of Castle Street/Queen Street***

This site (Policies Map Site KS07) will be suitable for new homes. Development will be expected to provide an improved gateway to Castle Park from Castle Street/Queen Street including measures to reduce the impact of traffic along these streets such as shared space solutions.

Leisure uses will also be appropriate on this site.

**Explanation**

The development of a number of sites bordering Castle Park presents opportunities to enhance the park and regenerate its surroundings.

- St. Mary-le-Port**

Redevelopment of the out-dated and underused buildings on the site would significantly enhance the area. It could allow for reinstatement of some of the historic street layout and provide a strong link between the Bristol Shopping Quarter area and St Nicholas' Market. The site's location means it would be suitable for a variety of uses within a mixed used development.

- Land at Lower Castle Street and Broad Weir**

Development of land lying to the north east of Castle Park, at the junction of Lower Castle Street and Broad Weir, presents an opportunity to create a new gateway into Castle Park from Broadmead/Cabot Circus.

- Land to the west of Castle Street/Queen Street**

Potential also exists for development on the southern boundary of Castle Park to the west of Castle Street/Queen Street and fronting the Watergate on the Floating Harbour. The site comprises a small council depot with service road and some surface level car parking. Redevelopment here could improve an important gateway to Castle Park from this location.

## Retained Policy BCAP40: Redcliffe Way

**Redcliffe Way (Policies Map site KS10) will be suitable for a residential led development, supported by a mix of uses including offices, community infrastructure, leisure uses and culture / tourism uses, which may include hotel uses. An element of retail will be acceptable subject to consideration of its impact on other designated shopping areas. The development will be expected to provide:**

- **Improved pedestrian and cycle routes between Temple Meads and Queen Square and between Redcliffe and Bedminster;**
- **Residential development to encourage a stable, mixed residential population, including family housing and affordable housing;**
- **A significantly improved setting for St. Mary Redcliffe church, improved links between north and south Redcliffe through the removal of the existing roundabout and the realignment of roads, and improved links between south and west Redcliffe through the redevelopment of Redcliff Hill;**
- **An alignment for the Bristol MetroBus route;**
- **The reuse and sensitive restoration of the Grade II listed Thomas Chatterton's house and school;**
- **Enhancements to the quality and accessibility of the network of green spaces in the area;**
- **High architectural and environmental design standards to contribute to the place-making objectives for the area and the sustainability of the area;**
- **A reduction in the impact of traffic on the area.**

**Development of sites within Redcliffe Way that are at risk of flooding now or with climate change should be supported by a flood risk sequential test undertaken within the policy area, taking account of all reasonably available sites in the area. The development of sites that are at risk of flooding or are larger than one hectare in size should be supported by a Flood Risk Assessment.**

### **Explanation**

Although Redcliffe Way is not identified elsewhere in the local plan as a shopping area, an element of complementary retail development would help to meet local needs and could potentially have a wider role given the strategic position of Redcliffe Way between Temple Meads and the other parts of the city centre, subject to an assessment of its impact on other shopping areas.

A wide range of community facilities may be appropriate as part of the development of Redcliffe Way, including doctors' surgeries, play facilities, schools and nurseries.

Redcliffe Way has been designated as a Neighbourhood Planning Area and a detailed scheme for the redevelopment of the site will be taken forward.

## 11. Retained Site Allocations

The existing Local Plan allocated a number of sites for the development of new homes, employment and mixed-use development, reflecting the availability of land in the city at that time. Many of those sites have now been developed and do not need to be retained as site allocations.

Some existing site allocations have yet to obtain planning permission, or have obtained planning permission but have not commenced development or are at the early stages of development. These site allocations proposed to be retained under the Local Plan Review.

The existing site allocations listed below are retained:

Site Allocations & Development Management Policies (July 2014)		
Ref.	Location	Notes
BSA0101	Part of Henacre Open Space, Lawrence Weston	Site is also allocated within the Lawrence Weston Neighbourhood Development Plan
BSA0102	Land at former Lawrence Weston Campus of City of Bristol College, Lawrence Weston	Site is also allocated within the Lawrence Weston Neighbourhood Development Plan
BSA0103	Land to the west and south-west of Deering Close, Lawrence Weston	Site is also allocated within the Lawrence Weston Neighbourhood Development Plan
BSA0104	Former Sea Mills Infant School, Sea Mills	Currently expected to be used for education
BSA0111	Land of Ermine Way, Shirehampton	
BSA0203	Former Dunmail Primary School, Southmead	
BSA0212	19-21 Pen Park Road, Southmead	
BSA0302	Coombe House Elderly Persons' Home, Westbury-on-Trym	
BSA0402	Bonnington Walk former allotments site, Lockleaze	
BSA0403	Romney House and Lockleaze School, Lockleaze	
BSA0404	BT Depot, Filton Road, Horfield	
BSA0405	Former Romney Avenue Junior School, Lockleaze	
BSA0407	Land to rear of Shaldon Road, Lockleaze	
BSA0410	St. Peter's Elderly Persons' Home, Horfield	
BSA0501	Blackberry Hill Hospital, Manor Road, Fishponds	
BSA0502	Glenside Campus, Blackberry Hill, Fishponds	
BSA0513	Garage site, Woodland Way, Chester Park / Hillfields	

BSA0515	Graphic Packaging, Filwood Road, Fishponds	
BSA0516	Former Parnall's Works site, west of Filwood Road / north of Goodneston Road, Fishponds	
BSA0517	Diamonite Industrial Park, Goodneston Road, Fishponds	
BSA0801	Morley / Ashley / Southe Street Works, St Werburgh's	
BSA0802	Shiner Ltd Builders Merchants, Church Road, Redfield	
BSA0803	Land at Junction of Church Road and Heber Street, Redfield	
BSA0805	Land at former Elizabeth Shaw Factory, Greenbank Road, Easton	
BSA0906	Car Sales site at 62-74 Bell Hill Road, St George	
BSA0907	47 - 49 Summerhill Road, St George	
BSA1001	Alderman Moore's former allotments, Ashton Vale	
BSA1011	Site adjacent to Holy Cross Church, Dean Lane, Bedminster	
BSA1101	Bath Road Open Space (west of Totterdown Bridge), Totterdown	
BSA1103	Red Lion Works, Greenleaze Road / Wells Road, Knowle Park	
BSA1108	Land at Novers Hill, east of Hartcliffe Way and west of Novers Lane / Novers Hill	
BSA1109	Land adjoining Hartcliffe Way and Hengrove Way, Inn's Court	
BSA1112	Knowle West Health Park, Downton Road	
BSA1113	Land adjoining Airport Road between Creswicke Road and Salcombe Road	
BSA1114	Land at Novers Hill, adjacent to industrial units	
BSA1115	Former Florence Brown school, west of Leinster Avenue	
BSA1116	Open spaces either side of Inns Court Drive, Inn's Court	
BSA1117	Land adjoining Airport Road to the east of Salcombe Road	
BSA1118	Broad Plain House and associated land, Broadbury Road	
BSA1119	Land to east of Hartcliffe Way, south of the Waste Depot	Site is currently proposed for a household waste recycling centre
BSA1120	Land and buildings between 2 to 20 Filwood Broadway	

## Retained Site Allocations

BSA1122	Sports court and former swimming pool site on the north-east corner of the Filwood Broadway and Creswicke Road junction	
BSA1123	Filwood Library and adjoining land, Filwood Broadway	
BSA1124	Kingswear Road, Torpoint Road and Haldon Close	
BSA1201	Land at Broom Hill, Brislington	
BSA1202	Paintworks Phase 3 and adjacent land, Arno's Vale	
BSA1203	Government Offices, Flowers Hill, Brislington	
BSA1207	493-499 Bath Road, Kensington Park, nr Arno's Vale	
BSA1210	Former Petrol Filling Station, Bath Road, Arnos Vale / Totterdown	
BSA1213	801 Bath Road, Brislington	
BSA1301	Site of former City of Bristol College (Hartcliffe Campus), Hawkfield Road, Hartcliffe	
BSA1302	Imperial Park (vacant southern section), Hartcliffe	
BSA1304	Bristol Water Bedminster Depot, Bishopsworth Road, Bedminster Down	
BSA1305	Land to the north-west of Vale Lane, Bedminster Down	
BSA1307	Part of Whitehouse Centre, Fulford Road, Hartcliffe	
BSA1401	Hengrove Park	
BSA1402	Former New Fosseway School, Hengrove	
BSA1407	Maesknoll Elderly Persons' Home, Bamfield, Hengrove	

**Bristol Central Area Plan (March 2015)**

KS02	The Horsefair / Callowhill Court	
KS03	Union Street	
KS04	St. Mary-le-Port	
KS06	Land at Lower Castle Street and Broad Weir	
KS07	Land to the west of Castle Street / Queen Street	
KS10	Redcliffe Way	
SA101	Wapping Wharf, Wapping Road	
SA102	Waterfront Site, Millennium Square	
SA104	McArthur's Warehouse, Gasferry Road	
SA202	Land to the west of Lodge Street	
SA301	55-59 St. Michael's Hill	
SA401	Disused transit sheds at Welsh Back / Redcliffe	

Way		
SA403	Old Seaman's Chapel, Royal Oak Avenue	
SA404	Gap site, 16 Narrow Quay	
SA501	Lakota Nightclub / Former Coroner's Court, Upper York Street / Backfields	
SA503	Land at Surrey Street / Portland Square (Sandhu's Warehouse)	
SA505	The Carriage Works & Westmoreland House	The site has full planning permission and is expected to be developed.
SA506	97-101 Stokes Croft	
SA507	27-33 Jamaica Street	
SA509	Land at Wilder Street / Argyle Road	
SA510	Land at Dove Lane / Ervine Terrace / Wilson Place / Cheapside	
SA511	F C Hammonds 13-17 Dove Lane St Pauls	
SA512	109 - 119 Newfoundland Road	
SA513	Former Macey Rewinds site, Franklyn Street	
SA601	Former Courage Brewery, Bath Street	Site is largely complete.
SA603	Redcliffe Village	Site is under construction.
SA604	Bathroom Solutions, Redcliff Street / Three Queens Lane	
SA607	Fire Station, Temple Back	Part of site redeveloped.
SA608	Land and buildings at Victoria Street / Temple Street	Part of site refurbished.
SA609	103 Temple Street / 111 Victoria Street	
SA610	Railway cutting, Lower Guinea Street	
SA612	The Bell and adjoining buildings, Prewett Street	

# 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 <sup>2</sup> )
Locality	18.0
Citywide (Destination Parks)	9.8
<b>Total Bristol standard</b>	<b>27.8</b>

## Locality Standards of publicly accessible open spaces for recreation

Type of open space important for recreation	Quantity per person (m <sup>2</sup> ):	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 18.0m<sup>2</sup> is slightly lower than the locality standard by type of publicly accessible open spaces for recreation, which together add up to 19.3m<sup>2</sup>. 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 m<sup>2</sup> of gross floor space, unless otherwise stated.

<u>A1 (Shops), A2 (Financial and professional services), A3 (Restaurants and Cafes), A4 (Drinking Establishments), A5 (Hot food takeaway)</u>		
Vehicle Type	Standard	
Cycles	Staff From a threshold of 250 m <sup>2</sup> , one space per 250 m <sup>2</sup>	Customer From a threshold of 250 m <sup>2</sup> , one space per 250 m <sup>2</sup>
Disabled people	Staff From a threshold of 500 m <sup>2</sup> , 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 <sup>2</sup> , a full size loading bay All developments: From a threshold of 1000 m <sup>2</sup> , one 3.5m x 26.5m bay and associated off-street manoeuvring space.	
Car parking	A1/A2 below 250 m <sup>2</sup> : no standard. A1/A2 within a primary shopping area or a secondary shopping frontage: From a threshold of 250 m <sup>2</sup> – one space per 100 m <sup>2</sup> . A1/A2 not within a primary shopping area or a secondary shopping frontage: Between 250 m <sup>2</sup> and 1000 m <sup>2</sup> – one space per 100 m <sup>2</sup> A1 non-food over 1000 m <sup>2</sup> – one space per 20 m <sup>2</sup>	

	A1 food over 1000 m <sup>2</sup> – one space per 14 m <sup>2</sup> A3/A4/A5: one space per 20 m <sup>2</sup> of drinking/dining space	
<b><u>B1 (Business)</u></b>		
Vehicle Type	Standard	
	Staff <del>From a threshold of 200 m<sup>2</sup>, one space per 100 m<sup>2</sup></del>	Visitor <del>From a threshold of 200 m<sup>2</sup>, one space per 1000 m<sup>2</sup></del>
<i>See Draft Policy T4 'Cycle parking provision for B1 office development'</i>		
Disabled people	From a threshold of 500 m <sup>2</sup> , 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 <sup>2</sup> B1 research and development (b), light industrial (c) – one space per 50m <sup>2</sup> <del>For schemes where ten or more car parking spaces are proposed, one electric vehicle charging point should be provided for every five spaces.</del> <i>See also Draft Policy T5 'Provision of infrastructure for electric and other low emission vehicles'</i>	

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

	Up to 2000 m <sup>2</sup> – three 3.5m x 16.5m bays B8: - Up to 250 m <sup>2</sup> – one 3.5m x 16.5m bay Up to 500 m <sup>2</sup> – two 3.5m x 16.5m bays Up to 1000 m <sup>2</sup> – three 3.5m x 16.5m bays All bays should have associated manoeuvring space
Car parking	B2: one space per 50 m <sup>2</sup> B8: one space per 200 m <sup>2</sup>

<u>C1 – Hotels</u>	
Vehicle Type	Standard
Cycles	One space per 10 bed spaces
Disabled people	Staff: From a threshold of 500 m <sup>2</sup> , 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

<u>C2 – Residential Institutions</u>	
Vehicle Type	Standard
Cycles	Hospitals/Nursing Homes and Residential Care Homes: <ul style="list-style-type: none"><li>• Staff – one space per 5 F/T staff</li><li>• Visitor – one space per 10 bed spaces</li></ul>

	<p>Halls of Residence/Boarding Schools:</p> <ul style="list-style-type: none"> <li>• Students – one space per 4 bed spaces</li> <li>• Visitors – one space per 12 bed spaces</li> </ul>	
Disabled people	<p>Hospitals/Nursing Homes and Residential Care Homes:</p> <ul style="list-style-type: none"> <li>• From a threshold of 500 m<sup>2</sup>, 10% of the parking standard to be provided in addition – minimum of one space</li> </ul> <p>Halls of Residence/Boarding Schools:</p> <ul style="list-style-type: none"> <li>• From a threshold of 500 m<sup>2</sup>, 3% of the parking standard to be provided in addition – minimum of one space</li> </ul> <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"> <li>• At least one bay for ambulances, minibuses and general servicing</li> </ul> <p>Halls of Residence: a plan will be required to manage the arrival and departure of students</p>	
Taxis	<p>Adequate pick up and drop off for taxis.</p>	
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>

<u>C3 – Residential (Dwelling houses), C4 – Houses in Multiple Occupation</u>		
Vehicle Type	Standard	
Cycles	<p>Proposals should demonstrate how sufficient and appropriate storage space will be provided to meet the following standard:</p> <p>Studio or 1 bedroom dwellings: 1 space per dwelling</p>	<p>Visitors:</p> <p>From a threshold of 10 dwellings – one space per 10 units (minimum of two spaces)</p>

## Appendix 2: Parking Standards Schedule

	2 or 3 bedroom dwellings: 2 spaces per dwelling  4 or more bedroom dwellings: 3 spaces per dwelling	
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><del>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.</del></p> <p><i>See also Draft Policy T5 'Provision of infrastructure for electric and other low emission vehicles'</i></p>	
<p><i>See also Draft Policy T3 'Car and cycle parking provision for residential development'</i></p>		

D1 – Non-residential Institutions

Vehicle Type	Standard	
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</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>

	children and scooter storage Secondary School/6 <sup>th</sup> Form Colleges/CFE's – one space per five staff and one space per five students	Secondary School/6 <sup>th</sup> Form Colleges/CFE's – one space per 100 students Places of worship/Community Halls/Youth Clubs/Libraries/other Cultural centres – one space per 100m <sup>2</sup>
Disabled people	Staff: From a threshold of 500 m <sup>2</sup> , 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 and provide adequate facilities for coaches.	
Car parking	Staff: Medical/health centre – one space per duty doctor/nurse/other medical and one space per two admin/clerical staff  Schools – one space per two F/T staff  Colleges/University/other training centres – one per two duty staff	Visitor: Medical/health centre – three spaces per consulting room  Schools – 10% of the staff parking standard, in addition  Colleges/University/other training centres – one per 15 students  Community halls/Places of Worship/Church halls – one space per 20 m <sup>2</sup>  Libraries – one space per 100 m <sup>2</sup>

**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 <sup>2</sup>
Disabled people	Staff: From a threshold of 500 m <sup>2</sup> , 3%	Visitor: 5% of capacity to be reserved

## Appendix 2: Parking Standards Schedule

	of the parking standard to be provided in addition – minimum of one space	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/Nightclubs – one space per 22 m <sup>2</sup> Sports Hall/swimming pool/Gymnasium – one space per 22 m <sup>2</sup> Stadia – one space per 15 seats

<b><u>Other uses and parking standards</u></b>	
Cycles	Railway stations: three spaces per stopped carriage during peak period Bus/coach station: one space per bus stand Park and Ride: one space per 50 car spaces
Car parking	Petrol Filling Stations: one space per 25 m <sup>2</sup> sales kiosk Vehicle repair garages: one space per 25 m <sup>2</sup> workshop space and three spaces per MOT test bay Motor vehicle sales: one per 50 m <sup>2</sup> of sales display area

## 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 recommended 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.

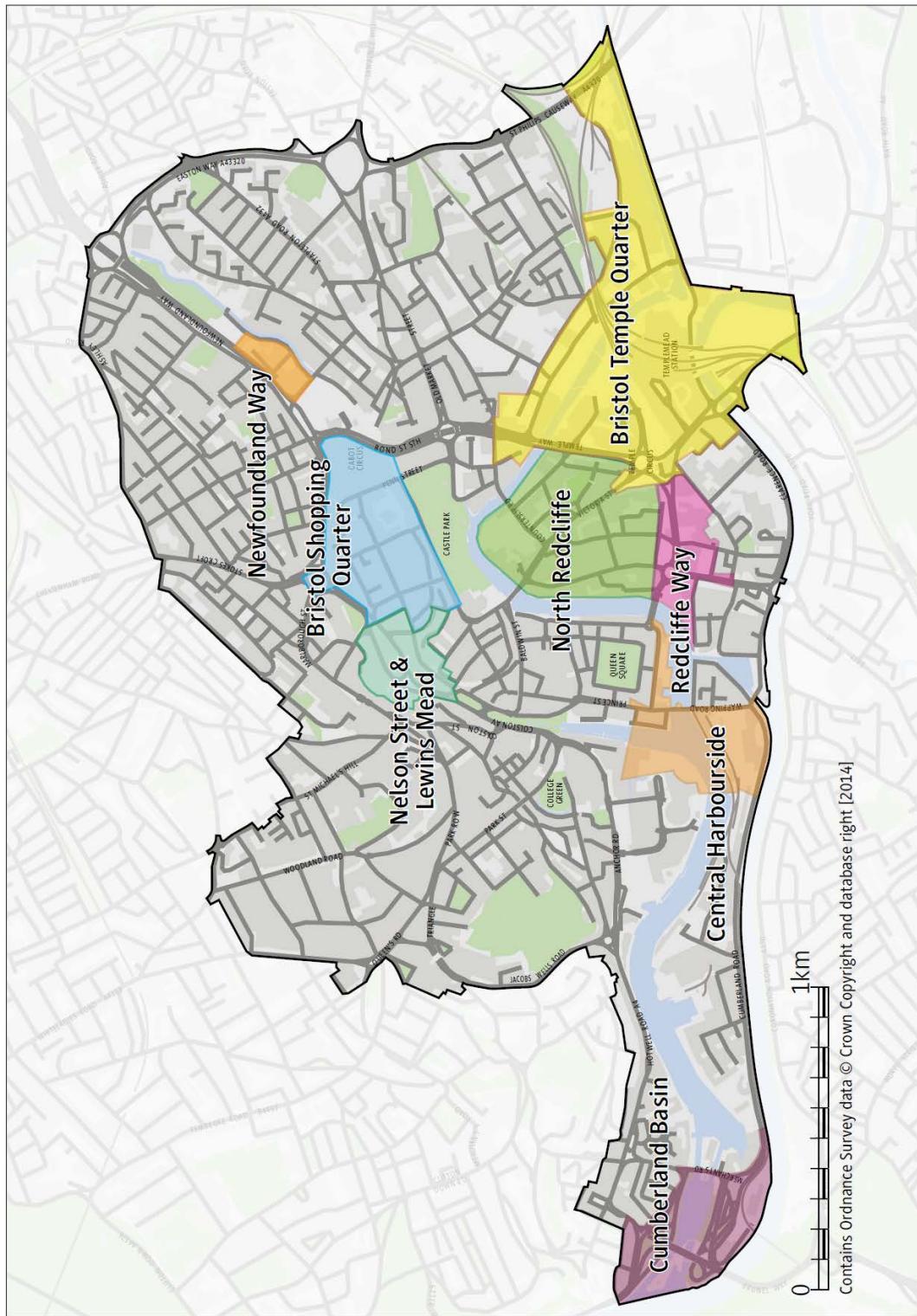
### *Standard dimensions*

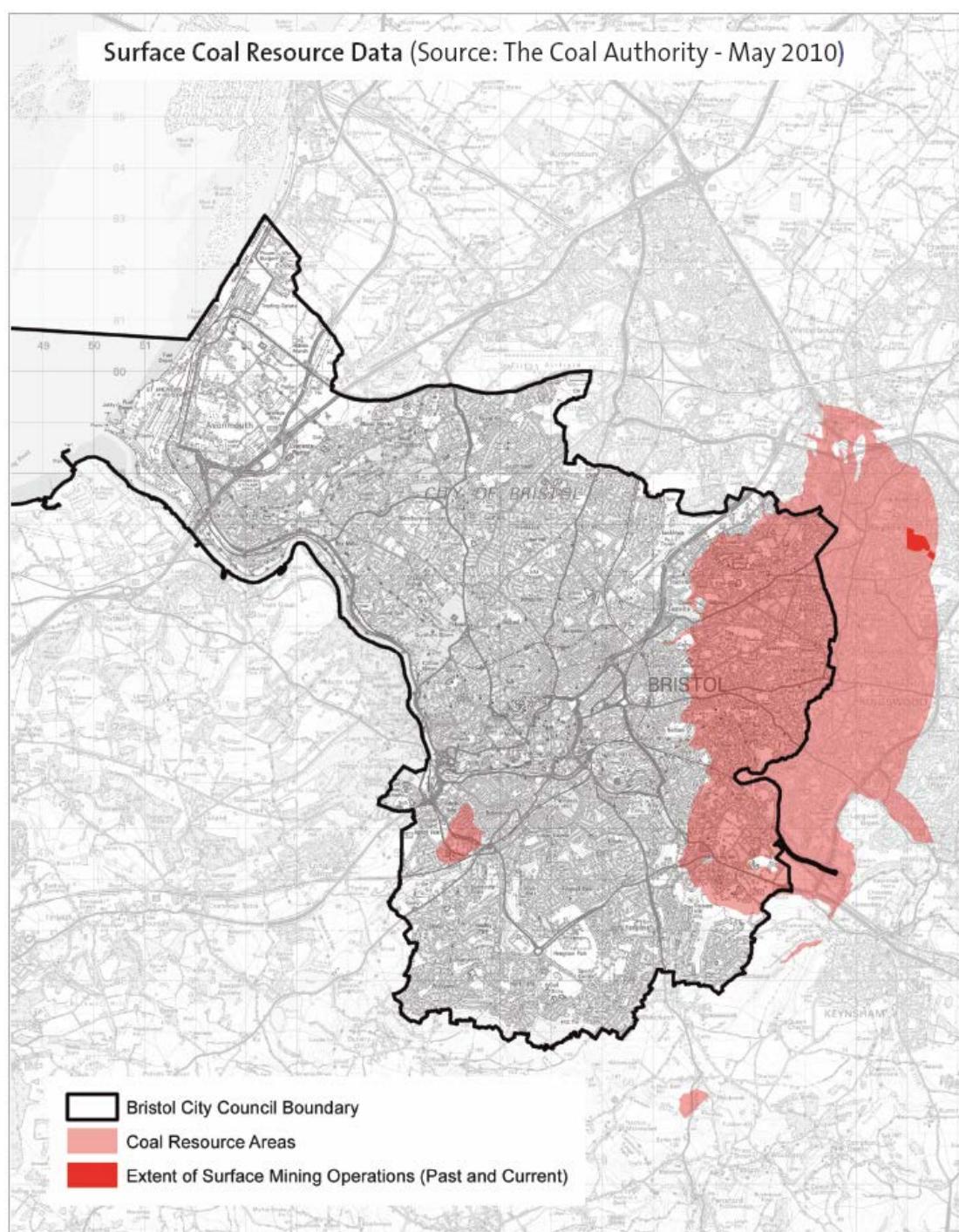
- 1 car space = 2.4m x 4.8m (or 7'9" x 15'6")
- Additional space may also be required in some circumstances for clearance from structures i.e. walls, fences. This should be 0.5m where adjacent to a solid wall.
- For car spaces in line (end to end parking) assuming access available from the side = 2.4m 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.

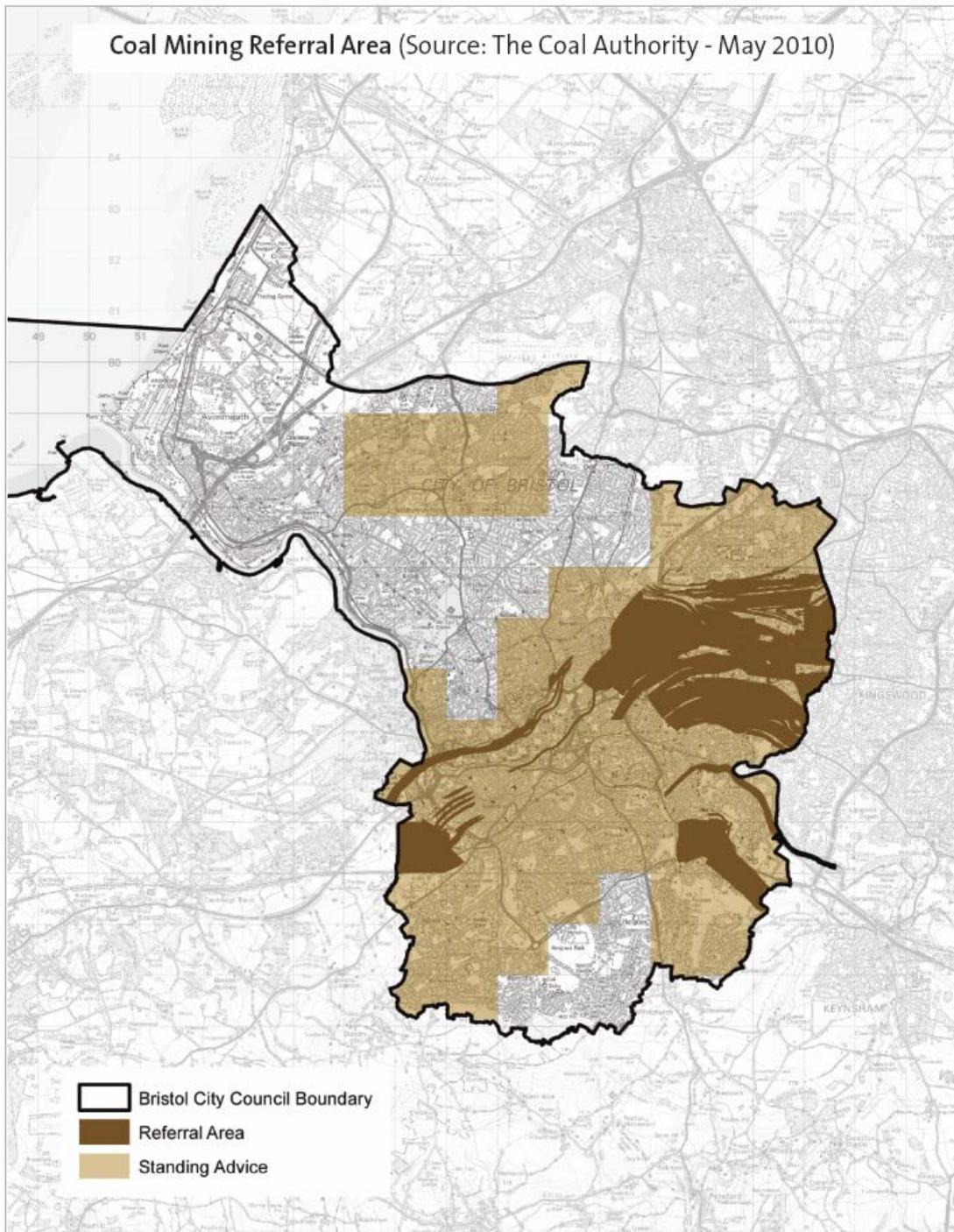
## Appendix 3: Policy BCAP5 Areas

See Retained Policy BCAP5 'Development and flood risk'





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