Bristol Development Framework

Core Strategy

Adopted June 2011

Bristol City Council

Centres and Retailing

4.7.1 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.

4.7.2 The policy addresses objectives 1, 2, 3, 5 and 8 of the Core Strategy and responds to issues 1, 2, 5, 7 and 8.

Context

4.7.3 Bristol is served by a diverse network of town, district and local centres of varying size. In addition to providing facilities like shops, cafés, pubs, post offices and banks, centres also include varying levels of community facilities, work places and leisure facilities. Many centres are a focus for transport services and all offer a chance to access essential facilities close to people's homes. Centres are therefore well placed to be a focus for a range of developments, including residential developments of a higher density which can both benefit from the services provided and help to sustain the viability of those services. This builds on the current pattern of development in Bristol and offers potential for suburban renaissance around existing centres.

4.7.4 The Bristol Citywide Retail Study indicates that there is likely to be capacity for further retail provision after 2012, with projections of future comparison retail capacity of up to 310,000m² by 2026. However, the study recommended that the effects of the major new development at Cabot Circus in Bristol City Centre would need to be assessed before any additional provision is planned. The council aims to undertake a further retail assessment in 2010 to inform the future planning of all retail provision in the city. Therefore, this policy sets the framework for retail development but does not propose specific levels of retail development.

4.7.5 The retail study found that most centres were performing strongly but identified a few as at risk, poor or under-performing. Some of those centres have not been retained in the hierarchy. Although identified as poorly performing in the study, Symes Avenue, Hartcliffe has now been redeveloped as Symes district centre and includes a superstore, smaller retail units and community facilities.

4.7.6 The high level of independent stores operating in Bristol was identified in the retail study which showed that over 70% of units were occupied by independent businesses.

4.7.7 Consistent with government policy, this policy seeks to promote the vitality of centres. There are several existing large out of centre retail developments in Bristol, some forming retail parks. The retail study did not recommend that any of these should be identified as part of the network of centres.

Policy BCS7

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

Bristol City Centre, incorporating the retail areas of:

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

Arneside 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

* 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.

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.

Explanation

4.7.8 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. Policy BCS2 sets out the approach to the city centre.

4.7.9 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.

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

4.7.11 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.

4.7.12 Policy BCS1 provides for a potential new centre in South Bristol which would be likely to perform as a District Centre.

4.7.13 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.

4.7.14 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.

4.7.15 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.

Policy Delivery

This policy is supported by Policy BCS20, which directs higher intensities of development to accessible centres.

Policy BCS2 sets out the approach to Bristol City Centre.

Policy BCS1 sets out the approach to the potential new centre in South Bristol

Policy BCS8 addresses the delivery of smaller scale office development in centres.

Policy BCS10 addresses the delivery of transport improvements which will enhance transport provision at several of the centres in the network.

The Site Allocations & Development Management DPD will identify boundaries for centres in the hierarchy (based on the evidence in the Bristol Citywide Retail Study (June 2007)). The Site Allocations & Development Management DPD will also identify sites for development. In areas within close proximity to centres, any proposed site allocations will consider the potential for higher density forms of development, consistent with Policy BCS20 of this strategy.

The Site Allocations & Development Management DPD will define the primary shopping areas in the larger centres. Retail frontages may also be defined to assist in guiding decisions on the appropriate balance of uses in those centres (the proposed Bristol Central Area Action Plan will perform the same function in Bristol City Centre). These designations will be supported by criteria-based policies to guide decisions on individual planning applications. Criteria-based policies will also be included to guide decisions regarding the appropriate balance of uses within centres which do not have defined primary shopping areas or retail frontage designations.

PPS4 'Planning for Sustainable Economic Growth' (2009) contains national planning policies towards development in town centres and for economic development in general. These will inform decisions on specific proposals, including any proposed development falling outside the network and hierarchy of centres.

An updated retail study will be undertaken during 2010 to support future planning decisions and guide the production of the Bristol Central Area Action Plan.

Measures will be undertaken to support retail centres, particularly those which were identified as being at risk or poor performing in the Bristol Citywide Retail Study (June 2007). A pilot project for Place Management was set up in 2008 focused on improving seven retail centres of varying size across the city: Ashley Road/Grosvenor Road, Avonmouth Village, Bedminster, Lockleaze (Gainsborough Square), Ridingleaze (Lawrence Weston) and Shirehampton. Action plans for each of the areas have been developed addressing a range of themes.

The future role of Filwood Broadway local centre will be reviewed as part of the Knowle West Regeneration Framework. This is dealt with in Policy BCS1.

Targets	Indicators
Maintain or improve health of the city's identified centres	**Centre health checks to be carried out at 2010, 2016 and 2020**
	Total amount of additional space for town centre uses(Core Output Indicator BD4)

Transport and Access Improvements

4.10.1 This policy sets out development principles for consideration in all new development proposals and supports the delivery of strategic transport infrastructure and improvements to access in all areas of Bristol by public transport, walking and cycling.

4.10.2 The policy addresses objectives 1, 2, 3, 5 and 8 of the Core Strategy and responds to issues 2, 7, 10, 12 and 13.

Context

4.10.3 Traffic congestion is a significant constraint on economic growth. The need for good transport connections within Bristol and the West of England sub-region is vital to economic prosperity and to the quality of life of residents. The scale of development proposed in the Core Strategy will have significant impacts on the transport system and this growth can only be accommodated through major investment in transport infrastructure and the implementation of transport strategies.

4.10.4 Enhancing and promoting less environmentally damaging modes of transport is central to the Joint Local Transport Plan (JLTP) for the West of England. Bus-based public transport currently offers the main motorised travel alternative to the private car in Bristol with the Greater Bristol Bus Network providing a network of strategic bus corridors throughout the city. Rail's share of total trips in Bristol is relatively small though patronage has been steadily increasing in recent years due to significant investment in local rail services.

4.10.5 National transport policy documents emphasise the need to promote sustainable transport choices in land use decisions, promote accessibility of sites to essential facilities by public transport, walking and cycling, and to reduce the need to travel, especially by car.

4.10.6 These themes were incorporated into the JLTP. It sets out a 5-year transport capital investment programme within the context of a long-term vision to transform Bristol and the sub-region's transport network. A replacement JLTP is currently being developed (completed March 2011), building on the objectives of the current plan, with a longer-term strategy to 2026. It will be set around the key goals from the Department for Transport's "Delivering a Sustainable Transport System" to: Reduce carbon emissions; support economic growth; promote equality of opportunity; contribute to better safety, security and health; improve quality of life and a healthy natural environment.

4.10.7 The Greater Bristol Strategic Transport Study examined the strategic transport improvements needed within the Greater Bristol sub-region for the period up to 2031. This work modelled the approximate level of development set out in this Core Strategy. The recommendations from the study have informed the JLTP and the Core Strategy's transport policy.

Policy BCS10

The council will support the delivery of significant improvements to transport infrastructure to provide an integrated transport system, which improves accessibility within Bristol and supports the proposed levels of development. In particular it will support, subject to environmental impact assessment where appropriate:

1. The implementation of the Greater Bristol Bus Network.

2. The delivery of transport infrastructure improvements, including:

- Rapid transit routes (Ashton Vale to Emerson's Green and Hengrove to the North Fringe, all via the city centre);
- Rail improvements, including the following prioritised schemes:
  - > The reopening of the Portishead rail line for passenger use; and
  - > The Greater Bristol Metro Rail Project;
- And the following potential long term schemes:
  - > The reintroduction of a local passenger rail service between Avonmouth and Filton (Henbury Loop);
  - > New rail stations, for example at Portway Park and Ride, Ashton Vale and Ashley Hill;
  - > And other passenger rail stations where appropriate;
- New and expanded Park and Ride facilities:
  - > New site on the M32; and
  - > Expansion of existing Park and Ride sites where appropriate;
- South Bristol Link;
- Callington Road Link; and
- A network of routes to encourage walking and cycling.

3. Making the best use of existing transport infrastructure through improvement and reshaping of roads and junctions where required to improve accessibility and connectivity and assist regeneration and place shaping.

4. Appropriate demand management and sustainable travel measures.

Safeguarding of Routes and Facilities

Land required for the implementation of transport proposals will be safeguarded to enable their future provision. Corridors with the potential to serve as future routes for walking, cycling and public transport will also be safeguarded. Appropriate existing transport facilities such as transport depots will be safeguarded where required.

Development Principles

Without prejudice to the implementation of the major transport schemes listed above, proposals will be determined and schemes will be designed to reflect the following transport user priorities as set out in the Joint Local Transport Plan:

a) The pedestrian;
b) The cyclist;
c) Public transport;
d) Access for commercial vehicles;
e) Short stay visitors by car;
f) The private car.

The needs of disabled people will be considered within all of the above headings.

Development proposals should be located where sustainable travel patterns can be achieved, with more intensive, higher density mixed use development at accessible centres and along or close to main public transport routes. Proposals should minimise the need to travel, especially by private car, and maximise opportunities for the use of walking, cycling and public transport.

Developments should be designed and located to ensure the provision of safe streets and reduce as far as possible the negative impacts of vehicles such as excessive volumes, fumes and noise. Proposals should create places and streets where traffic and other activities are integrated and where buildings, spaces and the needs of people shape the area.

Explanation

4.10.8 This policy and the Core Strategy as a whole aim to provide a framework that can enable delivery of the transport infrastructure required for Bristol to grow in a sustainable manner, facilitate improvements to accessibility, provide a step change in public transport provision and minimise the need to travel, especially by the private car. The widening of travel choices will help to tackle the high levels of congestion within the city and the implementation of significant public transport schemes, the provision of safe and attractive cycling and walking routes and promotion of smarter choices will help reduce the impacts of transport on the environment and encourage healthy lifestyles. The policy reflects the JLTP policy aims and transport strategies and proposals affecting Bristol.

4.10.9 The main elements of the transport strategy are shown on the Key Diagram. Details of the transport improvements contained in Policy BCS10 are set out below.

- **Greater Bristol Bus Network:**
  Significant investment in public transport corridors across the Greater Bristol area to deliver substantial improvements in the quality of bus services. The implementation of this scheme began in 2008 when full funding was awarded, with completion of the full network programmed for 2012.

- **Rapid Transit:**
  Rapid transit will provide a fast, frequent and reliable public transport service with a high quality passenger experience. Services will run on a largely dedicated route, separate from car traffic, with priority over other road users.

- **Rail Improvements:**
  Continued investment in local rail services and development of major rail schemes such as the Portishead Passenger Rail project and the Greater Bristol Metro Rail project. The Metro project seeks to deliver an enhanced local rail network of half-hourly cross-city services into and across the West of England (Yate to Weston-super-Mare and Cardiff to Westbury via Bath and Bristol corridors). It will improve reliability of services and provide additional capacity through new infrastructure. The proposed electrification of the Great Western Mainline between London and Bristol by 2016 (and onto Swansea by 2017) will bring faster journey times, greater capacity and a more efficient network.

- **Park and Ride:**
  New and expanded sites could be brought forward as individual schemes or as part of a wider package of measures linked in with other transport improvements such as rapid transit.

- **South Bristol Link:**
  A transport link between the A370 Long Ashton bypass and the A4174 Hartcliffe Roundabout to enable better access to South Bristol. There has been public consultation on a preferred option which includes new highway, rapid transit and adjacent pedestrian and cycleway.

- **Callington Road Link:**
  A transport link between A4174 Callington Road and the south end of the A4320 St Philips Causeway to enable better access to South Bristol. Scheme options are currently in development and could include highway or public transport solutions, or a combination of both.

- **Walking and Cycling:**
  Improved pedestrian and cycling facilities through specific schemes; improvements secured through new development, and as part of wider public transport and highway improvement schemes. Bristol's award of the UK's first 'Cycling City' in 2008 has enabled three years of accelerated investment to the cycling network, which will provide a strong base for continued investment into the future.

- **Demand Management and Sustainable Travel Measures:**
  The council will continue to investigate the potential for demand management measures such as parking management (e.g. Controlled Parking Zones and Residents Parking Zones), and wider demand management options where appropriate.

4.10.10 The transport user priorities referred to in the policy are set out in the Joint Local Transport Plan 2006/7-2010/11.

Policy Delivery

Policy BCS1 refers to improvements to transport infrastructure in South Bristol.

Policy BCS2 sets out the approach to Bristol City Centre including access improvements.

Policy BCS20 directs higher intensities of development to accessible centres or along main public transport routes.

Policy BCS7 focuses higher density forms of development to accessible centres.

Policy BCS21 sets out the design criteria for new development in Bristol which includes issues of accessibility and permeability, legibility and integrated public realm.

Local parking standards for cycles and cars (including provision for people with special needs) will be set out in the Site Allocations & Development Management DPD. This document will also include a specific transport development management policy which will set out considerations and inform requirements for planning applications for proposed new developments. This will include requirements for developments to implement smarter choices measures (e.g. Travel Plans and Car Clubs), which will help deliver the aim in Policy BCS10 of minimising the need to travel especially by the private car.

Land safeguarded for transport infrastructure proposals will be allocated in the Site Allocations & Development Management DPD and the Bristol Central Area Action Plan. These DPDs will also safeguard where appropriate existing transport facilities such as rail depots.

Delivery of transport infrastructure

The transport proposals and schemes listed in the policy are likely to be delivered through government funding (core LTP funding and specific Major Scheme funding), funding from the West of England authorities and developer contributions. The Highways Agency through its role as a statutory consultee is involved in the process of developing the BDF documents.

A revised method of securing sustainable transport contributions will be contained within either a revision to SPD4 "Achieving Positive Planning Through the Use of Planning Obligations" (October 2005) or a Community Infrastructure Levy (CIL) charging schedule depending upon the implementation of revised regulations.

The Joint West of England Transport Executive Committee has approved governance and project management arrangements for major transport schemes and other sub-regional transport projects.

The Greater Bristol Bus Network has been awarded funding through the Regional Funding Advice process and the four councils in the West of England Partnership, First, and developers will provide further funding. The 10 Greater Bristol Bus Network corridors are due for completion by 2012.

The following schemes listed within Policy BCS10 have been identified as priorities for funding through the Regional Funding Advice process:

- Rapid transit Ashton Vale to City Centre;
- North Fringe to Hengrove Package (including rapid transit, M32 Park and Ride and other highway improvements);
- South Bristol Link;
- Greater Bristol Metro Rail Project;
- Portishead Rail Corridor;
- Callington Road Link; and
- Rapid transit City Centre to Emersons Green.

Work to develop the details of these schemes and appraise potential options will be undertaken leading to the submission of a Major Scheme Business Case for each scheme, which the Department for Transport will assess before awarding the necessary funding.

Walking and cycling improvements will be delivered through funding from the JLTP, Cycling City and developer contributions.

Central government spending reviews during 2010 could lead to anticipated funding levels being reduced thereby making the delivery of major transport schemes more challenging. However, the vast majority of the funding identified to support the schemes within the JLTP is programmed for spend in the period up to 2019. In a scenario of reduced funding in the shorter term it should still be possible to deliver most if not all of the schemes identified albeit over a longer period of time.

If major schemes are delayed, smaller scale enhancements can be implemented in the shorter term with lower levels of investment to deliver further improvements to the bus network, walking and cycling and smaller scale highway improvements required to support new development.

The design of transport infrastructure will be informed where appropriate by national guidance set out in the “Manual for Streets”.

The Council’s Legible City initiative will deliver improvements to streetscape, way-finding and information provision throughout the city.

Targets	Indicators
Improve access to services and facilities by public transport, walking and cycling in accordance with Local Area Agreement (LAA) targets.	% of households who are within 30 mins travel time of healthcare facilities (National Indicator 175a(i)) % of non car-owning households who are within 30 mins travel time of healthcare facilities (National Indicator 175a(ii)) % of households who are within 40 minutes travel time of a key employment site (National Indicator 175b)
To limit the increase in person journey times in accordance with LAA targets.	Congestion - the average journey time during the morning peak (National Indicator 167)
Increase bus passenger numbers per annum in accordance with the LAA target.	Local bus journeys originating in the authority area (National Indicator 177)
Increase level of cycling across Bristol in accordance with the JLTP target.	Number of cycling trips (JLTP indicator LTP3)

Quality Urban Design

4.21.1 The aim of this policy is to ensure that all new development in Bristol achieves high standards of urban design. The policy sets out criteria for the assessment of design quality in new development and sets standards against the established national assessment methodology 'Building for Life'. Reference is also made to the role of community involvement in the design process.

4.21.2 The policy contributes to meeting objectives 1, 2, 5, 6, 7, 8 and 11 of the Core Strategy and responds to issues 7, 10, 11 and 15.

Context

4.21.3 Bristol has a rich and varied townscape. At the heart of the city centre lies the mediaeval walled city, which is bordered by later mediaeval and early Georgian expansion. Georgian development at St. Paul's, Kingsdown, Clifton and Hotwells forms an arc to the north of the city centre, while densely developed industrial communities lie to the south and east in Bedminster, Easton and the surrounding areas. Beyond these areas are a number of affluent Victorian and Edwardian neighbourhoods and inter-war suburbs, particularly to the north. As Bristol has expanded it has also subsumed a number of surrounding villages such as Westbury-on-Trym, Bishopsworth, Brislington, Henbury and Stapleton, many of which retain a distinct identity and character. Elsewhere, post-war housing estates predominate, along with suburban development from the late 20th Century. Large areas of industrial development can be found at Avonmouth and St. Philip's Marsh.

4.21.4 This varied townscape is set within a unique and dramatic natural landscape defined by the valleys of the Rivers Avon, Frome, Trym and Malago and the flood plain of the Severn Estuary. These attributes contribute towards the city's quality and local identity, creating many distinctive urban and natural landscape features and allowing significant views within and across the city.

4.21.5 The fabric of the city, particularly the city centre, has seen a number of interventions during the post-war years in the interests of redevelopment and road building. These have not always proven to be to the benefit of the city's social, economic or cultural wellbeing. More recent regeneration initiatives from the mid-1990s onwards have seen considerable investment and new development within the city centre, particularly at Broadmead, Harbourside and Temple Quay.

4.21.6 Quality urban design has a key role to play in place shaping and enhancing the city's positive features, as well as repairing the damage caused by insensitive development in the past. Through quality urban design, development can help to create distinctive, linked, sustainable places that support social inclusion and community cohesion. This in turn engenders a sense of ownership and belonging, and can help to promote social interaction and encourage healthy lifestyles.

4.21.7 Whilst considerable progress has been made in recent years in improving the design quality of development within the city, there is a recognised desire to further raise standards. National methodologies including Building For Life and Lifetime Homes can assist in raising and monitoring standards.

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.

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

Explanation

4.21.8 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.

4.21.9 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.

4.21.10 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.

4.21.11 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.

4.21.12 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.

4.21.13 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.

4.21.14 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.

4.21.15 Building for Life is a nationally recognised methodology for assessing the design quality of residential development, led by CABE and the Home Builders' Federation, using 20 criteria. Whilst the policy does not imply conformity with specified standards is the sole guide to a decision, the Building for Life methodology offers a systematic way of demonstrating that the overall objective and criteria in Policy BCS21 have been addressed. Therefore, proposals for major development with a residential component should demonstrate, through the Design and Access Statement, how the development would deliver high quality design, with reference to the Building for Life assessment criteria. This statement will be reviewed by a CABE-accredited assessor who will prepare a formal report for the consideration of the decision maker. If Building for Life is discontinued in the future, the Council will identify an equivalent alternative methodology to guide decisions. Minor developments should also aim to achieve a similar standard of design.

Policy Delivery

This policy will be delivered through the development management process, including the use of Design and Access Statements.

A citywide urban context analysis will be undertaken which will inform the council and developers in the process of contextual appraisal and response. The analysis will be informed by community involvement. It will also draw on the evaluation work undertaken as part of the on-going programme of conservation area appraisals. The citywide urban context analysis will be produced in conjunction with the proposed supplementary planning document on urban design.

Where needed to manage and promote change, the council will seek to work with stakeholders as appropriate in the preparation of area design frameworks, masterplans, design codes and site-specific briefs.

Community engagement will be expected at the pre-application stage in accordance with the Statement of Community Involvement. Where appropriate, support will be sought from national, regional and local bodies including CABE, South West Design Review Panel and Bristol Urban Design Forum.

Further detailed policies and guidance on urban design principles for Bristol will be set out in the Site Allocations & Development Management DPD and supplementary planning documents addressing housing mix and urban design. This DPD will include a policy on Development and Health which will set out the approach to Health Impact Assessments.

The following adopted supplementary planning documents and supplementary planning guidance will continue to be of relevance until they are reviewed:

- SPD1 "Tall Buildings" (January 2005)
- SPD2 "A Guide for Designing House Alterations and Extensions" (October 2005)
- PAN8 "Shopfront Guidelines" (1997)

- PAN15 "Responding to Local Character – A Design Guide" (1998)

Performance in delivering quality urban design will be monitored and assessed using national methodologies including Building For Life and Lifetime Homes. Both development proposals and completed developments will be assessed against the nationally agreed Building for Life criteria by CABE-accredited assessors.

Assessment of design proposals will draw upon CABE best practice guidance and government guidance set out in "Manual For Streets".

Indicators

Housing Quality – Building for Life Assessments (Core Output Indicator H6)

Pollution

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

Context

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

Policy BCS23

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

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

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

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

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

Explanation

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

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

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

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

Policy Delivery

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

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

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

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