

Bristol Local Plan Review

Draft Policies and Development Allocations





Bristol Local Plan Review: Draft Policies and Development Allocations

Consultation (March 2019)

How can I comment?

For further details of the consultation please visit:

www.bristol.gov.uk/localplanreview

E-mail or write to Bristol City Council by 24 May 2019:

blp@bristol.gov.uk

Bristol City Council
Strategic City Planning Team
City Hall
PO Box 3176
Bristol, BS3 9FS

We would welcome your comments on any of the proposals set out in this consultation.

If you would like to speak to someone about the Local Plan Review please phone 0117 922 3000.

If you would like to be added to our Bristol Local Plan contact list, please let us know, providing relevant contact details including an e-mail address.

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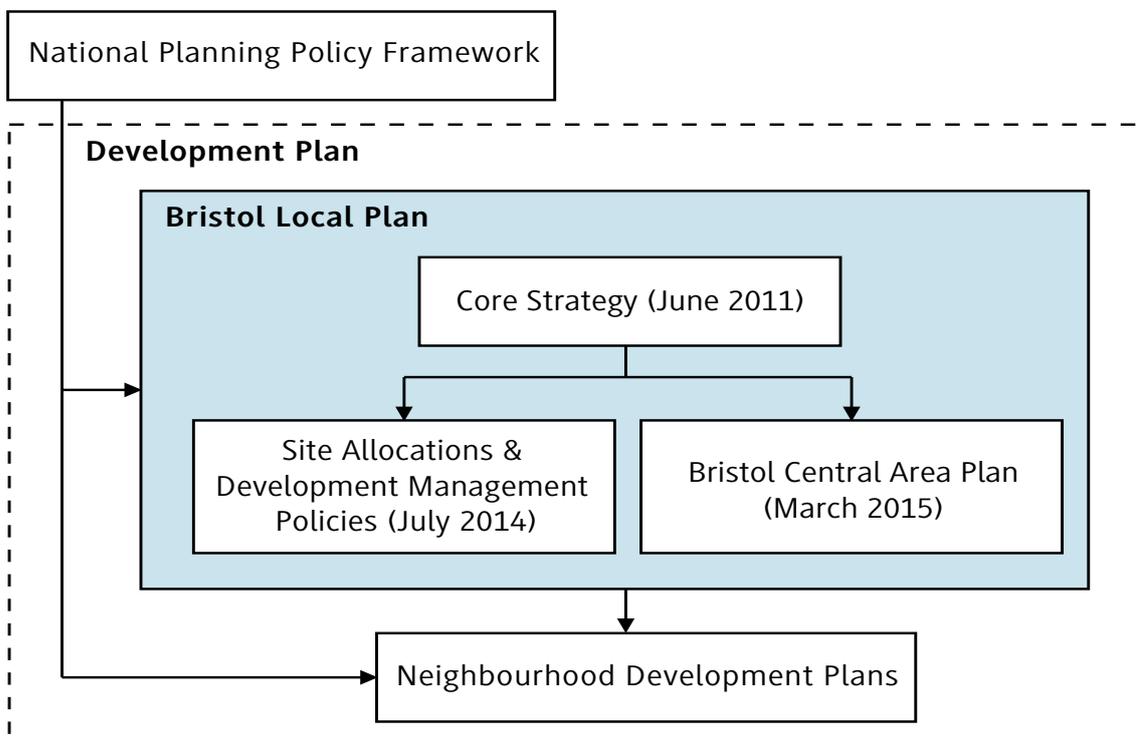
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1. About the Local Plan Review

What is the Local Plan?

- 1.1 The Bristol Local Plan explores how Bristol will develop and is the framework for deciding planning applications in the city.
- 1.2 The current Bristol Local Plan is a set of three documents covering the period until 2026. The Bristol Local Plan and Neighbourhood Development Plans together form the statutory development plan, which is used, alongside the National Planning Policy Framework, to help direct decisions on planning applications in Bristol. The figure below shows how these documents currently work together.



Why is it being reviewed?

- 1.3 A number of years have passed since the Core Strategy was adopted and it is now necessary to consider how Bristol will develop over the period to 2036.
- 1.4 Bristol City Council, South Gloucestershire Council, Bath and North East Somerset Council and North Somerset Council have been working together to prepare the **West of England Joint Spatial Plan**. The Joint Spatial Plan sets out the overall strategy for how the housing needs of the wider Bristol and Bath housing market areas will be met over the period to 2036. This includes a requirement of 33,500 new and affordable homes to be delivered in Bristol by 2036.
- 1.5 The local plan will be updated to set out how the proposed 33,500 homes will be delivered in Bristol by 2036 – and show how the council aims to exceed that amount. This will require a new development strategy identifying broad locations for new development around the city, supported by individual site allocations for development and policies which promote the delivery of new and affordable homes.

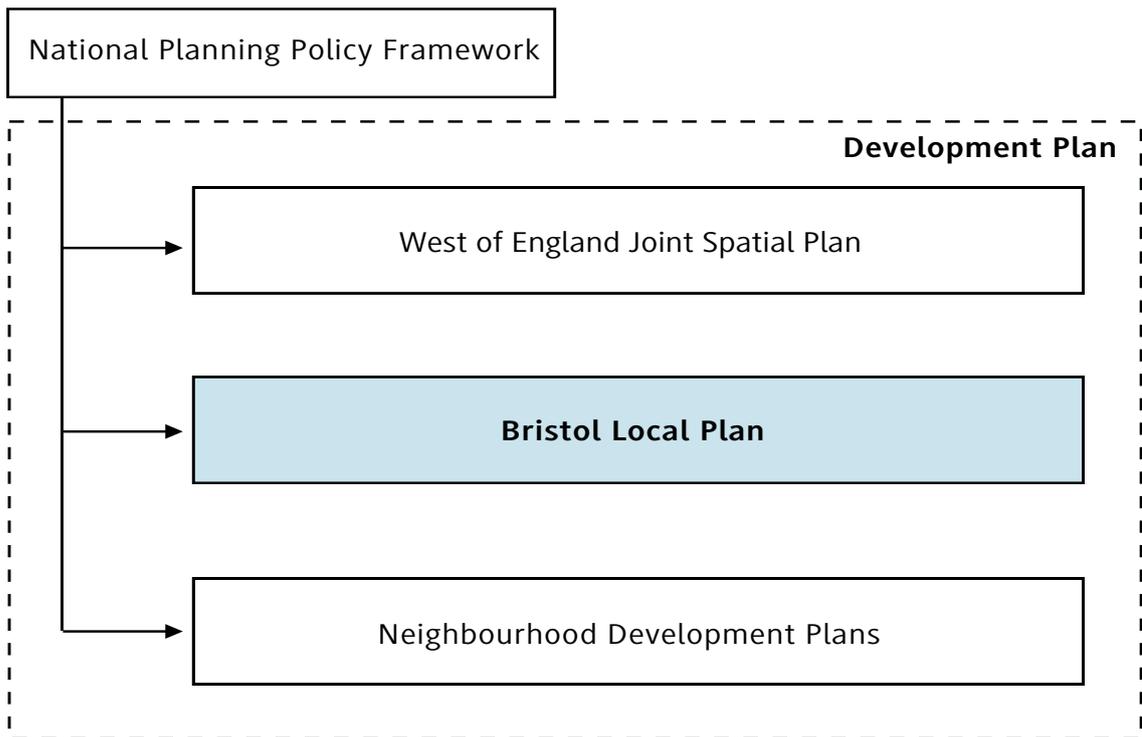
- 1.6 A number of other local plan policies also require updating to reflect changes to national planning policy and local issues since the adoption of the Core Strategy in 2011.

In parallel with this rewrite of the local plan, the council has worked with city partners to prepare a One City Plan¹. The plan, launched January 2019, sets out a vision for the sort of city Bristol will become by 2050 and key themes and outcomes in relation to connectivity, economy, environment, health and wellbeing, homes and communities, learning and skills.

Will the whole plan be changing?

- 1.7 This rewrite of the local plan does not propose to change all of its current policies. The Core Strategy established a five yearly cycle of monitoring and review with an interim review date of 2016 and a major review date of 2021. The preparation of the Joint Spatial Plan commenced the interim review process for the Core Strategy and the policies in the emerging Joint Spatial Plan (which is currently undergoing examination) are addressed in this consultation.
- 1.8 The policies adopted 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 Joint Spatial Plan and support the objectives of this local plan review.
- 1.9 The rewrite of the local plan will focus on setting out the new development strategy for development in Bristol to 2036, along with updates to a selection of other policies where needed. The **Retained Policies** document of this consultation sets out which of the existing policies are proposed to be retained.
- 1.10 When complete, the rewritten local plan will combine the local plan into a single document. The figure below sets out how the West of England Joint Spatial Plan, Bristol Local Plan and other documents will work together once the rewrite of local plan has been completed:

¹<https://www.bristolonecity.com/one-city-plan/>



The Bristol Local Plan is supported by a number of other documents and strategies, such as supplementary planning documents, spatial frameworks and conservation area appraisals which provide additional guidance on how planning decisions should be made.

Documents in this consultation

1.11 This document sets out the first detailed drafts of the new policies that are proposed to be introduced as part of the local plan review. It is supported by the following additional documents, which should be read alongside this document:

- **Annex: Draft Development Allocations:** Setting out the new sites that are proposed for potential new homes, industrial or mixed-use development in addition to those already allocated under the existing local plan.
- **New Protection for Open Space:** Setting out the sites proposed for Local Green Space and Reserved Open Space under the local plan review and explaining how they have been selected.
- **Retained Local Plan Policies:** Details of the existing local plan policies that are proposed to be retained alongside the new policies set out in this document.
- **Response to 2018 consultation:** A summary of responses received to the previous local plan stage and the issues raised.

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What will happen to my comments?

- 1.12 Responses will help to shape the formal Publication version of the draft policies and development allocations following this consultation. The responses and a summary of the issues that they raise will be published on the Local Plan Review web site.

Making an effective and inclusive local plan for the city depends on the views and engagement of everyone who may be affected by planning decisions and the development of the city. Your comments make a difference – we hope you will be able to respond.

Next Stages

1.13 The local plan goes through a number of stages of preparation. After the results of this consultation have been taken into account, the council will agree a Publication version which will be made available for formal representations. The plan is then submitted for examination by a planning inspector who will report on whether the document meets with legal requirements and is sound in planning terms. Modifications may be made to the plan at that stage. The council will then formally adopt the plan which becomes part of the statutory development plan.

Community involvement and consultation	March to May 2019
Publication	November 2019
Submit for examination	April 2020
Examination hearings	July 2020
New Local Plan adopted	December 2020

Assessments to support the local plan review

The local plan review will be supported by assessments which assist in ensuring the policies have taken into account social, economic and environmental issues, addressed the objectives of a fair and inclusive city and considered the impacts on health:

- Sustainability appraisal – a draft scoping report has been prepared and appraisal reports will be produced at each future stage of plan preparation;
- Habitats assessment will be undertaken if the policies in the local plan review are likely to have significant effects;
- Equality impact assessment – as systematic approach to consider the implications for all members of the community;
- Health impact assessment – an assessment with a targeted focus on the health implications of the local plan.

2. Vision: Building a better Bristol

- 2.1 Bristol City Council is committed to building a better Bristol – a city of hope and aspiration where everyone shares in its success. Working with our partners through the One City Plan, we aim to include everyone as we continue to build the economic, social and environmental wellbeing of the city.
- 2.2 The local plan review is about setting a direction which helps deliver our development needs today and shapes the city to meet the needs of the future. Along with our transport plans which will set out how the city’s transport system will be improved, the Bristol Local Plan guides development for the next twenty years – it is one of the tools for delivering our vision for the future. The new local plan will help deliver the new homes and workspace we need and safeguard the environmental assets we value.
- 2.3 The vision for Bristol is of a diverse and inclusive city where inequality and deprivation have been substantially narrowed. The delivery of new and affordable homes through urban living will enable housing needs to be met and help to secure the development of rapid transit systems which deliver sustainable, connected communities. A city with a high quality, healthy environment, with attractive open spaces, clean air, vibrant and inclusive sports and cultural facilities, cherished heritage and communities engaged in the development of their city.

By 2020 the new local plan will be in place 2,000 homes a year will be being built across the city. At least 800 of those homes will be affordable – that means council housing, housing association homes and other forms of tenure which put homes in reach of people who can’t access market housing. Regeneration and development will be happening across the city.
By 2025...	... a further 10,000 new and affordable homes will have been built and the city will be reaching a population of 500,000 people within a growing West of England. New developments and transport schemes will be underway across the city and new communities will be emerging. Bristol will be well on the way to achieving its carbon reduction target.
By 2035...	... at least 33,500 new homes, served by new transport services, will have been completed across the city since the plan review started. New communities and neighbourhoods will have been created across the city. Urban living approaches will have seen areas sustainably grow with new homes, workspace and mixed uses. Bristol will be a resilient city able to respond to the challenges looking ahead to the middle of the 21st century.
Looking ahead to 2050...	... a city of 550,000+ people in inclusive communities, served by a rapid transit network which connects neighbourhoods in Bristol and the wider region. The city will have world class digital connectivity and will be taking the lead in the technological innovations of that time.

3. Draft Local Plan Policies

How the policies are structured

**Draft Policy DS1:
Bristol City Centre**

← Policy reference number and title.

■ _____

← Brief introduction setting out the purpose of the policy, the need for the policy and references to any relevant evidence documents.

Policy text

■ _____

← The bold policy text is the core wording of the policy. The policy generally sets out one or more development proposals or key development management principles along with any supporting criteria that are required.

Explanation

■ _____

← Explanatory text, elaborating on the bold policy text and offering definitions of technical terms where relevant. This section provides more information on how the policy should be applied.

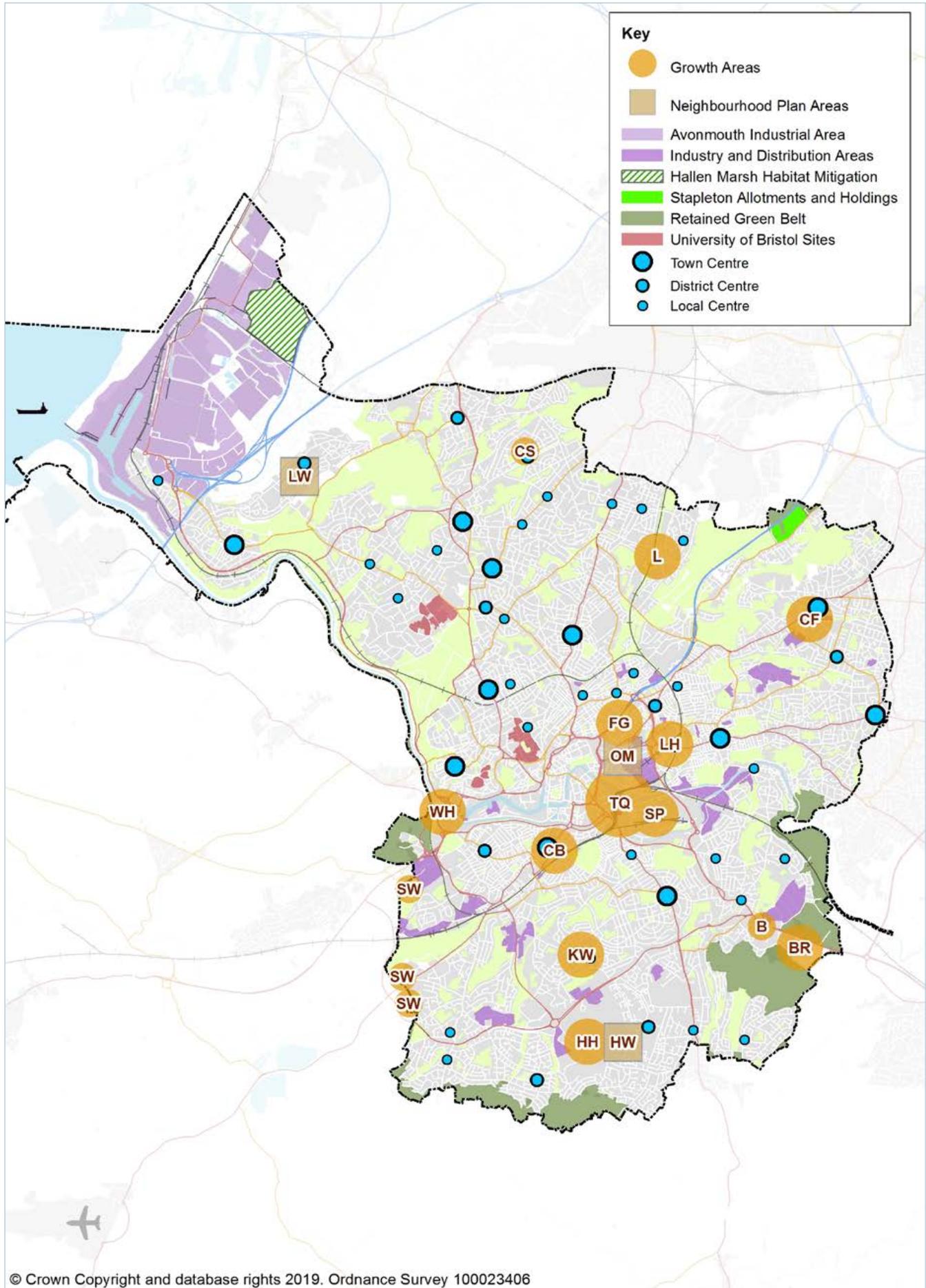
4. Development Strategy

- 4.0.1 The local plan sets out the approach to the development of the city over the plan period and lays the groundwork for future decades.
- 4.0.2 This rewrite of the local plan will take the city's development forward by:
- Setting out an approach to inclusive and sustainable growth and development, addressing the needs of everyone in all parts of the city;
 - Enabling of delivery of at least new 33,500 homes in Bristol by 2036 including affordable housing and homes to meet a range of needs;
 - Aiming to exceed our housing target where new infrastructure can unlock additional potential;
 - Enabling growth of our economy for everyone, with modern work places and digital infrastructure fit for the future.
- 4.0.3 The proposed development strategy aims to meet the needs of our growing population through securing new and affordable homes within Bristol. By doing this we can help to promote the development of a mass transit system, stimulate business activity which comes from a growing population and support the continued viability and growth of local services and facilities.
- 4.0.4 Contributing to the delivery of new and affordable homes is a core objective for the local plan review. Bristol City Council wants to make sure that 2,000 new homes a year are built in Bristol each year by 2020 – 800 of which will be affordable. In the Joint Spatial Plan for the West of England, the aim is to see at least new 33,500 homes added to the city's stock of homes which stood at about 200,000 in 2016. But our housing ambitions for Bristol are greater than the Joint Spatial Plan outlines. If we can deliver more, we will deliver more where this is supported by infrastructure and services. In this way we also propose to set the tone for continued delivery up to 2050.
- 4.0.4 To meet our acute housing shortage we have a special focus on 'urban living' – the creation of characterful urban areas where people can live, work and socialise, relying on sustainable transport.
- 4.0.5 As it updates the statutory development plan for the city, the review of the local plan aims to:
- Establish a planning approach which sees development of new and affordable homes as a core objective in development decisions, significantly increasing the number of new and affordable homes;
 - Enable growth of our economy for everyone, with modern work places and digital infrastructure fit for the future;
 - Promote urban living across the city with a focus on brownfield land – encouraging developments of homes with urban character, form and design in well-designed, connected, healthy and accessible neighbourhoods which achieve a liveable environment;
 - Take a plan-led approach to promoting areas with the potential to increase densities and make efficient use of under-used land; this includes transforming some areas of the city to create communities with new homes, work places and public open spaces;

- Allocate new sites for housing and mixed use development and highlight sites with potential for housing development and ensure that the best use is made of existing development allocations;
- Make sure residential sites are reserved for development of new and affordable homes and not unnecessarily used for other purposes;
- Encourage innovation in the design, construction and location of diverse housing solutions; diversify the housing offer, promoting new building types and tenures such as build for rent, housing for older people and self-build;
- Manage the development of student housing to safeguard existing communities and support delivery of new homes whilst supporting thriving universities;
- Protect our valued open spaces to support a liveable, healthy city;
- Make sure new buildings protect the environment, working towards zero carbon development and adapting to the likely impact of climate change;
- Tackle the challenges of air quality, obesity and environmental quality.

4.0.6 The development strategy sets out a direction for each part of the city and identifies specific locations for change and development. It looks at the delivery of our existing strategy and the new areas of growth and regeneration. The approach is set out below by looking at four broad areas of the city:

- Central Bristol;
- East Bristol;
- South Bristol; and
- North Bristol.



Development Strategy Diagram

Themes

- Inclusive growth and development
- Health and wellbeing
- Delivery of 33,500+ new homes
- Infrastructure investment
- Urban living across the city
- Housing type and mix
- Managing student development
- Identifying land for homes, workspace, open space and food growing
- Industry and distribution
- Shopping, services and the evening economy
- Agent of change
- Green infrastructure
- Connectivity
- Community facilities
- Climate change and sustainability
- Innovative design, conservation and liveability
- Utilities and minerals

Locations

Central Bristol

At least 11,500 new homes, with scope for significantly greater numbers. This will include mixed-use growth and regeneration in:

- TQ:** Bristol Temple Quarter (Draft Policy DS2)
- SP:** St. Philip's Marsh (Draft Policy DS3)
- WH:** Western Harbour (Draft Policy DS4)
- FG:** Frome Gateway (Draft Policy DS5)

South Bristol

At least 11,000 new homes, with scope for significantly greater numbers. This will include mixed-use growth and regeneration in:

- CB:** Central Bedminster (Draft Policy DS8)
- B:** Brislington (Draft Policy DS9)
- HH:** Hengrove Park and Hartcliffe Campus
- KW:** Knowle West
- SW:** Southwest Bristol (Draft Policy DS11)
- BR:** Bath Road, Brislington (Draft Policy DS12)

East Bristol

At least 5,000 new homes, with scope for significantly greater numbers. This will include mixed-use growth and regeneration in:

- LH:** Lawrence Hill (Draft Policy DS6)
- CF:** Central Fishponds (Draft Policy DS7)

North Bristol

At least 6,000 new homes, with scope for more. This will include growth and regeneration in:

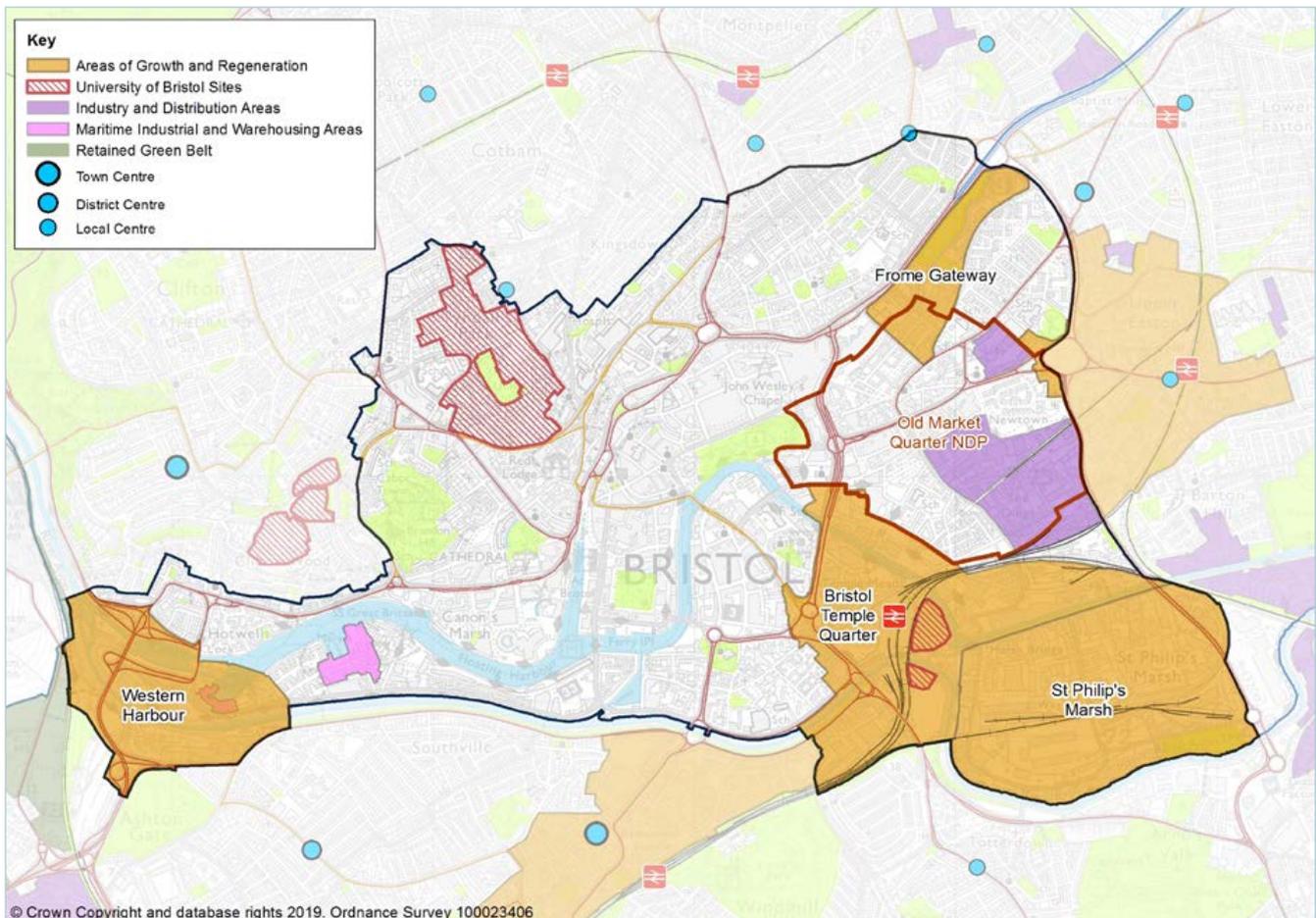
- L:** Lockleaze (Draft Policy DS13)
- CS:** Central Southmead (Draft Policy DS14)

4.1 Central Bristol

4.1.1 Bristol City Centre’s role as a regional focus at the centre of a global city will be promoted and strengthened. More efficient use of land and a greater mix of uses will be encouraged throughout the area, creating a diverse, vibrant place to live, work, shop and visit that is welcoming to all. The new strategy brings forward new proposals for the Western Harbour, Bristol Temple Quarter, St Philip’s Marsh and Frome Gateway.

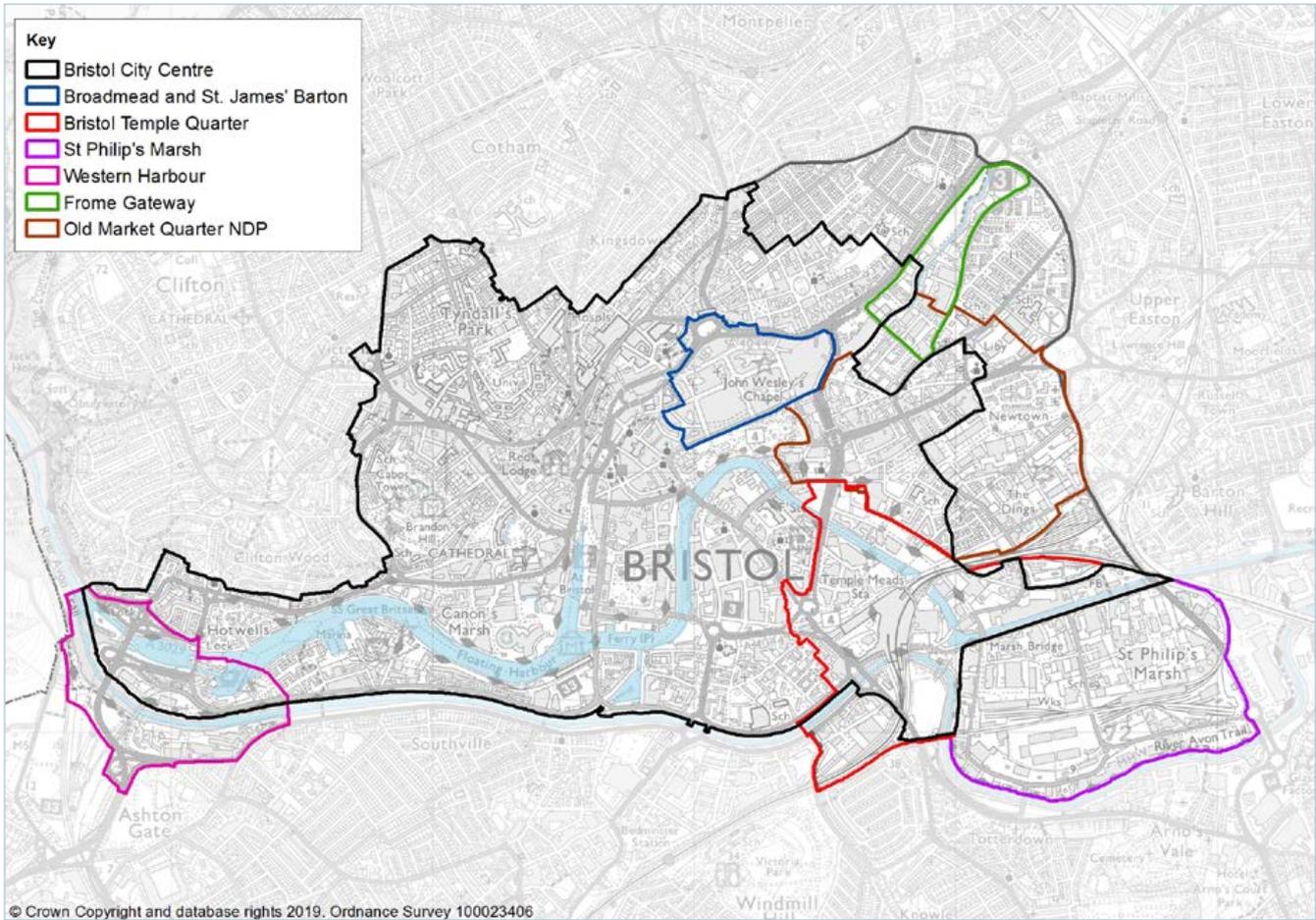
4.1.2 The approach to flood risk in parts of central Bristol is being comprehensively considered to ensure existing development is safeguarded and to ensure mixed-use regeneration across central Bristol takes account of those risks and is safe for the future.

It is expected at least 11,500 new homes will be delivered in Central Bristol within the plan period, with scope for significantly greater numbers where further interventions and delivery of infrastructure can unlock more potential. The provision of new homes will be balanced with the wider role of the city centre as a vibrant mixed-use area and the city’s historic heart.



Draft Policy DS1: Bristol City Centre

- 4.1.3 The city centre symbolises Bristol and is at the heart of its role as a global city. It provides a sustainable location for future growth, situated at the centre of travel networks, including Temple Meads railway station, the main bus station at Marlborough Street and other key hubs for existing and proposed public transport services including MetroBus and future rapid transport systems.
- 4.1.4 The city centre is an important location for urban living. From 2006 to 2017 over 6,900 new homes were completed in the city centre and it has the potential for the development of thousands more, supported by new homes in adjacent areas.
- 4.1.5 The centre of Bristol is of particular importance to the city's economy with over 100,000 people employed in a diverse range of occupations. The Temple Quarter area adjacent to Temple Meads train station is a particularly successful and growing office location. The creative and media industries sector are an important feature of the city centre which is a key location for their growth and development. Public institutions make a strong economic contribution with significant research and development and public administration associated with the University of Bristol, government agencies and the hospitals.
- 4.1.6 Since its completion in 2008 Cabot Circus has strongly reinforced the role of the city centre as the principal destination for shopping and leisure in the city and in the South West region. Alongside its shopping, employment and tourism uses the city centre has a diverse and thriving evening economy and nightlife.
- 4.1.7 The city centre forms Bristol's historic core. Its character and setting is enhanced by a distinctive topography and by extensive waterfront areas. The city centre contains many built and natural environmental assets. These include key heritage assets: twelve conservation areas, archaeological remains and numerous listed buildings. Alongside its changing skyline and contemporary development, the city centre's unique townscape and topography contributes to its distinctiveness as a place to live, work, study and enjoy leisure time.
- 4.1.8 Parts of the city centre are at risk of flooding, a risk which is likely to increase as a result of climate change. This risk will be managed to ensure that the city centre can continue to flourish and grow.



Policy text

Bristol City Centre’s role as a regional focus at the centre of a global city will be promoted and strengthened. Development will include mixed uses for offices, residential, retail, leisure, tourism, entertainment and arts and cultural facilities.

Development up to 2036 will include:

- New homes;
- High quality offices and flexible workspace;
- Improved transport systems and connectivity, including new and improved public transport, walking and cycling routes;
- Continuing consolidation and expansion on the University of Bristol and Bristol Royal Infirmary sites.
- Student accommodation will be carefully managed to avoid undue concentration and directed towards identified areas both in the city centre and elsewhere (Draft Policy H7 ‘Managing the development of purpose-built student accommodation’);
- Continued improvement in regeneration areas including Redcliffe and Harbourside and at city centre gateways;

Facilities and services, including those of a small scale, which contribute to the diversity and vitality of the city centre which will be encouraged and retained.

Bristol Temple Quarter

A sustainable and flourishing new urban quarter will be developed at Bristol Temple Quarter, centred on an improved 21st century transport hub at Temple Meads (Draft Policy DS2 'Bristol Temple Quarter').

St Philip's Marsh

Growth and regeneration for mixed uses including workspace and provision of new homes in a regenerated city quarter which complements the adjacent Bristol Temple Quarter.

Western Harbour

A new city quarter will be developed at Western Harbour (Draft Policy DS4 'Western Harbour').

Broadmead and St. James' Barton

More efficient use of land and a greater mix of uses will be encouraged within and around Broadmead and St. James'. Development will aim to reduce severance caused by traffic, better connect the area to surrounding neighbourhoods and improve safety through public realm improvements.

Bristol Shopping Quarter will remain the city's principal shopping location including redeveloped sites and a diversified offer (Retained Policies BCAP13 'Strategy for retail development in Bristol City Centre' and BCAP36 'Bristol Shopping Quarter').

Frome Gateway

A new mixed use neighbourhood will be developed (Draft Policy DS5 'Frome Gateway').

Place principles

Throughout the city centre higher density, mixed use development will be encouraged.

Major developments should demonstrate measures to create a city centre that is welcoming to all by enhancing social inclusion and community cohesion, especially in respect of those communities close to the city centre. Opportunities will be taken to reduce the severance of parts of the city centre from neighbouring communities caused by major roads and other physical barriers.

The Floating Harbour will be maintained as a location for maritime industries and water related recreation activities alongside its role as a visitor destination, blue infrastructure and a heritage asset. Waterfront areas adjacent to the Floating Harbour, Feeder Canal and River Avon will continue to be revitalised.

The design of development will be expected to demonstrate high quality place making in terms of appearance, function, conservation of heritage assets, sustainability and maintaining and enhancing green infrastructure. Tall buildings in the right setting and of the right design may be appropriate as part of the overall approach to development. Key views will be protected. Street design will give priority to pedestrian access, cycling and public transport. New development should include measures to secure public access and routes for walking, cycling and public transport, including access to waterfront areas.

Explanation

- 4.1.9 Residential development will continue to be an important feature of the city centre, helping to bring vitality to the area and support its diversity. The new housing development referred to in this policy would be primarily for apartments and town houses with densities appropriate to a city centre location (Draft Policies UL2 'Residential densities' and DC1 'Liveability in residential development including space standards').
- 4.1.10 The city centre has a substantial pipeline stock of potential office development, with around 220,000 m² of new office floorspace in planning permissions (March 2018). It is proposed that in the period up to 2036 further floorspace is provided through development, redevelopment and refurbishment throughout the city centre and with a particular focus on Bristol Temple Quarter and other core office locations at Redcliffe and Harbourside.
- 4.1.11 The city centre is a location for large-scale facilities of citywide and regional importance. However, its character, vitality and diversity also owe a great deal to the range and diversity of uses, including those of a small scale. Such uses include small shops, workspaces, pubs, cultural and community facilities.
- 4.1.12 The historic Floating Harbour is important as a location for some maritime industries and water related recreational activities. This policy therefore proposes that these will continue to be a feature of that part of the city centre.
- 4.1.13 Continued growth and development in the city centre benefits the city and region as a whole. However, it may be difficult for members of more deprived communities, especially those close to the city centre, to benefit directly from change. This policy therefore expects that major developments will have regard to social inclusion, for example by providing for skills and training and by ensuring that services and jobs are accessible to those whose transport choices are limited.

Old Market Quarter Neighbourhood Development Plan

- 4.1.14 A neighbourhood development plan has been completed for Old Market Quarter reflecting community aspirations for that area. Developments within the boundary of the Old Market Quarter Neighbourhood Development Plan will be consistent with its policies.

Agent of change – safeguarding our music and cultural venues

Providing new homes, particularly in the city centre, must not put at risk the survival of uses such as music venues, clubs and existing industries which are vital to the city's cultural diversity, the night-time economy and its economic success.

That's why the local plan places the responsibility for addressing the impact of noise firmly on the new development – this is known as the 'agent of change' principle. This means that where new developments are proposed close to existing noise-generating uses, such as music venues, developments will be designed in a way which protects the new occupiers from noise impacts so that the existing use is not threatened.

Draft Policy HW1 'Pollution control and water quality' and Retained Policy DM35 'Noise mitigation' will be used to safeguard the on-going viability of music venues, clubs and industries which may be vulnerable to noise sensitive developments.

Retained Policies

- 4.1.15** The following policies in the existing local plan are proposed to be retained. They support the implementation of Draft Policy DS1 ‘Bristol City Centre’ and are consistent with national planning policy.

Policy BCAP10: Hotel development

- Promotes small-scale, boutique or high quality hotel development in central Bristol.

Policy BCAP11: University and hospital development

- Promotes the designated University and Hospital Precincts for those uses.
- Permits university and hospital development elsewhere in central Bristol where it would accord with other relevant Local Plan policies.

Policy BCAP36: Bristol Shopping Quarter

- Sets development considerations for Bristol Shopping Quarter and allocates key sites for development in the area.

Policy BCAP37: High Street, Wine Street and Castle Park

- Sets development considerations for High Street, Wine Street and Castle Park and allocates key sites for development in the area.

Policy BCAP40: Redcliffe Way

- Sets development considerations for Redcliffe Way and allocates the area for development as a key site.

See also retained policies in Chapter 8 Economy.

Draft Policy DS2: Bristol Temple Quarter

- 4.1.16** Bristol Temple Quarter will be developed as a new mixed-use quarter. Innovative development offering new forms of workspace and collaborative opportunities will help to grow Bristol as a more productive, fair and equitable city, offering benefits for all communities.
- 4.1.17** The aim is to create a sustainable and flourishing new urban quarter for Bristol: a place that is welcoming to all – a place to live, work, learn, enjoy leisure time and build on Bristol’s strengths as a global city. Thousands of new homes will be developed as part of this mixed used quarter and the adjacent St. Philip’s Marsh area.
- 4.1.18** Station redevelopment plans will see Temple Meads become a modern integrated regional transport hub. This will include enhancing the connectivity of Bristol Temple Quarter. This improved connectivity means a new approach to development and renewal beyond the station area into a better connected St. Philip’s Marsh can be brought forward.
- 4.1.19** The University of Bristol is developing a new campus adjacent to the station offering a new world class learning and development facility and building on Bristol’s reputation as a leading digital city.



Policy text

Bristol Temple Quarter is being developed for a wide range of uses in a new city quarter.

Development up to 2036 will include:

- The provision of additional high quality office and flexible workspace;
- Substantial numbers of new and affordable homes including live/work space;
- A transformed and fully connected Temple Meads Station;
- Education facilities including a new campus for University of Bristol and associated student accommodation (Draft Policy H7 'Managing the development of purpose-built student accommodation');
- Hotel and conference/convention facilities;
- Complementary retail and leisure uses, particularly within and adjacent to Bristol Temple Meads station;
- New walking and cycle routes to connect the developments to the rest of the city centre and surrounding neighbourhoods;
- Infrastructure and services to support the new development;
- New and enhanced public realm and green infrastructure including a continuous and accessible quayside walkway and the improvement of open space to serve the new developments.

Temple Meads area

Bristol Temple Meads Station will be transformed into a modern transport interchange and welcoming arrival point to the city through imaginative enhancement of the heritage asset. There will be enhanced connections through the site and to all surrounding locations.

The development of sites adjoining the station to the north will be expected to accommodate this interchange function including an enhanced northern entrance. A new entrance to the east will also be created to facilitate access and act as a catalyst for development to the east of the station.

Silverthorne Lane area

The emphasis for the Silverthorne Lane area will be on the creation of a mixed used area incorporating workspace; homes; student accommodation; leisure including evening economy uses; and education facilities. Enhanced connections to surrounding areas will be established.

Temple Island

Temple Island will be developed for a mix of uses including new workspace, a university campus with student accommodation, conference/hotel facilities and new homes.

York Road/Mead Street area

The focus for the regeneration of this area will be on the development of new workspaces, new homes and supporting infrastructure.

Place principles

Development of Bristol Temple Quarter and St. Philip's Marsh will be guided by a masterplan which will coordinate the approach to development across these areas and the relationships with surrounding locations (Draft Policy DS3 'St. Philip's Marsh'). Development will be expected to take a comprehensive or coordinated approach consistent with delivering high quality place-making and creating a coherent and balanced new city quarter.

Development will have a form, scale and density consistent with a city centre location. Tall buildings of an appropriate design and setting may be appropriate as part of the development mix.

Residential developments in the area should contribute towards an appropriate mix of housing types.

Development will preserve and enhance heritage assets, incorporating them imaginatively into new development to deliver a strong sense of place.

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.

Transport

Development will be supported by transport improvements which will include public transport enhancements, enhanced connectivity with surrounding areas, cycle provision, pedestrian route improvements, provision to support freight consolidation and local highway improvements.

Parking provision for new development will reflect the area's central location at the city's principal public transport node consistent with Draft Policy T1 'Development and transport principles' and Retained Policy BCAP29 'Car and cycle parking'.

Flood risk

Development of sites within Bristol Temple Quarter that are at risk of flooding 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

- 4.1.20 A master planning process for Bristol Temple Quarter and St. Philip's Marsh will address the development of the area and consider the approaches to the provision of supporting infrastructure including how new development will contribute towards delivery.

Draft Policy DS3: St Philip's Marsh

- 4.1.21 This large area (69 hectares) in the heart of the city currently contains a mix of industrial and distribution uses and also contains electricity supply and railway infrastructure. The area supports numerous businesses and it is estimated that the area currently supports around 3,500 jobs.
- 4.1.22 The area adjoins Bristol Temple Quarter and includes waterfront locations along the Feeder Canal and River Avon. Its location means that it is well placed to complement the development of Bristol Temple Quarter and to accommodate more intensive forms of development and a mix of uses as part of a process of coordinated regeneration.
- 4.1.23 Much of area is subject to risk from tidal flooding and regeneration of the area will require responses to ensure that the risk of flooding is appropriately addressed, taking account of the effects of climate change. Responses to flood risk will be addressed on a strategic basis.



Policy text

St. Philip's Marsh will include mixed uses including the provision new homes in a regenerated city quarter which complements the adjacent Bristol Temple Quarter.

Development will ensure the retention, refurbishment, intensification and/or redevelopment and innovative reincorporation of workspace to ensure that the number of jobs supported by the area is increased and that the diversity of business and economic development is maintained and enhanced.

Development up to 2036 will include:

- High quality office and flexible workspace;
- Industry and distribution premises;
- Food systems infrastructure and facilities;
- New and affordable homes including live/work space;
- Student accommodation (Draft Policy H7 'Managing the development of purpose-built student accommodation');
- Supporting services and facilities;
- Maintained and safeguarded transport and utility infrastructure where required;
- New walking and cycle routes to connect the developments to the rest of the city centre and surrounding neighbourhoods;
- New and enhanced public realm and green infrastructure, including improvements to the setting of the Feeder Canal, and the retention, enhancement and creation of open space to serve the new developments.

North west St. Philip's Marsh

This location close to Bristol Temple Quarter is suitable for higher intensity workspace/offices and other more intensive forms of use appropriate to a location adjacent to the city centre.

Development will include and facilitate enhanced connections to Bristol Temple Quarter and the city centre as a whole.

Redevelopment and regeneration along the River Avon frontage will facilitate the creation of an enhanced multi-purpose greenway and accommodate any flood protection infrastructure required as part of the development of the area.

South of Albert Road

The redevelopment of this location will address and enhance its river front setting. The emphasis will be on residential development with mixed residential/workspace uses and supporting leisure and tourism uses.

Redevelopment and regeneration along River Avon frontage will facilitate the creation of an enhanced multi-purpose greenway and accommodate any flood protection infrastructure required as part of the development of the area.

Feeder Canal area

The redevelopment of this location will address and enhance its canal-side environment. The focus for development will be mixed uses including new homes and workspace.

Central St. Philip's Marsh

Central parts of St. Philip's Marsh will include an emphasis on retention of existing workspace or the incorporation new workspace as part of mixed use development.

Eastern St. Philip's Marsh

Development in this area is likely to have focus on workspace and infrastructure uses.

Place principles

- Development in the area will be subject to a detailed masterplan which will coordinate the approach to development of St. Philip's Marsh and the adjacent Bristol Temple Quarter (Draft Policy DS2 'Bristol Temple Quarter');
- Development will have a form, scale and density consistent with its central urban location;
- Development in the area should demonstrate measures to create a city centre that is welcoming to all by enhancing social inclusion and community cohesion, especially in respect of those communities in adjoining areas. Development of new workspace and other commercial development will be expected to assist in enabling access to employment for local residents, facilitating skills development and supporting employment initiatives (Draft Policy E1 'Inclusive economic development');
- Residential developments in the area should contribute towards an appropriate mix of housing types including affordable homes;

- Opportunities will be taken to improve the connectivity of the area to neighbouring communities;
- New development should facilitate and contribute towards the delivery of eastern access to Temple Meads Station;
- Development will ensure the provision of appropriate green infrastructure and open space. Sparke Evans Park will be enhanced to serve the wider area and provide space for recreation;
- Proposals will retain and enhance pedestrian/cycle links to areas south of River Avon.

Transport

Development will be supported by transport improvements which will include public transport enhancements, improved station access, enhanced connectivity with surrounding areas, cycle provision, pedestrian route improvements and local highway improvements.

The approach to parking provision will reflect the area's central location and connectivity.

Flood risk

Development will require appropriate mitigation to ensure that the risk of flooding is appropriately addressed and does not add to flood risk elsewhere.

Sites that are at risk of flooding 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.

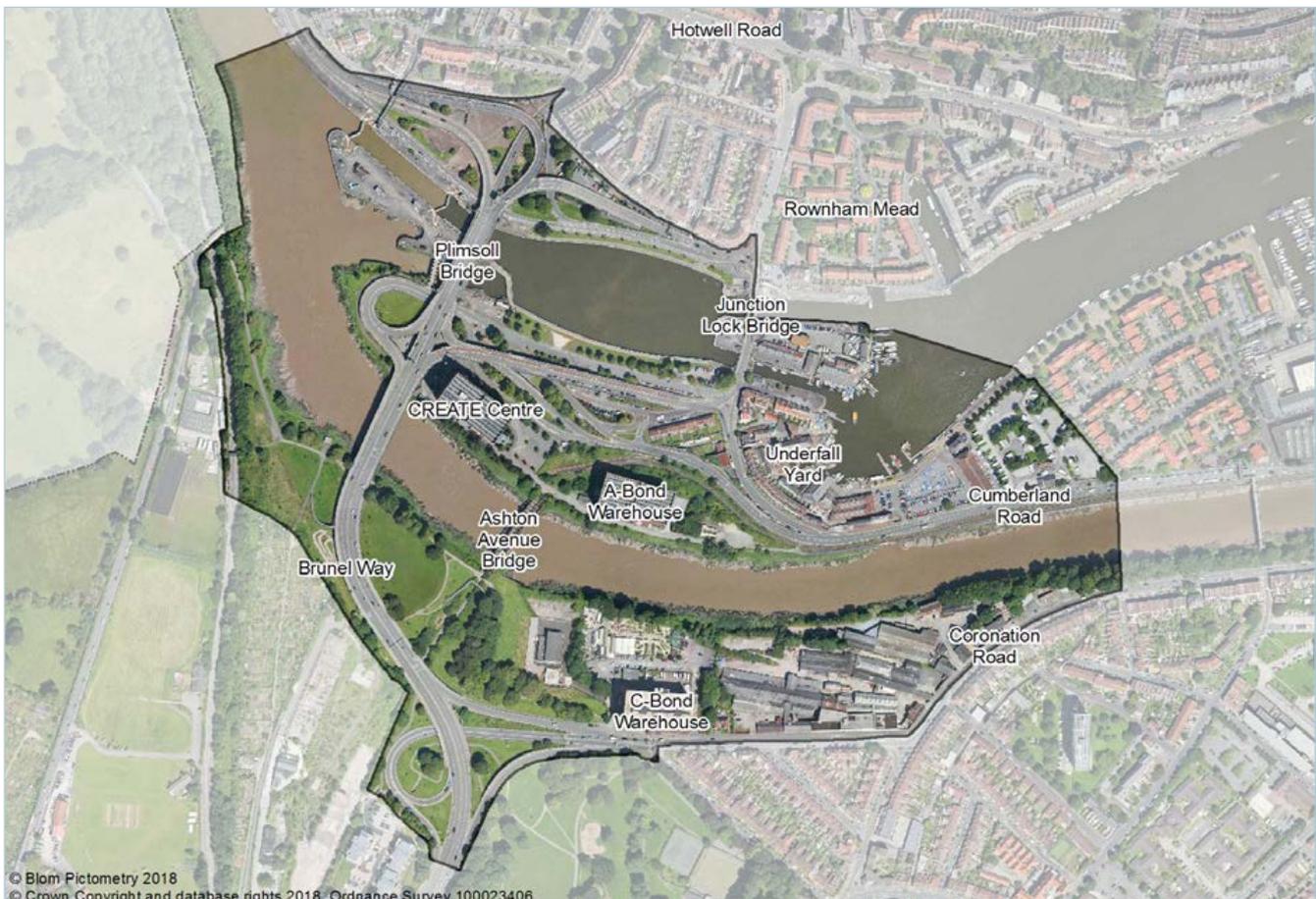
Explanation

4.1.24 The regeneration of St. Philip's Marsh will require a coordinated approach to ensure that the requirements and objectives of Draft Policy DS3 are met. The masterplanning process for Bristol Temple Quarter and St Philip's Marsh will address the development of the area and consider approaches to the provision of supporting infrastructure including how new development will contribute towards delivery.

4.1.25 For the approach to Bristol Temple Quarter see Draft Policy DS2 'Bristol Temple Quarter'.

Draft Policy DS4: Western Harbour

- 4.1.26 The present Cumberland Basin road system was constructed in the 1960s. As the infrastructure gets older and becomes more costly to maintain than it would be to replace, there is an opportunity to remodel the road system in a way that enables the more efficient use of land and the development of a new city quarter.
- 4.1.27 Within the plan period, ambitious proposed improvements to the Cumberland Basin will be produced for extending the western parts of the floating harbour and the wider area as a residential area and bringing more affordable housing. The replacement of the present network of aging and outdated roads and bridges and their replacement with a simpler new system will unlock additional development potential.
- 4.1.28 Western Harbour is a prominent location with open spaces and significant heritage assets and has a key role in enabling important views to and from the Avon Gorge and Clifton Suspension Bridge. Development in the area will take account of these important characteristics. The maritime industry area at the historic Underfall Yard will continue to be retained and enhanced for those uses (Retained Policy BCAP8 'Maritime industries').
- 4.1.29 The potential for new development in the Western Harbour area also extends across the River Avon New Cut, which could enable enhanced pedestrian and cycle access to the south.



Policy text

Western Harbour will be developed as a new city quarter. Development will create a mixed and inclusive community with a diversity of land uses providing opportunities for new homes, workspace, leisure and services.

Development will include:

- A reconfigured road system, replacing the present network of roads and bridges with a simplified system;
- At least 2,500 new homes with a mix of types, sizes and tenures at densities and forms appropriate to achieving this figure;
- A mix of workspace;
- Up to 500 student bedspaces in addition to the new homes;
- Retail and leisure development consistent, as required, with Retained Policies BCAP13 to BCAP19 or DM7 to DM11;
- Provision of community facilities required to support the residential and student development;
- High quality public open spaces incorporating green infrastructure and public realm enhancements; and
- New walking and cycling routes to connect to the development to the city centre, surrounding neighbourhoods, public transport facilities and the wider cycle network.

Place principles

Development in Western Harbour will be expected to make efficient use of land and be of a scale and design appropriate to Western Harbour's city centre location.

Proposals will have regard to the area's important heritage assets and respond appropriately to key views and landmarks set out in the City Docks Conservation Area Character Appraisal.

Development proposals will be expected to demonstrate that opportunities have been sought to progress more comprehensive or co-ordinated forms of development with other sites in the locality.

Development will be expected to provide appropriately for the following:

- A network of accessible pedestrian walkways along the Cumberland Basin, Floating Harbour and River Avon New Cut, including new and improved/restored crossing points, consistent with Retained Policy BCAP32 'Quayside walkways';
- Strengthened pedestrian and cycle links, including wayfinding, between Hotwells, Spike Island, Southville, Ashton Gate and the strategic cycle network.

Housing mix

Developments in the area should contribute towards an appropriate mix of housing types.

Transport

Development will be supported by transport improvements which will include public transport enhancements, enhanced connectivity with surrounding areas, cycle provision, pedestrian route improvements and local highway improvements.

The approach to parking provision will reflect the area's central location and connectivity.

Flood Risk

Development will require appropriate mitigation to ensure that the risk of flooding is appropriately addressed and does not add to flood risk elsewhere.

Sites that are at risk of flooding 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

4.1.30 Proposals to reconfigure the road system will be subject to a separate consultation.

Draft Policy DS5: Frome Gateway

4.1.31 The Frome Gateway area is the first point of arrival for many visitors to Bristol City Centre. Land in this area is generally underused for a central city location, comprising predominantly industrial and service buildings including vacant sites.

4.1.32 The mixed-use redevelopment of this area could provide a considerable additional supply of new homes with new forms of workspace while enhancing the accessibility, nature conservation value and recreational potential of Riverside Park and the wider River Frome corridor.



Policy text

Frome Gateway will be developed as a new mixed use neighbourhood. Development will create a mixed and inclusive community with a diversity of land uses providing opportunities to live, work, take leisure and access services.

The layout, form and mix of uses should have regard to the proposed Spatial Framework for Frome Gateway.

Development will include:

- At least 1,000 new homes with a mix of types, sizes and tenures at densities and forms appropriate to achieving this figure;
- Provision of workspace, providing for a range of employment uses, as part of mixed-use development;
- Up to 500 student bedspaces in addition to the new homes (Draft Policy H7 'Managing the development of purpose-built student accommodation');
- Retail and leisure development consistent, as required, with Retained Policies BCAP13 to BCAP19 or DM7 to DM11;
- Provision of community facilities required to support the residential and student development;
- New walking and cycling routes to connect to the development to the city centre, surrounding neighbourhoods and the wider cycle network; and
- Green infrastructure and public realm enhancements including improvements to public open spaces within the area.

Place principles

Development in Frome Gateway will be expected to make efficient use of land and will be of a scale and design appropriate to Frome Gateway's city centre location.

Development proposals will be expected to demonstrate that opportunities have been sought to progress more comprehensive or co-ordinated forms of development with other sites in the locality.

Development will be expected to provide appropriately for the following:

- Strengthened pedestrian and cycle links between St. Paul's, St. Jude's and Easton;
- Mixed uses;
- Newfoundland Way enhanced as a mixed-use city street providing an improved approach to Bristol City Centre for all road users, including the provision of footways and tree planting;
- New crossings over Newfoundland Way and the River Frome consistent with Retained Policy BCAP24 'The St. Paul's Green Link';
- An enhanced bridge crossing over Newfoundland Way, together with improvements in the east-west walking route through Riverside Park and Peel Street Green Space, natural surveillance being provided through frontage development wherever possible;
- Enhanced connections between the underpass at Junction 3 and Pennywell Road;
- Enhancement of the River Frome as a townscape feature, pedestrian route and green infrastructure corridor providing benefits for wildlife and sustainable drainage, including a network of accessible pedestrian walkways along the River Frome consistent with Retained Policy BCAP32 'Quayside walkways'.

Transport

Development will be supported by transport improvements which will include public transport enhancements, enhanced connectivity with surrounding areas, cycle provision, pedestrian route improvements and local highway improvements.

The approach to parking provision will reflect the area's central location and connectivity.

Housing mix

Developments in the area should contribute towards an appropriate mix of housing types.

Flood risk

Development of sites within Frome Gateway 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

- 4.1.33 Frome Gateway comprises land to either side of the River Frome between Cabot Circus car park and Junction 3 of the M32. This includes land to the south of Newfoundland Way, previously identified by the Bristol Local Plan as an extension to Bristol City Centre; Riverside Park; and the area to the south of the river bounded by Wade Street and Pennywell Road.
- 4.1.34 Development in Frome Gateway will be guided by a spatial framework that is proposed for the area.

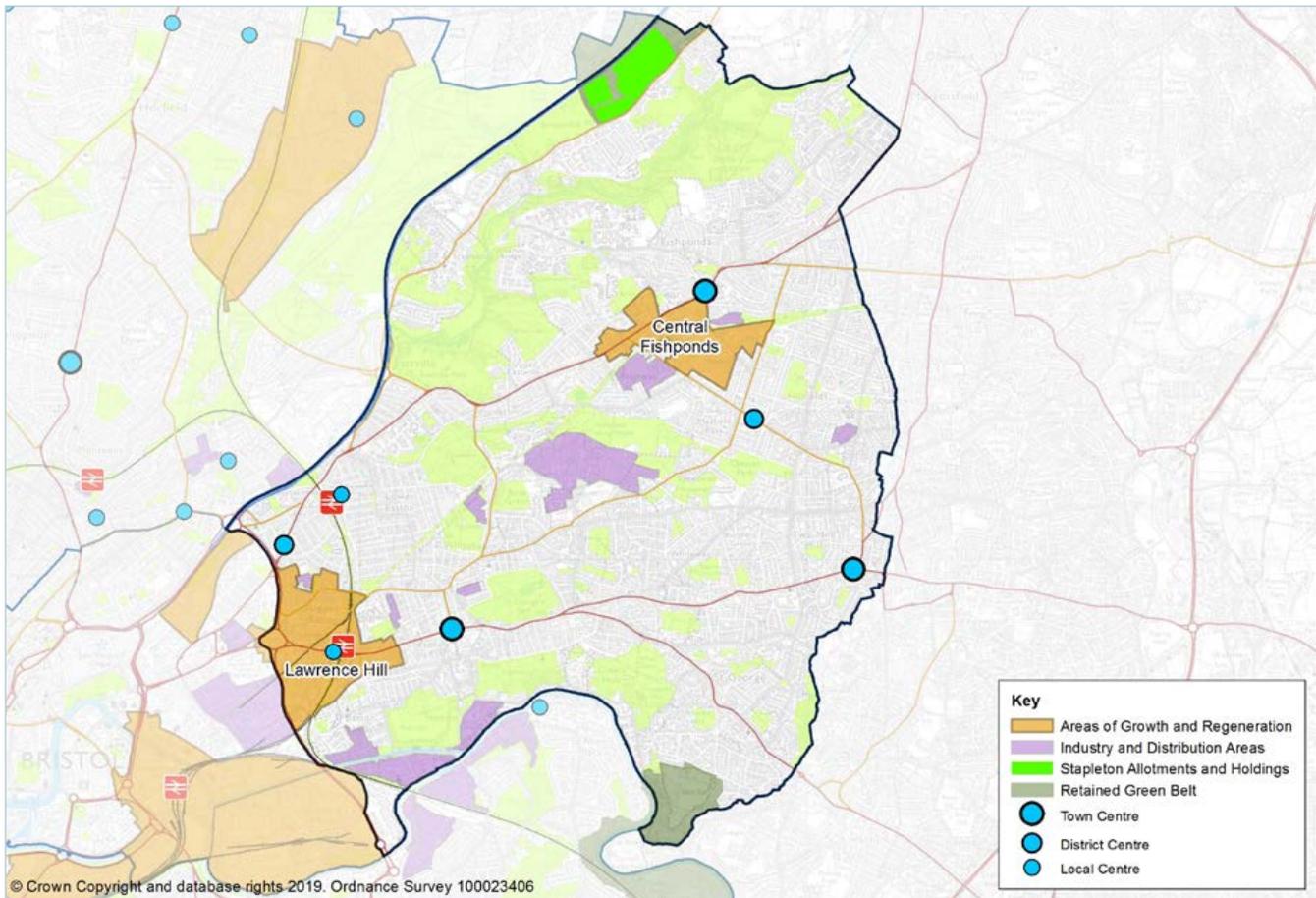
Old Market Quarter Neighbourhood Development Plan

- 4.1.35 A neighbourhood development plan has been completed for Old Market Quarter reflecting community aspirations for that area. Developments within the boundary of the Old Market Quarter Neighbourhood Development Plan will be consistent with its policies.

4.2 East Bristol

- 4.2.1 East Bristol will continue to be a location for urban living. New homes will be provided through sensitive infill, conversion of buildings and the redevelopment of underused sites throughout the area.
- 4.2.2 A key characteristic of East Bristol is strong arterial routes such as such as Stapleton Road, Church Road and Two Mile Hill Road that extend from central Bristol towards Kingswood. These arterial routes and their related centres present particular opportunities for urban living.
- 4.2.3 The present local plan strategy identifies Inner East Bristol as a regeneration area in which mixed-use development will be encouraged and where opportunities will be taken to reduce the separation of communities caused by major roads and other physical barriers in the area. This approach will now be extended throughout east Bristol, including a focus for urban living at both Lawrence Hill and Fishponds.
- 4.2.4 The approach to development complements the strategy for the adjacent Central Bristol.

It is expected at least 5,000 new homes will be delivered in East Bristol within the plan period, with scope for significantly greater numbers where further interventions and delivery of infrastructure can unlock more potential.



Draft Policy DS6: Lawrence Hill

- 4.2.5 Lawrence Hill is an existing community in a location served by strategic cycling and public transport routes including a railway station. The community also benefits from a local centre with some shopping and service provision. Larger centres nearby, including Redfield (Church Road) and Stapleton Road, provide an additional range of shops and local facilities serving the Lawrence Hill area. Lawrence Hill is also well-placed for employment opportunities in Bristol City Centre and Bristol Temple Quarter.
- 4.2.6 The major infrastructure and large industrial and warehousing sites in the area constrain connectivity across the area. Regeneration in Lawrence Hill has the potential to better connect Lawrence Hill's centres and facilities to the benefit of both existing and future residents.
- 4.2.7 There are a number of sites in Lawrence Hill that are underused or where industrial and warehousing uses no longer predominate. The redevelopment of these sites for a wider range of potential uses as they become available, combined with careful infill development around the area's existing housing estates, could present significant opportunities for new and affordable homes. The possibility of reconfiguring the large roundabout to enhance these connections and release additional development land will also be explored within the plan period.
- 4.2.8 Development of an urban scale and form, reflecting Lawrence Hill's location and character, would help to support local shops and public transport services and reduce the need to travel for people working in nearby Bristol City Centre and Bristol Temple Quarter.



Policy text

Sites within the Lawrence Hill area of growth and regeneration will be developed for a mix of residential, workspace and community uses. Development will reinforce the Lawrence Hill area as a mixed and inclusive community with a diversity of land uses providing opportunities to live, work, and access services.

Development will include:

- New homes – potential for at least 2,500 homes with a mix of types, sizes and tenures at densities and forms appropriate to achieving this figure;
- Provision of high quality workspace, providing for a range of business uses, as part of mixed-use development;
- Retail and leisure development consistent with Retained Policies DM7 to DM11;
- Provision of community facilities required to support the residential development;
- New walking and cycling routes to connect the development to surrounding neighbourhoods and the wider cycle network;
- Public transport improvements, including to Lawrence Hill and Stapleton Road and improved facilities at Lawrence Hill Railway Station; and
- Green infrastructure and public realm enhancements including improvements to public open spaces within the area.

Place principles

Development in the Lawrence Hill area will be expected to make efficient use of land. Development will be of a scale and design appropriate to Lawrence Hill's location close

to Bristol City Centre. Tall buildings in the right setting and of the right design may be appropriate as part of the overall approach to development (Draft Policy DC2 ‘Tall buildings’).

Development proposals will be expected to demonstrate that opportunities have been sought to progress more comprehensive or co-ordinated forms of development with other sites in the locality.

Development will be expected to provide appropriately for the following:

- Development between Croydon Street and Lawrence Hill Station should create a connected and well-designed community, incorporating new pedestrian and cycle links between Lawrence Hill, the Bristol & Bath Railway Path and Easton Road;
- Other new and/or improved pedestrian and cycle links:
 - Across the A4320, particularly at Lawrence Hill and Easton Road;
 - To and from the Bristol and Bath Railway Path, including links to the Dings Cycle Path;
- Active ground floor uses focused on Lawrence Hill and Church Road.

Should the opportunity arise to reconfigure Lawrence Hill Roundabout within the plan period then new development will be sought to a layout and mix of uses that strongly reconnects the communities of Easton, Lawrence Hill, Newtown and Old Market and provides onward links to Bristol City Centre.

Transport

Development will be supported by transport improvements which will include public transport enhancements, enhanced connectivity with surrounding areas, cycle provision, pedestrian route improvements and local highway improvements.

The approach to parking provision will reflect the area’s central location and connectivity.

Workspace

Where sites currently or recently used for business purposes are proposed to be redeveloped for other uses, development will be expected to provide for an appropriate form and amount of new workspace as part of mixed-use development.

Housing mix

Developments in the area should contribute towards an appropriate mix of housing types.

Explanation

- 4.2.9 Comprehensive forms of development will enable the area’s full potential to be realised through higher density forms of development. Where sites are developed, an inner urban density of 120dph will be sought as a minimum, but city centre style densities of 200dph or more may be appropriate subject to a co-ordinated approach to development which delivers quality urban design.

- 4.2.10 The bus depot located in this area is not currently expected to come forward for redevelopment within the plan period. If no longer required for its present use then mixed-use development would be appropriate consistent with the aims of this policy.
- 4.2.11 The city's ambulance station is situated in Croydon Street and is expected to continue to operate from this location.

Draft Policy DS7: Central Fishponds

- 4.2.12 A vibrant town centre about 3 miles from Bristol City Centre, central Fishponds is connected to surrounding areas by strategic public transport and cycling routes. The wider area has seen significant residential development in recent years including the conversion of the Beacon Tower to new homes and the redevelopment of the former St. Matthias' College.
- 4.2.13 A decline in the need for some local industrial and warehousing land has presented a significant opportunity for the development of new homes in and around the town centre. Underused sites around Fishponds Road at the western end of the town centre present further opportunities.
- 4.2.14 The scale of development opportunities still available in the area present the potential to consider higher density forms of development that would help to support continued investment in the town centre and local public transport services. Through redevelopment there is also potential to better connect Fishponds town centre to the surrounding area.



Policy text

Sites within Central Fishponds will be developed for a mix of residential, workspace and community uses. Development will reinforce the Fishponds area as a mixed and inclusive community with a diversity of land uses providing opportunities to live, work, take leisure and access services.

Development will include:

- New homes – potential for at least 1,500 homes with a mix of types, sizes and tenures, through a combination of existing allocated sites and new development opportunities at densities and forms appropriate to achieving this figure;
- Provision of high quality workspace, providing for a range of business uses, as part of mixed-use development;
- Retail and leisure development consistent with Retained Policies DM7 to DM11;
- Provision of community facilities required to support the residential development;
- New walking and cycling routes to connect to the development to surrounding neighbourhoods and the wider cycle network; and
- Green infrastructure and public realm enhancements including improvements to public open spaces within the area.

Place principles

Development in Central Fishponds will be expected to make efficient use of land. Development will be of a scale and design appropriate to Central Fishponds' town centre location, taking account of the Stapleton and Frome Valley conservation area. Tall buildings in the right setting and of the right design may be appropriate as part of the overall approach to development (Draft Policy DC2 'Tall buildings').

Development proposals will be expected to demonstrate that opportunities have been sought to progress more comprehensive or co-ordinated forms of development with other sites in the locality.

Development will be expected to provide appropriately for the following:

- Development in the Goodneston Road area should create a connected and well-designed community, incorporating new pedestrian and cycle links between Fishponds Road, the Bristol and Bath Railway Path and the Lodge Causeway area to the south;
- Active ground floor uses focused on Fishponds Town Centre and its principal approaches.

Transport

Development will be supported by transport improvements which will include public transport enhancements, enhanced connectivity with surrounding areas, cycle provision, pedestrian route improvements and local highway improvements.

Workspace

Where sites currently or recently used for business purposes are proposed to be redeveloped for other uses, development will be expected to provide for an appropriate form and amount of new workspace as part of mixed-use development.

Housing mix

Developments in the area should contribute towards an appropriate mix of housing types.

Explanation

4.2.15 Comprehensive forms of development will enable the area's full potential to be realised through higher density forms of development. Where sites are developed, an inner urban style density of 100dph will be sought as a minimum, but higher levels of density may be appropriate subject to a co-ordinated approach to development which delivers quality urban design.

4.3 South Bristol

4.3.1 The present local plan strategy identifies South Bristol as a priority focus for development and comprehensive regeneration, including new homes, workspace and supporting infrastructure, with major regeneration particularly focused on the area at Knowle West and at Hengrove Park, Hartcliffe Campus and Whitchurch Park.

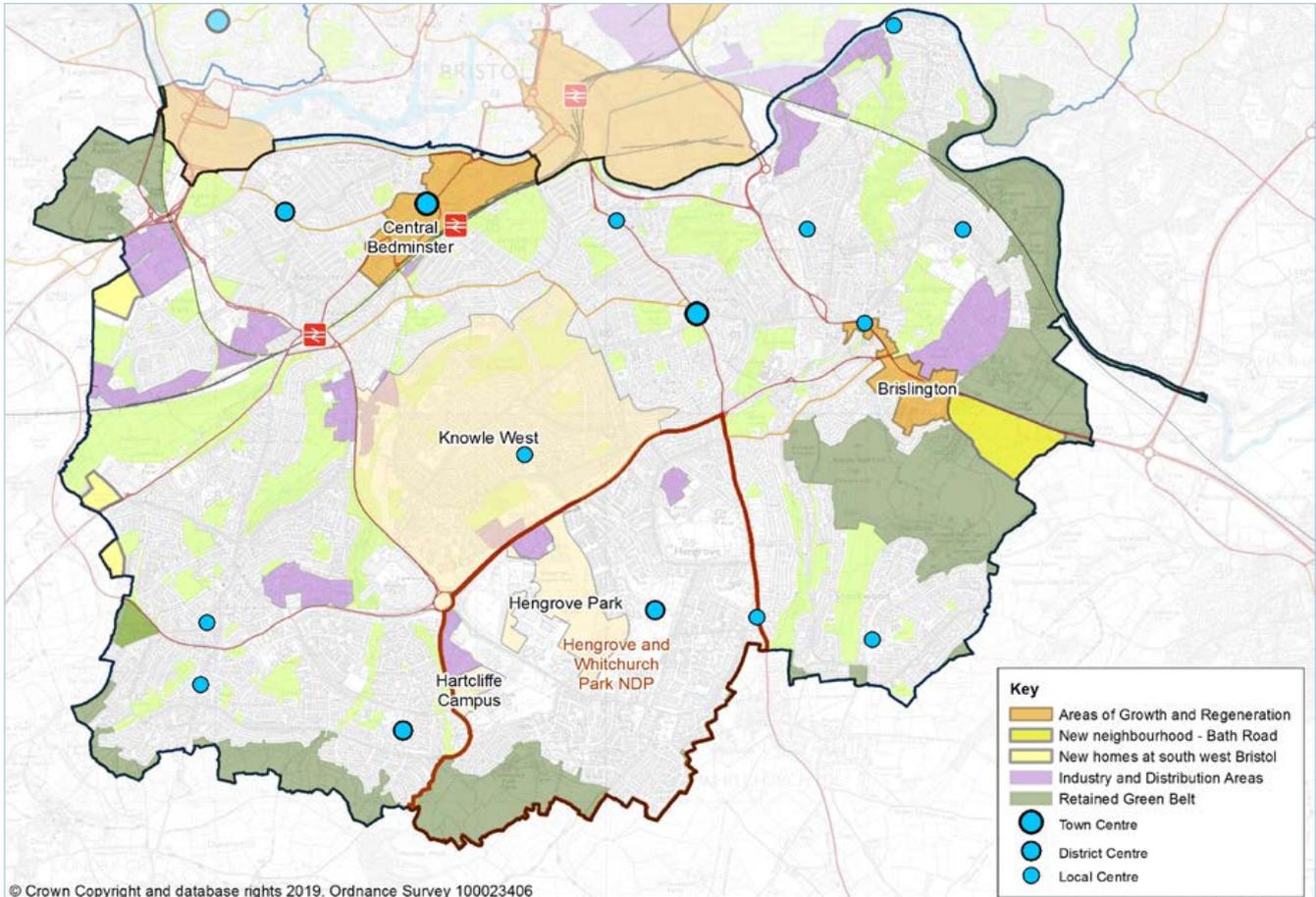
4.3.2 South Bristol has seen significant investment in infrastructure including:

- The South Bristol Community Hospital, Leisure Centre and South Bristol Skills Academy at Hengrove Park;
- Completion of the Filwood Green Business Park, providing new workspace for south Bristol;
- Opening of the South Bristol link road, connecting Hengrove Way with the A38 and A370 at southwest Bristol; and
- Development of the MetroBus route between the north fringe and Hengrove.

4.3.3 South Bristol will remain a priority focus for development and regeneration under the new spatial strategy, including new areas of growth and regeneration at Bedminster and Brislington. Around 150 hectares of land will continue to be reserved for industry across eighteen industry and distribution areas. New land is proposed for industry and warehousing at Hartcliffe Way, Vale Lane and Western Drive, while new workspace will also be created in the areas of growth and regeneration and as part of mixed-use development on development allocations. Existing infrastructure priorities that remained programmed will carry forward into the revised local plan.

4.3.4 Development in the existing urban area will be complemented by a new strategic development location at Bath Road, Brislington and new development on the edge of the urban area at south west Bristol.

It is expected at least 11,000 new homes will be delivered in South Bristol within the plan period, with scope for significantly greater numbers where further interventions and delivery of infrastructure can unlock more potential.



Draft Policy DS8: Central Bedminster

4.3.5 Central Bedminster is proposed as an area of growth and regeneration due to the area’s location close to Bristol City Centre and Bristol Temple Quarter and the presence of underused land which could support significant new development. The area is served by strategic public transport routes, including MetroBus services and Bedminster railway station. The area is also served by Windmill Hill City Farm, which offers opportunities and services to the local community and wider area.

4.3.6 There are a number of sites that are vacant or underused where it may be beneficial for a wider range of uses, including new homes, to be considered. The close proximity of many of these sites to one another suggests a potential focus for development of a more urban scale and form, guided by design criteria set out in the council’s supplementary planning document on Urban Living.



Policy text

Sites within Central Bedminster will be developed for a mix of residential, workspace and community uses. Development will reinforce the Bedminster area as a mixed and inclusive community with a diversity of land uses providing opportunities to live, work, take leisure and access services.

Development will include:

- New homes – potential for at least 2,500 homes with a mix of types, sizes and tenures at densities and forms appropriate to achieving this figure;
- Provision of high quality workspace, providing for a range of business uses, as part of mixed-use development;
- Up to 1,000 student bedspaces in addition to the new homes (Draft Policy H7 'Managing the development of purpose-built student accommodation');
- Retail and leisure development consistent with Retained Policies DM7 to DM11;
- Provision of community facilities required to support the residential and student development;
- Public transport improvements, including to Malago Road and improved facilities at Bedminster Railway Station;
- New walking and cycling routes to connect to the development to the city centre, Bedminster Town Centre, surrounding neighbourhoods and the wider cycle network; and
- Green infrastructure and public realm enhancements including improvements to public open spaces within the area.

Place principles

Development in Central Bedminster will be expected to make efficient use of land. Development will be of a scale and design appropriate to Central Bedminster's town centre location, taking account of the Bedminster conservation area. Tall buildings in the right setting and of the right design may be appropriate as part of the overall approach to development (Draft Policy DC2 'Tall buildings').

Development proposals will be expected to demonstrate that opportunities have been sought to progress more comprehensive or co-ordinated forms of development with other sites in the locality.

Development will be expected to provide appropriately for the following:

- Strengthened pedestrian and cycle links between Bedminster Town Centre and the surrounding area, particularly between Windmill Hill, East Street and St. Catherine's Place and from Spring Street to St. Luke's Road;
- Enhancement of the River Malago as a townscape feature, pedestrian route and green infrastructure corridor providing benefits for wildlife and sustainable drainage, including de-culverting at Whitehouse Lane where feasible.

Transport

Development will be supported by transport improvements which will include public transport enhancements, enhanced connectivity with surrounding areas, cycle provision, pedestrian route improvements and local highway improvements.

Workspace

Where sites currently or recently used for business purposes are proposed to be redeveloped for other uses, development will be expected to provide for an appropriate form and amount of new workspace as part of mixed-use development.

Housing mix

Developments in the area should contribute towards an appropriate mix of housing types.

Flood risk

Development of sites within Central Bedminster 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

- 4.3.7 Comprehensive forms of development will enable the area's full potential to be realised through higher density forms of development. Where sites are developed, an inner urban density of 120dph will be sought as a minimum, but city centre style densities of 200dph or more may be appropriate subject to a co-ordinated approach to development which delivers quality urban design.

Draft Policy DS9: Brislington

- 4.3.8 There are opportunities for urban living along parts of the Bath Road corridor where existing development allocations are located alongside areas of under used land with potential for development of new homes and workspace and an improved urban form.



Policy text

Sites within the Brislington area of growth and regeneration will be developed for a mix of residential, workspace and community uses.

Development will include:

- New homes – potential for at least 350 homes through a combination of existing allocated sites and new development opportunities at densities and forms appropriate to achieving this figure;
- Provision of high quality workspace, providing for a range of business uses, as part of mixed-use development;
- Retail and leisure development consistent with Retained Policies DM7 to DM11;
- New walking and cycling routes to connect to the development to the surrounding neighbourhoods and the wider cycle network; and
- Green infrastructure and public realm enhancements.

Place principles

Development in Brislington will be expected to make efficient use of land.

Development proposals will be expected to demonstrate that opportunities have been sought to progress more comprehensive or co-ordinated forms of development with other sites in the locality.

Development will be expected to provide appropriately for the following:

- Strengthened pedestrian and cycle links to the surrounding area, particularly to Brislington Local Centre, local schools and the proposed new community at Bath Road (Draft Policy DS12 'New neighbourhood – Bath Road, Brislington');
- Stronger and more coherent built frontages to Bath Road, with associated improvements to the public realm.

Transport

Development will be supported by transport improvements which will include public transport enhancements, enhanced connectivity with surrounding areas, cycle provision, pedestrian route improvements and local highway improvements.

Workspace

Where sites currently or recently used for business purposes are proposed to be redeveloped for other uses, development will be expected to provide for an appropriate form and amount of new workspace as part of mixed-use development.

Housing mix

Developments in the area should contribute towards an appropriate mix of housing types.

Explanation

- 4.3.9 Comprehensive forms of development will enable the area's full potential to be realised through higher density forms of development. Where sites are developed, a density of 60dph will be sought as a minimum, but inner urban style densities of 100dph or more may be appropriate subject to a co-ordinated approach to development which delivers quality urban design.

Hengrove and Knowle West

4.3.10 The present local plan strategy identifies a focus for major regeneration at Knowle West and at Hengrove Park. Major infrastructure that has been delivered in the area under the present strategy includes the South Bristol Link road, South Bristol Community Hospital, South Bristol Skills Academy, Hengrove Park Leisure Centre and Filwood Green Business Park.

Hengrove and Whitchurch Park Neighbourhood Plan

4.3.11 A neighbourhood development plan has been completed by the Hengrove and Whitchurch Park Neighbourhood Planning Group reflecting community aspirations. It was agreed at a local referendum on 14th February 2019.

4.3.12 As part of the development plan the Neighbourhood Plan will steer the approach to development in Hengrove and Whitchurch Park.



For details of the Hengrove and Whitchurch Park Neighbourhood Development Plan please visit <https://www.bristol.gov.uk/planning-and-building-regulations/neighbourhood-planning-hengrove-and-whitchurch-park>

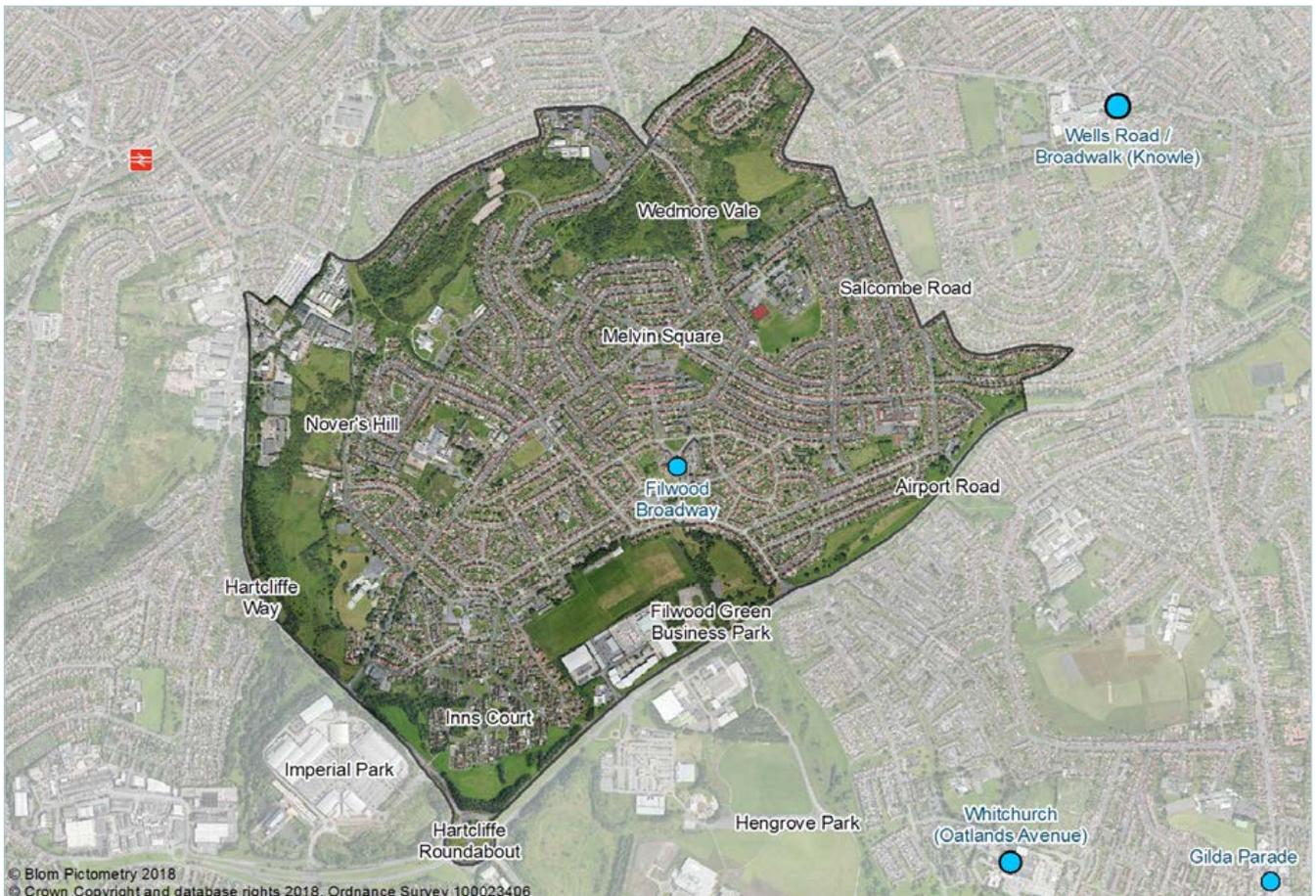
Hengrove Park, Hartcliffe campus and Whitchurch Park

4.3.13 With the completion of major infrastructure in the area, a new spatial framework has been prepared to guide the delivery of new homes at Hengrove Park and the Hartcliffe campus. The spatial framework guides the location and broad numbers of new homes, identify key links that are sought across the area and set out priorities for the provision and protection of public open space in the new development. A planning application for the development of Hengrove Park and Hartcliffe Campus has been made.



Knowle West

4.3.14 The Knowle West Regeneration Framework comprises a series of proposed improvements to the area. The overall aims of these proposals are to provide better employment and housing opportunities for local residents, greatly improve the facilities available to the community and improve access to and from Knowle West and the rest of the city.



- 4.3.15 Knowle West has a number of sites that have been allocated in the current local plan for development of new homes and mixed uses. These include sites at Filwood Broadway and the Inns Court, Nover's Hill and Airport Road areas. Bringing these sites forward for development will continue to be a priority for the local plan.

Draft Policy DS10: Changes to the Green Belt in South Bristol

- 4.3.16 This draft policy proposes to retain the Green Belt areas within Bristol with boundaries revised to reflect exceptional circumstances.
- 4.3.17 The Joint Spatial Plan will indicate the broad extent of the Green Belt in the West of England area and will identify any strategic amendments to the boundary required to deliver the overall development strategy.
- 4.3.18 At southwest Bristol, the construction of the new MetroBus route and the South Bristol Link (Colliter's Way) has changed the character of that edge of the city. The Green Belt previously provided an uninterrupted connection from the very edge of the built up area into the wider countryside. The new link road and part of the MetroBus system has the effect of separating the area to the east from the rest of the Green Belt. The transport infrastructure acts as a boundary. In order for the Green Belt to serve its purposes the council considers that it is no longer necessary for it cover those areas to the east of the link road which lie within Bristol and it is proposed that the Green Belt boundary is amended here as shown on Diagram 4.3.1 below.

- 4.3.19 A key characteristic of the Green Belt is its openness and all remaining areas contribute to meeting the purposes of designation. In several locations, including Ashton Court, the slopes at Dundry, Stockwood and the Avon Valley, Green Belt land also forms very prominent elements of the city’s landscape setting, extending into the Green Belt areas of neighbouring authorities.
- 4.3.20 The Green Belt, subject to its proposed boundary revisions, continues to play a strategic role in containing the outward expansion of Bristol, providing a green setting for the city and focusing attention upon the regeneration of previously developed land in the urban area.

Policy text

Boundary of the Green Belt

The boundary of the Green Belt in Bristol will remain unchanged with the exception of the following land which will be removed from the Green Belt as shown in Draft Policies DS11 ‘Development allocations – southwest Bristol’ (Diagram 4.3.1 below) and DS12 ‘New neighbourhood – Bath Road, Brislington’:

- Land at Ashton Gate
- Land at Bedminster Down
- Land adjacent to Elsbert Drive, Highridge
- Land at Bath Road, Brislington

Policy for remaining Green Belt Land

Land within the remaining Green Belt will be protected from inappropriate development as set out in national planning policy.

Previously developed land in the Green Belt

The redevelopment of previously developed sites in the remaining Green Belt will be encouraged where such development would contribute to delivery of affordable homes and provided that the proposals would not substantially harm the openness of the Green Belt.

Explanation

- 4.3.21 In its local plan review process North Somerset Council is considering the potential for the future of land parcels in the Green Belt now contained by the South Bristol Link Road. These areas north and south of the A38 adjoin Bristol and the areas this draft proposes to remove from the Green Belt.
- 4.3.22 It is proposed that some of the areas removed from the Green Belt in Bristol will be allocated for development. Where the area removed from the Green Belt includes areas with a significant open space role within the urban context these will be designated as Local Green Space (Draft Policy GI1 ‘Local Green Space’) or Reserved Open Space (Draft Policy GI2 ‘Reserved Open Space’).



Diagram 4.3.1: Changes to the Green Belt in southwest Bristol

Draft Policy DS11: Development allocations – southwest Bristol

4.3.23 Development allocations are proposed for new homes in southwest Bristol on land proposed to be removed from the Green Belt.

Policy text

The following sites are proposed to be removed from the Green Belt and allocated for development of new homes:

- Land at Ashton Gate – 500 homes
 - Land will be safeguarded for the potential diversion of Ashton Vale Road to improve access to the Industry and Distribution Area.
- Land at Yew Tree Farm, Bridgwater Road – 200 homes
- Land adjacent to Elsbert Drive, Bishopsworth – 150 homes

On each site 40% of the new homes should be in the form of affordable housing and 5% of the new homes should be in the form of community-led / self-build homes.

Detailed development considerations for these sites will be included in a future version of this Local Plan, which will be informed by responses to this consultation.

Explanation

4.3.24 The proposed changes to the Green Belt, development allocations and land to be designated as Local Green Space or Reserved Open Space are set out in Diagram 4.3.1 above.

4.3.25 If North Somerset Council resolves to take a similar approach to Green Belt land inside the South Bristol Link within its administrative area as part of its Local Plan review, then Bristol City Council will seek to engage with North Somerset in exploring a comprehensive approach, including any required safeguarding of corridors for transport infrastructure.

Draft Policy DS12: New neighbourhood – Bath Road, Brislington

4.3.26 The current local plan indicates land in the Green Belt at South East Bristol that acts as a contingency for meeting future housing needs. The level of housing need in Bristol and the West of England means that it is now appropriate for this contingency to be brought forward through the development of a new neighbourhood.



Policy text

In accordance with Policy 7.3 of the West of England Joint Spatial Plan, which identifies the area as a Strategic Development Location, this area will be developed as a new neighbourhood.

Development should be in accordance with JSP Policy 7.3 and:

- 40% of the new homes should be in the form of affordable housing;
- 5% of the new homes should be in the form of community-led / self-build homes.

The existing allotments on Bath Road will be retained in allotment use. Any development will ensure that there are no adverse impacts on allotment use.

The Green Belt boundary will be amended to facilitate this proposal.

Explanation

4.3.27 There will be public consultation on a detailed framework for the development of this area.

4.3.28 The Brislington Park & Ride will be relocated to land near Hicks Gate Roundabout within Bath and North East Somerset in order to facilitate this strategic development location. This proposal for the development of at least 750 new homes will require a small change to the Green Belt boundary.

4.3.29 The allotments on Bath Road are an important local facility providing opportunities for food growing. The allotments will be retained.

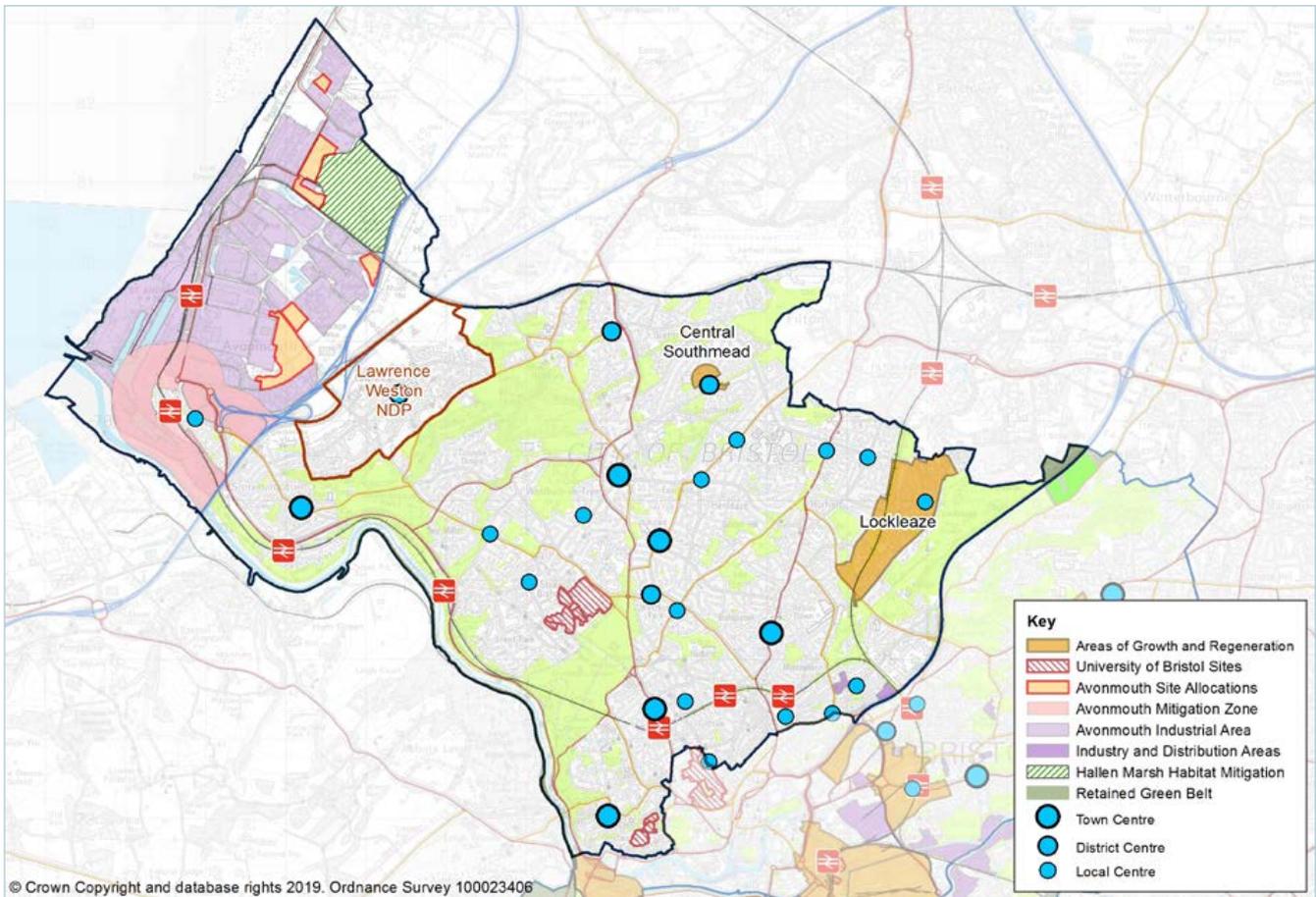
4.4 North Bristol

4.4.1 Much of North Bristol is residential in character, served by a number of town, district and local centres. The largest concentrations of employment in the area are focused at Bristol Port and Avonmouth industrial areas and at Southmead Hospital, and within the industrial areas adjacent to the city at Filton.

4.4.2 North Bristol will remain a location for urban living under the new development strategy, including new areas of growth and regeneration at Lockleaze and Central Southmead. New homes will be provided through sensitive infill, conversion of buildings and the redevelopment of underused sites throughout the wider North Bristol area.

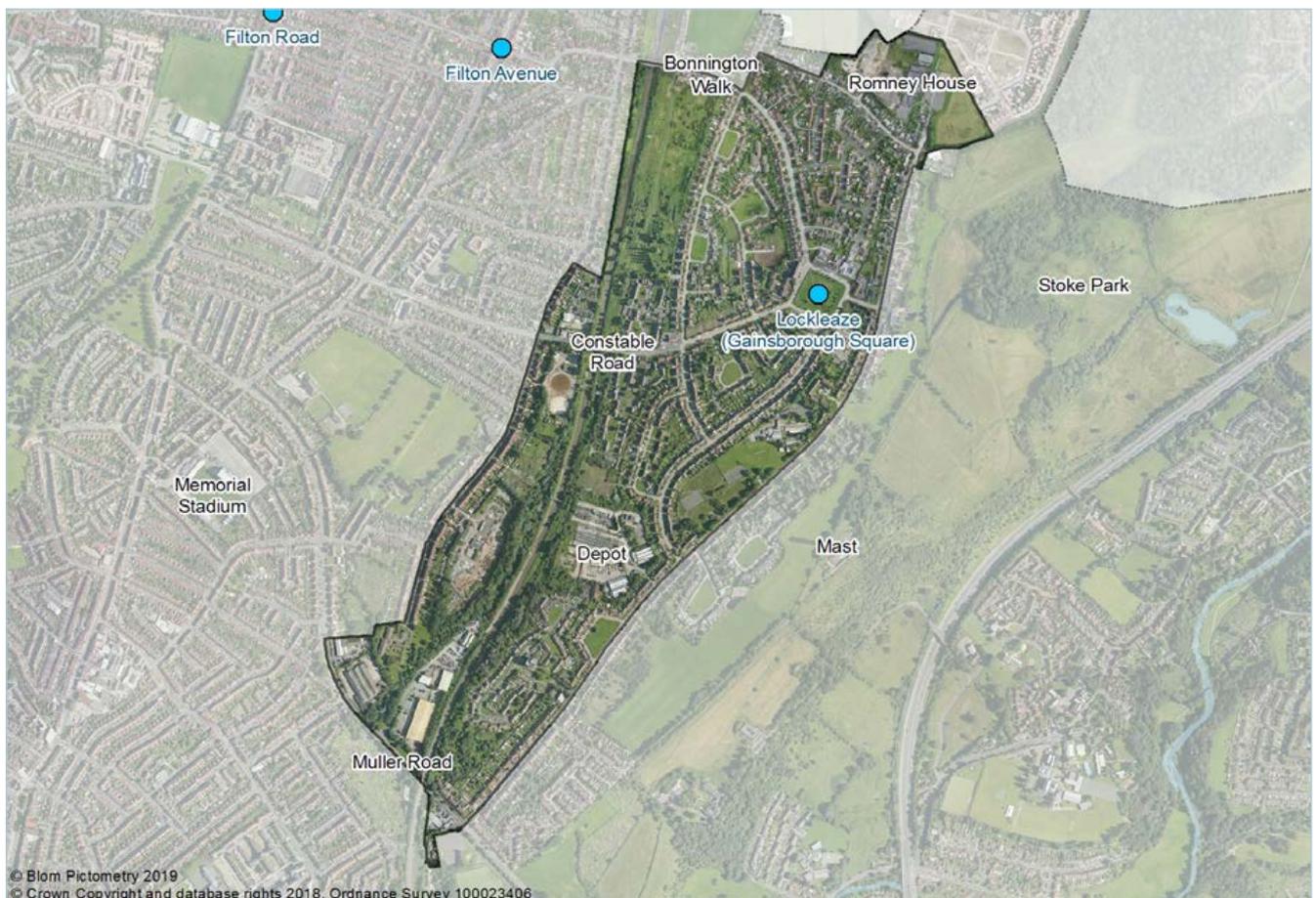
4.4.3 Around 640 hectares of land will continue to be reserved for industry, warehousing, energy and port development in Avonmouth and Bristol Port, which is an area of local and national importance for business. Additional sites will be allocated for industry and warehousing development in this area.

It is expected at least 6,000 new homes will be delivered in North Bristol within the plan period, with scope for more where further interventions and delivery of infrastructure can unlock more potential.



Draft Policy DS13: Lockleaze

- 4.4.4 Lockleaze has seen considerable regeneration in recent years including redevelopment and significant public realm improvements in Gainsborough Square and infill development on a number of small sites owned by Bristol City Council.
- 4.4.5 The area's accessibility by public transport and cycling routes is improving and future investment is proposed. Work by the local community has identified a number of development opportunities alongside those already allocated in the local plan. There are further opportunities for change in the Muller Road area.
- 4.4.6 The redevelopment of these sites for new homes offers great potential to improve the urban environment in the Lockleaze area and better connect the area to existing communities to the south and west.
- 4.4.7 The existing dwelling density of Lockleaze is low, resulting in a limited population to support the existing centre at Gainsborough Square and public transport services to the rest of Bristol and the north fringe. Well-designed infill development at higher densities would help to support and encourage investment in these existing facilities.



Policy text

Sites within Lockleaze will be developed for a mix of new homes. Development will reinforce the Lockleaze area as a mixed and inclusive community with access to a range of local services.

Development will include:

- New homes – potential for at least 1,200 homes, through a combination of existing allocated sites and new development opportunities, at densities and forms appropriate to achieving this figure;
- Provision of high quality workspace, providing for a range of business uses, as part of the development mix in the area;
- New and improved walking and cycling routes to connect to the development to the surrounding neighbourhoods, public transport facilities and the wider cycle network, including improved accessibility over the railway and upgrades to existing public rights of way; and
- Green infrastructure and public realm enhancements.

Place principles

Development in Lockleaze will be expected to make efficient use of land.

Development proposals will be expected to demonstrate that opportunities have been sought to progress more comprehensive or co-ordinated forms of development with other sites in the locality.

Transport

Development will be supported by transport improvements which will include public transport enhancements, enhanced connectivity with surrounding areas, cycle provision, pedestrian route improvements and local highway improvements.

Workspace

Where sites currently or recently used for business purposes are proposed to be redeveloped for other uses, development will be expected to provide for an appropriate form and amount of new workspace as part of the mix of uses in the area.

Housing mix

Developments in the area should contribute towards an appropriate mix of housing types.

Explanation

- 4.4.8 Comprehensive forms of development will enable the area's full potential to be realised through higher density forms of development. Where sites are developed, a density of 50-60dph will be sought as a minimum, but higher densities of 100dph or more may be appropriate subject to a co-ordinated approach to development which delivers quality urban design.

Draft Policy DS14: Central Southmead

4.4.9 The Southmead Development Trust has developed the Southmead Community Plan. The plan identifies housing mix as an issue, noting that there is a shortage of smaller homes in the area for those looking to downsize. The plan aspires for new development to be high quality, safe, healthy and sustainable with a mix of affordable homes (social housing, shared ownership) and private housing. The plan explores potential improvements that could be made to the area through the review of existing community facilities, potentially including the development of a new community building on Greystoke Avenue. Improvements to local parks and open spaces are identified as a priority. Since the publication of the plan, the Southmead Development Trust has also developed a proposal for development at Glencoyne Square.



Policy text

Sites within Central Southmead will be developed for a mix of affordable homes, private housing and community uses. Development will reinforce the Southmead area as a mixed and inclusive community, focused on Arnside Road district centre, with access to a range of local services.

Development will include:

- Around 300 new homes;
- Redevelopment of Glencoyne Square for new homes with open space;

- Provision of community facilities to replace and enhance existing provision, potentially including a new community building on Greystoke Avenue;
- Improved pedestrian and cycle routes through Glencoyne Square and Arnside Road.

Place principles

Development in Central Southmead will be expected to make efficient use of land and contribute appropriately to the delivery of the new homes sought by this policy through more urban forms of development of a scale and design appropriate to Central Southmead's district centre location.

Development proposals will be expected to demonstrate that opportunities have been sought to progress more comprehensive or co-ordinated forms of development with other sites in the locality.

Transport

Development will be supported by transport improvements which will include public transport enhancements, enhanced connectivity with surrounding areas, cycle provision, pedestrian route improvements and local highway improvements.

Housing mix

Developments in the area should contribute towards an appropriate mix of housing types.

Explanation

- 4.4.10 Comprehensive forms of development will enable the area's full potential to be realised through higher density forms of development. Where sites are developed, a density of 60dph will be sought as a minimum, but higher densities of 100dph or more may be appropriate subject to a co-ordinated approach to development which delivers quality urban design.

Lawrence Weston

- 4.4.11** A neighbourhood development plan has been completed by the Lawrence Weston Neighbourhood Planning Group reflecting community aspirations. The plan aims to deliver over 300 new homes including affordable housing and opportunities for self-build. Housing development is supported on a number of sites owned by Bristol City Council. This includes the development at Henacre and development at the former City of Bristol College site.



- 4.4.12** The plan aims to support and extend the existing retail offer in Lawrence Weston. Improvements to community facilities are also identified with land safeguarded for a new community facility at the former City of Bristol College site. The plan also identifies areas of important open space and local green space for protection.
- 4.4.13** As part of the development plan the Neighbourhood Plan will continue to steer the approach the development in Lawrence Weston.

For details of the Lawrence Weston Neighbourhood Development Plan please visit <https://www.bristol.gov.uk/planning-and-building-regulations/neighbourhood-planning-lawrence-weston>

5. Infrastructure and Developer Contributions

Draft Policy IDC1: Development contributions and CIL

- 5.1 Future development in Bristol will be supported by new and improved infrastructure such as schools, parks, transport facilities and health facilities. New development will be expected to contribute to these requirements generally through Community Infrastructure Levy or via planning obligations in cases where site specific infrastructure requirements arise.

Policy text

Development and infrastructure provision will be coordinated to ensure that growth in the city is supported by the provision of infrastructure, services and facilities needed to maintain and improve quality of life and respond to the needs of the local economy.

Development will provide, or contribute towards the provision of:

- Measures to directly mitigate its impact, either geographically or functionally, which will be secured through the use of planning obligations;
- Infrastructure, facilities and services required to support growth, which will be secured through a Community Infrastructure Levy (CIL) for Bristol.

Planning obligations may be sought from any development, irrespective of size, that has an impact requiring mitigation. Contributions through CIL will be required in accordance with the appropriate regulations.

Explanation

- 5.2 The proposed level of development will be supported by the necessary enhancements to infrastructure. New development will therefore provide or contribute towards the provision of the necessary infrastructure, to enable it to be provided in a timely manner and to support the growth of the city.
- 5.3 Development may contribute to a range of services, facilities and infrastructure. The council requires a community infrastructure levy from specified developments. Other contributions may be sought depending upon the individual characteristics of a development proposal. The approach to other contributions is set out in its planning obligations supplementary planning document.
- 5.4 Residential development proposals will also contribute to the delivery of affordable housing which is addressed in Policy 3 of the West of England Joint Spatial Plan.

6. Urban Living: Making the best use of the city's land

- 6.1 The local plan has a focus on ensuring the delivery of new homes. It promotes urban living and seeks to secure and exceed the level of homes set out in the West of England Joint Spatial Plan. Key to this will be the efficient use of land by all land uses.
- 6.2 Urban living optimises densities, balancing the efficient and effective use of land with aspirations for making quality places to live, successful placemaking, and a positive response to context.
- 6.3 The council has prepared a supplementary planning document on urban living that provides further guidance on making successful places at higher densities.

Draft Policy UL1: Effective and efficient use of land

- 6.4 The use of previously developed land and other ways of making efficient use of land will continue to meet the majority of housing and other development requirements across the city.
- 6.5 Land continues to be used efficiently within the city, with the average site density of residential completions since 2006 being around 100 dwellings per hectare. Most recent development in Bristol has been on previously developed land. Residential completions on previously developed land have exceeded 90% over the last 10 years.
- 6.6 This policy sets out how land will continue to be used efficiently in the city.

Policy text

Making efficient use of land

New development will be expected to reflect Bristol's urban character by maximising opportunities to re-use previously developed land and delivering high quality well designed environments at higher densities.

Development proposals should develop land to its optimum density. This may include introducing new types of design, scale and form into its location and the development of mixed uses within buildings as well as development sites.

Development will be encouraged to make efficient use of land by, where appropriate, developing under-used land and buildings and/or extending buildings upwards using the airspace above them.

Developments which fail to make efficient use of land will not be permitted.

Locations for more intensive forms of development

More intensive forms of development will be expected on suitable sites:

- Within Bristol City Centre, Bristol Temple Quarter and St. Philip's Marsh;
- Within or close to the city's town and district centres; and
- Close to major public transport routes and corridors.

This includes the areas of growth and regeneration set out in the Development Strategy (Draft Policies DS1-DS14).

Explanation

- 6.7 The optimum density for new development is the density which balances the efficient use of land with liveability considerations, responding positively to context and making successful places. Draft Policy DC1 'Liveability in residential development including space standards' sets out liveability considerations in relation to residential development. Similar considerations will apply to optimising the density of other land uses.
- 6.8 The council's supplementary planning document 'Urban Living: Making Successful Places at Higher Densities' set out the factors that influence the optimum density for a development site.
- 6.9 In identifying more intensive locations, 'close to' means within 5 minutes' walk (approx. 400m). Major public transport routes and corridors include railway stations, rapid transit stops (including MetroBus) and major bus routes that are operating now or are expected to become active in a reasonable period of time.
- 6.10 Based on their accessibility to public transport and a range of local services, Diagram 6.1 below indicatively shows locations at which more intensive forms of development will be expected on suitable sites. Over time these locations may evolve through the provision of further public transport routes and infrastructure.
- 6.11 For residential development Draft Policy UL2 'Residential densities' sets out minimum densities that will be sought in different locations across the city.

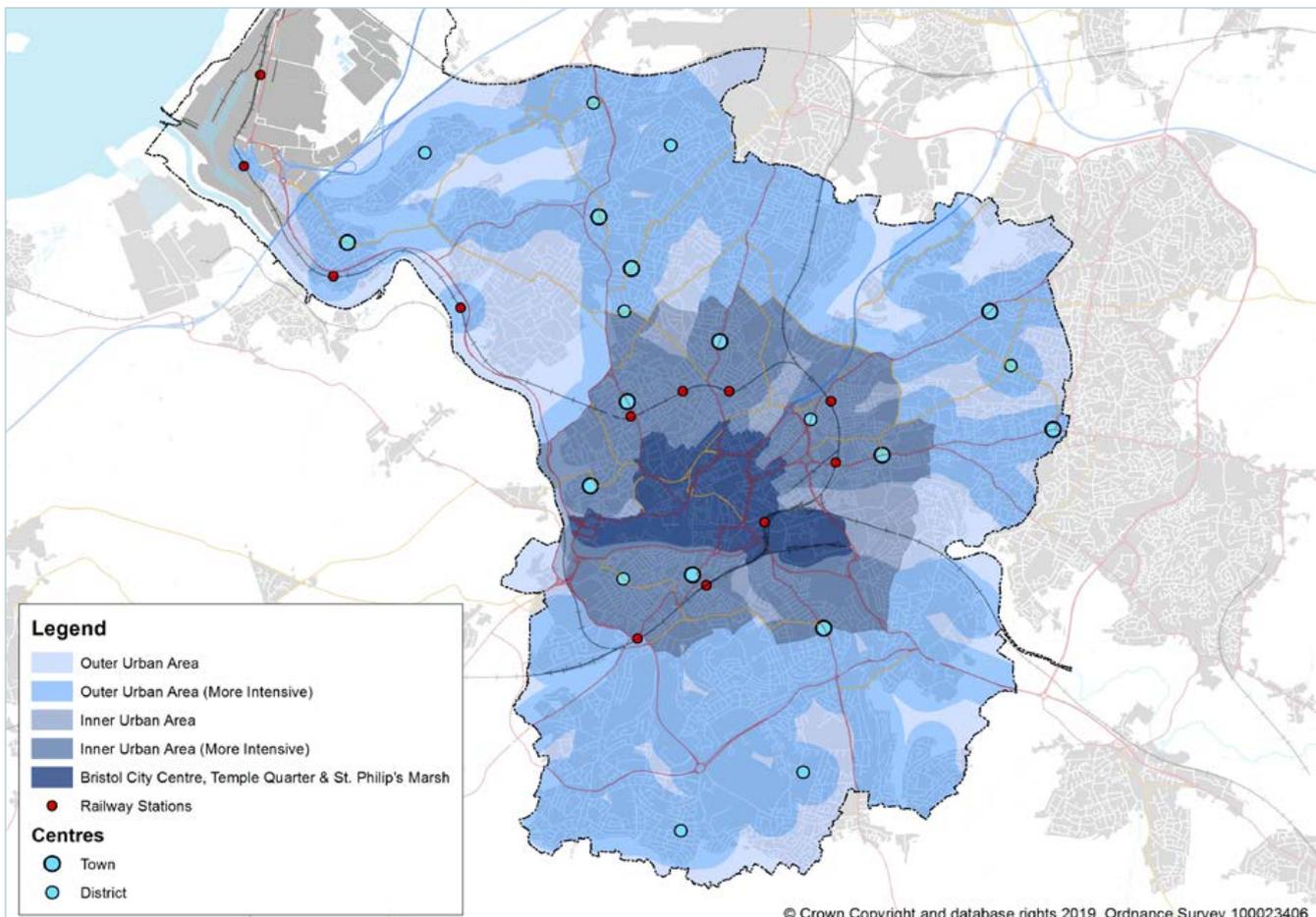


Diagram 6.1: Indicative areas for the density of new development

Draft Policy UL2: Residential densities

6.12 This policy, supported by Draft Policy DC1 'Liveability in residential development including space standards' and the suite of design policies (Draft Policies DC2-DC3 and Retained Policies BCS21 and DM27-DM32), seeks to ensure that where residential development takes place it does so to the optimum density.

Policy text

For residential development in Bristol, a minimum net density of 50 dwellings per hectare will be expected.

Densities below the minimum should only occur where it is necessary to safeguard the special interest and character of the area.

In many cases, including at locations for more intensive forms of development set out in Draft Policy UL1 'Effective and efficient use of land', higher density forms of development will be expected on suitable sites.

For major development (including at least 10 dwellings), where specified by Table 6.2 below, a higher minimum net density will be sought on suitable sites in each area.

In assessing the suitability of sites for these higher densities, consideration will be given to the characteristics of the site and its context. Densities below the suggested minimum may be acceptable where:

- It is essential to respect the character of the locality or protect the character and setting of heritage assets;
- Where a proposal includes house types which result in densities below the minimum but would otherwise make a significant contribution to the creation of mixed and balanced communities; or
- Where market signals, local housing market trends and local housing needs demonstrate that higher density forms of development are not viable.

Where the proposed density falls below those specified in Table 6.2, the applicant will be expected to provide supporting information explaining the density proposed.

In the areas of growth and regeneration set out in the Development Strategy (Draft Policies DS1-DS14) the density sought will reflect the amount of development proposed by those policies and any specific policy approaches in those areas.

Area	Suggested minimum density (dph)	
	General	More intensive
Bristol City Centre	-	200
Inner urban area	100	120
Outer urban area	50	60

Table 6.2: Minimum net densities sought by area

Explanation

- 6.13 To ensure the efficient use of land, higher density forms of development will be sought on suitable sites in a range of different locations across the city taking account of their relative level of accessibility to employment opportunities, services and other facilities. Although most areas of the city have good accessibility to these uses by public transport, walking and cycling, levels of accessibility are greater closer to the city centre. Three broad areas have been identified:
- Bristol City Centre, which offers the greatest range of facilities, uses and sustainable transport routes;
 - An inner urban area, which is within approximately 20 minutes' walk of Bristol City Centre and also includes a number of town, district and local centres; and
 - An outer urban area, comprising the rest of the city, which is also served by a number of town, district and local centres and a range of sustainable transport routes.
- 6.14 Within these broad areas are a number of locations suitable for more intensive forms of development as defined by Draft Policy UL1 'Effective and efficient use of land', at which it is appropriate to seek higher residential densities.
- 6.15 Not all sites will be suitable for higher density forms of development. Densities above the 50dph minimum will be sought where this would be consistent with the site considerations set out above and other policies of the local plan.
- 6.16 For the purposes of this policy, residential density is generally measured to the site boundary. Density is net, i.e. adjusted appropriately for undeveloped parts of the site (including areas required for access and circulation) and the proportion of other uses in the case of mixed-use development.

7. Housing

7.1 Contributing to the delivery of new and affordable homes is a core objective for the local plan review. Bristol City Council wants to make sure that at least 2,000 new homes a year are built in Bristol each year by 2020 – 800 of which will be affordable. In the West of England Joint Spatial Plan the aim is to see at least 33,500 new homes added to the city’s stock of homes which stood at about 200,000 in 2016. But housing ambitions for Bristol are greater than the Joint Spatial Plan outlines, and it is the intention of this plan that more homes will be delivered where this is supported by infrastructure and services. This approach sets the tone for continued delivery beyond the plan period and up to 2050.

Draft Policy H1: Delivery of new homes

- 7.2 The development strategy has a focus on ensuring the delivery of new homes. This policy sets out a minimum target for delivery and a clear aspiration to exceed that amount where this can be achieved. It sets the tone for the local plan which aims to significantly boost housing supply by:
- Establishing a planning approach which sees development of new and affordable homes as a primary objective in development decisions;
 - Promoting urban living across the city;
 - Taking a plan-led approach to promoting areas with the potential to increase densities;
 - Allocating new sites for housing and mixed use development;
 - Making sure residential sites are reserved for development of new and affordable homes and not unnecessarily used for other purposes;
 - Ensuring that the best use is made of existing development allocations by encouraging more homes; and
 - Managing the development of student housing to safeguard existing communities and support delivery of new homes whilst supporting thriving universities.

By offering a large range of potential development sites, areas of growth and regeneration and a variety of policy interventions the local plan can help to widen the likelihood of our housing delivery targets being exceeded.

7.3 This policy sets out the housing requirement for Bristol and the aspiration that it will be exceeded.

Policy text

A minimum of 33,500 homes will be delivered by 2036. The aspiration is that this figure will be exceeded where this is supported by service and infrastructure capacity.

Explanation

- 7.4 The housing requirement for Bristol is being established in the West of England Joint Spatial Plan which is addressing housing delivery across the sub-region. The level for Bristol in the submitted Joint Spatial Plan is 33,500 homes.
- 7.5 Although this policy sets out a minimum target figure, the housing delivery emphasis of this strategy means that the aspiration is that this figure will be exceeded, provided that the potential capacity that exists in the city can be unlocked through the delivery of supporting infrastructure.

Providing affordable homes

- 7.6 Bristol City Council is committed to building a better Bristol where all citizens are able to access a wider choice of high quality homes. By 2020 the council aims to be delivering 800 affordable homes each year. That means council housing, housing association homes and other forms of tenure which put homes in reach of people who are not able to access market housing.
- 7.7 A new planning policy approach in the West of England Joint Spatial Plan (Policy 3) ensures that new housing development will provide more affordable homes. The policy sets out the approach to the delivery of affordable housing including in cases where scheme viability would result in provision falling below the target amount. In those cases it will require the applicant to identify alternative forms of investment or public subsidy to deliver the required level.
- 7.8 JSP Policy 3 will become the development plan policy for affordable housing in Bristol when it is adopted later this year. Meanwhile, affordable housing will continue to be sought in line with existing local plan policies BCS17 and DM3, supported by the council's Affordable Housing Practice Note which has introduced a fast track route for processing of planning applications and greater flexibility in tenure requirements for affordable housing.
- 7.9 This rewrite of the local plan includes policies for growth and regeneration areas and proposes development allocations. New homes developed in those locations will be expected to contribute towards the provision of affordable housing in line with affordable housing policy as set out above.
- 7.10 This draft plan also aims to support the delivery of innovative housing solutions, including forms of housing aimed at meeting short term needs or the specific needs of identified occupier groups (Draft Policy DC1 'Liveability in residential development including space standards'). Self-build and community-led housing is also supported (Draft Policy H5 'Self-build and community-led housing').

Draft Policy H2: Preventing the loss of residential accommodation

- 7.11 The development strategy has a focus on ensuring the delivery of new homes. In pursuit of this objective, it is necessary to ensure that the existing stock of homes is not diminished.

Policy text

In order to maintain the net housing stock, planning permission will not be granted for the proposals involving the loss of an existing home unless:

- i. The site is unsuitable for continued residential use; or
- ii. The loss of the existing homes would be necessary to provide for essential infrastructure or local community facilities; or
- iii. The home would be replaced.

Explanation

- 7.12 This policy replaces a similar approach in policy BCS5 of the Bristol Core Strategy 2011. The policy is applicable to properties falling within Use Class C3 Dwellinghouses (Town and Country Planning Use Classes Order). This includes both houses and flats. It is also applicable to homes in multiple occupation but allows for changes from that use to a dwellinghouse.

Draft Policy H3: Making the best use of site allocations

- 7.13 This policy aims to ensure that the best use is made of all site allocations for residential development, whether retained from the previous local plan or proposed in this review. Once allocated for residential development, the policy also ensures that these locations are retained for residential use.

Policy text

Once allocated for new homes or mixed used with housing, sites should not be developed for other purposes unless there is an overriding need.

Retained site allocations

Development on sites retained from the existing local plan should optimise the use of land for delivery of housing in accordance with other policies in the local plan.

Proposals should:

- i. Aim to exceed where appropriate any estimated capacity for the site stated in the local plan; and
- ii. Should be consistent with the minimum density policies in the local plan.

Explanation

- 7.14 Residential allocations are intended to be retained in residential use unless the allocation specifically allows for alternatives. Exceptionally, allocated residential sites may be used for other uses for which there is an overriding need. This could include needs for schools or essential community facilities which cannot be accommodated elsewhere. In those cases, development should still aim to make the most efficient use of land and to incorporate an element of housing if possible.
- 7.15 The existing local plan contains numerous site allocations which will be retained as part of this local plan review (see the Retained Policies document of this consultation). An estimated number of homes for each allocation is indicated but this is not intended as a cap. This capacity is given as an estimate based on achieving an efficient use of land. It does not represent a maximum number of homes.
- 7.16 If the capacity indicated is not possible due to site considerations, a lower number of homes than the one stated would be appropriate. Where a draft allocation is for mixed-use development, the mix of uses may also change the estimated capacity.

Draft Policy H4: Housing type and mix

- 7.17 A city with a mix of housing types and sizes is better able to meet the changing needs and aspirations of its residents and to adapt to future changes in household size and form. Delivering greater choice can contribute to housing mobility. A range of smaller homes can provide for smaller households or people wishing to downsize. A range of larger homes can enable households to grow or families to start and allow for flexibility over time. Delivering greater choice also increases opportunities for households to remain within their communities when circumstances change.
- 7.18 This policy will ensure that new residential development provides for a range of housing types and sizes with a focus on the provision of homes intended for permanent occupation within Use Class C3.

Policy text

All new residential development should maintain, provide or contribute to a mix of housing to help support the creation of mixed, balanced and inclusive communities.

Development proposals should contribute towards an appropriate mix of housing having regard to the following:

- Securing efficient use of land and optimising density;
- The existing housing profile of the area;
- Local housing requirements;
- The need to redress any harmful housing imbalance that exists in the area;
- The characteristics of the site including its suitability for different housing types.

Within Growth and Regeneration areas an appropriate proportion of homes of various sizes will be sought in accordance with the provisions of those policies and any relevant supplementary planning documents, masterplans or spatial frameworks.

Explanation

7.19 The policy criteria will help to achieve an appropriate mix of housing within the development. A number of evidence sources including local housing needs studies can be used to inform the approach. This policy applies to those elements of new development falling with Use Class C3.

Draft Policy H5: Self-build and community-led housing

7.20 Supporting the delivery of self-build or custom housebuilding and community-led housing can contribute to greater housing choice and provide lower cost options for households, both market and rental.

7.21 The Government has recently introduced legislation and published guidance to support an increase in this type of housing. The Self-Build and Custom Housebuilding Act places a duty on relevant authorities to keep registers of people seeking to acquire land to build their own homes. The Act also places a duty on relevant authorities to give suitable development permissions in respect of enough serviced plots to meet the demand for self-build as evidenced by the number of people on an authority's register.

7.22 This policy offers an approach to delivering land for self-build, custom housebuilding and community-led housing to help meet identified demand across the city.

Policy text

The provision of new homes through self-build, custom housebuilding and other community-led approaches will be encouraged.

Site allocations for self-build, custom housebuilding and community-led housing

The following sites are allocated specifically for self-build and custom housebuilding and/or community-led housebuilding:

- Bridge Farm, Glenfrome Road, Eastville;
- Land at College Road, Fishponds;
- Stapleton Cricket Club, Park Road, Stapleton;
- Cousins Lane, St. George.

Provision for self-build, custom housebuilding and community-led housing as part of new development

At least 5% of homes will be in the form of self-build/custom-build housing and/or community-led housing on the following sites allocated for new homes:

- Land at Bath Road, Brislington;
- Land at Yew Tree Farm;
- Land to west of Elsbet Drive, Highridge;
- Land at Ashton Gate.

Growth and regeneration areas

A proportion of self-build/custom-build housing and/or community-led housing will be sought as part of the overall development of identified growth and regeneration areas.

Affordable housing

Any requirement for affordable housing, as set out under Joint Spatial Plan Policy 3, will not apply to homes developed for self-build and custom housebuilding and/or community-led housing.

Community-led housing exception sites

Proposals for community-led housing of a scale appropriate to the location and to the level of local need identified may be permitted at the following locations:

- Redundant community facilities land or buildings (Retained Policies BCS12 'Community facilities' and DM5 'Protection of community facilities');
- Underused land or sites within Industry and Distribution Areas (Draft Policy E4 'Industry and distribution areas');
- Sites subject to Draft Policy E7 'New workspace within mixed use development';
- Reserved Open Space (Draft Policy GI2 'Reserved Open Space'), provided the proposal is demonstrably supported by the local community and no deficiency of open space will result.

Explanation

7.23 For the purposes of this policy self-build or custom-build housing is where an individual, an association of individuals, or people working with them or for them, build or complete houses to be occupied as homes. Community-led housing is housing developed and/or managed by people in self-organised not-for-profit groups and includes self-build or custom build housebuilding, self-help housing, co-housing, co-operatives, mutual housing, tenant-controlled housing and community land trusts (CLTs). Community-led schemes share three common principles: a requirement that meaningful community engagement and consent occurs throughout the process; the local community group or organisation own, manages or stewards the homes and in a manner of their choosing; and a requirement that the benefits to the local area and/or specified community are clearly defined and legally protected in perpetuity.

7.24 Detailed information on the delivery of self-build/custom-build housing and community-led housing as part of larger development sites will be set out in further guidance.

Community-led housing exception sites

7.25 To address the housing needs of the local area and/or a specified community the policy describes types of site not normally used or allocated for housing that may be suitable for appropriate community-led housing schemes. Proposals coming forward on these sites may not be subject to certain requirements of the policies indicated.

Draft Policy H6: Homes in multiple occupation and other shared housing

- 7.26 Homes in multiple occupation (HMOs) and other shared housing form part of the city's private rented housing stock and make a contribution to people's housing choice. In particular this type of accommodation can be suitable for younger people including households without families.
- 7.27 Multiple occupancy has the potential to create impacts on the residential amenity and character of an area. Concentrations within neighbourhoods can result in harmful effects and lead to imbalanced, less inclusive and unsustainable communities.
- 7.28 This policy offers an approach to addressing the impacts and issues of these forms of accommodation. It aims to ensure that development preserves the residential amenity and character of an area and that harmful concentrations do not arise. The policy also seeks good quality accommodation by ensuring development complies with relevant standards and requirements.

Policy text

Homes in multiple occupation and other shared housing - Citywide criteria

Proposals for the development or intensification of homes in multiple occupation or other forms of shared housing will not be permitted where the development would:

- i. Harm the residential amenity or character of the locality as a result of any of the following:
 - a. Levels of activity that cause excessive noise and disturbance to residents; or
 - b. Levels of on-street parking that cannot be reasonably accommodated or regulated through parking control measures; or
 - c. Cumulative detrimental impact of physical alterations to buildings and structures; or
 - d. Inadequate storage for recycling/refuse and cycles.
- ii. Create or contribute to a harmful concentration of such uses, taking into account proximity to existing specialist student accommodation within a locality, as a result of any of the following:
 - a. Exacerbating existing harmful conditions including those listed above; or
 - b. Any residential property being directly between two houses in multiple occupation; or
 - c. Reducing the choice of homes in the area by changing the housing mix.

Homes in multiple occupation – avoiding harmful concentrations

Within a defined area proposals for the conversion of existing dwellings or construction of new buildings to be used as homes in multiple occupation will not be permitted where the development would result in more than 10% of the total

dwelling stock of the defined area being occupied as HMOs and/or purpose-built student accommodation.

Within a defined area proposals for the intensification of existing homes in multiple occupation will not be permitted where 10% or more of the total dwelling stock of the defined area is already occupied as HMOs and/or purpose-built student accommodation.

Standards for homes in multiple occupation and other shared housing

Where development is permitted it will be expected to provide a good standard of accommodation by meeting relevant standards and requirements. For HMOs and other shared housing this will include compliance with relevant standards relating to licensable accommodation.

In all other respects development will be expected to meet the relevant requirements set out in other development plan policies.

Explanation

7.29 For the purposes of this policy HMOs are broadly defined as houses or flats occupied by three or more individuals who form two or more households and who share basic amenities such as a kitchen, bathroom or toilet. Other shared housing includes houses or flats in use as residential institutions (Use class C2/C2A) or hostels.

7.30 A dwellinghouse used as a small HMO and occupied by between three and six individuals will only require planning permission in areas covered by an article 4 direction. Planning permission is required for all large HMOs occupied by more than 6 individuals.

7.31 This policy applies to:

- Building new HMOs;
- Converting existing dwellings into HMOs;
- Intensifying existing HMOs through an increase in the number of bedspaces, where this requires planning permission; and
- Other forms of shared housing.

7.32 Purpose-built student housing is covered by Draft Policy H7 'Managing the development of purpose-built student accommodation'.

Homes in multiple occupation and other shared housing - Citywide criteria

7.33 When making assessments on new development, consideration is to be given to the particular qualities and characteristics of a residential area or residential uses that contribute to a householder's peaceful enjoyment of their home and locality. These usually include generally quieter surroundings; a cohesive community; a well-maintained or visually attractive environment; a reasonable level of safe, accessible and convenient car parking and the preservation of buildings and structures that contribute to the character of a locality.

- 7.34 Harm is likely to occur when issues associated with these uses arising either from individual developments and/or concentrations of similar development, including nearby existing purpose-built student accommodation, result in detrimental effects on these residential qualities and characteristics. Harm can be localised when an existing dwelling is sandwiched between two HMOs intensifying impacts on individual households. Harm can also occur where the choice of housing is reduced and no longer provides for the needs of different groups within the community.

Houses in multiple occupation – avoiding harmful concentrations

- 7.35 The council considers that a harmful concentration is likely to arise where more than 10% of the total dwelling stock is occupied as HMOs and/or purpose-built student accommodation within approximately 100 metres of the site (including the proposal). The provision of additional bedspaces within existing HMOs where there is already a harmful concentration will exacerbate this effect and will also be unacceptable.

Standards for houses in multiple occupation and other shared housing

- 7.36 To ensure a good standard of accommodation for future occupiers issues relating to internal living space, layout, external amenity space, outlook, privacy, adaptability, security, safety, cycle and car parking and refuse and recycling storage will need to be considered.

New HMOs and other relevant forms of shared housing will need to meet the Bristol City Council standards for licensed properties under Parts 2 and 3 of the Housing Act 2004 (May 2017) or as otherwise amended or replaced.

Draft Policy H7: Managing the development of purpose-built student accommodation

- 7.37 Bristol's higher education establishments have seen significant growth in recent years. Student numbers at the University of Bristol and the University of the West of England have increased by 18% since 2006/07 with current numbers totalling some 41,000. The University of Bristol have projected further growth in student numbers over the next 10 years including a major physical expansion of the university with the delivery of a new Enterprise Campus at Temple Quarter by 2022. This growth will create an additional need for some 6,400 bed spaces city-wide by 2028.
- 7.38 The expansion in higher education has increasingly seen the development of purpose-built student accommodation, mostly within the city centre. This type of housing has helped to ease demand for student accommodation and has helped to relieve pressure on the city's housing stock. This form of development has also supported the renewal of parts of the city centre, enabling the re-use of redundant offices and the replacement of poorer

quality buildings. Student schemes have increased the levels of activity within areas and have brought additional vitality to areas in need of regeneration.

7.39 The growth in student numbers and the development of purpose-built student accommodation can also bring less positive effects. The expansion and concentration of such development can harm surrounding areas through impacts on residential amenity and local character and by reducing the diversity of uses across an area. Purpose-built student accommodation can also displace or inhibit other forms of development from coming forward such as general purpose housing including affordable homes.

7.40 Provided that harmful impacts are avoided the continued provision of purpose-built student accommodation in appropriate locations is supported by the council and both of the city's universities. Expected growth in student numbers should be met through this form of accommodation to ensure the local housing stock remains available to meet general housing needs and to prevent further impacts on residential areas through the growth of HMOs.

7.41 This policy offers an approach to delivering a sustainable increase in purpose-built student accommodation. This will be achieved by ensuring development comes forward in appropriate locations, avoids harmful impacts on residential areas, preserves the diversity of uses within commercial areas and is balanced with the city's wider housing requirements.

Policy text

The amount and location of purpose-built student accommodation will be carefully managed to ensure that:

- There are no adverse impacts on existing residential areas;
- Proposals are consistent with other planning policies, including the delivery of new homes and workspace; and
- Appropriate growth in student population is matched by the provision of purpose-built accommodation.

All proposals for purpose-built student accommodation will be expected to demonstrably meet identified needs, to have the support of the University of Bristol and to be in accordance with the provisions set out below.

Purpose-built student accommodation provision - defined locations

Development of purpose-built student accommodation should be located at the following locations provided the total number of additional bed spaces indicated is not exceeded:

- Up to 800 bed spaces within the existing University of Bristol precinct, up to 200 bed spaces within the existing Clifton residential campus and up to 1,000 bed spaces within the existing Stoke Bishop residential campus;
- At appropriate locations identified and demonstrably supported by local communities, including through Neighbourhood Development Plans.

Development of purpose-built student accommodation in the following locations that support the development strategy for the area will be permitted provided the total number of bed spaces indicated is not exceeded:

- Up to 3,000 bed spaces at Bristol Temple Quarter (2,300) and St. Philip’s Marsh (700);
- Up to 1,000 bed spaces within Bristol Shopping Quarter (Broadmead) and Frome Gateway;
- Up to 1,000 bed spaces within Central Bedminster;
- Up to 500 bed spaces at Western Harbour;

Development at the above locations will be expected to include a proportion of affordable student housing to meet identified need.

Purpose-built student accommodation provision - other locations

At other locations any proposals for purpose-built student accommodation should only form part of mixed use developments comprising a proportion of other residential uses. Development should:

- Avoid areas with a primarily residential context;
- Not result in harmful impacts or a harmful concentration of purpose-built student accommodation within any commercial area;
- Not conflict with the delivery of other planning objectives for the area in which it is proposed;
- Where the development comprises self-contained (Use Class C3) accommodation provide a contribution towards general purpose affordable housing in line with Joint Spatial Plan Policy 3.

Purpose-built student accommodation provision – general provisions

In all cases, proposals for purpose-built student accommodation should:

- Ensure that there will be no adverse impacts on surrounding communities and areas;
- Should be subject to an appropriate management regime;
- Be car-free and deter occupants from the parking of cars elsewhere in the city;
- Make provision for disabled access and disabled parking for occupants and visitors;
- Include active frontages and incorporate active ground floor uses wherever possible and appropriate.

Development will be expected to provide a good standard of accommodation by meeting relevant requirements and standards set out in other development plan policies.

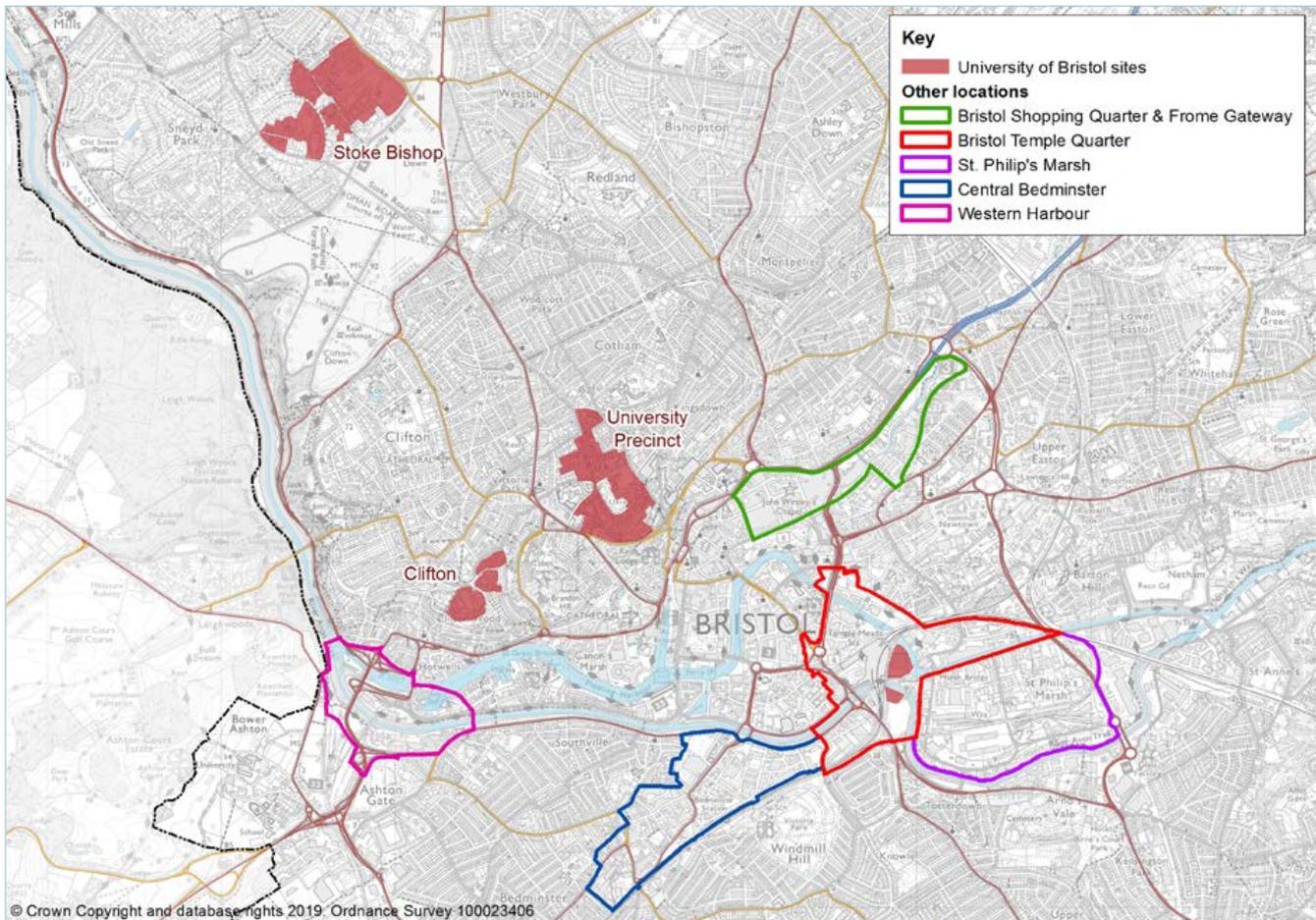


Diagram 7.1: Locations for purpose-built student accommodation

Explanation

7.42 Proposals for purpose-built student accommodation should not result in adverse impacts on existing residential areas. To avoid adverse impacts development should either be located in the defined locations set out in the policy subject to stated bed space limits and the policy's general provisions, or, when located elsewhere should avoid primarily residential areas and not exceed guideline thresholds in commercial areas.

7.43 Proposals should be consistent with all other planning policies that relate to the area in question. In particular, development should not inhibit or prevent the delivery of new homes, including affordable homes, or new employment workspace where this is identified in relevant policies.

7.44 Development should also demonstrate how the accommodation needs of the University of Bristol are being met in terms of the quantity, type and quality of accommodation to be provided. All development will need to have the support of the University of Bristol. The supply of bed spaces will be monitored against the University of Bristol's projected growth needs.

Purpose-built student accommodation provision - defined locations

- 7.45 To ensure the best use is made of established and proposed university facilities, appropriate defined locations for single use purpose-built student accommodation include the University of Bristol's existing city centre precinct and residential sites at Clifton and Stoke Bishop. Other appropriate locations will include those identified by local communities, including through Neighbourhood Development Plans, Neighbourhood Development Orders and other published strategies or community plans.
- 7.46 Other appropriate defined locations for single use purpose-built student accommodation are identified in the policy. This will include the University of Bristol's proposed new campus at Temple Quarter. Proposals in these areas should be consistent with the development strategy for the area.
- 7.47 To ensure accommodation in these locations is affordable to all, the policy seeks a proportion (at least 30%) of bed spaces within the development as affordable. Affordable student housing is defined as a bedroom within the development that is provided at a rental cost for the academic year equal to or below 50 per cent of the maximum income that a new full time-student living away from home could receive from the Government's Maintenance Loan (or any replacement state funding mechanism) for living costs for that academic year. Identified need will include students receiving the full Maintenance Loan or otherwise determined by the universities and agreed with Bristol City Council.

Purpose-built student accommodation provision - other locations

- 7.48 Development should be avoided in areas of the city with a strong residential context. These are areas where the majority surrounding land use is residential. In Bristol City Centre they include St. Paul's, Old Market and parts of Harbourside.
- 7.49 In more commercial areas development should not result in harm to the diversity of uses within that area. Harm is likely to occur when purpose-built student accommodation and associated activities account for a significant proportion of uses within an area. As a guideline threshold, in areas with a largely commercial context the council considers that purpose-built student accommodation (including the proposal) that exceeds 1000 bed spaces within 200 metres of the site is likely to result in harm.

Purpose-built student accommodation provision - general provisions

- 7.50 All proposals should identify what measures will be put in place to ensure the best integration of the development with the surrounding community and area. To ensure no adverse impacts occur appropriate management plans should be submitted with proposals. These should set out details relating to (but not limited to) the management of the building; moving in and moving out processes; the approach to community liaison; student codes of conduct including anti-social behaviour and disciplinary procedures and occupant travel plans. The management plan should also include details of which Government approved code that the provider has signed up to or, where relevant, details of all licenses granted by the local authority.

- 7.51 Proposals should not include parking for residents except for disabled parking for residents and visitors. Accommodation providers should also strongly discourage students from bringing their cars to the city for the duration of their academic studies through code of conduct agreements and travel plans.
- 7.52 A good standard of accommodation for future occupiers is sought. Consideration should be given to internal living space, layout, external amenity space, outlook, privacy, adaptability for future conversion to other uses, security, safety, cycle parking and refuse and recycling storage.

Draft Policy H8: Older peoples' and other specialist needs housing

- 7.53 Providing appropriate homes to meet the needs of older and other people with specialist accommodation needs is important to ensure that all of the community's housing requirements are met. Older or other people seeking or in need of specialist housing should be given opportunities to remain independent and socially active. This will mean access to local amenities including public transport and homes that provide high levels of accessibility. A range of housing options that include care and support services to meet identified needs and that take account of different income levels will need to be provided. The policy seeks to ensure that all developments of older and specialist needs housing address these key requirements.

Policy text

A range of older people's and specialist needs housing options that promote and maintain housing independence and provide appropriate care and support services will be encouraged.

Specialist older people's housing developments comprising 60 dwellings or more should provide a minimum of 10% affordable specialist older people's housing delivered on-site.

All older people's and other specialist needs housing should aim to meet the following criteria:

- i. Located close to shops, services, community facilities and open space appropriate to the needs of the intended occupiers or provided on-site; and
- ii. Located close to good public transport routes; and
- iii. At least 50% of dwellings designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users (compliant with Building Regulations M4(3) Category 3: Wheelchair user dwellings); and
- iv. All dwellings designed to be accessible and adaptable (compliant with Building Regulations M4(2) Category 2: Accessible and adaptable dwellings) except for those dwellings that are designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users.

Explanation

- 7.54 Specialist older people's housing includes all forms of residential accommodation for older people where a range of care and support services are provided. Such accommodation can include supported housing, extra care housing, retirement

housing and care homes. Other specialist needs housing includes residential accommodation for children and adults in need or at risk, or adults with needs arising from illness or disability. Such accommodation can include supported housing and hostels. All such development will usually fall within Use Classes C2 and C3.

- 7.55 Affordable older people’s accommodation will be sought from developments in accordance with the stated threshold and percentage. Where scheme viability prevents the delivery of the affordable accommodation requirement without public subsidy, the agreed level of affordable accommodation to be delivered without subsidy will be stipulated in the planning agreement. Further mechanisms will be used to require the applicant to engage actively with the local authority to identify alternative forms of investment or public subsidy to deliver affordable accommodation above this base provision up to policy compliant levels.
- 7.56 The policy identifies which Building Regulations optional requirements, within Approved Document M, will be applied and the relevant proportion of housing that must meet the requirement. This will include optional requirement M4(3) Category 3: Wheelchair user dwellings applied to a proportion of the dwellings provided and optional requirement M4(2) Category 2: Accessible and adaptable dwellings applied to all other dwellings except for those dwellings where optional requirement M4(3) Category 3: Wheelchair user dwellings is applied. The proportion of dwellings that are designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users must include both market and affordable dwellings.
- 7.57 Building Regulations optional requirement M4(3) requires the needs of occupants who use wheelchairs to be met either on completion of the dwelling ‘wheelchair accessible’ or at a point following completion ‘wheelchair adaptable’. Affordable housing that is subject to Building Regulations optional requirement M4(3) will be expected to be designed to be ‘wheelchair accessible’.

Draft Policy H9: Accessible homes

- 7.58 As part of securing a fairer, more inclusive city and to help address the needs of older and disabled people, it is important that sufficient new homes are designed to provide higher levels of accessibility.
- 7.59 The population in older age groups in Bristol is projected to increase by almost 30% by 2036. Over a fifth of the overall population growth (78,900 people) between 2016 and 2036 will be aged 65 and over; this includes an extra 4,700 people aged 85 and over. Many of these older people will already live in the city and a number will stay in their current homes. However, those that do move home will need appropriate housing that provides for greater accessibility needs to ensure independent living is maintained.
- 7.60 A high proportion of older households will also contain wheelchair users. With the number of older person households increasing the proportion of households needing wheelchair housing will also be higher. The Wider Bristol HMA Strategic Housing Market Assessment has modelled the need for wheelchair adapted housing across all age groups within the housing market area. The modelling indicates some five thousand additional households needing wheelchair adapted housing by 2036. Around 65% of these households will have occupants aged 75 and over, many of which will also need specialist accommodation.

7.61 With increasing numbers of older people, the incidence of disability increasing with age and with general population growth, more new homes will need to be delivered that incorporate features to assist a range of occupiers. These homes will need to meet higher standards relating to accessibility and adaptability and a proportion will need to meet the needs of wheelchair users, either on occupation or through future adaptation. This policy provides an approach to securing these standards from new residential development using the national optional technical standard for access introduced in March 2015. The standards are implemented through Building Regulations Approved Document M.

Policy text

To ensure new homes are accessible to all, residential development should include:

- At least 10% of new build housing in proposals of 50 dwellings or more designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users (compliant with Building Regulations M4(3) Category 3: Wheelchair user dwellings).
- All new build housing designed to be accessible and adaptable (compliant with Building Regulations M4(2) Category 2: Accessible and adaptable dwellings) except for those dwellings that are designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users.

Explanation

7.62 The policy identifies which Building Regulations optional requirements, within Approved Document M, will be applied to different development scenarios and the relevant proportion of housing that must meet the requirement. For general housing proposals of 50 dwellings or more optional requirement M4(3) Category 3: Wheelchair user dwellings will apply to the stated percentage of the housing provided. For all new residential development optional requirement M4(2) Category 2: Accessible and adaptable dwellings will apply except for those dwellings where optional requirement M4(3) Category 3: Wheelchair user dwellings is applied.

7.63 Building Regulations optional requirement M4(3) requires the needs of occupants who use wheelchairs to be met either on completion of the dwelling 'wheelchair accessible' or at a point following completion 'wheelchair adaptable'. Affordable housing that is subject to Building Regulations optional requirement M4(3) must be designed to be 'wheelchair accessible'.

7.64 Compliance with Building Regulations optional requirements M4(3) and M4(2) requires step free access to the dwelling and any associated parking space and communal facility for the occupant's use. Where for reasons of topography or other specific factors a site or individual plot is less suitable for M4(2) and M4(3) compliant dwellings, particularly where step free access cannot be achieved or is not viable, alternative provision to ensure the dwelling achieves an appropriate level of accessibility will be sought.

Draft Policy H10: Planning for traveller sites

- 7.65 This draft policy sets out the approach to the location of proposals for residential sites for travellers and travelling showpeople. It reflects national planning policy's overarching aim of ensuring fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community.
- 7.66 An assessment will be prepared to determine the specific needs for traveller sites which will follow the approach set out in national planning policy and practice. The assessment will inform pitch targets for gypsies and travellers and plot targets for travelling showpeople which address the likely permanent accommodation needs of travellers in Bristol.
- 7.67 There is existing provision for traveller transit facilities on the site at Kings Weston Lane. Based on this provision and most recent needs assessments it is currently envisaged that additional transit provision is unlikely be required in the foreseeable future.

Policy text

Proposals for residential pitches for travellers or plots for travelling showpeople should be located and designed in order to:

- i. Provide acceptable living conditions for the future occupiers of the site;
- ii. Enable to access local services and facilities;
- iii. Ensure there is no demonstrable harm to the living conditions of settled community;
- iv. Be sympathetic to the character and appearance of the surrounding area;
- v. Include appropriate access to the primary route network;
- vi. Provide safe pedestrian, cycle and vehicular access onto the site;
- vii. Enable adequate provision for parking, turning and servicing of the site having regard to the specific needs of people with a travelling lifestyle;
- viii. In the case of sites for Travelling Showpeople, include adequate provision for storage and maintenance.

Proposals will be considered having regard to:

- The existing level of local provision and need for sites;
- The availability of alternative accommodation for the applicants; and
- Other personal circumstances of the applicant.

Explanation

- 7.68 As set out in national planning policy “gypsies and travellers” refers to people of nomadic habit of life whatever their race or origin, including people who on grounds only of their own or their family’s or dependants’ educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such. National planning policy also sets out relevant matters to take into account when determining whether people are “gypsies and travellers” for the purposes of planning policy.
- 7.69 “Travelling showpeople” means members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes people who on the grounds of their own or their family’s or dependants’ more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above.

8. Economy

8.1 The employment land strategy for the local plan aims to support sustainable and inclusive economic growth across the city and seeks to support this through the development of new workspace as well as the retention of core industrial land. New site allocations are included for industrial and distribution uses and the provision of new forms of workspace will be sought from mixed use proposals which redevelop industrial and distribution land. Transport and digital connectivity are essential to support the inclusive and sustainable economic growth of the city. Such connectivity enables access to employment opportunities and can attract investment into Bristol. Digital connectivity is vital for modern business needs. Therefore, it is important that new developments provide access to superfast broadband and are located where sustainable travel patterns can be achieved.

Draft Policy E1: Inclusive economic development

8.2 Bristol is one of the most successful cities in the UK, with a higher employment rate than other large cities. However, persistent and multiple socio-economic deprivation is found in parts of the city, especially in relation to worklessness and low skills. This policy aims to support economic growth which is inclusive and offers opportunity to all.

Policy text

Development proposals should contribute to enabling access to employment and removing barriers to employment for local residents, facilitating skills development and supporting employment initiatives where:

- New homes are developed on sites previously used for business development; or
- New workspace and other commercial development is created; or
- Other major development arises which would generate new employment including during the construction phase.

Explanation

8.3 This policy applies to development sites involving the development or redevelopment of sites with 1,000m² of commercial or other employment generating floorspace. It is also applicable to residential developments of 100 homes or more.

8.4 Where existing workspace is redeveloped the policy enables the effects of changes to business premises to be balanced by facilitating enhanced access to employment. Where new business development is constructed or where major developments would generate employment requirements, the policy facilitates access to the new jobs created and helps to match the skills of local employees to the new jobs created. This assists in mitigating development impacts on the community and ensures that the benefits of economic development are available to the communities in which it is located.

8.5 The approach is supported by the council's supplementary planning document on planning obligations.

Draft Policy E2: Employment land strategy

- 8.6 As the region's office capital Bristol is a nationally important location for banking, insurance and professional services with a particular concentration in the city centre. The growing creative industries, media and environmental services sectors are well represented and growing. Beyond the city centre, Bristol has significant clusters of offices, industry and distribution.
- 8.7 Avonmouth is the city's largest industrial location with over 640 hectares of land for development and redevelopment for industry, distribution and Port related industries and potential for additional development areas.
- 8.8 South Bristol remains a priority focus for development and regeneration in the Local Plan. In addition to the opportunities provided at industry and distribution areas and the area's town and district centres, investment in sustainable transport infrastructure will support improved accessibility for residents in South Bristol to strategic employment areas close by.

Policy text

Development of workspace at the following key locations will ensure the continued economic growth of Bristol:

- Bristol City Centre (Draft Policy DS1 'Bristol City Centre');
- Bristol Temple Quarter and St. Philip's Marsh (Draft Policies DS2 'Bristol Temple Quarter' and DS3 'St. Philip's Marsh');
- Avonmouth Enterprise Area and Bristol Port (Draft Policy E5 'Avonmouth Industrial Area and Bristol Port');
- Town, district and local centres (Retained Policy BCS7 'Centres and retailing').

New workspace will be provided where industrial and distribution premises are redeveloped for mixed uses at growth and regeneration areas and other locations (Draft Policies DS1-DS15, Draft Policy E7 'New workspace within mixed use developments' and Draft Policy DA1 'Proposed Development Allocations').

35 Industry and Distribution Areas will be reserved for industrial, distribution and related uses (Draft Policy E4 'Industry and Distribution Areas').

Land will be allocated for industry/distribution at:

- Avonmouth industrial area (4 locations) (Draft Policy E5 'Avonmouth Industrial Area and Bristol Port')
- Western Drive, Hengrove
- Glenfrome Road, Eastville

Explanation

- 8.9 The economy comprises diverse sectors and activities which are addressed across the local plan review. Within that context, this part of the local plan review deals primarily with land and premises for offices, flexible workspace, industry and distribution (Use Classes B1 to B8 and similar uses).

- 8.10 Draft Policy E5 'Avonmouth Industrial Area and Bristol Port' reserves over 640 hectares for industry, distribution, port and energy uses. 60 hectares of additional industry and distribution is proposed on currently undeveloped sites.
- 8.11 Draft Policy E4 'Industry and Distribution Areas' reserves 234 hectares of core industrial estates and areas exclusively for those uses. This includes approximately 150 hectares in South Bristol.

Draft Policy E3: Location of office development

- 8.12 Bristol is the core commercial centre in the south west region. The majority of Bristol's office stock is located in the city centre with major focusses at Bristol Temple Quarter, Harbourside and Redcliffe with smaller clusters across the city centre.
- 8.13 Alongside the concentration of office uses in the city centre, there are existing office clusters at district and town centres and campus locations such as on Winterstoke Road and at Bridgwater Road.
- 8.14 Office development will continue to provide workspace to meet the needs of businesses in the city. The locations for new office development address accessibility and connectivity as these are key requirements for modern business needs.
- 8.15 This policy identifies the core areas for future office development and the approach to the provision of smaller scale office development and flexible workspace as part of mixed use development. It indicates where office developments will be appropriate in principle subject to the requirements of other policies.

Policy text

Office developments will be appropriate in principle at:

- Bristol City Centre, including Bristol Temple Quarter (Draft Policy DS2 'Bristol Temple Quarter') and at appropriate locations in St. Philip's Marsh (Draft Policy DS3 'St. Philip's Marsh');
- Town and district centres and on the edge of these centres (Retained Policy BCS7 'Centres and retailing');
- Areas of growth and regeneration as part of mixed used developments;
- Areas identified as suitable for office development in other policies in this plan.

In addition to the above, smaller scale development for offices/flexible workspace will be appropriate as part of mixed use redevelopment of former business, industrial and distribution sites (in accordance with Draft Policy E7 'New workspace within mixed use development').

Explanation

- 8.16 This policy applies primarily to uses in Class B1.

Draft Policy E4: Industry and Distribution Areas

- 8.17 In addition to Avonmouth and Bristol Port (Draft Policy E5 'Avonmouth Industrial Area and Bristol Port'), there are a number of core areas of industrial land which continue to provide for the needs of industrial and distribution firms and similar uses. The majority of these are located in South Bristol with a further concentration in East Bristol. These areas have been identified as Industry and Distribution Areas.
- 8.18 The city's Industry and Distribution Areas (234 hectares) represent Bristol's core provision of industrial and distribution land outside Avonmouth. Due to their strategic economic importance this policy aims to reserve these areas for industrial, distribution and related uses in order to support a diverse and inclusive economy.
- 8.19 Most of these areas are of strategic scale and cater for the requirements of all sizes of businesses. In order to maintain opportunities for small and medium sized industrial and distribution businesses, a number of small industrial estates with smaller scale units have also been identified.

Policy text

Industry and Distribution Areas as shown in Appendix A and listed below are reserved for the continued use, development of or redevelopment for industrial and distribution premises (Use Classes B1b B1c B2 and B8 and sui generis uses of a similar nature).

In addition to industry and distribution and related uses, the following uses are also likely to be acceptable on Industry and Distribution Areas subject to other relevant development plan policies:

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

Development involving the loss of industrial and distribution floorspace/land within the Industry and Distribution Areas shown in Appendix A and listed below will not be permitted unless:

- i. The development is for a use referred to above; and
- ii. Uses are compatible with the industrial character of the areas and would not adversely impact on the viability and continued operation of existing industrial uses.

All proposals for development on Industry and Distribution Areas will be encouraged to make efficient use of land.

Developments for new forms of workspace, start-ups, micro businesses and space for social enterprises will be encouraged within Industry and Distribution Areas where they fall within Use Classes B1b B1c B2 B8.

Industry and Distribution Areas:

Ashley Hill, St Werburgh's	East of Midland Road, Old Market	Netham Road / Blackswarth Road (south), St George	Vale Lane / Hartcliffe Way, Bedminster Down
Ashton Vale Road, Ashton	Eastpark Trading Estate, Whitehall	New Gatton Road, St Werburgh's	Western Drive, Hengrove
Barton Hill Trading Estate, Barton Hill	Feeder Road, St Philip's Marsh	New Station Way, Fishponds	Whitby Road (north), St Anne's
Brislington Trading Estate / Bath Road (north)	Fishponds Trading Estate, Eastville	Nover's Hill / Hartcliffe Way, Knowle	Whitby Road (south), Brislington
Bush Industrial Estate, Whitehall	Hawkfield Business Park, Hartcliffe	Roman Farm Road, Hengrove	Whitby Road (west), Brislington
Cater Road, Bishopsworth / Hartcliffe	Liberty Industrial Park, Ashton Vale	South Liberty Lane / Brook Gate, Ashton Vale	Whitehall Trading Estate, Whitehall
Central Park, Petherton Road, Hengrove	Lodge Causeway (west), Fishponds	St Anne's Road (north), St Anne's	Winterstoke Road / South Liberty Lane, Ashton Vale
City Business Park, Easton	Malago Vale Estate, Windmill Hill	St Anne's Road (south), St Anne's	Woodland Way, Hillfields
East of Kingsland Road, St. Philip's	Montpelier Central / Station Road, Montpelier	St Gabriel's Business Park / Easton Business Centre, Easton	

Table 8.1: Industry and Distribution Areas

Explanation

- 8.20 For the purposes of this policy, industrial and distribution uses are defined as those falling within Use Classes B1 (b and c), B2 and B8 or similar activities which are sui generis.
- 8.21 The other uses that the policy permits in these areas include uses which would support the functioning of the Industry and Distribution Area as well as uses which have particular locational requirements due to their larger size or operational needs and impacts. Such proposals would be subject to the sequential approach set out in Retained Policy DM7 'Town Centre Uses'.

Agent of change – safeguarding business and industry

Providing new homes and other noise-sensitive development should not result in unreasonable restrictions being placed on existing industrial uses. The local plan places the responsibility for addressing the impact of noise on the new development – the 'agent of change' principle. This means that where noise sensitive developments are proposed close to existing noise-generating industries, the new developments will be designed in a way which protects the occupiers from noise impacts so that the existing industrial use is not threatened. Draft Policy HW1 'Pollution control and water quality' and Retained Policy DM35 'Noise mitigation'.

Draft Policy E5: Avonmouth Industrial Area and Bristol Port

- 8.22 The industrial areas and port at Avonmouth (644 hectares) form a regionally important location for business with an emphasis on distribution, manufacturing and port related activity. Bristol Port is part of the essential infrastructure for the national economy and has consent for the construction of a deep sea container terminal.
- 8.23 The area forms part of the Avonmouth Severnside Enterprise Area which is a key strategic employment location in the West of England Joint Spatial Plan. As supported by the current local plan, the area has also seen the development of nine large scale wind turbines, which are helping to support the city's commitment to be run entirely on clean energy.
- 8.24 This area is subject to risk from tidal flooding and requires enhanced defences to ensure it remains at low risk of flooding, taking account of the effects of climate change. Work to bring about an enhancement is well advanced which means that it is now possible to consider the allocation of currently undeveloped land for additional industrial and warehousing development.
- 8.25 Land at Avonmouth also has an important role in supporting the bird life which makes use of the internationally important Severn Estuary. Development in the area therefore has to be balanced with approaches to habitat mitigation. Land at Hallen Marsh will be designated for habitat mitigation.

Policy text

The Avonmouth Industrial Area and Bristol Port as shown on Diagram 8.2 below is designated for the retention, development and redevelopment of existing industrial land for industrial, distribution, energy and port related uses.

The area will also continue to provide a suitable location in principle for the development of large scale wind turbines.

Around 60 hectares of greenfield land adjacent to the existing industrial areas will provide allocations for the development of industrial and distribution uses. The following development allocations are proposed, as shown on Diagram 8.2 below:

- Land at Kings Weston Lane, south of Access 18
- Land east of Chitting Road
- Land east of Packgate Road
- Land south of Seabank Power Station

Development will require appropriate mitigation to ensure that the risk of flooding is appropriately addressed and does not add to flood risk elsewhere.

Detailed development considerations for these sites, including the approach to transport and access, will be included in a future version of this local plan.

Hallen Marsh

Land at Hallen Marsh will be reserved for habitat mitigation, as shown on Diagram 8.2 below. Development should contribute appropriately towards the habitat mitigation measures proposed for this area.

Explanation

- 8.26 The approach to existing industrial areas is a continuation of the current local plan which allows for the development of the existing industrial sites. This strategy has seen new forms of business space replacing older industries helping to create a dynamic economic area.
- 8.27 The allocation of new sites which are currently undeveloped can help to support continued growth. The proposed location of new site allocations is show on Diagram 8.2 below.
- 8.28 The current local plan supports wind turbine development and accordingly the area has seen the development of 9 large scale wind turbines, with permission for another turbine granted in 2017. It is proposed that the area continues to be a focus for this type of development, subject to requirements to have the support of local communities and to protect wildlife.

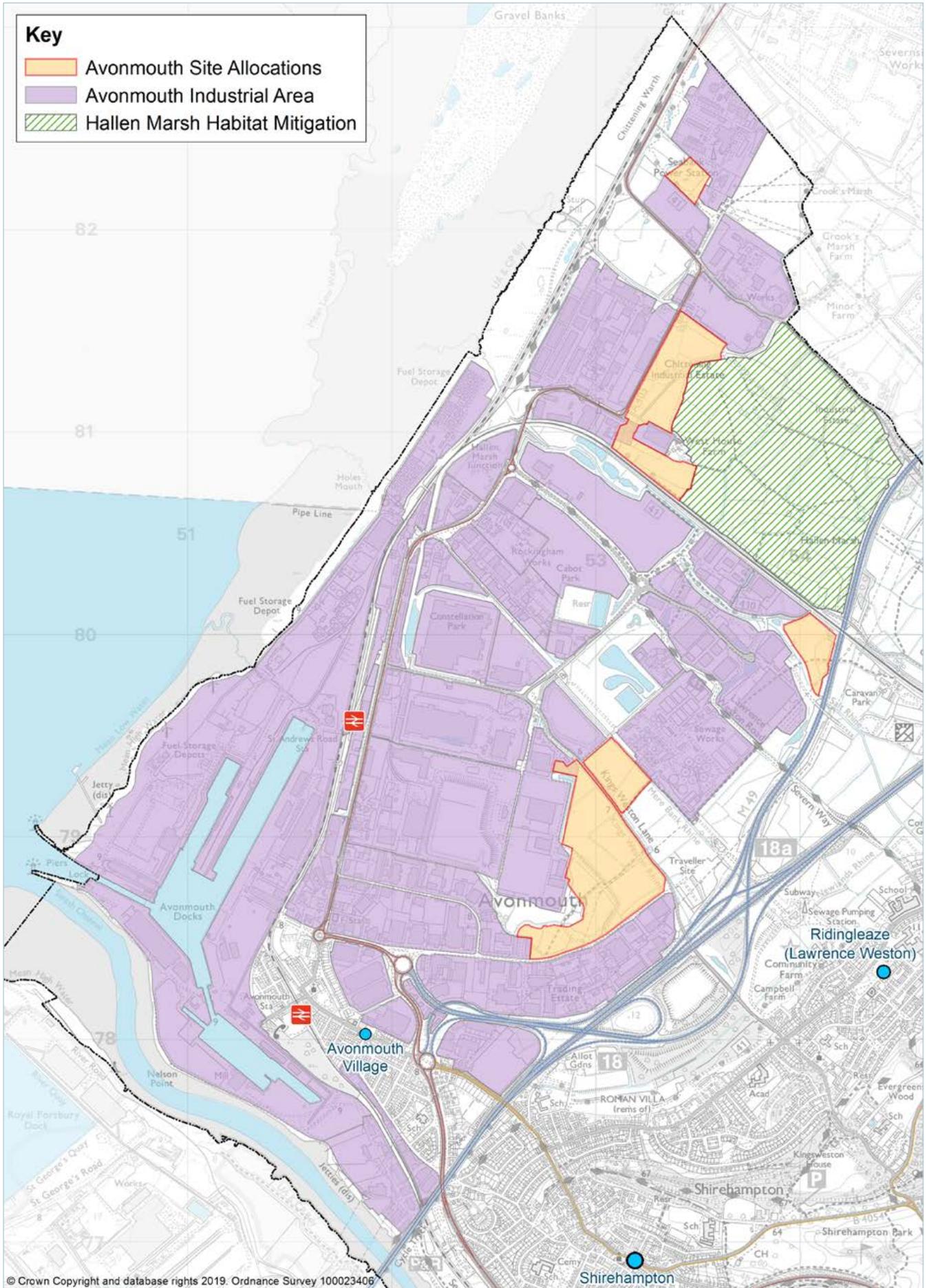


Diagram 8.2: Avonmouth Industrial Area, site allocations and Hallen Marsh mitigation

Draft Policy E6: Protecting living conditions in Avonmouth village

- 8.29 In considering proposals for development that could impact adversely on living conditions in Avonmouth Village, this policy seeks to ensure that any likely impact through pollution, noise, dust or other nuisance is properly mitigated.
- 8.30 Avonmouth Village directly adjoins the surrounding Avonmouth Industrial Area and is therefore the part of North Bristol most directly affected by the activities that take place there. Residents have previously reported incidents of nuisance relating to industrial and waste management uses operating in the area. This illustrates the need for new development to ensure that the living conditions in the residential areas are carefully considered and appropriately protected when new development is proposed.

Policy Text

Development in the Avonmouth Industrial Area will be expected to ensure that it does not have adverse impacts on living conditions in Avonmouth Village.

Proposals for development for industrial, energy or related forms of development within the mitigation zone shown on Diagram 8.3 below will be assessed for their individual and cumulative impacts on nearby residential areas and will be expected to demonstrate proposed means of mitigating any harmful impacts.

Development within the mitigation area which would be likely to have harmful impacts on residential areas and which cannot be appropriately mitigated will not be permitted.

Explanation

- 8.31 Alongside a general requirement for development in the Avonmouth Industrial Area to ensure residential amenities are protected, this policy identifies a specific zone of mitigation in which the individual and cumulative impacts of industrial and related forms of development will be subject of specific assessment. Proposals will be expected to show how any potentially harmful impacts have been assessed and to identify the means of mitigating those impacts.
- 8.32 The impact mitigation zone is shown on Diagram 8.3 below.

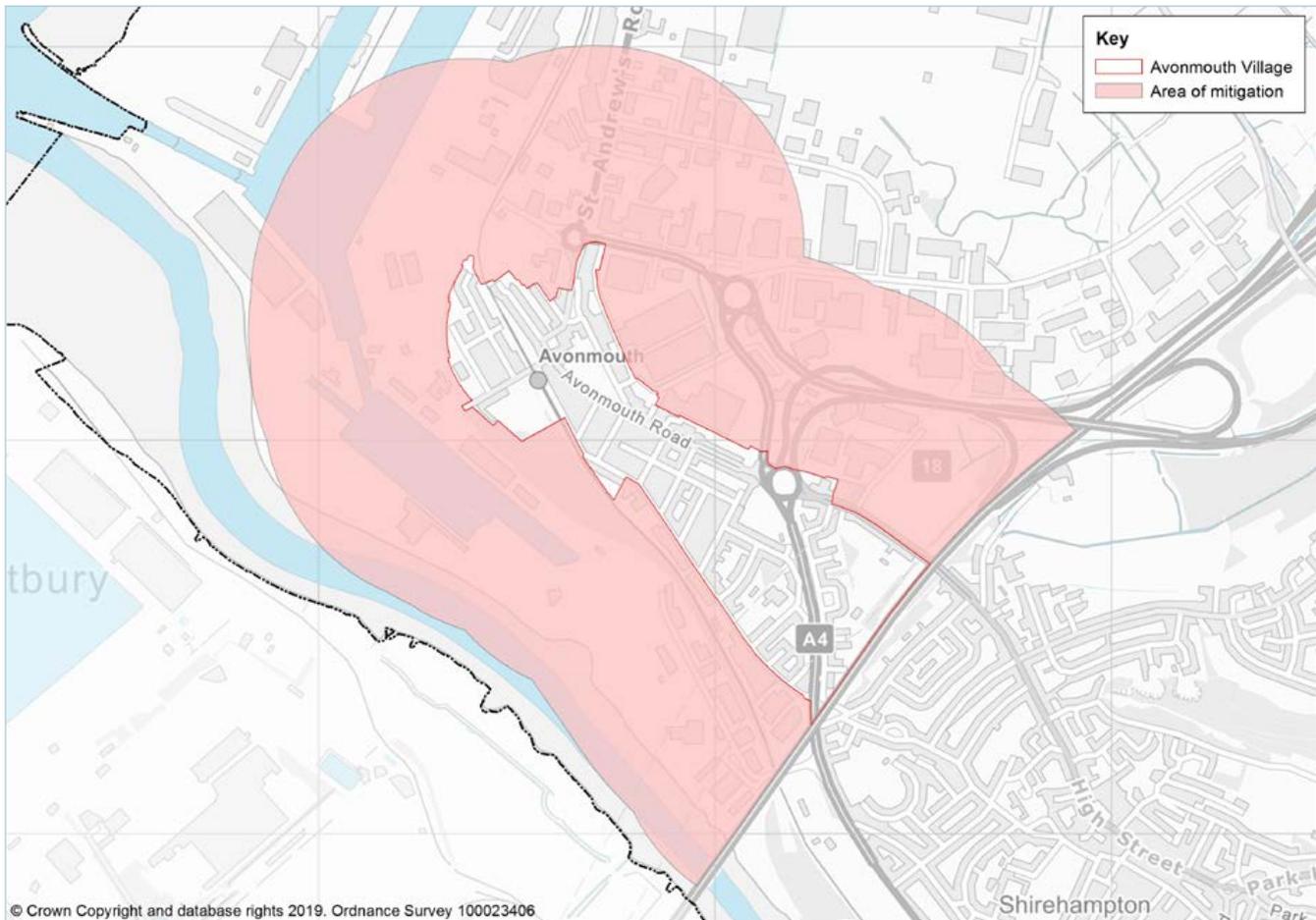


Diagram 8.3: Avonmouth mitigation zone

Draft Policy E7: New workspace within mixed use development

8.33 The local plan encourages more brownfield sites to come forward for new homes by promoting the redevelopment of vacant and underused office or industrial land. Alongside the delivery of new homes it is important that diversity of use and opportunities for business and employment are maintained or enhanced. Therefore, proposals for redevelopment should include appropriate provision of workspace as part of mixed use development.

Policy text

Proposals for the redevelopment of sites and premises currently or recently used for business, industry or distribution should include provision for new workspace as part of mixed use developments.

Explanation

8.34 The workspace element should be proportionate to the proposal's scale and location and have regard to the employment intensity of the most recent use. Consideration should be given to the design, siting and potential occupancy of the workspace element within mixed use development proposals to ensure the compatibility of the workspace with surrounding residential development.

- 8.35 Workspace provided or retained within redevelopment proposals can include flexible small workspace for enterprise start up and early stage growth, mixing B1a/b/c uses, virtual office, desk and co-working space and community-oriented facilities. Enterprises of this type in emerging key sectors often favour new forms of workspace which can involve the adaptation of conventional units to their purpose. Such conversion can lead to the intensification of employment use on a site.
- 8.36 This policy is not applicable to sites which are specifically allocated for development. Any approaches to redevelopment of such sites are set out within the allocation.
- 8.37 This policy is applicable to sites of 0.1 hectares or more within use classes B1 (b or c), B2 and B8 or similar sui generis uses.

Draft Policy E8: Digital connectivity and inclusion

- 8.38 Digitally connectivity is vital to the city's economic performance and in ensuring that economic growth is inclusive and benefits everyone. To this end Bristol has a key commitment to make progress towards being the UK's best digitally connected city.
- 8.39 Fast and competitive broadband connectivity has become an essential requirement for both domestic and business users. This policy seeks to ensure that all new development has access to the latest generation of high speed broadband from a choice of providers.

Policy text

Development proposals will be expected to provide access to superfast broadband, as a minimum, and full fibre connections where available. This will include provision for multiple infrastructure providers to access the site.

In locations where superfast broadband or full fibre connectivity is already available:

- i. The development will be expected to include the infrastructure to connect to these services and make them available to occupiers.

In locations where superfast broadband and full fibre connectivity are not currently available:

- i. Applicants will be expected to demonstrate that they have held discussions with a range of providers to upgrade infrastructure to deliver superfast broadband or, where possible, full fibre connections.
- ii. Where one or more providers have agreed to provide superfast broadband connectivity or full fibre, the development should be designed to connect to this service and make it available to occupiers.
- iii. Where no agreement can be reached to provide superfast broadband or full fibre connectivity at the present time, the development will be expected to incorporate additional dedicated telecommunications ducting to enable the provision of superfast broadband or full fibre connectivity in future.

In all cases, to encourage competition and consumer choice, this will include the provision of multiple ducts to enable several providers to access the site.

Development should demonstrate how it will meet the requirements of this policy through Connectivity Statements submitted with planning applications.

Explanation

- 8.40 At the time of writing, the current industry standard for domestic broadband is 'superfast broadband', defined by OFCOM as broadband with a download speed greater than 30 megabits per second (mbps). During the lifetime of this policy, the industry standard is likely to change. The council will maintain up-to-date technical guidance setting out the present industry standard and references to superfast broadband in this policy should be read accordingly. The guidance will also include details of broadband providers currently operating in the city.
- 8.41 For the purposes of this policy, superfast broadband and full fibre are considered to be 'available' where the necessary infrastructure exists at or close to the application site and the proposed development can readily be served by it.
- 8.42 The Connectivity Statement should include evidence of the superfast broadband and full fibre connectivity at the site. This will take the form of connectivity assessments, or similar proof, from at least two broadband infrastructure providers. Free connectivity assessments are available from most broadband providers which will show expected speeds at the development.
- 8.43 Superfast broadband connectivity is often available from broadband providers free of charge for development over a certain scale, provided that sufficient notice is given, typically at least 12 months prior to first occupation. Provided they have sufficient notice, broadband providers will also typically cover the cost of fibre to the premises (FTTP) for developments of 30+ homes. In some cases, however, providers may request a contribution from the developer. The costs of these additional works can be considered as part of a viability assessment.

Retained policies

- 8.44 The following policies in the existing local plan are proposed to be retained.

Policy BCAP6: Delivery of employment space in Bristol City Centre

- Sets out a strategy for the delivery of office and flexible workspace in Bristol City Centre.

Policy BCAP8: Maritime industries

- Seeks to retain designated Maritime Industrial and Warehousing Areas for industry and warehousing and protect or enhance the maritime function of the area.

Policy BCAP12: Vacant sites and temporary uses

- Promotes the use of vacant buildings or sites in Bristol City Centre for appropriate temporary uses.
- The temporary use of vacant sites for car parking will not be acceptable.

9. Shopping, Services and the Evening Economy

- 9.1 The local plan's existing policies aim 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. Consistent with government policy, they seek to promote the vitality of centres.
- 9.2 The policies listed below identify centres as the primary locations for retail development, offices, leisure and entertainment uses, arts, culture and tourism uses, defined by the National Planning Policy Framework as the 'main town centre uses'. They also require that development be of a scale and intensity appropriate to the position of the centre in the identified hierarchy.
- 9.3 Bristol's centres provide a range of opportunities for such development whether through change of use, redevelopment or more efficient use of land. Where suitable sites are not available in centres to meet development needs, the policies set out a sequential approach to development. They also aim to ensure that development outside centres does not harm the vitality, viability and diversity of existing centres.
- 9.4 The retail industry has experienced significant change recently with store closures and changing formats and patterns of retailing. The policies listed below provide a very flexible approach to supporting centres whilst accommodating the changing face of the high street. By focusing the changing approach to town centre uses within the hierarchy and network, they support the continued strength of the Bristol's city, town, district and local centres as places to visit, interact and serve the needs of the city's residents.

Retained policies

- 9.5 The following policies in the existing local plan are proposed to be retained.

Policy BCS7: Centres and Retailing

- Sets out a hierarchy of town, district and local centres in Bristol.
- States that retail development will be located primarily in these areas.
- Sets out considerations for the scale and intensity of retail development in different locations and the appropriate mix of uses.
- Seeks to retain local shopping and service provisions away from these locations where it remains viable and provides an important service to the local community.

Policy DM7: Town Centre Uses

- Allows for retail, leisure and hotel uses inside identified centres.
- Permits suitably scaled retail, leisure and hotels on the edge of centres where there are no sites in centres.
- Provided the development does not harm existing centres, allows for out of centre retail, leisure and hotels where no sites are available inside or on the edge of centres.
- Permits small scale retail and leisure developments outside centres.

Policy DM8: Shopping Areas and Frontages

- Identifies primary shopping areas and secondary shopping frontages in town and district centres around the city with the aim of keeping a strong shopping area at their core, surrounded by complementary uses.
- Generally prevents retail shops changing to other uses in primary shopping areas unless the change would have a positive effect on the centre.
- Permits a range of active ground floor uses such as financial services or community facilities in secondary shopping frontages.

Policy DM9: Local Centres

- Permits uses which help maintain or enhance the function of a local centre and its ability to meet day to day shopping needs.
- Aims to maintain a balance of uses in the centre.
- Prevents uses which could fragment or dominate shopping frontages.

Policy DM10: Food and Drink Uses and the Evening Economy

- Allows food and drink uses where they would not harm character, residential environments or public safety.
- Prevents harmful concentration of food and drink uses.

Policy DM11: Markets

- Encourages provision of new markets.
- Prevents the loss of existing market sites unless there would be no harm to local shopping provision.
- Ensures new markets have suitable storage, market trader facilities and parking for trader vehicles.

Policy BCAP13: Strategy for retail development in Bristol City Centre

- Sets out proposals for retail development in key Bristol City Centre locations, including major retail growth at Bristol Shopping Quarter.
- Sets out the role of and policy approach to other shopping areas in Bristol City Centre.

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

- Directs larger scale retail development in Bristol City Centre towards designated Primary Shopping Areas or sites which adjoin them.
- 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 the identified shopping areas.

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

- Supports small-scale retail or other related uses in other locations in Bristol City Centre where they would add to the vitality of the area.

Policy BCAP16: Primary shopping frontages in Bristol City Centre

- Sets out considerations for changes of use in designated Primary Shopping Frontages, with an emphasis on retaining their retail function.

Policy BCAP17: Secondary shopping frontages in Bristol City Centre

- Permits retail and related uses in designated Secondary Shopping Frontages in Bristol City Centre where they would help to maintain or enhance function of the shopping area.

Policy BCAP18: New market provision in Bristol City Centre

- Supports new or extended market provision in Bristol City Centre where it would support the vitality, viability and diversity of the city centre.

Policy BCAP19: Leisure use frontages in Bristol City Centre

- Supports the development of uses that contribute to the leisure, entertainment and evening economy offer in Bristol City Centre in designated Leisure Use Frontages provided the concentration of uses would not result in harmful impacts.

10. Green Infrastructure

- 10.1 The protection and enhancement of the city's natural environment will continue to be a core aspect of the local plan which will be consistent with the place shaping principles in the West of England Joint Spatial Plan (Policy 5).
- 10.2 Existing policies will continue to provide an effective framework for maintaining and enhancing the city's green infrastructure network and for providing net gains for biodiversity.
- 10.3 This draft plan includes new policies of protection for open space and explains the approach to food systems.

Open space

- 10.4 As we develop more homes, businesses and communities it is essential that we continue to carefully conserve open space infrastructure such as parks, playing fields, nature reserves and green lungs of natural space. This will help reduce pollution, improve air quality, physical and mental health and social interaction. It also helps mitigate climate change and reduces the risk of flooding.
- 10.5 About a fifth of the city's land area is given over to various forms of open space – that overall proportion will be maintained through the proposals in this review.
- 10.6 The Bristol Local Plan currently identifies numerous areas as Important Open Space under policy DM17. This local plan review proposes to re-designate a number of these as specially protected Local Green Space, to reflect their special status and in accordance with national planning policy. It is proposed that other significant open space is designated and protected as Reserved Open Space. Both designations would be subject to the proposed policies below.

Draft Policy GI1: Local Green Space

- 10.7 Local Green Space is a designation provided for in national planning policy and which national policy says should only be used in defined circumstances. The designation allows the protection of open space that is demonstrably special to a local community having unique characteristics that require safeguarding. These special qualities mean that the open space should be kept as such permanently.
- 10.8 Local Green Spaces have been identified based upon five criteria of local significance:
 - i. recreational value;
 - ii. historic significance;
 - iii. richness of wildlife;
 - iv. beauty;
 - v. tranquillity.

- 10.9 They are also considered to be demonstrably special to the community they serve and offer a unique and irreplaceable provision to that community. Although Local Green Spaces should be in reasonably close proximity to the community they serve, this does not necessarily mean that they are publically accessible or publically owned. However, they are normally readily visible from the public domain and meet the definition of open space set out in national planning policy.

Policy text

Land identified as Local Green Space will be retained as open space. Development that results in harm to the Local Green Space's characteristics, appearance or role will not be permitted.

Ancillary development of a proportional scale that supports the function and role of the Local Green Space may be acceptable provided it does not have a harmful impact on the space as a whole.

Explanation

- 10.10 Many Local Green Spaces are recognised as significant because of their recreational value to the community. It is acknowledged that some development may be required to enhance the use of the space. For example, it may be necessary to install buildings for changing facilities to allow the continued use of the space. Examples of other acceptable ancillary development may include play equipment in parks; appropriate parking facilities to facilitate the use of a Local Green Space or; appropriate footpaths and cycle paths to enhance accessibility through a space.

Local Green Space in Neighbourhood Plans

Neighbourhood Plans in the city include their own designations of Local Green Space. This Local Plan review does not make further proposals for Local Green Space designations within the boundaries of those plans.

Draft Policy GI2: Reserved Open Space

10.11 Whilst not all open space has the characteristics of specially protected Local Green Space, the city contains numerous open spaces of importance that are considered appropriate for proportionate policy protection in the local plan. These open spaces have current public value and are proposed to be designated as Reserved Open Space. The policy approach also allows local communities to consider and review the approach to open spaces in their areas. Reserved Open Spaces will be re-assessed during future reviews of the local plan and may be reviewed through any new neighbourhood plans.

Policy text

Development which would result in the loss of all or part of land identified as a Reserved Open Space will not be permitted unless it can be demonstrated that:

- i. The reserved open space is no longer required for its open space function; and
- ii. A deficiency of open space provision would not be created through its loss, measured against the local plan's standards for open space provision (Retained Policy DM16 'Open space for recreation').

Ancillary development of a proportional scale that supports the function and role of the Reserved Open Space may be acceptable provided it does not have a harmful impact on the space as a whole.

Explanation

10.12 Any development proposals that would result in the loss or reduction of Reserved Open Space through development will be required to fully justify the proposal and demonstrate clearly why the space is no longer needed for an open space purpose.

10.13 The local plan's standards for open space provision seek to ensure minimum quality, quantity and access standards for publically accessible open space in the city. They are drawn from the council's Parks and Green Spaces Strategy which provides further information. Additionally, Bristol's Playing Pitch Strategy sets out requirements for sports facilities across the city, where critical sports pitches and venues are located and what further provisions are needed.

10.14 As with Local Green Space, it is acknowledged that some form of development may be required to enhance the function of the open space. Therefore supporting ancillary development for the continued or improved use of the open space may be acceptable as indicated in the policy.

For detailed proposals for Local Green Space and Reserved Open Space across the city please see the separate Open Space document of this consultation.

Draft Policy GI3: Incidental Open Spaces

10.15 Supplementing the proposed designated Open Spaces in the city is a variety of smaller spaces that may be considered to be locally important in terms of the character of the area. These spaces may have significance to the visual amenity of the surrounding built environment, be an integral part of the formal street layout or have a recreational function to the local community. This type of space may include landscaping incorporated into development and green amenity areas within housing estates or along the roadside.

Policy text

Development involving the loss of incidental open space will not be permitted where the space is locally important for recreation and leisure use or townscape and visual amenity.

Explanation

10.16 In addition to the Local Green Spaces and Reserved Open Spaces identified by Draft Policies GI1-GI2, Bristol contains a range of smaller open spaces which often have localised importance for a particular open space role. These are typically too small to be separately designated, or are integrated into existing developments. However, such spaces can have an important role and value for recreation, leisure, community use, townscape, landscape and visual amenity quality.

Draft Policy GI4: Stapleton Allotments and Holdings – Food Growing Local Green Space

10.17 Stapleton allotments and holdings are recognised as having amongst the best and most versatile agricultural land in the city. Feed Bristol, the Avon Wildlife Trust's community food growing project is located here. The soil is regarded as being of the highest quality and forms part of a scarce resource of such land at the national level. National planning policy steers development away from high quality land and towards poorer quality land.

Policy Text

The Stapleton allotments and holdings are designated as Local Green Space in recognition of its special importance for food growing and community use and will be retained as open space.

Development proposals which are inconsistent with this role will not be permitted.

Ancillary developments which directly support the food growing role of the land will be acceptable where they are consistent with other policies.

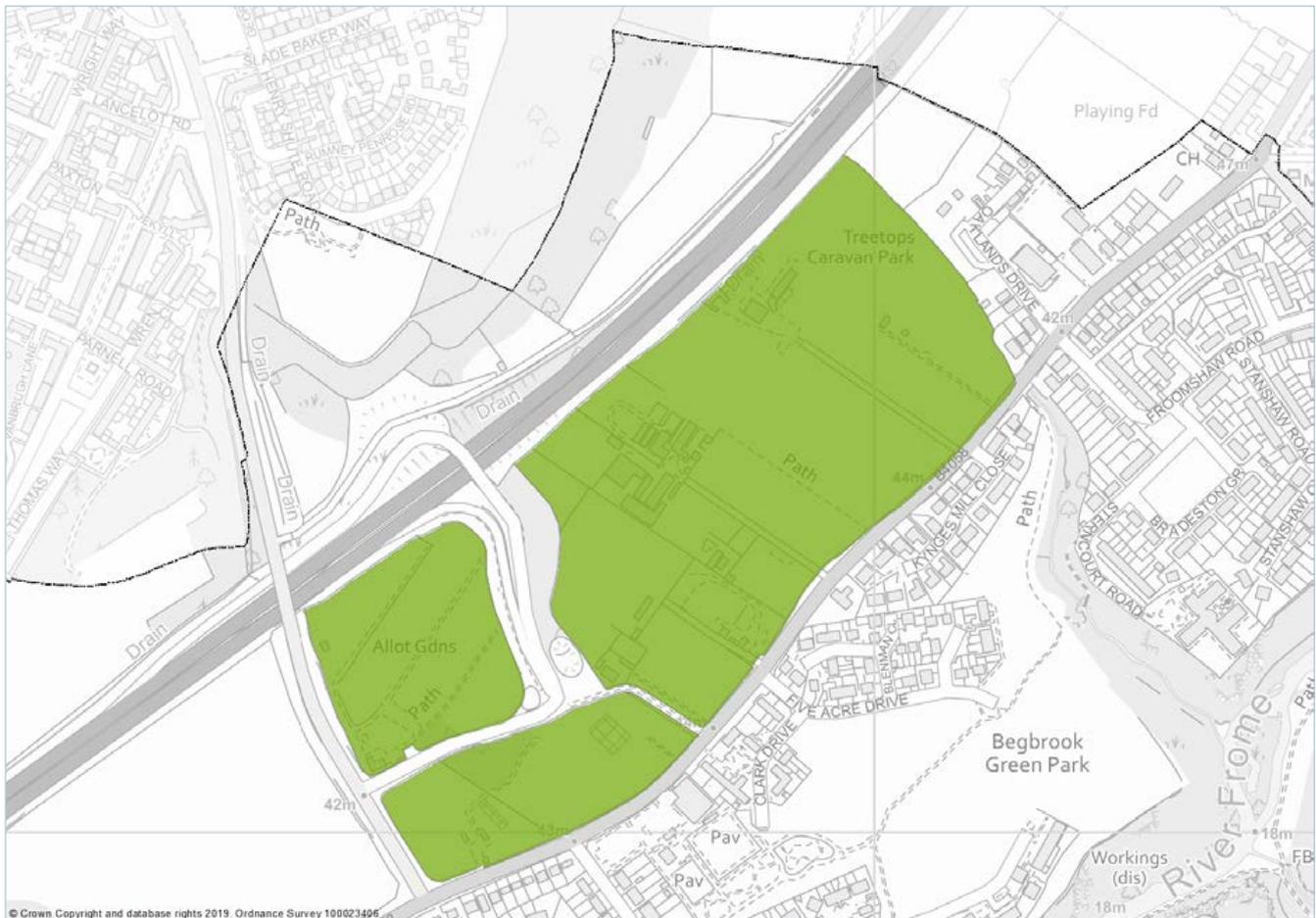


Diagram 10.1: Stapleton allotments and holdings

Explanation

10.18 The policy approach reflects Draft Policy GI1 'Local Green Space'.

10.19 The current local plan safeguards land at the allotments and small holdings for potential development as a park and ride site. As an extensive parking area would be incompatible with the overriding importance of the area for food growing, the safeguarding designation is no longer proposed as part of the local plan review. Park and ride within the wider M32 corridor is being considered as part of the Joint Spatial Plan and Local Transport Plan processes.

Food systems

10.20 The issues of food production, quality and security impact directly on the health and wellbeing of current and future generations and are important concerns to Bristol City Council, stakeholders and residents in the city. Bristol City Council continues to support the work of the Bristol Food Policy Council which produced a Good Food Plan for Bristol (December 2013) based on the findings of 'Who Feeds Bristol' (March 2011).

- 10.21** The council will continue to have regard to matters related to food production, food quality and food security as part of this local plan review:
- The special quality of soils and importance for food growing of land at Stapleton allotments/holdings will be recognised and protected (Draft Policy GI4 ‘Stapleton Allotments and Holdings – Food Growing Local Green Space’);
 - Retained Policy BCS9 ‘Green infrastructure’ recognises the multi-functional role of the city’s green infrastructure, including its role in food production. Allotments form part of the city’s green infrastructure; within the built up areas they will be identified as Reserved Open Space reflecting their community value;
 - Retained Policy DM15 ‘Green infrastructure provision’ expects new residential development to be designed and located to facilitate opportunities for local food growing;
 - Retained Policy DM29 ‘Design of new buildings’ expects proposals for new development to incorporate opportunities for green infrastructure such as green roofs, green walls and green decks which could be used for food growing. The approach to internal space standards in the local plan will help to ensure new homes will have sufficient room to store food and to prepare and eat meals;
 - In terms of food manufacturing, processing and distribution, the local plan will continue to provide a context for the maintenance of a stock of industrial and distribution land within the city;
 - Draft Policy HW1 ‘Pollution control and water quality’ will continue to protect existing uses, which can include food manufacturing and processing, from the impact of pollution from new development;
 - Draft Policy HW1 ‘Pollution control and water quality’ and Retained Policy DM35 ‘Noise mitigation’ will continue to ensure that development sensitive to pollution is not located in areas where it may undermine the future viability of industrial areas which can include food related industries.

Pollinating insects

Bees and other pollinating species are vital to our biodiversity and food production. The local plan’s policies for nature conservation and habitats aim to maintain a healthy ecosystem and link the city’s wildlife networks with the wider area.

Through the policies in the local plan and supplementary planning documents and frameworks, the council will secure species beneficial to pollinating insects as part of the required green infrastructure in development proposals.

- Retained Policy BCS9 ‘Green infrastructure’
- Retained Policy DM19 ‘Development and nature conservation’
- Retained Policy DM15 ‘Green infrastructure provision’
- Retained Policy DM17 ‘Development involving existing green infrastructure’

Retained policies

10.22 The following policies in the existing local plan are proposed to be retained.

Policy BCS9: Green Infrastructure

- Defines a strategic green infrastructure network which will be maintained, protected and enhanced.
- 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 local plan.
- Sets out how new or enhanced green infrastructure should be provided through new development.

Policy DM15: Green Infrastructure Provision

- Green Infrastructure provided should be multifunctional.
- Connect and enhance strategic Green Infrastructure Network.
- Food growing space in all residential development.
- Statutory allotments required in development of roughly 350 – 400 dwellings.
- Water features provided should be sustainable.
- Trees should be provided – range of circumstances and settings when they should be sought.

Policy DM16: Open Space for Recreation

- Sets out standards for minimum quality, access and quantity of open space and development requirements where new open space is created as part of developments.

Policy DM17: Development involving existing green infrastructure

- Protects important features of the urban landscape.
- Protects important trees and other important landscape features.
- Where some loss of trees cannot be avoided, the policy requires their replacement, generally in greater numbers.

Policy DM19: Development and Nature Conservation

- Requirement for appropriate survey and assessment of impacts upon habitats, species, features etc.
- Mitigation on site, then off site.
- Take opportunities to connect sites/features on site to Wildlife Network.
- Green infrastructure design or placement to have nature conservation value if on or near sites of nature conservation value.
- No harm to SNCI's.
- Maintain and enhance the connectivity and function of wildlife corridors (development is acceptable).

Policy DM20: Regional Important Geological Sites

- No harm to RIGS.

Policy DM21: Development of Private Gardens

- Generally prevents private gardens being developed.
- Allows for development in specified circumstances – where higher densities are appropriate; where improved urban design would result; for house extensions.
- Prevents development of gardens where it would harm the character and appearance of an area.

Policy DM22: Development Adjacent to Waterways

- Public connections maintained/enhanced/created (for walking, cycling & maintenance) adjacent to waterways.
- Connect waterways to public realm in vicinity of development site.
- Protect nature conservation of waterways and banks.
- Open culverted or piped waterways where feasible.
- Avoid loss of waterways.
- Take opportunity to enhance recreation and leisure role of waterways.

Policy BCAP22: Habitat preservation, enhancement and creation on waterways

- Sets out how development adjacent to waterways in central Bristol is expected to preserve and enhance the existing biodiversity and sustainable drainage of the waterway.

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.

Policy BCAP24: The St. Paul's Green Link

- Where applicable, requires development to contribute to the delivery of a continuous walking and cycling route with green infrastructure through the St. Paul's area.

Policy BCAP25: Green infrastructure in city centre developments

- Requires development in Bristol City Centre to include an element of green infrastructure where possible as an integral part of its design.

11. Transport

- 11.1 The planning and transport approach to the city is coordinated: the Bristol Local Plan and the Joint Local Transport Plan will serve as complementary documents to deliver the linked objectives.
- 11.2 The West of England Councils have produced a Joint Transport Study to provide a direction for the long-term development of the transport system in the West of England to 2036 and beyond. The study addresses the combined impact of current challenges on the network as well as longer term growth.
- 11.3 The Joint Transport Study Vision and recommendations have been taken into account in the update of the Joint Local Transport Plan, which was subject of public consultation in early 2019.
- 11.4 The Bristol Transport Strategy focuses the Joint Local Transport Plan down to city level. The draft strategy was issued for consultation in 2018. The document sets out the City Council's vision and ambition for transport in the city up to 2036.
- 11.5 The objectives of the strategy will be achieved by a number of outcomes and actions. The finalised Bristol Transport Strategy will be published in 2019 and its proposals and objectives will inform the local plan.
- 11.6 The proposed policies in this draft local plan deal with the interface between development and transport matters. They set out general development principles, provide for safeguarding of any routes that may need to be kept available for transport schemes and address the approach to parking in residential development, cycle parking at offices and the growing requirements for electric vehicle charging.

Draft Policy T1: Development and transport principles

- 11.7 Draft Policy T1 sets out the transport development principles for consideration in all new proposals for development. This policy, and the approach to urban living, aim to minimise the need to travel especially by car and maximise opportunities for walking, cycling and the use of public transport.

Policy text

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

Developments should be designed and located to ensure the provision of safe, walkable 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 shaped by the needs of pedestrians, cyclists and public transport users and where road traffic and parking is carefully integrated to produce a liveable environment.

The needs of disabled people will be considered within all development proposals. Developments will be expected to make appropriate provision for the transport needs of disabled people.

Explanation

- 11.8 Retained Policy DM23 ‘Transport development management’ will further help to implement this policy. Appropriate and reasonable mitigations will be sought through the implementation of policy DM23 to improve sustainable transport options. The mitigation required will relate to the size and density of the proposal and the likely impact on the transport network.

Draft Policy T2: Transport schemes

A number of potential transport proposals are the subject of ongoing technical studies. The local plan will include a policy which identifies and protects any routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for development. This policy will include some identified in the current local plan as well as new proposals contained within the JLTP4 transport programme.

The policy will also safeguard railway sites and associated land which are required for rail infrastructure improvements. Existing transport facilities such as transport depots will also be safeguarded where required.

Draft Policy T3: Car and cycle parking provision for residential development

- 11.9 The objective for the approach to car parking in residential development is to enable the delivery of high quality places by ensuring an appropriate level of parking provision whilst ensuring that efficient use of land is made and development densities are optimised. Within a framework of maximum car parking standards set out in the Parking Standards Schedule (Retained Policy DM23 ‘Transport development management’), Draft Policy T3 sets out the approach to determine the appropriate level, design and management of parking provision for new developments.

Policy text

New residential development will be expected to provide an appropriate level of safe, secure, accessible and usable car parking that makes effective and efficient use of land and is integral to the design of the development. The amount, design and proposed management of proposed car parking provision should be based on consideration of the following criteria:

- i. The standards set out in the Parking Standards Schedule;
- ii. The site’s accessibility by walking, cycling and public transport to employment opportunities, services and other facilities;
- iii. Local car ownership levels;
- iv. The type and mix of housing proposed;
- v. The type of parking proposed and associated management arrangements, having regard to the characteristics of the surrounding area;

- vi. The availability of and potential for car clubs in the locality; and
- vii. The availability of on-street parking in the vicinity of the site taking into account existing parking management schemes in the area.

The provision of cycle parking in residential development is a priority and provision will be expected to be in accordance with the standards in the Parking Standards Schedule.

Explanation

- 11.10 In responding to the approach in this policy, lower car parking provision than the maximum levels set out in the parking standards schedule will often be appropriate in accessible locations provided it is consistent with the maintenance of safe road conditions. Levels closer to the maximum may be necessary in less accessible locations or where parking demand may arise which could overflow into the surrounding areas in a manner which could harm the safe and convenient use of the highway.
- 11.11 The type of parking proposed and associated management arrangements will be critical to the determination of an appropriate level of provision. Garages are unlikely to make efficient use of land or provide genuinely usable parking space. Designed-in on-street parking tends to be well used and makes efficient use of land. Incorporating an element of communal unallocated parking within the development allows for variations of car ownership between households and provides parking in a flexible and space efficient manner. Appropriate parking management arrangements might need to be considered, especially where the site could be affected by parking pressures resulting from adjoining uses.
- 11.12 Car clubs offer a means of reducing the need for car ownership within a development and their existing or proposed availability will be taken into account when assessing the appropriate level and form of parking required.

Draft Policy T4: Cycle parking provision for B1 office development

- 11.13 Cycling has become an increasingly popular mode of transport in the city, doubling in use over the last 10 years. This has been supported by significant investment in cycling facilities across the city. To accommodate the growth in commuting by bicycle, it is proposed that the minimum cycle parking standards for staff for B1 office developments are uplifted to one space per 50m².
- 11.14 Increasing the staff cycle parking standard for B1 office developments supports the recent investment in segregated cycle routes and encourages cycling to work. Bristol currently has high levels of cycling to work. New office developments will therefore need to accommodate higher levels of cycle parking in order for cycling to be convenient for all employees.

- 11.15** Increased use of cycles also generates associated need for facilities such as showers, storage and drying facilities. The policy proposes that those facilities are incorporated into the design of new or extended offices.

Policy text

Office developments (Use Class B1) of 200m² or more will be expected to meet or exceed the minimum standards for secure cycle parking of:

- For staff - one space per 50m² of gross floor area;
- For visitors - one space per 1,000m².

Cycle parking provision and associated facilities should be designed to a high quality which meets the requirements of staff and visitors. Adequate changing, shower, storage and drying facilities should be provided for cyclists including:

- 1 shower per 1,000m² gross floor area;
- 1 locker per cycle space.

Explanation

- 11.16** The proposed new cycle parking standard reflects the fact that office environments are becoming more densely occupied, with one member of staff per 14m² now common. The level of provision proposed reflects increasing occupancy levels of offices and the increased demand for space arising from commuting by bicycle.

Draft Policy T5: Provision of infrastructure for electric and other low emission vehicles

- 11.17** In July 2018 the government set out its ambition to see at least half of new cars to be ultra-low emission by 2030 as part of plans to make the UK the best place in the world to build and own electric vehicles. Its strategy includes plans to reduce emissions from the vehicles already on the UK's roads and drive the uptake of zero emission cars, vans and trucks. In 2017 the UK government announced a ban on the sale of all new petrol and diesel vehicles from 2040. The planning process provides a mechanism to assist in the delivery of the electric vehicle recharging infrastructure. National planning policy indicates that applications for development should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

- 11.18** The need for infrastructure for electric and other ultra-low emissions vehicles is growing to meet changing transport requirements. Therefore, the policy wording set out below applies in respect of all relevant development. It will replace the existing requirements for provision of electric vehicle charging points contained within the local plan's Parking Standards Schedule.

Policy text

Development proposals which include parking facilities or which will be likely to generate vehicle movements or vehicle ownership will be expected to integrate the provision of infrastructure to enable the charging of electric or other ultra-low emission vehicles into the design and layout of the development. The proposed development will be expected to meet the following criteria:

Residential development

- i. All individual dwellings with one or more dedicated parking spaces will be expected to include infrastructure suitable for charging electric or other ultra-low vehicles.
In major developments (10 dwellings or more) at least 20% of dwellings will be expected to have active charging facilities, and the remaining 80% of dwellings will be expected to have passive provision.
- ii. For residential development with communal off street parking provision, at least 20% of car spaces will be expected to include active charging facilities, and passive provision for all remaining spaces with the layout of the car park ensuring that all spaces can be activated as demand increases.
- iii. In addition to (i) and (ii) above, proposals with 100 or more dwellings will be expected to provide at least one rapid charging point clustered with a fast charging point for every 10 car spaces provided.
- iv. In addition to (i) to (iii) above, proposals with 100 dwellings or more will be expected to facilitate the provision of an electric or ultra-low emission car club, and enable dedicated spaces for the club with active charging facilities.
- v. In circumstances where off street parking is not provided within a development proposal, the design and layout of the development will be expected to incorporate infrastructure to enable the on street charging of electric or other Ultra-Low Emission vehicles to occur safely.

Non-residential development

- i. In all non-residential developments providing 1 or more car parking spaces, ducting should be installed to enable provision of charging facilities for electric or other ultra-low vehicles. Where 10 or more car parking bays are provided, at least 20% of those bays are required to provide active charging facilities for electric or other ultra-low vehicles, and passive provision is required for all remaining bays.
- ii. In major non-residential development where provision is required for taxi waiting, the taxi spaces will be expected to include active charging facilities.

Explanation

- 11.19 Electric vehicle charging infrastructure should be provided in accordance with the standards set out in this draft policy. The implementation of this draft policy is intended to enable increased choice in terms of the ownership and usage of electric vehicles and also improve air quality.

- 11.20** Active provision is where parking spaces are fully wired and connected, ready to use from the outset whilst passive provision requires the provision of necessary underlying infrastructure (e.g. capacity in the connection to the local electricity distribution network and electricity distribution board, as well as cabling to parking spaces) to enable the simple installation and activation of a charge point at a future date.
- 11.21** As the market share of electric vehicles increases, the percentage of properties requiring active provision will increase.

Retained policies

- 11.22** The draft policies above will be supported by the following existing policies which are proposed to be retained.

Policy DM23: Transport Development Management

- Provides criteria for assessing proposals to ensure development is acceptable in transport terms.
- Protects and enhances the function and amenity of public rights of way.
- Makes provision of parking, servicing and loading facilities in accordance with standards.

Policy DM25: Greenways

- Ensures that development protects, provides or connects to Greenways.

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

- Supports development in the Old City where it would not increase the levels of general traffic entering the neighbourhood.

Policy BCAP29: Car and cycle parking

- Applies parking standards set out in policy DM23.
- Sets out that, where appropriate in Bristol City Centre, a significantly lower level of car parking provision will be expected.

12. Community Facilities

- 12.1 Development has an important role to play in supporting communities through the provision or protection of necessary community facilities. Development itself places pressure on existing community services and facilities and often creates additional need for new or enhanced provision.
- 12.2 The existing policies of the local plan continue to provide an up to date framework to support, retain and enhance the provision for community facilities in Bristol.

Retained policies

- 12.3 The following policies in the existing local plan are proposed to be retained.

Policy BCS12: Community Facilities

- Sets out considerations for locating and designing new community facilities.
- 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.

Policy DM5: Protection of Community Facilities

- Protects community facilities subject to assessment of importance, suitability and potential for alternative provision.

Policy DM6: Public Houses

- Prevents the loss of public houses unless the business is no longer viable or a diverse range of public houses exist in the locality.
- Protects the architectural character of public houses.

13. Climate Change and Sustainability

- 13.1 Climate change is both a local and a global issue. As a consequence of changes to the climate system, linked to human activity, Bristol already experiences higher temperatures and more severe weather events than it did a decade ago. This trend is expected to continue over the plan period and beyond. In a context where we are proposing sustained delivery of new homes to meet our needs, it will be important to create an urban environment that can adapt to the higher temperatures and more extreme weather events that are expected over the plan period and beyond. New development will need to ensure that buildings will be comfortable to inhabit for their lifetime.
- 13.2 Bristol City Council is progressing towards enabling the city to be run entirely on clean energy. As such, it is appropriate now for future development to aim to be zero carbon. The policies in this section look to development proposals building in zero carbon as an assumption so that this is taken into account at the earliest concept stage and in the economics of land acquisition. By making this assumption, it is more likely that zero carbon can be delivered as an integral aspect of new development that is both feasible and viable.
- 13.3 The policies in this section address these issues of local and global importance and set out a route to zero carbon development.

Draft Policy CCS1: Climate change, sustainable design and construction

- 13.4 This policy aims to ensure that new development mitigates its impact on climate change, that new development is designed to cope with new climatic conditions and that our buildings and external environment are capable of maintaining year round comfort and wellbeing without the need to retrofit measures such as mechanical cooling which increase energy demand and carbon dioxide (CO₂) emissions.
- 13.5 Mitigation and adaptation should be considered together from the start of the design process if the best outcome against these commitments is going to be achieved.

Policy text

Development should contribute to both mitigating and adapting to climate change, and to meeting targets to reduce carbon dioxide emissions.

Development should mitigate climate change, working towards zero carbon, through measures including:

- High standards of energy efficiency including optimal levels of thermal insulation, passive ventilation and cooling and passive solar design (Draft Policy CCS2 'Towards zero carbon development');
- The use of renewable and low-carbon energy supply systems and connection to low carbon heat networks (Draft Policy CCS2 'Towards zero carbon development');

- The efficient use of natural resources in new buildings (Draft Policy CCS4 'Resource efficient and low impact construction');
- Forms of development which encourage walking, cycling and the use of public transport instead of journeys by private car.

The design should be sufficiently flexible and adaptable to enable changes of use or layout, and facilitate future refurbishment.

Development should adapt to climate change through measures including:

- Site-level adaptations, relating to site layout, orientation, massing and the use of green infrastructure (Draft Policy CCS3 'Adaptation to a changing climate');
- Building-level adaptations to provide for the comfort of occupiers over the lifetime of the development, taking account of anticipated changes in the local climate (Draft Policy CCS3 'Adaptation to a changing climate').

These measures should be integrated into the design of new development.

New development should demonstrate through Sustainability Statements how it would contribute to mitigating climate change, adapt to its impacts and contribute to meeting targets to reduce carbon dioxide emissions by means of the above measures.

Sustainable Design Standards

For major non-residential development, a BREEAM assessment will be required. A BREEAM "Excellent" rating will be expected.

For residential or mixed use development consisting of more than 200 residential units, a BREEAM for Communities assessment will be required. A BREEAM Communities "Excellent" rating will be sought.

There are a number of other sustainable design standards and methods that are available covering a range of development types, including new homes. Where relevant, the voluntary use of methods such as PassivHaus certification to support compliance with Draft Policies CCS1-CCS4 will be encouraged.

Water Efficiency

Development of new homes will be expected to achieve a water efficiency standard of no more than 110 litres per person per day as calculated using the methodology in Building Regulations Approved Document G.

Explanation

- 13.6 In order to demonstrate compliance with this policy, Sustainability Statements proportionate to the scale of development proposed should be submitted with planning applications. These statements should set out a comprehensive approach to mitigating and adapting to climate change covering the full range of issues set out in policies LP CC1 to LP CC4. The application drawings and supporting information should show how the measures proposed form an integral part of the proposed design and the approach to green infrastructure.

Sustainable Design Standards

- 13.7 The assessment of major development against national sustainability methodologies will ensure that development engages thoroughly with issues of sustainable design and construction. Assessments should be completed by a licensed assessor. The BREEAM methods should be used where relevant unless they are replaced by any such national measure of sustainability which is approved by the local planning authority.
- 13.8 There are a number of assessment and ratings schemes available that can assist applicants and design teams in integrating sustainability into the design of residential buildings. These include:
- PassivHaus
 - Home Quality Mark (HQM)
 - Leadership in Energy and Environmental Design (LEED)
 - AECB Carbonlite Programme
- 13.9 For the purposes of this policy, major development is defined as development of 10 or more dwellings or development exceeding 1,000m² of other floorspace.

Draft Policy CCS2: Towards zero carbon development

- 13.10 Achieving zero carbon development in relation to heating, cooling, lighting and power in new and existing buildings is consistent with West of England Joint Spatial Plan policy in relation to sustainable energy and is key to meeting city's commitments on carbon reduction. As such, all new development is encouraged to be zero carbon. At the inception of development proposals, developers should build achieving zero carbon into their consideration of scheme viability.
- 13.11 A number of studies have been carried out to explore appropriate planning requirements for energy use in new development:
- 'West of England Cost of Carbon Reductions study' (CSE/Currie Brown);
 - 'Carbon Offsetting in the West of England Authorities' (CSE);
 - 'An evidence based strategy for delivering zero carbon heat in Bristol' (Element Energy).
- 13.12 The studies (all due for publication in 2019) set out how a combination of energy efficiency measures, on-site renewable energy generation and financial contributions to off-site carbon offsetting ('allowable solutions'), along with the selection of sustainable heating and cooling systems, can help to deliver zero carbon development in Bristol.

Policy text

Energy use in new development

Development will be expected to:

- Minimise the demand for heating, cooling, hot water, lighting and power through energy efficiency measures; then
- Meet its remaining heat/cooling demand sustainably, as set out below; then
- Maximise on-site renewable energy generation; and then
- Meet any outstanding reduction in residual emissions through carbon offsetting.

Development will be expected to achieve:

- A minimum 10% reduction in regulated CO₂ emissions through energy efficiency measures; and
- A minimum 35% reduction in regulated CO₂ emissions through a combination of energy efficiency measures and on-site renewable energy generation.

After applying on site measures, development is expected to achieve a 100% reduction in its remaining regulated and unregulated emissions through the use of carbon offsetting as set out below.

New development should demonstrate through an Energy Strategy set out as part of its Sustainability Statement how these requirements will be met.

Where existing buildings are being converted into new uses and it is not feasible for the full CO₂ emission reduction to be met, the Energy Strategy should show that energy demand has been reduced to the lowest practical level using energy efficiency measures, heating/cooling systems have been selected sustainably and that on-site renewable energy will be installed where feasible, aiming for a 20% reduction in regulated CO₂ emissions on site and exceeding this whenever possible.

Carbon offsetting: financial contributions and other allowable solutions

Once on-site CO₂ reduction requirements for energy efficiency and renewable energy measures have been met, the remaining emission reductions will be met by carbon offsetting measures such as:

- Providing the residual emission reduction through a financial contribution to renewable energy, low-carbon energy and energy efficiency schemes elsewhere in the Bristol area; or
- Agreeing acceptable directly linked or near-site provision.

The financial contribution required will be equivalent to the cost of mitigating the residual CO₂ emissions off-site, at a rate of £95 per tonne of CO₂ that would be emitted over a period of 30 years.

PassivHaus buildings

Where buildings are proposed to be certified PassivHaus standard, the % CO₂ reduction targets above relating to energy efficiency measures, on-site renewables and Allowable Solutions will not need to be met. In these cases, a full Energy Strategy will not be required and it will be sufficient to submit the technical information required to demonstrate that the PassivHaus standard can be achieved and for the Sustainability Statement to demonstrate that the residual heat/cooling demand for the development has been met sustainably as set out below.

Heating and Cooling Systems

New development will be expected to demonstrate through its Energy Strategy that the most sustainable heating and cooling systems have been selected. This should include consideration of the proposed system as a whole, including the impact of its component materials on greenhouse gas emissions.

New development will be expected to demonstrate that heating systems have been selected in accordance with the following approach:

- Where possible, connection to an existing classified heat network or a new classified heat network from the point of occupation;
- Where it is likely that existing or proposed heat networks will grow, designing development with a communal heating system which could connect in the future;
- Elsewhere, employing sustainable alternatives to heat networks such as individual renewable heat or communal renewable/low-carbon heat.

New development will be expected to demonstrate that cooling systems have been designed in accordance with the following steps:

- Minimise excessive solar gain through orientation, built form, massing, fixed, mobile and seasonal shading and green infrastructure; then
- Maximise passive cooling through natural ventilation, diurnal cooling, placement of thermal mass and green and blue infrastructure; and then
- Meet residual cooling load renewably, and consider opportunities for seasonal cooling/heating.

Explanation

Energy Use in New Development

- 13.13** Proposals for development should be accompanied by an energy strategy as part of the Sustainability Statement submitted with the planning application, which should set out measures to reduce CO₂ emissions from energy use. The energy strategy should:
- Set out the projected annual energy demands for heating, cooling, hot water, lighting and power from the proposed development against the appropriate baseline (current Building Regulations Part L standards), along with the associated CO₂ emissions.
 - Show how these demands have been reduced via energy efficiency measures, and set out the CO₂ emissions associated with the remaining energy demand and the % emissions saving that will be achieved.
 - Set out the choice of heating and cooling systems and how these have been selected, and the residual CO₂ emissions that the development will generate after energy efficiency and sustainable heating/cooling have been taken into account.
 - Demonstrate how the incorporation of on-site renewable energy has been maximised to offset residual CO₂ emissions.
 - Set out how carbon offsetting will be used to offset any remaining residual CO₂ emissions.

- 13.14 Renewable sources of heating and power include ground, water and air source heat pumps, geothermal heat, and heat from former mine workings, photovoltaics, solar thermal, biomass and wind (large and small scale). Heat pumps can also be used to provide cooling from the ground and water. In some cases this can be combined with heating to provide seasonal storage of heat.
- 13.15 Low carbon sources of heating include energy from waste processes and gas fired combined heat and power.
- 13.16 The appropriate baseline at the time of writing is the 2013 Building Regulations Part L. In the event that the Building Regulations are updated, any change in the implementation of this policy will be set out in further guidance published separately by the council.

PassivHaus

- 13.17 Proposals seeking to follow the PassivHaus route to compliance set out in this policy will need to be accompanied by full PassivHaus Planning Package outputs demonstrating that the PassivHaus standard can be achieved.
- 13.18 Prior to commencement a 'pre-construction compliance check' completed by a PassivHaus certifier will be required and secured by condition. Upon completion a Quality Approved PassivHaus certificate for each dwelling/building will be required.

Heating and Cooling Systems

- 13.19 Renewable and low carbon heating and cooling can be distributed via heat networks. These can supply single buildings, groups of buildings or large parts of the city and can utilise heat from one or more sources. Heat networks are key to providing a low-carbon source of heating and cooling to existing buildings and new development. Connection of new development to heat networks supports the expansion of the network and connection of a wider number of existing buildings.
- 13.20 Bristol City Council operates heat networks in the city and is actively expanding these. Their development in combination with energy efficiency is central to the council's strategy for delivering affordable, secure and zero carbon heat across the city.
- 13.21 Bristol City Council is committed to delivering heat networks that will be zero carbon by 2050, and:
- Producing a strategy with rolling forward projections, for the decarbonisation of heat delivered via its networks.
 - Progressively increasing the proportion of renewable and very low carbon heat delivered via heat networks.
 - Publishing an annual report on the operation of its heat networks including the fuel mix, carbon content and progress on moving to zero carbon heat.
- 13.22 'Classified heat networks' include those being developed by Bristol City Council and third party networks that meet certain requirements including:
- Compliance with appropriate technical standards (presently the CIBSE code of practice);

- They are powered by renewable/low carbon sources or are on a clear timeline and technology pathway towards decarbonising the heat provided by the energy centre in line with the council's aspiration for the city to be run on entirely clean energy by 2050 and carbon neutral by 2050;
- They offer heat and/or cooling services at a fair and affordable price to the consumer;
- They provide annual reporting on their performance and carbon content.

13.23 The creation of new heat networks should be considered in the case of proposals that would provide more than 100 homes or 10,000m² floorspace. In these cases a new heat network feasibility study should be undertaken to establish whether a new heat network could be established.

13.24 Where new heat networks are proposed as part of a development they will be expected to meet the requirements for a classified heat network as set out above.

13.25 Where it is proposed to connect a development to a classified heat network, this will count as appropriate towards policy requirements for energy efficiency and on-site renewables. The existing heat network must be proportional to the heat demand of the proposed development and therefore able to serve it.

13.26 The decarbonisation of mains electricity as a result of changes in the way electricity is generated and specifically a reduction in coal generation and increase in wind and solar PV generation has closed the gap between the carbon intensity of electricity and gas. The Government expects the carbon intensity of electricity to fall below that of gas by or before 2025. However, the continued decarbonisation of mains electricity is not guaranteed and is predicated on all power generation from unabated coal ceasing by 2025, a significant increase in renewable power generating capacity in the UK, to displace fossil fuel generation, and a shift from gas to renewable electric space and hot water heating, specifically heat pumps.

13.27 Demand on the local electricity distribution network is also likely to increase significantly over the next two decades due to the transition to electric vehicles and the increased use of heat pumps. For these reasons non-renewable electric space and water heating is excluded from the approach to heating systems set out in this policy.

13.28 In considering proposals for renewable cooling systems, the global warming potential of the refrigerants used will be taken into account.

Draft Policy CCS3: Adaptation to a changing climate

13.29 Development that considers and designs for a changing climate now is less likely to require costly retrofit measures in the future, such as mechanical ventilation/cooling with a resulting increase in its energy requirements and CO₂ emissions.

13.30 This policy sets out the council's approach for ensuring development in the city is designed to cope with the effects of climate change both now and in the future.

Policy text

Development will be expected to include site and building-level measures to be resilient to future climate change impacts and provide for the comfort, health, and wellbeing of current and future occupiers and the surrounding environment over the lifetime of the development. These measures should be integral to the layout and design of new development and should take the vulnerability of the building occupants into account.

Site-level adaptations

Development should be designed, through its layout, form and massing and through the use of green/blue infrastructure, to:

- Minimise the overheating of buildings;
- Provide comfortable external spaces in hot weather; and
- Conserve water supplies and minimise the risk and impact of flooding.

The use of green/blue infrastructure should provide multifunctional benefits in relation to climate change adaptation. Where appropriate to its context, this should include the use of living roofs with a sufficient substrate depth to maximise cooling benefits.

Building-level adaptations

Building designs and building-integrated measures should:

- Mitigate the risk of overheating, ensuring that cooling needs are met sustainably (Draft Policy CCS2 'Towards zero carbon development');
- Conserve water supplies; and
- Avoid responses to climate impacts which lead to increases in energy use and carbon dioxide emissions.

Adaptation strategy

Proposals for development should demonstrate through an adaptation strategy how these issues will be addressed. This should include technical modelling and assessment of the risk of overheating in current and future climate change scenarios.

In considering the likely impact of climate change over the lifetime of the development (particularly in relation to overheating), reference should be made to the most recent climate change projections.

Explanation***Adaptation strategy***

13.31 The adaptation strategy should form part of the overall sustainability statement submitted with the planning application. Both the site level and building level adaptation measures should be made clear and should be included on the application drawings.

13.32 In respect of overheating, the adaptation strategy should include a checklist of site features affecting vulnerability to overheating and, using the latest climate change

projections, include technical modelling for a range of different summer conditions ('design summer years') to demonstrate how the development will provide for the comfort, health, and wellbeing of current and future occupiers and the surrounding environment over the lifetime of the development.

- 13.33 The risk of overheating within the building should be assessed following the CIBSE TM52/TM59 methodology or future replacement standard. Further detail will be set out in technical guidance published separately by the council.

Vulnerability

- 13.34 Certain groups are more vulnerable to the impacts of climate change including infants, elderly people and people with extra care needs, and are particularly at risk from increased heat². Where the occupants of a proposed development are more vulnerable to the impacts of climate change, it should be clear how this has been taken into account in the proposals.

Multifunctional green infrastructure

- 13.35 Green infrastructure also has benefits beyond helping places adapt to a changing climate. It can also protect and enhance biodiversity, improve visual amenity, provide green and active travel routes, improve mental and physical health of local communities, provide space for food production, and improve water quality. When designing green infrastructure for climate adaptation, the provision for a wider range of multifunctional benefits will be encouraged in accordance with Retained Policy BCS9 'Green infrastructure'.

Suggested adaptation measures

- 13.36 Methods for adapting to or reducing the risk of overheating include increased vegetation, including green roofs and vegetated walls; design to enable air-flow throughout the development; open water and fountains; shaded public spaces and footpaths; external finishes that are designed to avoid heat absorption; site layout / orientation to maximise microclimatic cooling and interconnection of green spaces / corridors.
- 13.37 Low summer rainfall could lead to water shortages, a decrease in water quality and impacts on the natural environment due to low flows in watercourses having less of a dilution effect on pollutants. Methods for adapting to impacts on water resources include, increased use of reclaimed and recycled water; reduction in water demand, for example through low water-use planting and rainwater harvesting and use of sustainable drainage systems to collect and store water.
- 13.38 Building level adaptations for mitigating risk of overheating include internal layouts, room sizes, ceiling heights and glazing areas informed by orientation and their use; purge ventilation for removal of heat; exposed thermal mass with night purging; openable windows; solar shading, deep window reveals and overhangs; thermal insulation coupled with adequate ventilation; service design and selecting cooling systems sustainably.

² http://www.zerocarbonhub.org/sites/default/files/resources/reports/Overheating_in_New_Homes-A_review_of_the_evidence_NF46.pdf

13.39 Draft Policy CCS2 'Towards zero carbon development' seeks to reduce any potential overheating and also the need to cool a building through active cooling measures. Air conditioning systems are a very resource intensive form of active cooling, increasing carbon dioxide emissions, and also emitting large amounts of heat into the surrounding area. By incorporating sustainable cooling into the design process buildings will be better equipped to manage their cooling needs and to adapt to the changing climate they will experience over their lifetime.

Draft Policy CCS4: Resource efficient and low impact construction

13.40 Resource efficient and low impact construction has a key role to play in mitigating the impact of development on the environment, society, economy and climate change. The environment, society and economy are all impacted by development through the products used within the development, the construction process, its operation once complete and at its end of life when it is refurbished or demolished, and it's therefore important that all of these stages are considered in new development (a 'circular economy' approach).

Policy text

Resource efficient and low impact construction will be integral to new development in Bristol. Development should address the following key issues:

- The type, life cycle and source of materials to be used;
- Waste and recycling during construction and in operation;
- Opportunities to incorporate measures which enhance the biodiversity value of development, such as green roofs.

New development should demonstrate through its Sustainability Statement how these requirements will be met.

Materials

The materials used in development should use and manage resources as efficiently as possible accounting for the energy, carbon emissions and other environmental impacts arising from construction and end of life demolition and disposal.

Proposals for super-major development should be accompanied by a whole-life assessment of the materials used.

Waste and recycling

New development should maximise the recycling and re-use of demolition materials.

Proposals for major development should be accompanied by a site waste management plan setting out how site waste will be managed during the construction phase.

Explanation

- 13.41 For the purposes of this policy, major development is defined as development of 10 or more dwellings or development exceeding 1,000m² of other floorspace, and super-major development is defined as development of 100 or more dwellings or development exceeding 10,000m² of other floorspace.

Draft Policy CCS5: Renewable energy development

- 13.42 The development of additional renewable and low-carbon energy capacity is key to putting the city on course to meeting the city's commitments on carbon reduction.
- 13.43 In 2009 the Citywide Sustainable Energy Strategy provided an assessment of renewable and low carbon energy sources in the city. As a largely urban area Bristol has potential for on-site and building integrated renewable heat, cooling and power. There is also potential to use renewable and low carbon heat from other sources such as the floating harbour, waste heat from industrial processes in Avonmouth, and from former mine workings across the city. Avonmouth is identified as the location with the greatest potential for on-shore wind power.

Policy text

Proposals for the utilisation, distribution and development of new renewable energy capacity, including large-scale freestanding installations, will be encouraged.

In assessing such proposals the environmental and economic benefits of the proposed development will be afforded significant weight alongside considerations of public health and safety and impacts on biodiversity, landscape character, the historic environment and the residential amenity of the surrounding area.

Explanation

- 13.44 There are considerable environmental and economic benefits from the development of large-scale renewable and low-carbon energy installations and supporting infrastructure.
- 13.45 Avonmouth has been identified as a location with potential for the development of on-shore wind power and, since the Citywide Energy Study, a number of wind turbines have been constructed there. The area remains suitable for wind development.

Flood Risk and Water Management

- 13.46 The risk of flooding has informed the development strategy for the city, which proposes to locate development predominantly in areas with a low risk of flooding and avoids further greenfield development on the functional floodplain. The risk of flooding is also taken into consideration in the process of allocating specific sites for development and in considering development proposals for non-allocated sites. In all locations development has a role in managing flood risk elsewhere by minimising its own surface water run-off.
- 13.47 The approach to flood risk in parts of central Bristol is being comprehensively considered to ensure existing development is safeguarded and to ensure mixed-use regeneration across central Bristol takes account of those risks and is safe for the future.
- 13.48 The local plan's existing policies enable flood risk matters to be addressed in new development proposals in a manner consistent with national planning policy. The policy approaches to areas of regeneration and the proposed site allocations take flood risk into account and include policy provisions relevant to each area.

Retained policies

Policy BCS16: Flood Risk and Water Management

- Applies the sequential approach to flood risk management.
- Requires development in areas at risk of flooding to be resilient to flooding through design and layout, and/or incorporate sensitively designed mitigation measures.
- Development will also be expected 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).

Policy BCAP5: Development and flood risk

- Sets out considerations for applying the flood risk sequential test in Bristol City Centre.

14. Design and Conservation

- 14.1 Design is at the heart of creating attractive, inclusive and liveable communities and shaping successful places which contribute to the urban living approach set out in this plan. Reflecting this, the local plan establishes an overarching aim that all new development in Bristol achieves high standards of urban design, whilst safeguarding or enhancing the historic environment.
- 14.2 The local plan contains a number of existing policies that provide further detail on how quality urban design is to be achieved, which are proposed to be retained. The draft policies in this section complement these retained policies by providing new approaches to achieving good design at higher densities.

Draft Policy DC1: Liveability in residential development including space standards

- 14.3 When developing at higher densities and making efficient use of land, it is important to ensure that development creates a liveable environment for future occupiers, neighbouring development and in the public realm.
- 14.4 This policy sets out essential criteria for how successful liveable places are created through optimising densities. The local plan also contains a number of other policies related to urban design, transport and green infrastructure that support the criteria set out in this policy.
- 14.5 The council's supplementary planning document 'Urban Living: Making Successful Places at Higher Densities' explores these liveability considerations in more detail.

Policy text

Development proposals should develop land to its optimum density having regard to the minimum densities sought by Draft Policy UL2 'Residential densities'.

Development that develops land to its optimum density will be consistent with other policies in this plan that relate to liveability, including:

- Retained Policies BCS21 and DM27-32, relating to quality urban design;
- Retained Policies BCS9 and DM15-22, relating to green infrastructure;
- Draft Policy HW1 and Retained Policy DM35, relating to pollution and noise; and
- Draft Policy CCS3 'Adaptation to a changing climate'.

Proposals should follow the guidance set out in the council's supplementary planning document 'Urban Living: Making Successful Places at Higher Densities'.

Development that does not create a liveable environment for future occupiers and neighbouring development will not be permitted.

Internal space standards

Residential development intended for permanent or long-term occupation (Use Class C3) should provide sufficient space for everyday activities and to enable flexibility and adaptability by complying with nationally described space standards³.

Residential accommodation that is designed, and will be managed, for short term occupancy and/or for identified occupier groups should provide suitable internal space to provide for the requirements of the intended occupiers.

Private outdoor space

The development of new homes intended for permanent or long-term occupation (Use Class C3) should incorporate high quality and usable private amenity and play space appropriate to the proposal. This can be provided as private balconies or gardens, or as communal gardens and roof terraces accessible to all dwellings not provided with their own private space.

The quantity and design of private and communal open and play space should follow the guidance set out in the council's supplementary planning document 'Urban Living: Making Successful Places at Higher Densities'.

Explanation***Space standards***

14.6 This policy aims to ensure sufficient space for everyday activities. The nationally described space standards are the appropriate level for most permanent new homes and their occupiers. Those standards may not be necessary for all users. People occupying temporary accommodation may have less need for total amounts of space and its configuration. They may also be able to use communal space that is shared with other occupiers. The policy therefore allows for specialist forms of accommodation which do not conform with the national standards.

Private outdoor space

14.7 Private open space can make an important contribution to quality and liveability of new housing developments. Private and communal open space should be designed to be safe, accessible, inviting and well used, without the fear of crime. It should encourage an appropriate sense of ownership and should be managed to ensure that it remains useful and welcoming to all residents. Where appropriate this should creatively integrate opportunities for children's play. The council's SPD on urban living provides further guidance on the appropriate quantity and design of private and communal open space.

³ The nationally described space standard is published by the Government and sets out a minimum internal floor area in m² that is appropriate for dwellings with different numbers of beds/paces and storey heights. It also includes other technical requirements such as a minimum floor to ceiling height.

Draft Policy DC2: Tall buildings

- 14.8 Tall buildings can contribute to helping Bristol accommodate new development as well as communicating ambition, energy and innovation. They can contribute to making efficient use of land to deliver jobs, homes and mixed communities. Tall buildings in the right locations and of the right design have the potential to enhance the appearance and character of areas and to deliver regeneration.
- 14.9 Tall buildings may be proposed for a variety of uses, including workspace (particularly in Bristol City Centre) and new homes. In all cases the design of a tall building should create a high quality environment both for its users and also for surrounding development and the public realm.
- 14.10 Tall buildings also give rise to particular issues related to their height, massing and prominence as set out in this policy. All the design principles for high density development set out in other policies of the local plan are equally applicable to tall buildings, including liveability considerations for residential development.

Policy text

In the locations for more intensive forms of development set out in Draft Policy UL1 'Effective and efficient use of land', tall buildings may be appropriate where they would contribute positively to the character and function of the urban environment.

Tall buildings should be designed and located to be visually attractive, creating a positive feature in the urban environment from nearby viewpoints through to distant views, taking into account their individual and cumulative contribution with other existing and proposed tall buildings.

Proposals for tall buildings will be expected to demonstrate high quality design throughout their height to reflect their wider impact on the urban environment and skyline.

Tall buildings should not have a harmful impact by reason of:

- i. Creation of excessive shadowing and wind deflection or other harmful micro climate effects;
- ii. Unduly dominating impacts on adjoining buildings and the public realm; and
- iii. Inappropriate visual impacts over a wider area, including on the setting of heritage assets.

Proposals should follow the guidance for tall buildings set out in the council's supplementary planning document 'Urban Living: Making Successful Places at Higher Densities'.

Explanation

- 14.11 For the purposes of this policy tall buildings are defined as those of 30 metres or more (equivalent to 10 storeys).

- 14.12 This policy does not aim to conceal tall buildings from view, but to ensure that they are located and designed to create a positive feature in the urban environment from nearby viewpoints through to distant views.
- 14.13 In designing tall buildings, particular emphasis should be given to the appearance of the roof form, recognising the building's impact on the skyline, and also the relationship of the base section of the building to the surrounding environment, to ensure there is enough activity and interest to counter the potentially dominating impact of the building's greater height. It may be appropriate to set taller elements of the building back from the street frontage.
- 14.14 Proposals for tall buildings should be accompanied by sufficient information on which to assess their impact. It will not be possible to permit tall buildings where the required information has not been provided.
- 14.15 Landscape and Visual Impact Assessments will be necessary to enable the visual impact of tall buildings from near and distant viewpoints to be assessed. Accurate visual representations of the submitted scheme should be provided from key viewpoints agreed with the local planning authority. Information on local micro-climate impacts should also be submitted, as a separate assessment or as part of the Design and Access Statement.

Draft Policy DC3: Local Character and Distinctiveness

- 14.16 Retained Policy BCS21 'Quality urban design' states that development should contribute positively to an area's character and identity, creating or reinforcing local distinctiveness. This policy expands upon this requirement by setting out the criteria against which a development's response to local character and distinctiveness will be assessed. This approach allows for innovation and change in the local environment through introducing new scale and form including higher densities, provided this does not have harmful effects.

Policy text

Development proposals which introduce new types of design, scale and form into its context will be appropriate provided that there is no harmful impact on local character.

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

- i. Responding appropriately to and incorporating existing land forms, green infrastructure assets and historic assets and features; and
- ii. Respecting, building upon or restoring the local pattern and grain of development, including the historical development of the area; and
- iii. Responding appropriately to local patterns of movement and the scale, character and function of streets and public spaces; and
- iv. Retaining, enhancing and creating important views into, out of and through the site; and

- v. Making appropriate use of landmarks and focal features, and preserving or enhancing the setting of existing landmarks and focal features; and
- vi. Complementing the scale, massing, shape, form and proportion of existing buildings; and
- vii. Reflecting locally characteristic architectural rhythms, patterns, features and themes; and
- viii. Reflecting the predominant materials, colours, textures, landscape treatments and boundary treatments in the area.

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

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

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

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

Explanation

- 14.17 An appropriate response to local character and distinctiveness will be based on a robust character assessment, taking into account views of the local community and other stakeholders, and explained in the Design and Access Statement. Conservation area character appraisals, the City Centre Context Study, spatial frameworks, supplementary planning documents, design briefs and policies in neighbourhood plans will form an important part of the assessment. The factors that influence local character may extend beyond the immediate context, depending on the scale of the development proposed.
- 14.18 To respond effectively to local character and distinctiveness development should not, for example, have a detrimental impact on existing important views by reason of its siting or design, or fail to conserve green infrastructure and heritage assets that could, if retained and integrated into the design, provide a better relationship between the proposed new development and the existing environment.
- 14.19 It is sometimes most appropriate for new development to reproduce the pattern and design of existing development. In most contexts, however, there is scope for innovative and contemporary design solutions, including new types of design, scale and form, where they would complement the existing development.

- 14.20 Sustainable design is not incompatible with local character and distinctiveness. Designing for local distinctiveness involves reconciliation of local practices on the one hand with latest technologies, building types and needs. When designed appropriately, new and old buildings can coexist without conflicting.
- 14.21 Where there are no significant local traditions, the flexibility to create distinctive places will be greater. In such situations, innovative design solutions are encouraged. Regard should however be had to characteristic features of the wider Bristol area such as local materials and characteristic urban forms.
- 14.22 An effective response to local character and distinctiveness will draw on the positive characteristics of the area. Where there are local features or characteristics that are considered to undermine the overall character of the area, particularly those identified in conservation area character appraisals or other relevant context appraisal documents, these should not form the basis for the response to local character and distinctiveness.
- 14.23 For the purposes of this policy, backland development is defined as development to the rear of existing buildings, usually with no street frontage of its own.

Retained Policies

- 14.24 In addition to the new/updated density and design policies set out above, the following existing policies are proposed to be retained with minimal updating:

Policy BCS21: Quality Urban Design

- Requires new development in Bristol to create high quality design and sets out headline principles for how this should be achieved.

Policy DM27: Layout and Form

- Requires development to create a high quality environment, with a clear, safe and attractive network of streets and spaces and buildings of the right height and scale that relate well to the street.
- Sets out principles for the landscape design of development and the servicing and management of public spaces.

Policy DM28: Public Realm

- Requires the streets and spaces created by development to be safe and attractive, to meet the mobility needs of all users (including, for example, older people, young families and disabled people), and to provide for a range of social activity such as trade, events, relaxation and play.

Policy DM29: Design of New Buildings

- Requires the design of new buildings to be well organised to reflect their function and surroundings and to be detailed to a high standard with high quality materials.

- The policy also requires new buildings to make the best of opportunities for energy efficiency and planting, and to provide surveillance of the surrounding area while protecting the privacy of existing development.
- Contains specific additional principles for shopfronts and signage.

Policy DM30: Alterations to existing buildings

- Requires changes to existing buildings to respect the character of those buildings while protecting the privacy of existing development.
- Encourages the sensitive adaptation of buildings to other uses as an alternative to demolition.

Policy DM32: Recycling and refuse provision in new development

- Sets out standards for recycling and refuse storage in new development with reference to guidance published by Development Management.
- Requires recycling and refuse storage to be well-designed and safe and convenient to access.

Policy BCS22: Conservation and the Historic Environment

- Requires development proposals to safeguard or enhance heritage assets and the character and setting of areas of acknowledged importance.

Policy DM31: Heritage assets

- Sets out how development should conserve and enhance heritage assets.
- Supports sensitively designed energy efficiency improvements to historic buildings.

Policy BCAP30: Pedestrian routes

- Requires development to protect and enhance a network of primary and secondary pedestrian routes around central Bristol.

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

- Sets out the types of location in Bristol City Centre where active ground floor uses will be sought.
- Requires active building frontages in all locations in Bristol City Centre facing the public realm.

Policy BCAP32: Quayside walkways

- Requires development in central Bristol to retain and enhance a continuous network of accessible quayside walkways.

Policy BCAP34: Coordinating major development in Bristol City Centre

- Where applicable, requires major development proposals in Bristol City Centre to demonstrate that opportunities have been sought to progress a more comprehensive or co-ordinated form of development with other sites in the locality.

15. Health and Wellbeing

- 15.0.1 The environment is known to have a major impact on health and wellbeing. The planning system has a role in supporting health, social and cultural wellbeing and creating healthy, inclusive communities. The policies in the local plan aim to deliver a safe and healthy city by addressing issues of air quality, pollution, water quality, contamination and the effects of land uses such as takeaways.

15.1 Pollution

- 15.1.1 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 and wellbeing both directly and indirectly through degradation of the natural environment and local amenity.
- 15.1.2 The draft policies in this section on pollution control, air quality and water quality are complemented by retained policies from the existing local plan concerning noise mitigation and contaminated land.

Draft Policy HW1: Pollution Control and Water Quality

- 15.1.3 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.
- 15.1.4 Certain types of development pose risks to ground and surface water quality. The council has a statutory duty to improve the condition of water bodies within the Bristol area, working towards the target of 'Good Ecological Status'. New development adjacent to underground or surface water bodies is expected to contribute towards this objective.
- 15.1.5 This policy seeks to ensure that any proposal for potentially polluting development is accompanied by an appropriate scheme of mitigation, and to resist potentially polluting development that cannot be satisfactorily mitigated. It also sets out the approach to water quality to meet the council's statutory duties.

Agent of change

- 15.1.6 Certain types of development, such as new homes and schools, are vulnerable to existing sources of pollution such as noise. Existing businesses, venues and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. This policy places the responsibility for addressing the impact of noise firmly on the new development –the 'agent of change' principle. This means that where new developments are proposed close to existing noise-generating uses, such as music and night time economy venues, developments will be designed in a way which protects the new occupiers from noise impacts so that the existing use is not threatened.

Policy text

Potentially Polluting Development

Development which has the potential, either individually or cumulatively, for an unacceptable impact on environmental amenity, biodiversity or water quality by reason of fumes, dust, noise, vibration, smell, light or other forms of air, land or water pollution but is considered desirable for reasons of economic or wider social need will be expected to provide an appropriate scheme of mitigation.

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

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

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

Development sensitive to pollution - agent of change

In areas of existing noise or other types of pollution, new development sensitive to the effects of that pollution should include measures to mitigate the impact of the existing pollution on future occupiers.

New development sensitive to pollution will not be permitted where the presence of that sensitive development could threaten the ongoing viability of existing uses that are considered desirable for reasons of economic or wider social need, such as music venues and industrial uses, through the imposition of undue operational constraints.

Water Quality

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

Explanation

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

15.1.8 Light pollution occurs when the night sky, important views or other properties close to development sites become unduly lit by excessive or poorly directed lighting. Light pollution can be mitigated by reducing the overall levels of lighting and ensuring that

light is directed away from the sky and nearby light-sensitive development such as housing. Where necessary, the council will request a lighting plan setting out how light pollution resulting from a proposed development will be minimised.

- 15.1.9 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 music and night time economy venues or industrial uses that might prejudice their ability to continue operation.

Water quality

- 15.1.10 The River Frome, Brislington Brook, Malago, River Trym and Colliter's Brook do not currently achieve Good Ecological Status due to impacts from flood protection / land drainage schemes and development. Measures will be sought from development adjacent to waterways covered by the Water Framework Directive, where feasible and viable, either through measures in the Severn River Basin Management Plan or other good practice such as naturalised river habitats, de-culverting and appropriate vegetation management plans.
- 15.1.11 Diffuse pollution from development close to watercourses can be reduced through filtration and interception.

Draft Policy HW2: Air Quality

- 15.1.12 Poor air quality is harmful to health. The Corporate Strategy 2018-2023 acknowledges this, setting out a key commitment to take action to improve air quality and minimise our environmental impact.
- 15.1.13 Although Bristol has made improvements to air quality over the last ten years, levels of air pollution continue to exceed legal limits for nitrogen dioxide (NO₂) in some parts of the city. Air Quality Management Areas are designated where local concentrations of NO₂ and particulate matter (PM₁₀) exceed or potentially 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.
- 15.1.14 A new Air Quality Action Plan (AQAP) for Bristol is in preparation. Further measures will be taken to reduce transport emissions are also being considered for Bristol and would form a major part of the AQAP. This is likely to include a number of measures to promote more sustainable travel options across the city.
- 15.1.15 It would not be appropriate to resist all new development on sites in the Air Quality Management Area as they are often among the most sustainable locations for development in other respects. However, regard will be had to opportunities to minimise the impact on new development of existing airborne pollution in these areas and the impact of the new development on air quality in the area.

Policy text***Air quality impact of new development***

Development with the potential to generate significant numbers of additional journeys will be expected to provide an appropriate level of sustainable transport improvements consistent with Draft Policy T1 'Development and transport principles' and Retained Policy DM23 'Transport development management', which may include a financial contribution to measures set out in the council's Air Quality Action Plan.

Development with a specific local air quality impact

Development that has the potential for significant local emissions to the detriment of air quality will not be permitted unless it is essential for reasons of economic or wider social need. The development will be expected to provide an appropriate scheme of mitigation and will not be permitted in proximity to homes, schools or other existing sensitive uses.

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

Development in existing Air Quality Management Areas

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

Explanation***Development with a specific local air quality impact***

15.1.16 In considering whether to grant planning permission for a development that would cause a specific localised air quality impact but is considered essential for reasons of economic or wider social need, account will be taken of its location. Development will not be acceptable in proximity to existing sensitive uses such as homes and schools. In these cases, alternative locations should be considered.

15.1.17 In all cases, an air quality assessment is likely to be needed to determine an appropriate scheme of mitigation.

Development in existing Air Quality Management Areas

15.1.18 When designing mitigation measures for development in existing Air Quality Management Areas, account should be taken of other relevant planning considerations such as the energy efficiency implications of extensive mechanical ventilation, the impact of the mitigation measures on the amenity of future occupiers and the need to maintain a positive relationship in design terms between the development and the public realm.

Retained policies

15.1.19 In addition to the new/updated pollution policies set out above, the following existing policies are proposed to be retained with minimal updating:

Policy DM34: Contaminated Land

- Requires development to address any existing contamination of development land.
- Ensures that development will not itself cause land to become contaminated.

Policy DM35: Noise Mitigation

- Requires development to minimise its noise impact.
- Sets out how noise-sensitive development should be designed to minimise the impact of existing noise.

15.2 Health Impacts of Development

- 15.2.1 The existing local plan policy DM14 provides guidance on the health impacts of development. This will now be complemented by a new policy on hot food takeaways.

Draft Policy HW3: Takeaways

- 15.2.2 Hot food takeaways are a well-established feature of the city's town, district and local centres which offer services to customers and provide employment opportunities. However, where they are located close to locations where young people gather, takeaway uses (Use Class A5) have the potential to influence behaviour harmful to health or to the promotion of healthy lifestyles. Therefore, the policy takes those health considerations into account. Controlling the development of hot food takeaways within walking distance of places where young people gather will limit children's exposure to the influences on making poor food choices.
- 15.2.3 This policy also seeks to avoid concentrations of takeaways which can harm the health of all sections of the community by reducing choice, removing opportunities for other food choices and dominating the content of local centres.

Policy text

Proposals for takeaways in centres, edge of centre locations or at out of centre locations that are likely to directly influence behaviour harmful to health or the promotion of healthy lifestyles will not be permitted.

Young people

Proposals for takeaways located within at least 400m and up to 600m walking distance of schools, youth facilities or other location where young people gather will not be permitted if they would be likely to have a harmful influence on health and the promotion of healthy lifestyles.

Concentration and clustering of takeaways

Proposals for takeaways will not be permitted where:

- There would be a harmful concentration of takeaways within a retail centre; or
- The development would result in three or more adjacent takeaways.

Explanation

- 15.2.4 The policy relates to health impacts of development involving new units within the A5 Use Class. It is also applicable to proposals for mixed Use Class A3 and A5 premises.

Young people

- 15.2.5 The policy applies to those facilities where young people's behaviour may be influenced and addresses the entry points to secondary schools, youth centres, leisure centres and large parks. The potential for takeaways to influence behaviour

can be quite extensive, taking into account factors such as walking routes to facilities and locations of bus stops used by pupils. Therefore, rather than taking a simple, single radius approach, the policy considers the effects over a wider area. Within 400 metres a takeaway is never likely to be acceptable because the close proximity to the facility used by young people. Between 400 and 600 metres, the potential to influence will be affected by whether the facility is on a walking route to the facility or could otherwise be likely to have an influence. Facilities further than 600 metres are less likely to have a harmful direct influence, unless there are exceptional considerations.

- 15.2.6 This aspect of the policy applies to proposals inside and outside centres. Proposals inside centres are as likely to influence behaviour as those outside, especially where they contribute to a proliferation of takeaways.

Concentrations

- 15.2.7 Over exposure to takeaways is shown to increase the risk of ill health and obesity by encouraging 'out of home' eating, where meals are more likely to contain high levels of sugar, salt and fat. A proliferation of takeaways is likely to be harmful to people's health by reducing the diversity and range of food choices on offer, restricting potential access to healthy food.
- 15.2.8 In terms of impacts on health and the promotion of health lifestyles, over-concentration of takeaways is considered to be where the proportion of Use Class A5 premises have reached 10% of the total number of units within a local parade, a Local, District or Town Centre (Retained Policy BCS7 'Centres and retailing') or one of the separate shopping areas as defined by Retained Policy BCAP13 ('Strategy for retail development in Bristol City Centre'). A concentration will also arise where three or more takeaways would be adjacent to each other.

Retained policies

- 15.2.9 In addition to the new policy set out above, the following existing policy is proposed to be retained with minimal updating:

Policy DM14: The Health Impacts of Development

- Ensures development with unacceptable health impacts will not be permitted.
- Requires health impact assessment for large developments.

16. Utilities and Minerals

- 16.1 It is proposed that the local plan's existing policies for telecommunications, unstable land, minerals safeguarding and reserving land for sewage treatment works extension are retained. These policies continue to be consistent with national planning policy and provide an appropriate framework for consideration of planning applications relating to these matters.

Minerals

- 16.2 Bristol is primarily built up and does not have an active mineral extraction industry. As a mineral planning authority, Bristol is required to plan for a steady and active supply of aggregates. This is done through jointly preparing the West of England Local Aggregates Assessment. Aggregate production in Bristol comes from marine sand and gravel from the Bristol Channel which is landed at Bristol Port and from recycled aggregates. There are no active quarries.

Onshore oil and gas

- 16.3 Bristol does not have an active oil and gas industry. As of 2014, parts of south Bristol fall within areas which have been licenced by the Government for exploration and extraction of oil and gas reserves. This is part of a group of licenced areas which extend into North Somerset, Bath and North East Somerset and Somerset County.
- 16.4 As the parts of Bristol falling within the licenced areas are mainly built up, it is considered very unlikely that proposals associated with oil and gas exploration and extraction will arise within the city. In the unlikely event of any proposals being received they will be considered against the relevant policies in the development plan, the National Planning Policy Framework and the Government's planning guidance on Planning for Hydrocarbon extraction. The council will also have regard to these matters when commenting on any proposals outside Bristol which may have an impact on the city.

Waste

- 16.5 Waste planning matters are addressed through the West of England Joint Waste Core Strategy.

Retained policies

16.6 The following policies in the existing local plan are proposed to be retained.

Policy DM36: Telecommunications

- Requires telecommunications development such as mobile phone masts to minimise the number and visual impact of installations, and to be certified that it meets international standards on radiation emissions to minimise any risk to public health.

Policy DM37: Unstable Land

- Criteria for considering development proposals on unstable land.

Policy DM38: Minerals Safeguarding Areas

- Safeguards an area of coal resources in SE Bristol Green Belt for potential extraction.
- Encouragement of prior extraction of coal within the Coal Resource Area outside the designated Minerals Safeguarding Areas.

Policy DM39: Sewage Treatment Works

- Safeguards land at Avonmouth for sewage works expansion, if required.

17. Draft Development Allocations

- 17.1 As set out in Draft Policy H1 ‘Delivery of new homes’, the local plan review is seeking to meet and exceed a minimum of 33,500 new homes by 2036. Further development allocations are therefore required, making efficient use of land as set out in Draft Policies H3 ‘Making the best use of site allocations’, UL1 ‘Effective and efficient use of land’ and UL2 ‘Residential densities’.
- 17.2 To explore the development potential of the urban area beyond the existing local plan site allocations, the council has carried out a detailed urban potential assessment. As well as a general search for brownfield sites across the city, the assessment included focused studies of the potential from industrial land, undeveloped land, the conversion or redevelopment of city centre offices and higher density forms of development on existing site allocations. The assessment identified considerable additional capacity within the urban area for the development of new homes. A ‘Call for Sites’ exercise has also been carried out, in which developers, landowners, businesses, and other organisations were invited to put forward potential sites for new homes and/or employment development within Bristol.
- 17.3 Bringing together these and other sources of potential development land, the local plan review proposes to allocate additional sites for development. These include a number of sites that are currently in use for other purposes. The inclusion of these sites in the development allocations reflects their ‘urban potential’, meaning that they offer potential for the more efficient use of land in the event that they are no longer needed by their current users or where the existing users of the land might wish to remodel their sites to use land more efficiently.
- 17.4 The proposed development allocations complement the areas of growth and regeneration set out in the Development Strategy (Draft Policies DS1-DS14). In these locations, an overall approach to development is set out in the relevant draft policies.
- 17.5 Draft Policy DA1 ‘Proposed development allocations’ lists the new development allocations proposed under the Local Plan Review.

Draft Policy DA1: Proposed development allocations

Policy text

The sites set out in the ‘Draft Development Allocations’ document of this consultation are identified as being suitable for development and redevelopment for alternative uses.

The sites will be developed for the uses identified and in accordance with the accompanying development considerations and with all other relevant development plan policies.

Explanation

- 17.6 Full details of the proposed allocations are set out in the Draft Development Allocations document accompanying this consultation.
- 17.7 For those sites with a proposed housing allocation, an estimated number of homes which could be developed on the site is provided. Once adopted, the precise number of homes to be developed will be determined through the planning application process.

Estimated capacities

- 17.8 Capacities are given as an estimate based on achieving an efficient use of land. They do not represent a maximum number of homes. If the capacity indicated is not possible due to site considerations, a lower number of homes than the one stated would be appropriate. Where a draft allocation is for mixed-use development, the mix of uses may also change the estimated capacity.

18. List of policies proposed to be retained

- 18.1 This rewrite of the local plan does not propose to change all of its current policies. The Core Strategy established a five yearly cycle of monitoring and review with an interim review date of 2016 and a major review date of 2021. The preparation of the Joint Spatial Plan commenced the interim review process for the Core Strategy and the policies in the Publication document November 2017 are addressed in this consultation.
- 18.2 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 Joint Spatial Plan and support the objectives of this local plan review.
- 18.3 The rewrite of the local plan focuses on setting out the new spatial strategy for development in Bristol to 2036, along with updates to a selection of other policies where needed. The table below shows which of the existing policies are proposed to be retained.
- 18.4 Existing local plan policies not listed below will be replaced by the proposed policies in previous sections of this consultation document.

FROM CORE STRATEGY (July 2011)

Proposed retained policy	Reason
BCS7 Centres and retailing	The policy sets out a network and hierarchy of centres serving the community. It is consistent with the National Planning Policy Framework (NPPF) and provides a flexible policy approach for meeting needs for town centre development and promoting the evolving role of centres.
BCS9 Green Infrastructure	The policy sets out a comprehensive approach to green infrastructure and achieving net gains for biodiversity. It is consistent with the NPPF and the place shaping principles set out in the Joint Spatial Plan.
BCS12 Community facilities	The policy continues to provide protection to a range of community facilities. It works alongside the provisions in the Localism Act where certain community facilities can be registered as assets of community value.
BCS16 Flood risk and water management	Approach to flood risk continues to be up to date and is consistent with the NPPF. Additional policy may be required to reflect emerging approaches to flood defences.
BCS21 Quality urban design	The policy sets out clear and responsive approaches to design matters which allow the city to evolve and innovative forms of development to emerge. The approach is consistent with the place shaping principles in Policy 5 of the Joint Spatial Plan.
BCS22 Conservation and the historic environment	The policy sets out a clear approach to safeguarding and enhancing the city's heritage assets. It is consistent with the NPPF and the place shaping principles in Policy 5 of the Joint Spatial Plan.

**FROM SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT
POLICIES (June 2014)**

Proposed retained policy	Reason
Community Facilities	
DM5 - Protection of Community Facilities	The policy continues to provide protection to a range of community facilities. It works alongside the provisions in the Localism Act where certain community facilities can be registered as assets of community value.
DM6 – Public Houses	The policy continues to give protection against the loss of public houses unless they are demonstrably unviable or where there is diverse alternative provision in the vicinity.
Centres and Retailing	
DM7 – Town Centre Uses DM8 – Shopping areas and frontages DM9 – Local centres DM10 – Food and drink uses and the evening economy DM11 – Markets	<p>Consistent with existing Core Strategy policy BCS7 this set of policies directs main town centre uses towards the city's identified centres. They set out criteria based approaches to uses within primary shopping areas, secondary shopping frontages and local centres. The approaches are consistent with the NPPF and provide a flexible policy framework for evolving and diversifying centres.</p> <p>Policy DM10 deals with food and drink uses. (A separate new policy for takeaways and health is proposed).</p> <p>Policy DM11 seeks to retain existing markets and encourage appropriately located new market provision.</p>
Health	
DM14 – The Health Impacts of Development	Cross cutting policy that requires Health Impact Assessment on larger developments and ensure health considerations are central to planning decisions. The policy is consistent with the NPPF and supports the policy proposals in this review.
Green Infrastructure	
DM15 – Green Infrastructure Provision DM16 - Open Space for Recreation DM17 - Development involving existing green infrastructure (Trees and Urban Landscape) DM19 - Development and Nature Conservation DM20 – Regionally Important Geological Sites DM21 – Private Gardens DM22 – Development Adjacent to Waterways	<p>Green infrastructure policies are consistent with the NPPF and Joint Spatial Plan and provide a supportive framework for future strategies for biodiversity and green infrastructure provision. The policies provide a framework for securing net gains for biodiversity.</p> <p>The local plan review introduces the Local Green Space designation to reflect the National Planning Policy Framework.</p> <p>(Part of DM17 is replaced by new policies for Local Green Space, Reserved Open Space and Incidental Open Space)</p>

**FROM SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES
(June 2014)**

Proposed retained policy	Reason
Transport and Movement	
DM23 – Transport Development Management	DM23 is consistent with overall development objectives and the place shaping principles in the Joint Spatial Plan. It includes a parking standards schedule to assist in implementing the policy. (A new policy for parking in residential development is proposed.)
DM25 – Greenways	Continues to be consistent with approach to transport and green infrastructure.
Design and Conservation	
DM27 – Layout and form DM28 – Public Realm DM29 – Design of New Buildings DM30 – Alterations to Existing Buildings DM31 – Heritage Assets	Design policies provide an effective and up to date suite of design policy objectives to ensure new development achieves high quality design. The policies are consistent with the place shaping principles in Policy 5 of the Joint Spatial Plan.
DM32 – Recycling and Refuse in New Development	Policy provides an effective and up to date approach to ensuring new development makes appropriate provision for the storage and collection of recycling and refuse.
Pollution and Utilities	
DM34 – Contaminated Land DM35 – Noise Mitigation DM36 – Telecommunications DM37 – Unstable Land DM38 – Minerals Safeguarding Areas DM39 – Sewage Treatment Works	Policies covering technical matters that remain up to date and relevant.

FROM BRISTOL CENTRAL AREA PLAN (March 2015)

Proposed retained policy	Reason
BCAP5: Development and flood risk	See BCS16 above.
BCAP6: Delivery of employment space	Encouraging a range of office and flexible workspace provision across the city centre is consistent with objectives for the economy and the delivery of workspace.
BCAP8: Maritime industries	Seeks to retain and support maritime industries which are located in the city's central waterfront areas.
BCAP10: Hotel development	These policies support the city centre's diverse economic sectors and continue to be consistent with national planning policy and the Joint Spatial Plan.
BCAP11: University and hospital development	
BCAP12: Vacant sites and temporary uses	
BCAP13: Strategy for retail development in Bristol City Centre	Consistent with existing Core Strategy policy BCS7 this set of policies manages the distribution of main town centre uses around the city centre, directing larger scale retail development to primary shopping areas and allocated sites. They set out flexible criteria based approaches to uses within primary shopping frontages, secondary shopping frontages, leisure use frontages and markets. The approaches are consistent with the NPPF and work in tandem with existing policy DM ₁₀ on food and drink uses and the evening economy.
BCAP14: Location of larger retail development in Bristol City Centre	
BCAP15: Small-scale retail developments and other related uses in Bristol City Centre	
BCAP16: Primary shopping frontages in Bristol City Centre	
BCAP17: Secondary shopping frontages in Bristol City Centre	
BCAP18: New market provision in Bristol City Centre	
BCAP19: Leisure use frontages in Bristol City Centre	

FROM BRISTOL CENTRAL AREA PLAN (March 2015)

Proposed retained policy	Reason
BCAP22: Habitat preservation, enhancement and creation on waterways	These policies seek to maintain and enhance the city centre's distinctive green infrastructure network, consistent with existing Core Strategy policy BCS9 and national planning policy.
BCAP23: Totterdown Basin enhancement	
BCAP24: The St. Paul's Green Link	
BCAP25: Green infrastructure in city centre developments	
BCAP26: Old City - Reducing traffic in the heart of Bristol City Centre	This policy seeks to improve the environment in the city centre, consistent with the overall planning objectives for the city.
BCAP29: Car and cycle parking	This policy is consistent with the overall approach to parking and the efficient use of land.
BCAP30: Pedestrian routes	These policies seek to improve the pedestrian environment in the city centre, consistent with other design policies.
BCAP31: Active ground floor uses and active frontages in Bristol City Centre	
BCAP32: Quayside walkways	
BCAP34: Coordinating major development in Bristol City Centre	A co-ordinated approach to major development will make the most efficient use of land and improve the environment of the city centre, consistent with urban living objectives.
BCAP36: Bristol Shopping Quarter	Policies continue to provide a clear and flexible strategy for the locations addressed. The policy for Bristol Shopping Quarter is consistent with the town centre first approach of the national planning policy framework. These policies also form the basis for supporting strategies for the city centre.
BCAP37: High Street, Wine Street and Castle Park	
BCAP40: Redcliffe Way	

List of policies proposed to be retained

Appendix A: Industry and Distribution Areas

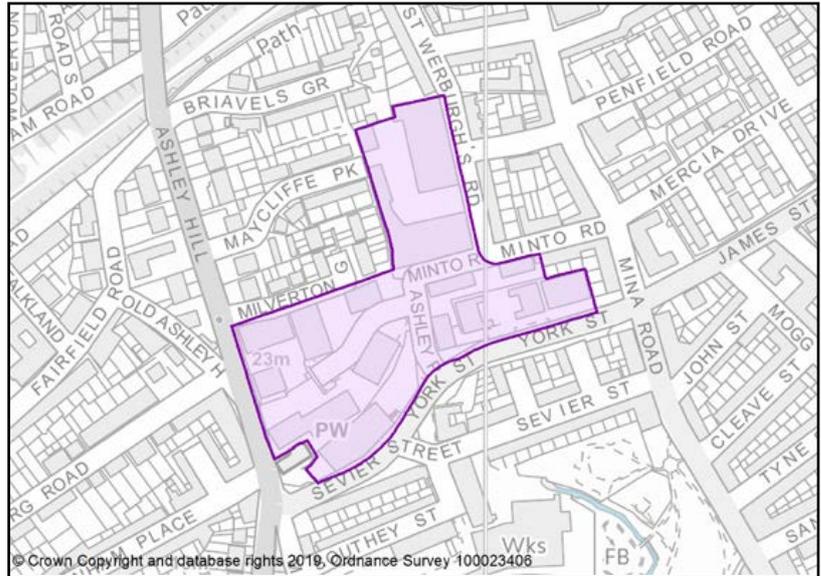
The maps in this appendix show the Industry and Distribution Areas proposed for designation by Draft Policy E4 'Industry and Distribution Areas'.

Ashley Hill, St Werburgh's:

Area:
2.9 ha

Development strategy area:
North Bristol

Ward:
Ashley

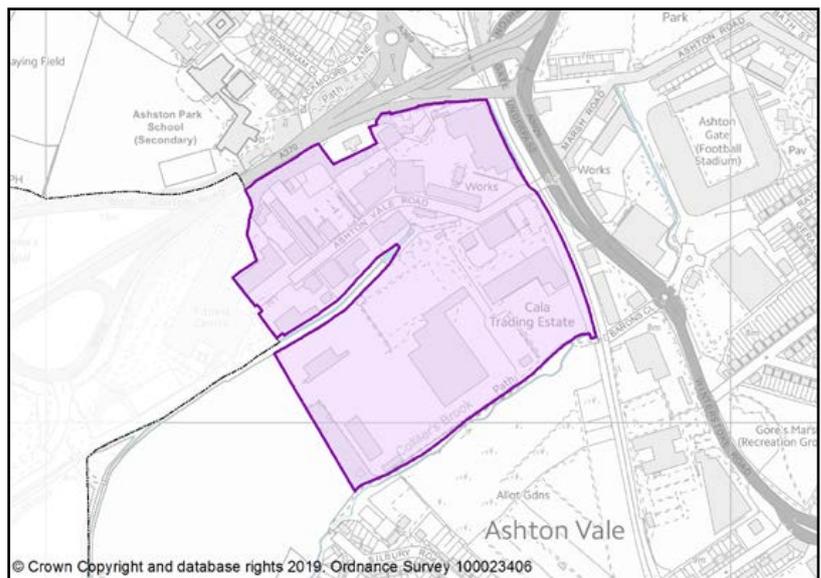


Ashton Vale Road, Ashton

Area:
18.3 ha

Development strategy area:
South Bristol

Ward:
Bedminster

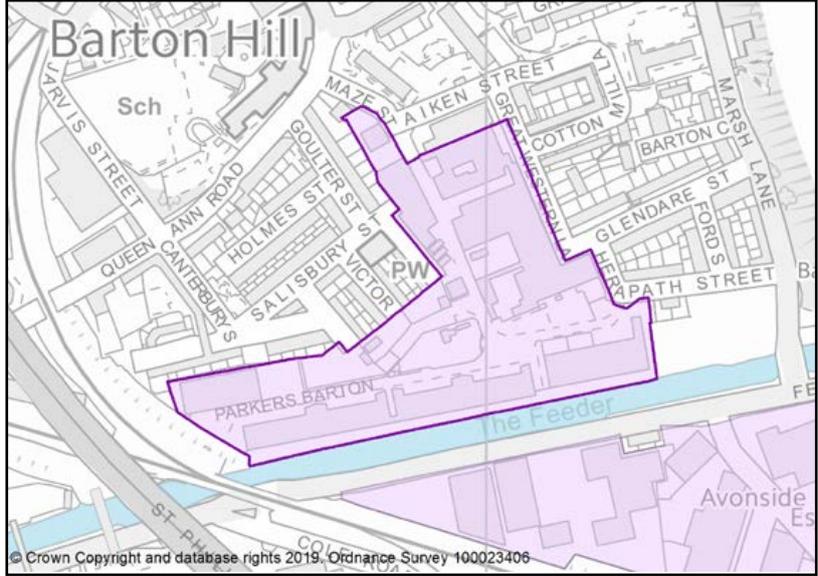


Barton Hill Trading Estate, Barton Hill

Area:
3.9 ha

Development strategy area:
East Bristol

Ward:
Lawrence Hill

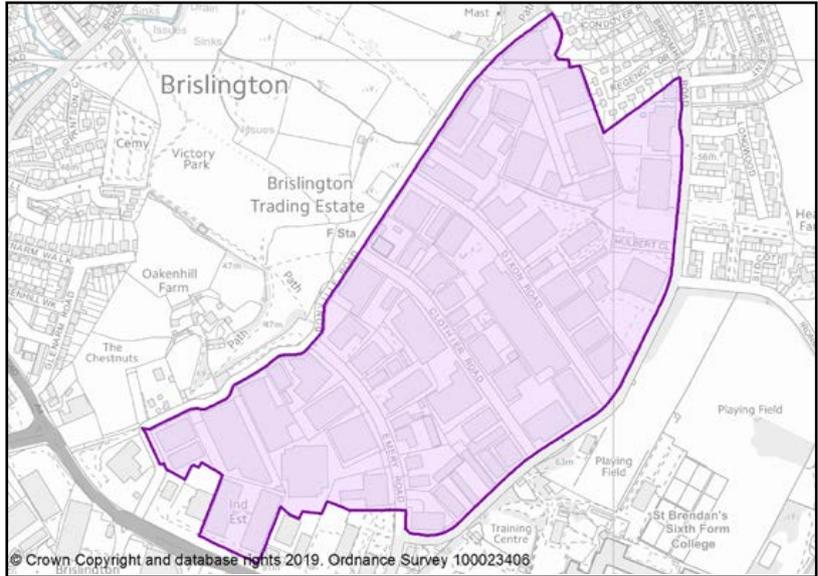


Brislington Trading Estate / Bath Road (north)

Area:
30.1 ha

Development strategy area:
South Bristol

Ward:
Brislington East

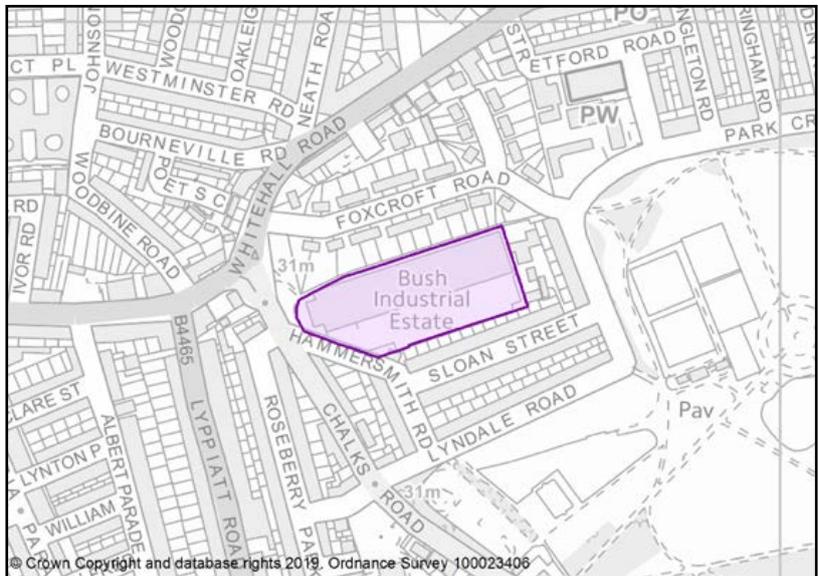


Bush Industrial Estate, Whitehall

Area:
0.9 ha

Development strategy area:
East Bristol

Ward:
St George West

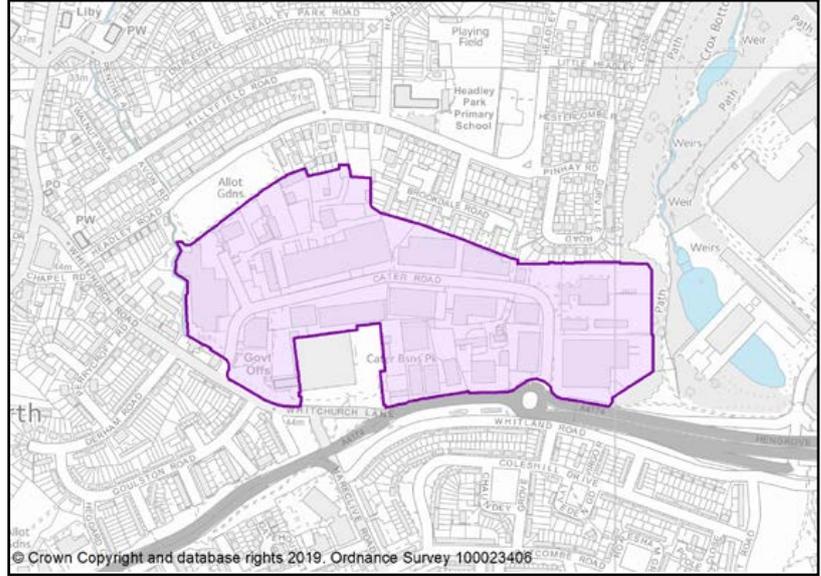


Cater Road, Bishopsworth / Hartcliffe

Area:
15.3 ha

Development strategy area:
South Bristol

Ward:
Bishopsworth



Central Park, Petherton Road, Hengrove

Area:
4.0 ha

Development strategy area:
South Bristol

Ward:
Hengrove &
Whitchurch Park

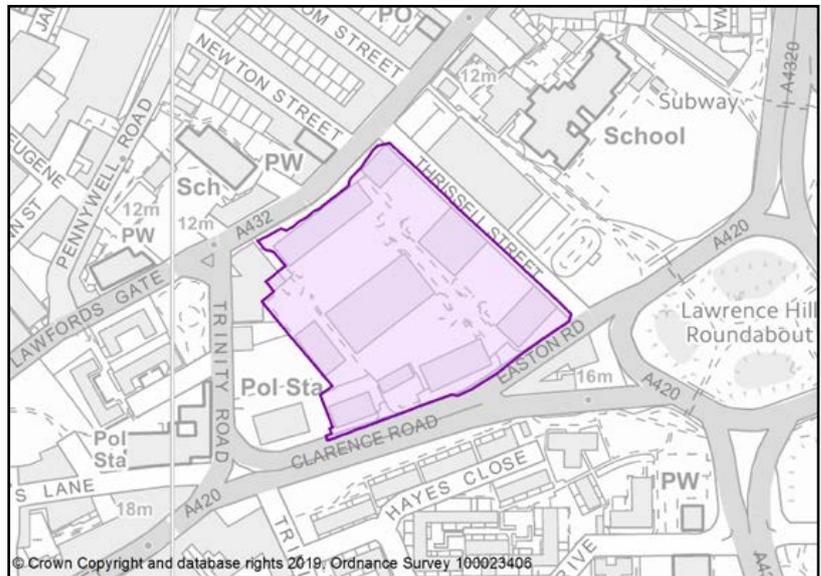


City Business Park, Easton

Area:
2.7 ha

Development strategy area:
Central Bristol

Ward:
Lawrence Hill

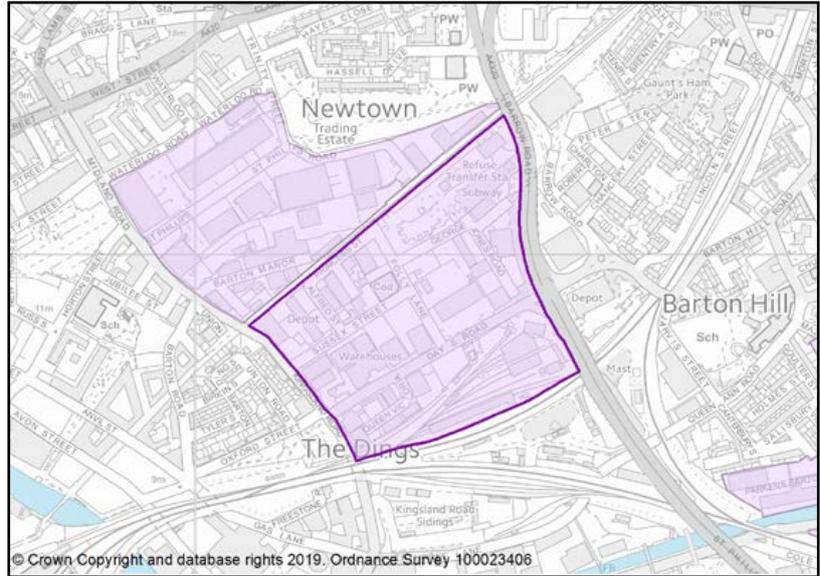


East of Kingsland Road, St. Philip's

Area:
12.5 ha

Development strategy area:
Central Bristol

Ward:
Lawrence Hill

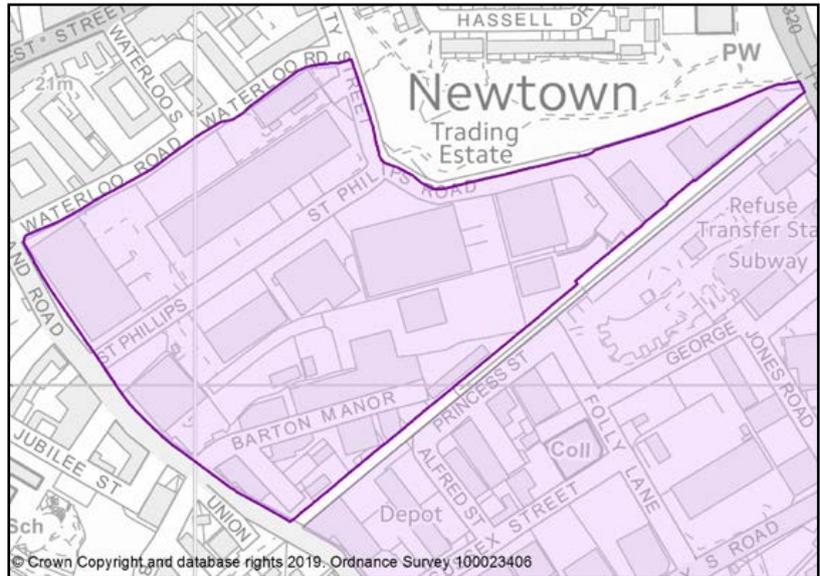


East of Midland Road, Old Market

Area:
8.4 ha

Development strategy area:
Central Bristol

Ward:
Lawrence Hill

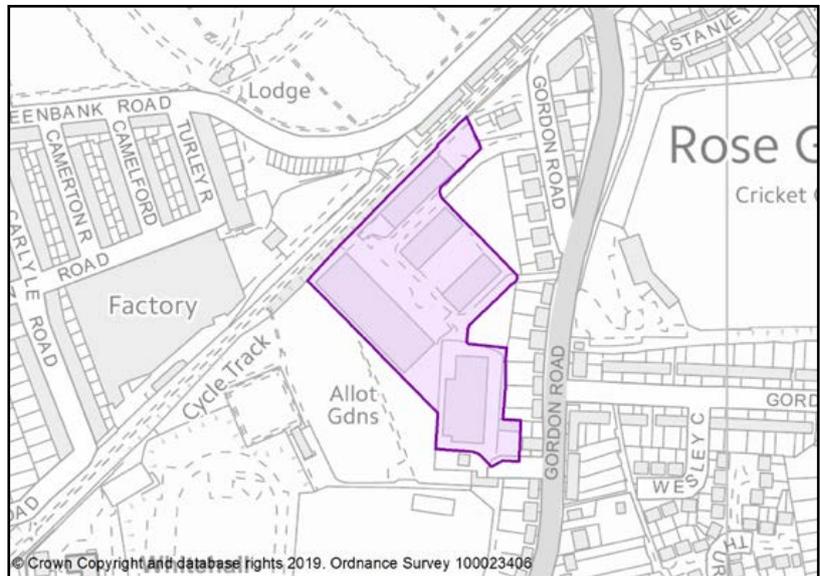


Eastpark Trading Estate, Whitehall

Area:
1.8 ha

Development strategy area:
East Bristol

Ward:
Easton

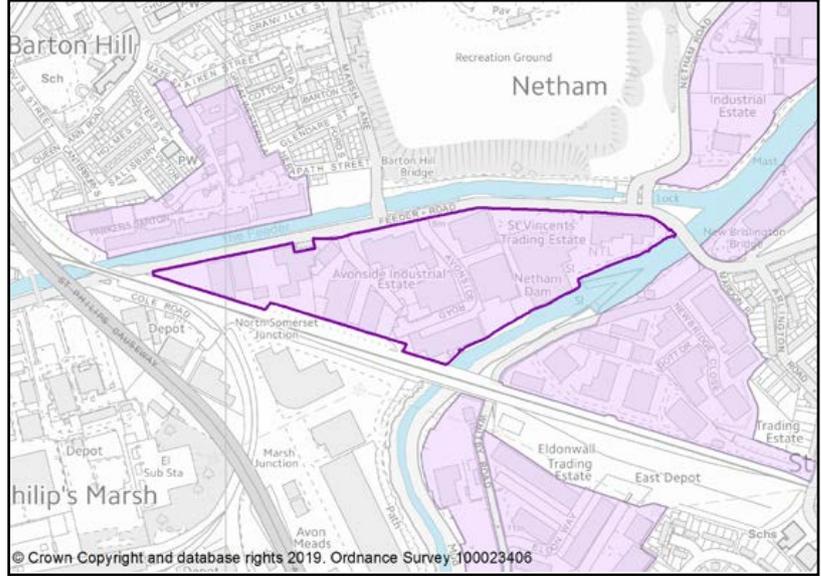


Feeder Road, St Philip’s Marsh

Area:
8.6 ha

Development strategy area:
East Bristol

Ward:
Lawrence Hill

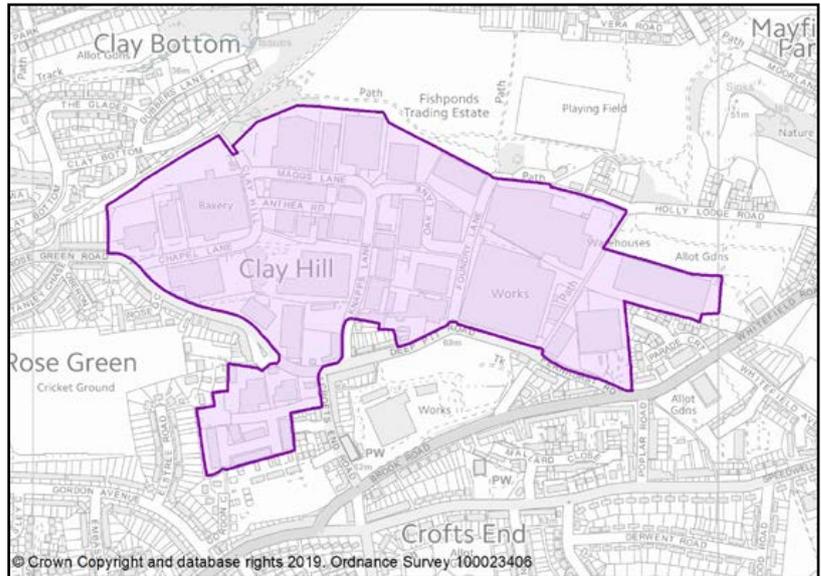


Fishponds Trading Estate, Eastville

Area:
22.7 ha

Development strategy area:
East Bristol

Ward:
Eastville



Hawkfield Business Park, Hartcliffe

Area:
7.2 ha

Development strategy area:
South Bristol

Ward:
Hengrove &
Whitchurch Park



**Liberty Industrial Park,
Ashton Vale**

Area:
2.9 ha

Development strategy area:
South Bristol

Ward:
Bedminster



**Lodge Causeway (west),
Fishponds**

Area:
6.2 ha

Development strategy area:
East Bristol

Ward:
Hillfields

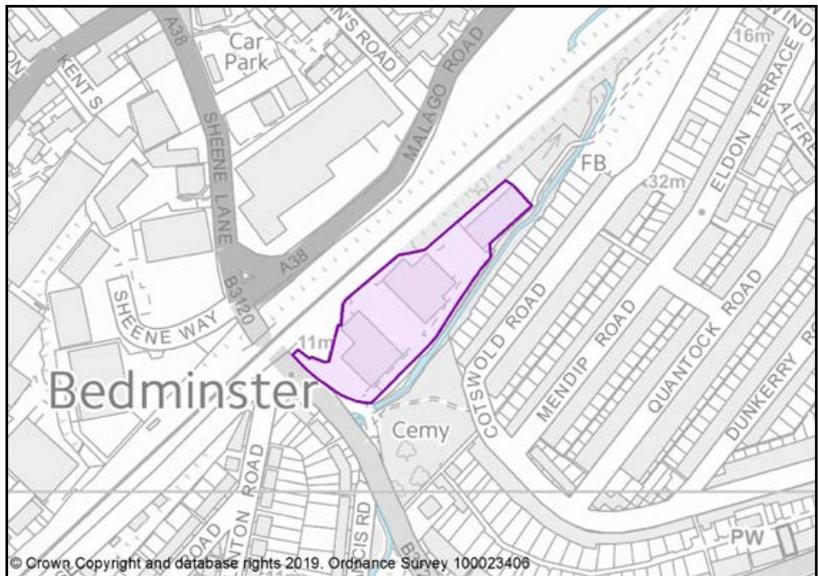


**Malago Vale Estate,
Windmill Hill**

Area:
0.9 ha

Development strategy area:
South Bristol

Ward:
Windmill Hill

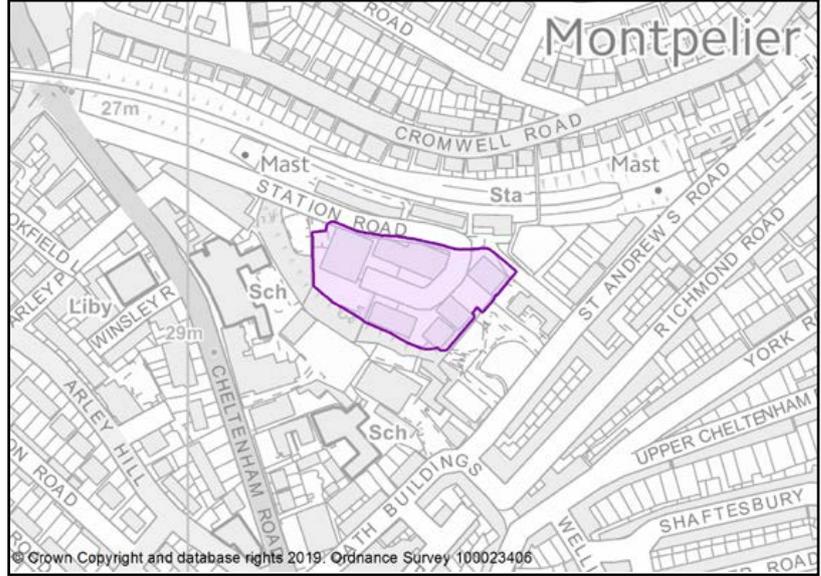


**Montpelier Central /
Station Road, Montpelier**

Area:
0.9 ha

Development strategy area:
North Bristol

Ward:
Ashley

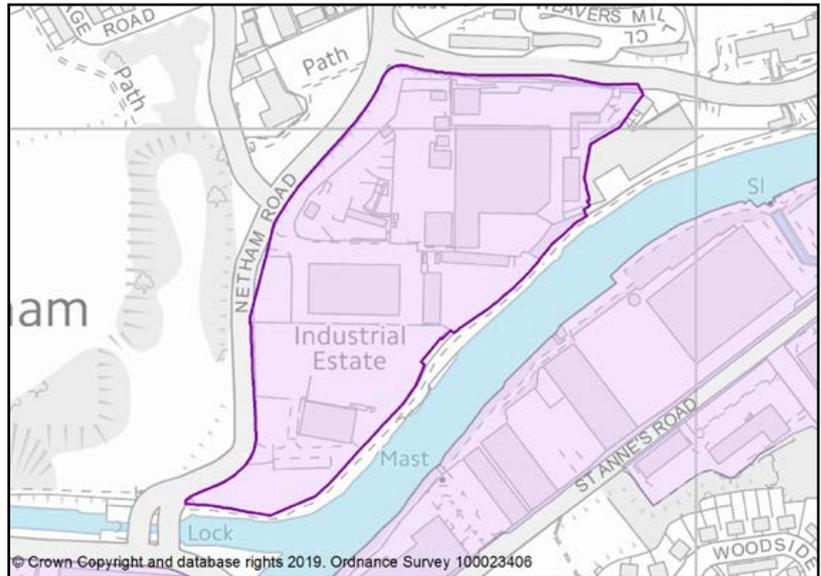


**Netham Road / Blackswarth
Road (south), St George**

Area:
5.0 ha

Development strategy area:
East Bristol

Ward:
St George West



**New Gatton Road,
St Werburgh's**

Area:
2.9 ha

Development strategy area:
North Bristol

Ward:
Ashley



New Station Way, Fishponds

Area:
1.2 ha

Development strategy area:
East Bristol

Ward:
Frome Vale

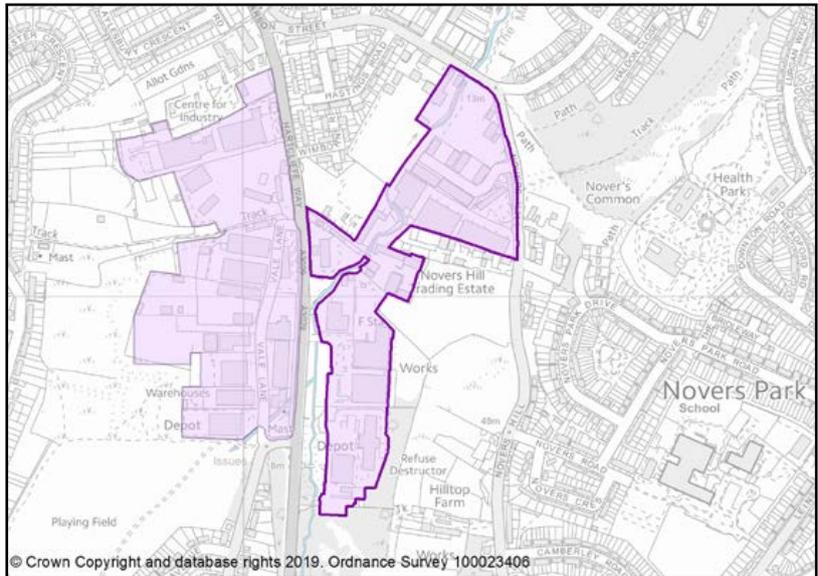


Nover's Hill / Hartcliffe Way, Knowle

Area:
7.7 ha

Development strategy area:
South Bristol

Ward:
Filwood

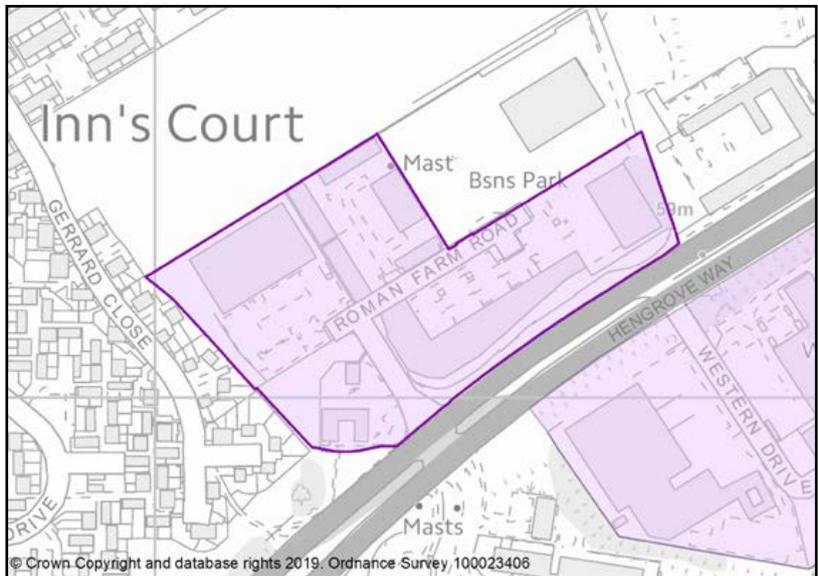


Roman Farm Road, Hengrove

Area:
4.8 ha

Development strategy area:
South Bristol

Ward:
Filwood

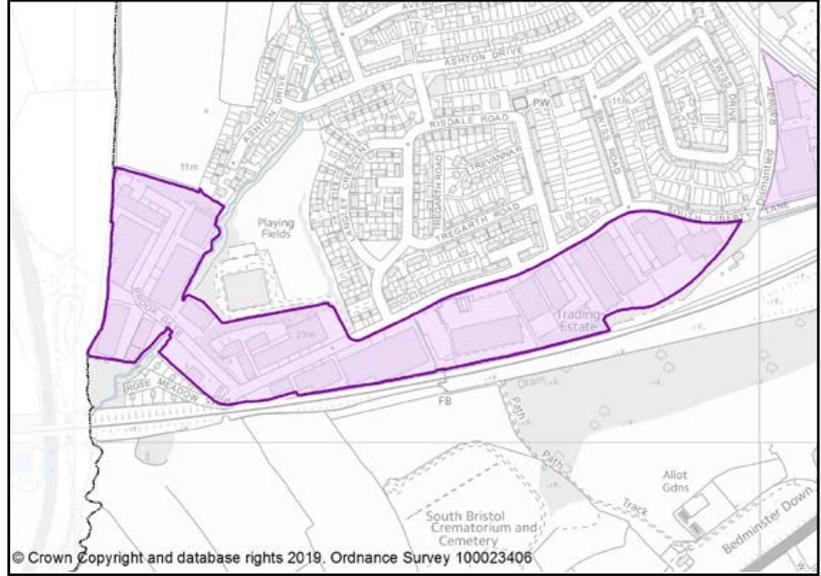


South Liberty Lane / Brook Gate, Ashton Vale

Area:
12.4 ha

Development strategy area:
South Bristol

Ward:
Bedminster

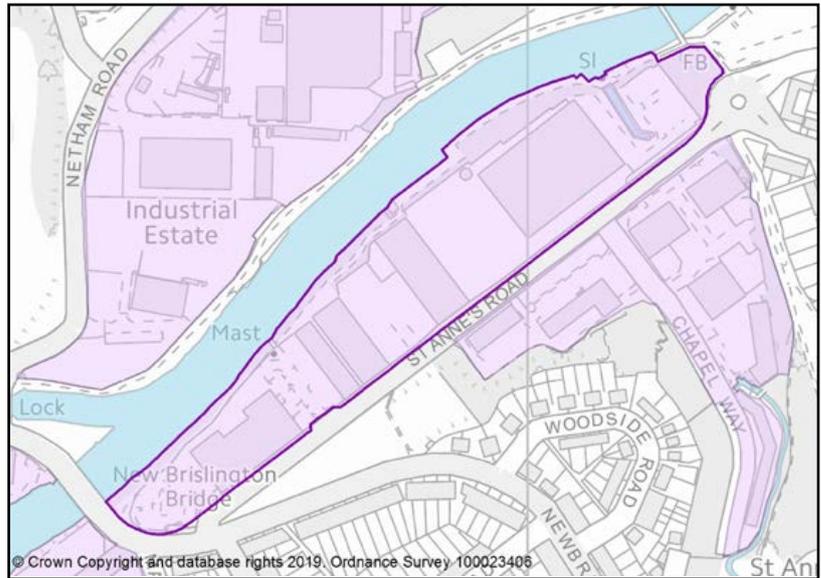


St Anne's Road (north), St Anne's

Area:
4.2 ha

Development strategy area:
South Bristol

Ward:
Brislington East

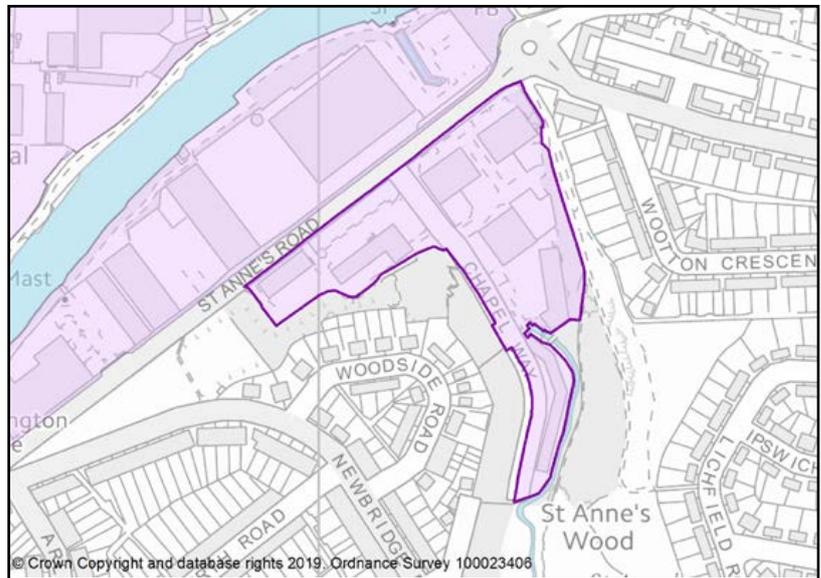


St Anne's Road (south), St Anne's

Area:
2.5 ha

Development strategy area:
South Bristol

Ward:
Brislington East



St Gabriel’s Business Park / Easton Business Centre, Easton

Area:
0.8 ha

Development strategy area:
East Bristol

Ward:
Lawrence Hill

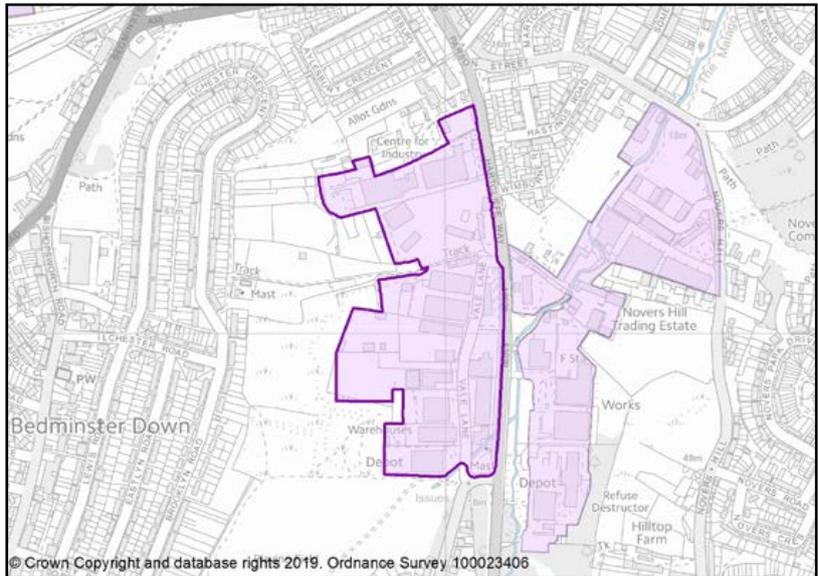


Vale Lane / Hartcliffe Way, Bedminster Down

Area:
9.2 ha

Development strategy area:
South Bristol

Ward:
Bishopsworth



Western Drive, Hengrove

Area:
5.1 ha

Development strategy area:
South Bristol

Ward:
Hengrove &
Whitchurch Park



Whitby Road (north), St Anne's

Area:
6.5 ha

Development strategy area:
South Bristol

Ward:
Brislington East

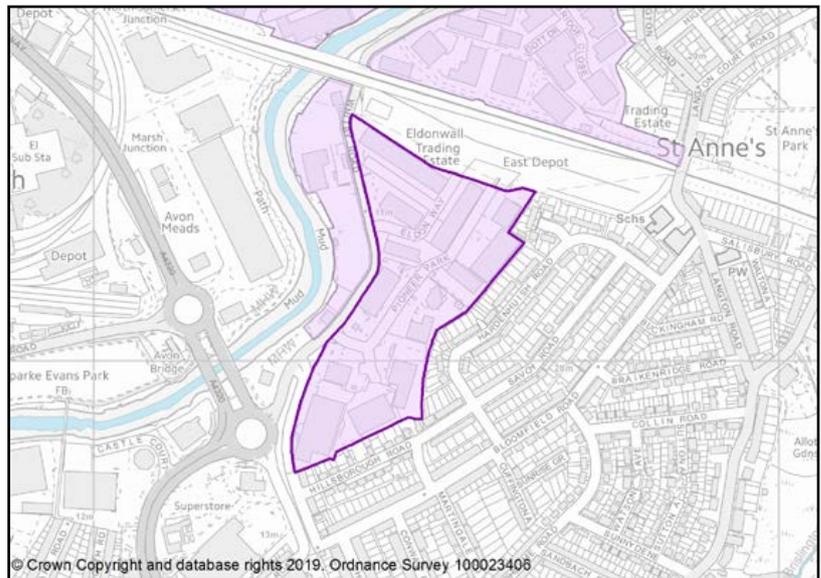


Whitby Road (south), Brislington

Area:
7.8 ha

Development strategy area:
South Bristol

Ward:
Brislington West



Whitby Road (west), Brislington

Area:
2.1 ha

Development strategy area:
South Bristol

Ward:
Brislington West



Whitehall Trading Estate, Whitehall

Area:
1.0 ha

Development strategy area:
East Bristol

Ward:
Easton



Winterstoke Road / South Liberty Lane, Ashton Vale

Area:
8.6 ha

Development strategy area:
South Bristol

Ward:
Bedminster



Woodland Way, Hillfields

Area:
1.5 ha

Development strategy area:
East Bristol

Ward:
Hillfields

